

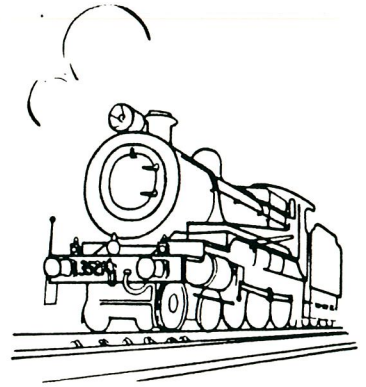
Sydney Live Steam Locomotive Society

Anthony Road, West Ryde, N.S.W.

Newsletter
Correspondence.
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P.O.Box 124,
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N.S.W.

'Newsletter'

Vol. 19 No. 4 .



November 1991.

Editorial.

We have not had an Editorial for some time so I would like to take this opportunity to thank those members who have contributed to the Newsletter in 1991. I would be very happy if more members could be of assistance in 1992 by supplying articles or information for inclusion in the Newsletter.

In 1991 the new foot bridge was completed and we saw a number of record breaking public run days. The fine dry winter months had the ground capacity stretched to near its limit, the September run day set a record for the number of rides in a Saturday afternoon. We need to ensure a good roll up of members and locomotives to cope with such days. The summer months may see a reduction in numbers making the afternoon more enjoyable for members.

To conclude this Editorial I would like to wish all members and friends of the Society a very merry Christmas and a safe and happy New Year.

John Lyons.

General News Items.

Christmas B.B.Q. Following the December running day members are invited to stay on for or come for a bring your own B.B.Q. If possible make an effort to join in and celebrate Christmas and the years end.

Trackwork. Following this running day, 16. 11. '91, work will begin on the relocation of the ground level track at the southern end of the ground. This will give more separation at the southern end of the track.

Duty Roster.

Dec. '91. M.Haynes, M.McAulay, J.Sorensen, N.Sorensen, B.Courtenay, W.Hamilton.
Jan. '92. J.L.Hurst, J.Davies, R.Lee, P.Shiels, J.Lyons, P.Lyons, P.Brotchie.
Feb. '92. B.Hurst, B.Tulloch, A.Eyre, J.L.Hyde, B.Rawlinson, G.Esdaile, A.Austin.
Mar. '92. B.Peake, W.Allison, J.Murray, J.Leishman, W.Edgecombe, V.Condon.

Gate Roster

To be notified.....

Two Hundred Years.

In 1992 Ryde Council will celebrate their Bi-Centennary. We have been invited to take part in their celebrations. It is intended to offer to hold a special Bi-Centennial Day for the Council at some time through the year with the takings going to the Council for a Charity or purpose of their choice.

Driving Dangers.

Spare a thought for John Hurst snr. and George Robinson. John was driving to Ryde tip with the Societies trailer full of rubbish and within sight of the tip some fellow drives out on John's left hand side and makes a right hand turn leaving John nowhere to go but into the vehicle. Fortunately there were no serious injuries to either John or George - riding as off sider but John's car was nearly a write off. Repairs are now underway.

N.S.W.G.R. Z 2708.

The photographs on the next page , taken a few Saturdays ago, show Frank Collins with his new 5" gauge locomotive Z 2708. The frame and chassis was made by Bernie Courtenay while the body work, boiler and fittings, and painting were carried out by Barry Potter of Milthorpe. Both are members of the S.L.S.L.S. Frank has provided some information about the prototype.

A group of eight 2-6-0 tender locomotives were specially imported for railway construction work by the N.S.W. Public Works Department in 1913 from the Hunslet Engine Company of Leeds, England. They were allocated to the Public Works road numbers 1 to 8. Six of these locomotives were assembled at the depot at Dyke Newcastle and the other two at Byron Bay after which they passed into the control of Messers Norton Smith and Company the firm engaged by the Government to build various branch railways throughout the State.

These engines in their pristine state were set off by a stocky cast iron chimney and dumpy dome. A belpair type firebox, cut away cab and a low sided bogie tender of somewhat unusual design were also provided. They had outside steam chests mounted above each of the two cylinders, the slide valves being operated by outside walschaerts valve gear, somewhat of a novelty in N.S.W. at that time.

