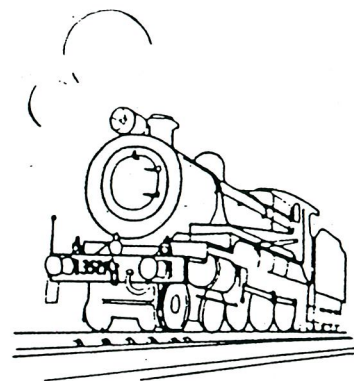


Sydney Live Steam Locomotive Society
 Anthony Road, West Ryde, N.S.W.

50
 YEARS

'Newsletter'

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 November 1998.



Running Day Reports.

August. For the last running day of winter we had a cold cloudy day with the threat of rain, fortunately the rain held off till about 4.30 pm when the packing up had started. We had a reasonable crowd with some long queues at times. On the elevated we had Jim Leishman, S.P. 4-6-2, Ron Larkin with the C35 later in the afternoon, Paul Taffer and Brian Carter with their respective narrow gauge 0-4-0's. The Mulhollands were there with the Pannier and Jack Grierson had a few laps with his 3 1/2" C38 class. The anti tip rail on the lower elevated curve had caused some track distortion and had to be negotiated with care.

The drainage work site fence is now within reach of the track and a large hole is been dug and shored up. The ground level track had an interesting combination of Max Gay "Bitza" 0-6-0 and John Tulloch H class 4-4-0. The wheels on one locomotive hardly seemed to turn while the others were really spinning. John later teamed with Barry and D5902. Ray Lee had C3803 out for a run, Warwick ran the "V" on the inner, Peter Shiels C3901 and Henry Spencer the T.G.R. "R" class.

Jim and Dennis Mulholland are working on a 5" gauge 9F, 92220 "Evening Star". Jim has been working on the smokebox and is making a fine job. The machining of the double blast pipe chimney looks great, as does the rest of the smoke box. Dennis has the chassis at rolling stage.

September.

This was a warm spring day with a good roll up. There were some long queues at times but the service catered for them well. On the ground level the motive power was provided by Warwick, "V" class, Ray Lee and C3803, Henry and the T.G.R. "R" class, Peter Shiels, C3901, Graham Kirkby with his 4-6-2, Max Gay and "Bitza" and the Tullochs with the "H" class and the D59. John Hurst was also present with the Mountain class.

Elevated motive power saw the following locomotives and drivers on the roster, Ken Baker, "Simplex", Brian Carter, 0-4-0, replaced later by Pauls "Hunslett" only to be recalled to the roster when Paul was forced to retire. Jim Leishman, S.P. 4-6-2, Ron Larkin and the C35 and the Mulhollands Pannier. Bernie had the 10 class on display in the elevated roundhouse.

Two items of interest were firstly the leading bogie of John Tulloch's C32 class, John is making very good progress, the workmanship is first class. The second item of interest was Martin Yule's steam truck, in steam and running on the grassed area adjacent to the ground level locomotive depot. It runs well but would have enjoyed a bigger area to operate on.

October.

This was a good day, a bit on the hot side so the shady spots were very popular. There was some other public function in the local area and that may have reduced our numbers somewhat.

Big power on the ground level. On the inner track Warwick, "V" class and Henry "R" class hauled eight cars and a guards van. This was complimented by double headed Fowlers, Ross Bishop-Wear, "Toneya",

and Ray Bannerman, "Pamela". The outer main was served by Peter Shiels, C3901, Ray Lee's C3803, John Tulloch's "H" class and "Bitza" plus D5902, Max and Barry.

The drainage work at the end of the grounds is progressing, the hole is now very deep and there was a big mobile crane lifting things in and out all the afternoon

IBLS Meet of the Millennium

We have received details of a tour to attend this event at the British Columbia Society of Model Engineers, on 12 to 14 August 2000. Barry Glover is seeking expressions of interest of those wishing to go on a 21 day tour encompassing this event. Cost around \$6,600 twin share basis. More details are on the notice board.

Narooma School

This was held on Friday 16 October. Henry and Jim Leishman provided the motive power, assisted by Brian Hurst, Bill Richards and Bryce Peak. After some 2 hours the kids went away after having had a really good time.

Visit to Barry Potter's

A good SLSLS contingent made the trip to Anne and Barry Potter's for a weekend (24 & 25 October) on steaming around his track and good company. The weather was great (i.e. perfect) and the company was congenial. In attendance were Henry Spencer with the 'R', Sue and Brian Carter with 'Perseverance' and *that* caboose, Jennifer and Michael with the battery 'Tram', Andrew and Warwick Allison with the 'V' and its rolling stock, Max Gay and 'Bitza', Ken Baker with 'Simplex'. Bill Richards, Bernie Courtenay, Brian Rawlinson, and Scott and Mick Murray made up the rest of the SLSLS contingent. Also there were Pat and Ross Bishop with their kids Nicholas and Alex, Craig Hill with the 59 class and his endless string of rolling stock and some of the locals with a lovely black 30T ex Maurie Haynes. Most had arrived early Saturday morning with your President dragging the chain and arriving after lunch. The track was full with good sized trains and the safeworking was impeccable, (the track is a dog bone shape with a short single line section between the loops.) While the SLSLS crew retired to town for tea and an evening in the RSL, the others kept running in the dark. Barry had an interesting experience while climbing the grade on the 59 class when he met the rear half of the train coming down hill head on! Sunday's weather was just as perfect and running continued until mid afternoon. Departures started from morning tea time with the Allison and Carters being last out. Many thanks to Anne and Barry for a wonderful weekend. Heaven should be like this.

