

Allison

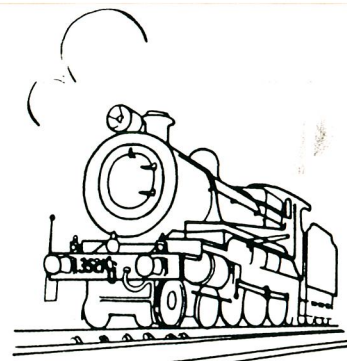
Sydney Live Steam Locomotive Society

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Newsletter
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So, You Thought Women Didn't Understand Technical Things ! ? by Colin Wear.

The following letter goes to show that women can understand things of a technical nature !

In the 1800's very few men would have had a grasp of things of a technical nature, so to find a young woman in that era who could describe something as complex (for the time) as a railway and steam engine I find quite remarkable.

In 1830 at the opening of the Liverpool and Manchester Railway (the first commercial passenger carrying railway) which was the brainchild of George Stephenson, at just this time it chanced that the celebrated actor of the day one John Kemble was fulfilling an engagement at Liverpool with his daughter, known as Mrs. Frances Kemble-Butler.

Being social friends of George Stephenson they were invited on the trial trip, and rode by the side of Stephenson. After the event she wrote to one of her friends of the experience.....

Liverpool, August 26th. 1830.

" My Dear H..

A common piece of paper is enough for love, but a foolscap extra can only contain a railroad and my ecstasies. There was once a man born at Newcastle - upon - Tyne, who was a common coal digger; this man had an immense constructiveness, which displayed itself in pulling his watch to pieces and putting it together again, in making a pair of shoes when he happened to be some days without occupation; finally there is a great gap in my story - it bought him in the capacity of an engineer before a Committee of the House of Commons, with his head full of plans for constructing a railroad from Liverpool to Manchester. It so happened that to the quickest and most powerful perceptions and conceptions, to the most indefatigable industry and perseverance, and the most accurate knowledge of the phenomena of nature as they affect his particular labours, this man joined an utter want of the "gift of the gab "; he could no more explain to others what he meant to do and how he meant to do it, than he could fly, and therefore the members of the House of Commons, after saying ' There is a rock to be excavated to a depth of more than sixty feet, there are embankments to be made nearly to the same height, there is a swamp five miles in length to be traversed, in which if you drop an iron rod it sinks and disappears; how will you do this ?' and receiving no answer but a broad Northumbrian, ' I can't tell you how I will do it, but I can tell you I will do it,' dismissed Stephenson as a visionary."

" Having prevailed upon a company of Liverpool gentlemen to be less incredulous, and having raised funds for his great undertaking, in December of 1826 the first spade was struck in the ground. And now I will give you an account of yesterday's excursion...."

".....A party of sixteen persons was ushered into a large court-yard, where, undercover, stood several carriages of a peculiar construction, one of which was prepared for our reception. It was a long bodied vehicle with seats placed across it back to back; the one we were in had six of these benches, and it was a sort of uncovered *char a banc*. The wheels were placed upon two iron bands which formed the road, and to which they are fitted, being so constructed as to slide along without any danger of hitching or becoming displaced, as the same principle as a thing sliding on a concave groove....."

"..... We were introduced to the little engine which was to drag us along the rails. She (for they make all these curious little fire horses all mares) consisted of a boiler, a stove, a platform, a bench, and behind the bench a barrel containing enough water to prevent her being thirsty for fifteen miles, - the whole machine not bigger than a common fire engine. She goes upon two wheels, which are her feet, and they are moved by bright steel legs called pistons; these are propelled by steam and in proportion as more steam is applied to the upper extremities (the hip joints, I suppose) of these pistons, the faster they move the wheels; and when it is desirable to diminish the speed, the steam, which unless suffered to escape would burst the boiler, evaporates through a safety valve into the air. The reins, bit and bridle of this wonderful beast, is a small steel handle, which applies or withdraws the steam from its legs or pistons, so that a child might manage it.