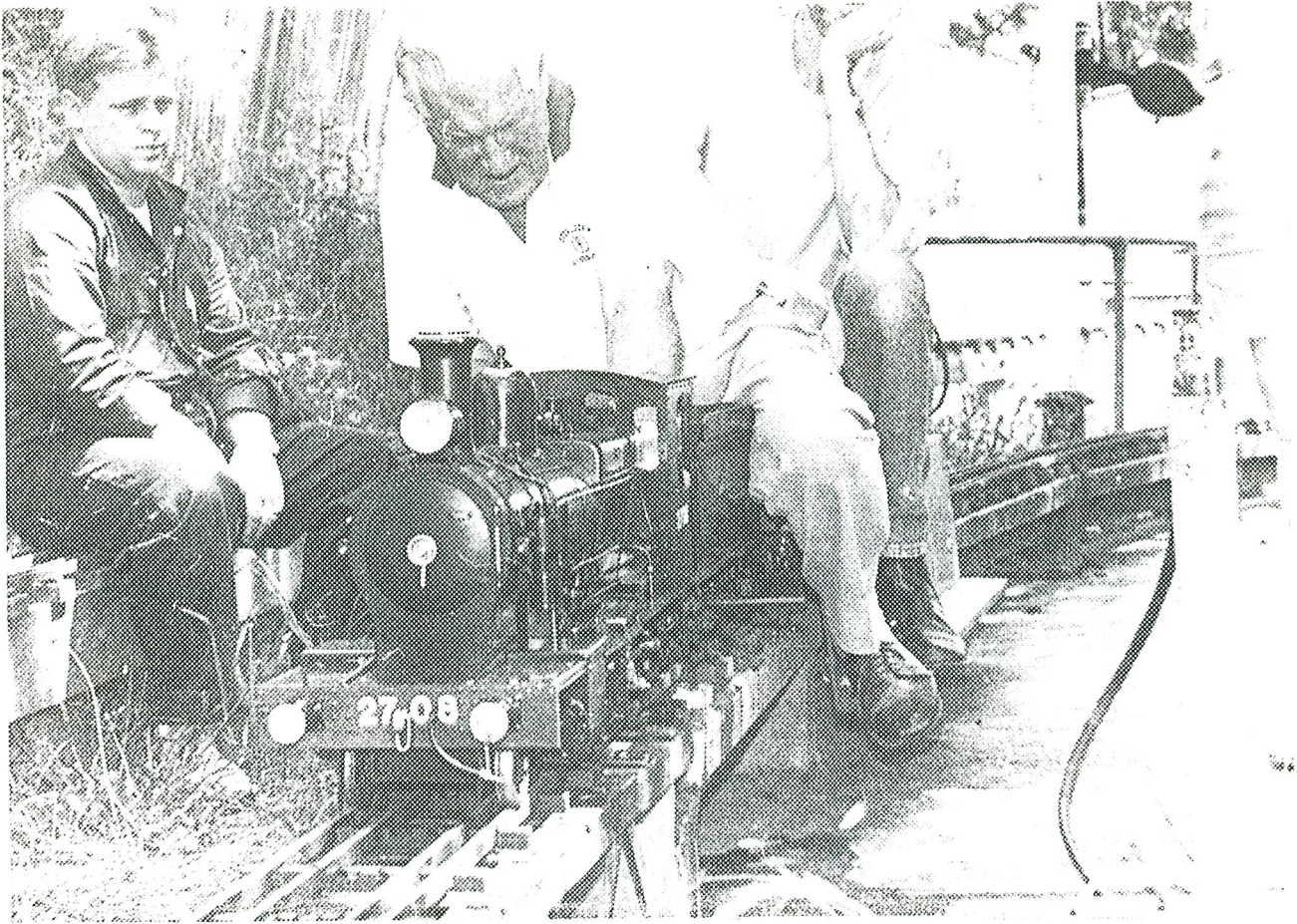
All eight engines were transferred to the railway department in December 1916, in August 1924 these engines were renumbered 2701 to 2708 of the Z 27 class.

These engines spent most of their working lives at Narrabri West on branch line service. In 1960 they were withdrawn from service, but, Z2705 has been preserved and now rests at the Thirlmere Railway Museum.