We will try and organise another weekend in the first half of the new year, after the fire bans finish and clear of conventions! This is a highly recommended outing!

Christmas BBQ & Freight Train Day

This will be held on 5 December. Mike Tyson is going to amuse us with some scheduled freight workings to time table(?) Hopefully Mike will explain the rules as soon as he has worked them out himself. There will be the usual bring your own everything lunch and tea. Of course, family, relatives and friends welcome. (PS: Physical contact or verbal communications substantially above ambient noise levels, with the Train Controller will not be permitted.)

The Details.

Mini Freight and Timetable Run..

Saturday 5th December.

Schedule starting time. 10.45 am.

Shunting of car sets and Freight wagons and locomotive preparation. 10.45 am. to 11.55 am.
Crib. 12.00 noon till 12.30 pm.

First train away at 12.47pm. then every 2 minutes 30 seconds until all trains are running. (six in total)

Excepting Ballast and Break down trains. Each train will complete 52 laps at 2 min. 30 sec. A time table for each train will be issued. EXCEPT for the Ballast and Break down trains. (Laps as directed by the Fat Controller)

Anticipated finish. - Example start 12.47 hrs. , 52 laps at 2 min. 30sec. Finish 14.57 hrs

Note. All trains where possible will have a guard who will be responsible for recording number of laps and keep Driver informed of + or – times.

Note. There will be no time allowance for delays caused by Break downs or fettling duties. (“ Please explains “ and penalties will be issued for “ TARDY “ train performance and for “ Slacking of Duties “ i.e., not protecting rear of trains at times of delays etc.)

Due to the present track layout EIGHT trains only can be accommodated therefore engine changes may occur at any time.

ALL MOTIVE POWER UNITS TO BE FITTED WITH BAR AND PIN'S TO ASSIST IN MARSHALLING. REQUIREMENTS FRONT AND REAR.

Staff Required. Shunters, Fettleers, Drivers, Signal men, also Executive Staff for administration of Enginman's performance.

SAFETY NOTICE.

SIGNALS DO NOT STOP TRAINS.

More Name Badges

Members who had ordered the name badges should all have them by now. If you weren't one and you like the look of the new ones and would like to order a name badge, (these are the white writing on black background traffolyte badges), add your name to the list on the notice board and they will be ordered in due course. Cost will be \$5 each. They are also suitable for spouses and children when visiting other events.

Anniversary Book

Members are enticed to consider our Anniversary Book as an appealing Christmas present. Cost is \$9. See Vernon on a running day, or Warwick.

Ground Level Track Superintendent

Bill has indicated he wishes to retire from this position. Please give some thought to a suitable replacement next AGM. Bill has successfully fulfilled this role for as far back as our memory allows. He will be a hard act to follow, but that should not discourage trying! Consideration is being given to making it 2 jobs. The traditional Track Superintendent would have the primary supervision of safety on the day. The second role would be that of a Co-ordinator to facilitate train placement, availability of relief locos, crews, etc. The job description for the Track Superintendent is as follows:

1. QUALIFICATIONS OF THE TRACK SUPERINTENDENT

- 1.1. Extensive experience in the operation of miniature railways.
- 1.2. Knowledge of wheel and track standards.
- 1.3. Knowledge of the operation of miniature locomotives and particularly boiler operation and the boiler code.
- 1.4. Knowledge of SLSLS General Appendix and operating procedures.
- 1.5. Knowledge of SLSLS policy.
- 1.6. Clear understanding of SLSLS operating methods.
- 1.7. Ability to communicate clearly and think quickly.

2. DUTIES OF THE TRACK SUPERINTENDENT

- 2.1. Ensure the railway operates safely and efficiently during public running and operating days when visitors are present.
- 2.2. Be aware of the safe running requirements of locomotives, rolling stock and trains and take action when necessary to ensure safe operation is not compromised.
- 2.3. Inspect boiler certificates of locomotives whose currency is unknown.
- 2.4. Ensure that drivers of unknown ability are assessed before permitting them sole control of trains.
- 2.5. Give any direction necessary to correct any unsafe or potentially unsafe situation.
- 2.6. Ensure that all staff engaged in public running are competent for the functions they fulfill.
- 2.7. Recommend duties that can be supervised for staff while assessing competency and providing training.
- 2.8. Enforce SLSLS operating rules and policy.

3. POWERS OF THE TRACK SUPERINTENDANT

- 3.1. Refer to the Policy document item 9.1 where the directions of the Track Superintendent have the backing of the Directors.