The coals, which are its oats, were under the bench, and there was a small glass tube affixed to the boiler, with water in it, which indicates by its fullness or emptiness when the creature wants water, which is immediately conveyed to it from its reservoirs. There is a chimney to the stove, but as they burn coke there is none of the dreadful black smoke which accompanies the progress of a steam vessel. This snorting little animal, which I felt rather inclined to pat, was then harnessed to our carriage, and Mr. Stephenson having taken me on the bench of the engine with him, we started at about ten miles per hour. The steam horse ill adapted for going up and down hill, the road was kept at a certain level, and appeared sometimes to sink below the surface of the earth and sometimes to rise above it. Almost at starting it was cut through the solid rock, which formed a wall on either side of it, almost sixty feet high. You can't imagine how strange it seemed to be journeying on thus, without any visible cause of progress other than the magical machine, with its flying white breath and rhythmical, unvarying pace, between these rocky walls, which are already clothed with moss and ferns and grasses; and when I reflected that these great masses of stone had been cut asunder to allow our passage thus far below the surface of the earth, I felt as if no fairy tale was ever so wonderful as what I saw. Bridges were thrown from side to side across the top of these cliffs, and the people looking down upon us from them seemed like pygmies standing in the sky. I must be more concise, though, I shall want room. We were to go only fifteen miles, that distance being sufficient to show the speed of the engine, and to take us to the most beautiful and wonderful object on the road. After proceeding through this rocky defile, we presently found ourselves raised upon embankments ten or twelve feet high; we then came to a moss or swamp, of considerable extent, on which no human foot could tread without sinking, and yet it bore the road that bore us. This had been the great stumbling-block in the minds of the committee of the House of Commons; but Mr. Stephenson has succeeded in overcoming it. A foundation of hurdles, or, as he called it, basket-work, was thrown over the morass, and the interstices were filled with moss and other elastic matter.

Upon this the clay and soil were laid down, and the road does float, for we passed over it at the rate of five and twenty miles an hour, and saw the stagnant swamp water trembling on the surface of the soil on either side of us, I hope you understand me. The embankment had gradually been rising higher and higher, and in one place where the soil was not settled enough to form banks, Stephenson had constructed artificial ones of woodwork, over which the mounds of earth were heaped, for he said that though the woodwork would rot, before it did so the banks of earth that covered it would have been sufficiently consolidated to support the road. We had now come fifteen miles, and stopped where the road traversed a wide and steep valley. Stephenson made me alight and led me down to the bottom of this ravine, over which, in order to keep his road level, he has thrown a magnificent viaduct of nine arches, the middle one of which is seventy feet high through which we saw the whole of this beautiful valley. It was lovely and wonderful beyond all words. He here told me many curious things respecting this ravine; how he believed the Mersey had once rolled through it; how the soil had proved so unfavourable for the foundation of his bridge that it was built upon piles that were driven into the earth to an enormous depth; how while digging for a foundation he had come to a tree bedded in the earth, fourteen feet below the surface of the ground; how tides are caused; and how another flood may be caused; all of which I have remembered and noted down at much greater length than I can enter upon here."

Extracts from " **Railway Adventures and Anecdotes.** " R.Pike 1884.

Elevated Railway Signalling.

A further two signals have been connected to the ground frame. These are numbers 8 and 10. The diagram now shows all the functions operable from the frame. 7 of the 10 levers now perform useful functions. Of the missing numbers, 3 is to be the facing point lock for the crossover, 4 will operate the crossover, and 8 will be the home signal for the crossover at the platform.

As these are already interlocked in the frame, number 3 lever needs to be reverse all the time to permit 8 and 10 to be reversed.