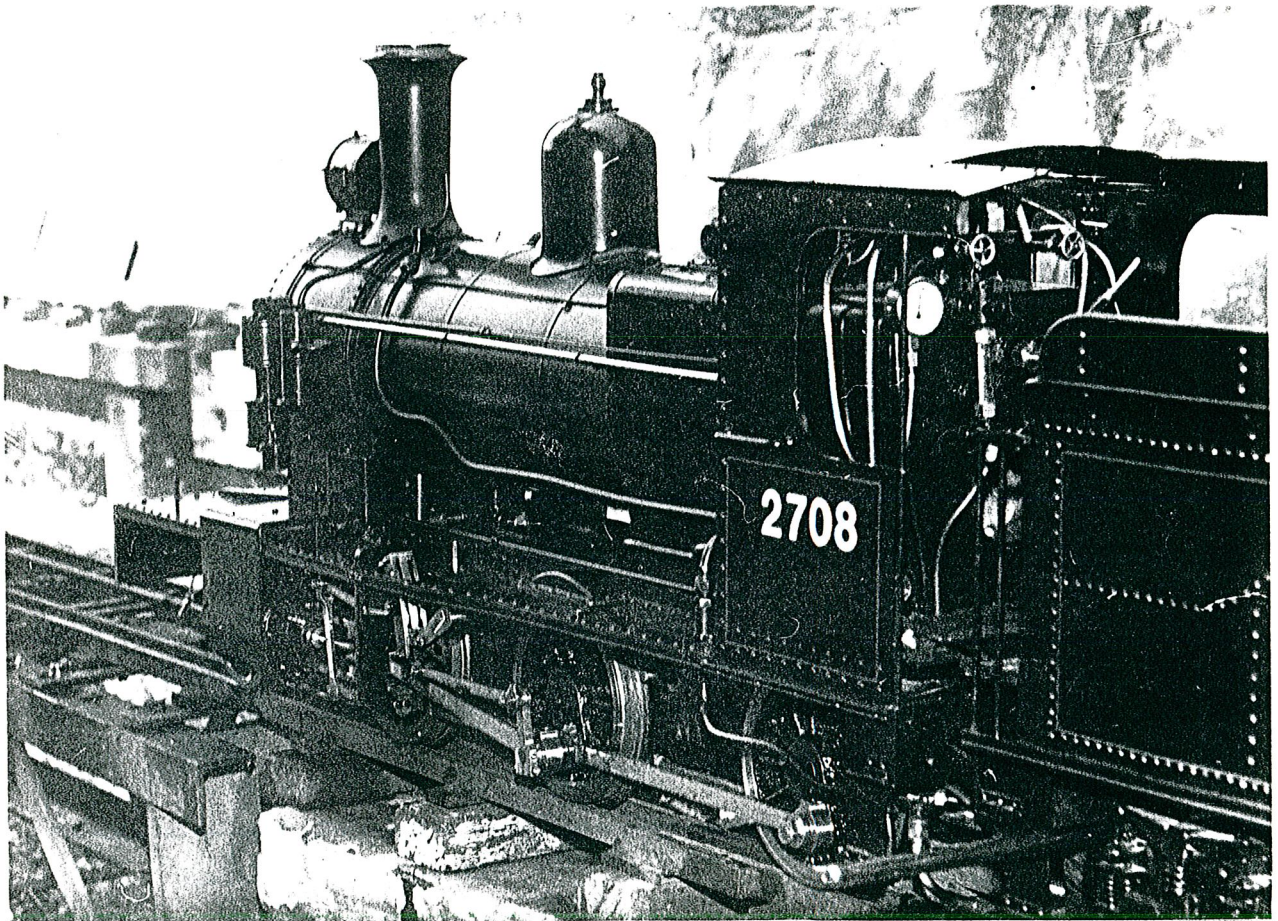
Frank Collins.

Boiler Inspection Reminder.

Owner.	Boiler I.D.	Locomotive	Date Due.
John Davies	N.A.69.21	5" gge 4-6-2	1. 4. '92.
John Hurst	N.A.70.28	3½" gge 4-6-0	overdue 7. 5. '91.
Barry Tulloch	N.A.70.35	5" gge 4-6-2	18. 2. '92.
Ron Larkin	N.A.73.56	5" gge 4-4-2	16. 12. '92.
John Davies	N.C.69.18	3½" gge 4-6-2	6. 5. '92.
Warwick Allison	N.A.74.68	3½" gge 0-4-0	2. 12. '92.
Maurie Haynes	N.A.77.88	5" gge 4-6-0	4. 11. '92.
Jeff Sorensen	N.A.77.89	5" gge 4-6-0	overdue 12. 3. '91.
Jim Hyde	N.A.82.106	3½" gge 4-8-2	18. 11. '92.
Hugh Ryan	N.A.84.110	5" gge 0-4-0	29. 10. '91.
Ray Lee	N.A.85.116	5" gge 4-6-2	17. 6. '92.
Ron Larkin	N.A.88.129	5" gge 4-6-0	4. 2. '92.
Barry Tulloch	N.P.85.04	5" gge 2-8-0	15. 7. '92.
Brian Kilgour	C.M.80.44	5" gge 2-8-0	29. 7. '92.
Trevor Arney	N.M.85.14	5" gge 2-8-2	22. 3. '92.
Peter Shiels	N.P.84.03	5" gge 4-8-2	overdue 3. 10. '90.



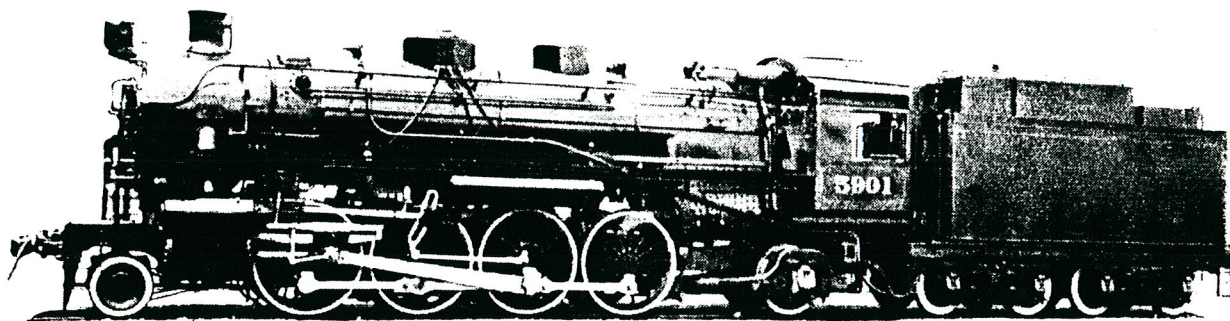
FRANK COLLINS' 5" GAUGE Z 2708





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