7A is our reverser worked lower quadrant, and 7B is the Relph disc signal ex. St.Marys. Both are worked from number 7 lever with the appropriate signal clearing depending on the way the points are set. If the crossing lever is normal (ie., hasn't been pulled) they will automatically return to "stop" when the train goes past. They do this with a most satisfying clunk ! This facility is cut out when the closing lever is reverse (pulled).

Note. See attached Elevated Railway Signalling Diagram.

Signal Box Handrails and Access.

Pete Shiels has started work on this. The construction will improve safety and presentation of the signal box and force us to store our track somewhere else!

Club Flag.

At the October meeting the proposed new flag was discussed and in the absence of more appropriate alternatives it was decided to base it on our club logo. Thanks to Bernie for offering to sort out more details on the design and cost.

Library Bookcase.

The new bookcase has been completed and is now in use; it looks good and will provide a more appropriate home for our collection. It will improve access and storage and provide a display area for some of our historical items.

We are now in need of a member who is willing to be our Librarian and to take care of all our books and archive material and to maintain and expand our small library. If you feel you can help; contact Warwick or Henry.

Locomotive News.

It was good to see Wayne Fletcher with his 3 1/2" gauge "Schools" class locomotive having a good run on the elevated recently.

Also Jim Leishman had an even bigger than usual smile when he gave his K4 its trial run following its recent steam test, it looks a bit big for the elevated, Jim ! (Editors note. Jim's loco went into revenue service on the October running day, it looks great, handled the load with ease and while it is a bit bigger than the usual elevated motive power it is good to drive, I certainly enjoyed the few laps at the regulator, despite the rain, thanks Jim.)

Bill Richards.

Bill is recovering from his recent bypass operation. In his absence we have been forced to make more use of micrometers and spirit levels to get our jobs right.

Jim Hyde.

It is good to see Jim Hyde back at the grounds.

Terry Geraghty.

Terry has had a problem with an achilles tendon. By the time you are reading this Terry will be close to being out of plaster and getting all the muscles working again.

Freezer.

The new freezer is now in operation. Thanks to Bill for arranging the purchase and to Ron for filling it up! It was a shame that the September running day was a washout and it did not get its maiden use, however it is appreciated by the ladies.

Policy Document.

Warwick Allison has prepared a "Policy Document" outlining the general policy of the Society. It will be discussed at the next General Meeting and if acceptable will be framed and displayed in the clubhouse.

Sparks and Cinders.

There has been an insurance claim on a Victorian Club for "cinders in the eye". Lots of big money!! Members; please endeavour to minimise our chances of a similar claim. If you burn briquettes or char please ensure you do not burn the fines, do not work the locomotive too hard, do not rake the fire on the run and if you notice sparks, reduce the load.

With the ever increasing number of legal eagles who want people to sue for the slightest reason we must be forever vigilant.

Incident Reporting.

Drivers and Guards are reminded that all incidents, derailments etc., are to be recorded in our Incident Book.

This is a requirement to help protect us from any future legal action.

Injuries that occur **MUST BE RECORDED in the Injuries Book,, This is LAW.**

Guard and Station Master Duty.

Members are reminded that the public must be informed of the safe practises they should follow when riding on our railway. **Enclosed foot wear is required for all passengers.**

Boiler Testing.

I feel it is necessary to put down some notes re. boiler testing at the grounds. Traditionally the first Saturday has been test day and it is preferred to keep it that way. Since it is not always possible for the inspectors to be there on the first Saturday due to work commitments, I suggest that a phone call the night before to confirm that a test can be done is prudent.

Construction checks and hydraulic tests can be arranged by mutual agreement at other times. Please note that hydraulic tests are not a task we wish to perform on running days.

Steam tests will be done on the running day but MUST be started or in progress by 11. 30 hrs., we have to eat and prepare our own locomotives also.

IF IN DOUBT ASK !!

Brian Kilgour.

AMBSC Boiler Certificate Expiry Dates Till End 1996

Name.	Boiler No.	Locomotive	Date.
Mackellar	NA69. 7	3 1/2" 4-4-2	1-06-94 expired.
Brotchie	NA.69. 8	5" 2-8-0	15-06-94 expired.
Davies	NA.69.17.	2 1/2" 4-6-0.	1-12-93 expired.
Tulloch	NA.73.59.	5" 2-8-2.	5-10-94 expired.
Lee	NA.87.123.	3 1/2" 4-6-0.	16-03-94. expired.
Ranford	NA.88-126.	3 1/2" Heisler.	7-09-94. expired.
Leggett	CM.80.37.	5" 4-4-0.	21-05-94 expired.
Tulloch	NA.70.75.	5" 4-6-2.	19-09-95.expired.
Davies	NC.69.18.	3 1/2" 4-6-2.	27-06-95. expired.
Hyde	NA.82.106.	3 1/2"4-8-2.	7-11-95. expired.
Tulloch	NA.85.118.	5" 0-4-2.	4-01-95. expired.
Lee	NA.85.116.	5" 4-6-2.	15-08-95. expired.
Lee	NA.92.133	5" 4-6-2.	21-11-95.
Davies	NC.69.21.	5" 4-6-2.	1-04-95. expired
Mulholland	NB.84.48.	5" 0-6-0.	3-10-95. expired
Tulloch	NP.85.4	5' 2-8-0.	1-08-95. expired.
Kilgour	CM.80.44.	5"2-8-0.	16-10-96.
Larkin	NA.73.56.	5" 4-4-2.	3-04-96.
Haynes	NA.77.88.	5" 4-6-0.	20-02-96.
Hyde	NA.78.94.	3 1/2" 4-6-2.	6-02-96.
Lee	NA.79.98.	5"4-6-0.	4-09-96.

Locomotive Sales and Purchases.

In order to keep a true and accurate record of the locomotives within the club will members let either of the Boiler Inspectors know of sales and purchases. Since a " vale of secrecy " seems to exist on this subject then discession can be exercised if requested. With now over 140 boilers registered and now into the third register book keeping track of boilers in survey is becoming more complicated and time consuming. Thankyou for your assistance.

Brian Kilgour.

New Member.

Graeme Kirkby has been admitted to the Society as a provisional member. Welcome Graeme.

Narooma Public School. enjoyed their annual visit to our grounds. The day was as usual a great success and thanks goes to the members who were able to assist on that day.

Things to Come.

Our usual **Christmas BBQ** will be held after the December 16th running day, bring your own everything and all the guests you wish. The President especially wants to see some night trains.

Civil Engineering. Work will begin soon on the retaining wall for the inner main at the lower end of the grounds and also on the yard rebuilding. Your assistance will be required, remember , many hands make light work.

A.M.E. Nov.-Dec. 1995.

The SLSLS features very well in this issue. Front cover has a great sun set photo of new member Graeme Kirkby's locomotive at Colo Vale and the feature article was prepared by Warwick Allison on our ground level railway signalling system.

Duty Roster.

- Dec. '95. R.W.Allison, R.Barlow, H.Brammer, T.Geraghty, B.Greenfield, J.Mulholland, L.Pascoe.
- Jan. '96. H.Spencer, P.Brotchie, F.Collins, M.Gay, J.Noller, G.Robertson, H.Ryan, J.Stevens.
- Feb. '96. A.Mackellar, A.Austin, G.Esdaile, J.Grey, B.Kilgour, C.Leggett, V.Sciicluna, P.Sharp, P.Shiels.
- Mar. '96. J.L.Hurst, J.B.Hurst, A.Cottrell, J.Lyons, P.Lyons, B.Peake, M.Yule.

Gate Roster.

December. J.Ranford. January. B.Rawlinson. February. W.Richards. March. G.Robinson.

Henry on the air.

Part of the promotion for the November Charity Day had our secretary speaking on ABC radio 2BL the Thursday before the day. Henry was phoned by Frank Crooke and sounded very professional even though he was put on the spot, straight to air. There was even time for a bit of comedy..... Frank " ...now your trains run on coal ?" Henry " No Frank, they run on rails, we burn the coal to....." Henry, there may be an opening on the air waves some where ..

Editorial.

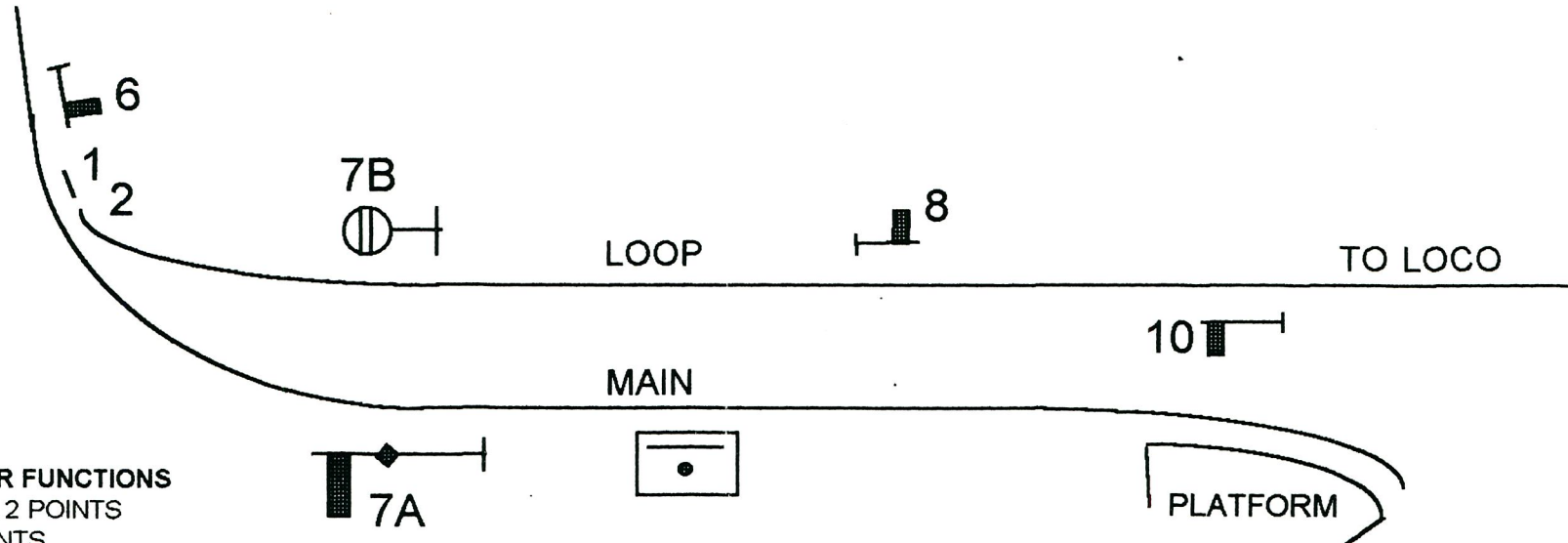
This completes another volume of the Newsletter, 1995 is rolling out, seemingly quicker than ever. I would like to thank the members who have taken the trouble to contribute something for our Newsletter. If you feel you could provide something of interest please let me know. Best wishes to all members and friends of the SLSLS for the Christmas season and the 1996 New year. (Don't forget the Christmas BBQ after the December 16th running day.)

John Lyons. Editor.

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SYDNEY LIVE STEAM LOCOMOTIVE SOCIETY ELEVATED RAILWAY SIGNALLING

5- CLOSING LEVER



LEVER FUNCTIONS

- 1 FPL 2 POINTS
- 2 POINTS
- 5 CLOSING LEVER
- 6 SHUNT TO MAIN OR LOOP
- 7 STARTER MAIN OR LOOP
- 8 SHUNT TO LOCO
- 10 SHUNT LOCO TO LOOP