4. ASSESSMENT OF COMPETENCY

- 4.1. Operators must understand the requirements of the General Appendix.
- 4.2. Drivers must have a demonstrated ability to operate a locomotive and boiler if a steam locomotive.
- 4.3. While demonstrating this ability and learning the road, drivers may operate light engine or as pilot on a passenger train.
- 4.4. The Track Superintendent may act on a recommendation of a known referee of the unknown driver.

Works Reports

Inner Main Deviation

The new inner main deviation is completed and working well. Trains can approach at speed and the smooth sweep past the sidings feels and looks good. The superelevation seems to be staying where it should, so the work has been well worth it. The adjacent siding has also been extended and this is intended to go a little further when the formation is in place. The shady area beneath the trees at this location will make it a popular spot.

Inner Main Platform Crossover

The last of the old original track from Ted Herberts which formed part of the inner main platform ex crossover has been replaced with new track. The work included excavation and provision of weed mat beneath the ballast. The excavated material was placed as formation for the extension of the inner main siding.

Ground Level Cars

John Hurst has been working on the bogies of the green set, moving the bolster bearings inboard, and giving them a general good looking at and overhaul. An improvement to the brake connections has been the fitting of intermediate air hose connectors. These permit the air hoses to be parted in the middle rather than removed from the train pipe. This has the advantage that it is a lot easier, and the shorter hoses then do not drag along or get in the way.

Seating

Allan Cottrell, Brian Hurst and Bryce Peak are working on improving the seating in the grounds. Timbers that are redeemable are being sanded back and painted. New timbers are to be applied where required and some cross bracing at the rear to. Removal and replacement of the old rusted bolts in the concrete ends is the biggest challenge. If successful, this should result in some much improved seating at low cost.

Council Drainage Works

We have been advised that this work will now occur between Monday 18 January 1999 to Friday 12 March 1999. This means that the February running day will not be held. A working bee will be held on Sunday 17

January to lift the track and remove those elevated track beams that are likely to be in the way of the works. On Saturday & Sunday 13 & 14 March will need to get the track back into position. Hopefully we will be able to do some work earlier as the contractors finish some sections of the work. Please keep in touch as the situation will probably be volatile and if we can restore some sections earlier we will. In preparation, Pete Shiels has supplied and cut sufficient (more than 1000!) sleepers to resleeper all the disturbed track. These are currently being drilled and soaked in preservative. Also we have a verbal approval to fit duck boards adjacent to the track on the grid mesh for derailment protection.

Ideas Wanted!! We desperately need some good ideas as to the material and support for our passenger protection; something we can fit over (or in lieu of) the duck board supports. Suggested items include conveyor matting, outdoor carpet and so on. It needs to go on the inside and outside of the 30 ft radius curves for about 600mm minimum from the closest rail for about 8m. Any ideas, suppliers, etc would help.

Anti Tip Rail

Jim Leishman has been making steady progress on this. I'm sure he would like some assistance!

Eight Car Trains

There has been some discussion (dreaming?) around running longer trains. We gave it a go on the October running day. Once initial troubles were overcome with the brakes (one ejector was blocked with a grass seed, and then there were a couple of leaks on the train) it ran very successfully. The time for loading and unloading was carefully watched for any delay to our visiting double headed Fowlers, but generally it went very well. Additional station platform length and possibly a second exit might improve passenger flow if we had a bumper crowd. Lead engine was Warwick on the "V" and train engine was Henry with the "R". Henry has a valve that permits the brakes to work from the lead engine and still see vacuum on his gauge.

Item For Sale.

Railway Pocket Watch. Queensland Railways. Contact Peter Shiels. 9487 7957.

Duty Roster.

Dec. '98.	J.L.Hurst, A.Cottrell, J.B.Hurst, A.Coucill, J.Leishman, J.Lyons, P.Lyons, B.Peake, M.Tyson, M.Yule.
Jan. '99.	B.Hurst, T.Eyre, P.Brotchie, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.
Feb. '99.	W.Richards, W.Fletcher, F.Collins, M.Gay, R.Larkin, S.Larkin, D.Lee, J.Noller, G.Robertson, H.Spencer.
Mar. '99	A.Mackellar, W.Allison, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, V.Scicluna, P.Shiels.

Gate Roster.

December. B.Kilgour. January. R. Larkin. February. Not on. March. S.Larkin.

Members Listing

You might like to make the following phone number updates to the list issued with the financial report:

Jim Mulholland	9622 8421
Bryce Peake	9746 6764
Peter Shiels	9487 7957
John Davies	9144 1511
Mick Murray	9673 4923

Diary

1 December	Members Meeting
5 December	Mike Tyson's Freight Train Day & Christmas BBQ
19 December	Running Day

5 January	Director's Meeting
16 January	Public Running Day
17 January	Working Bee to clear grounds for Council Drainage Work
2 February	Members Meeting
February	The Public Running Day <i>will not</i> be held due to the Drainage Work.
2 March	Director's Meeting
13, 14 March	Working Bee to restore track
20 March	Public Running Day

50 Years of the Sydney Live Steam Locomotive Society: Addenda & Errata

In the best traditions of maintaining historical accuracy, the following details have come to light following the publishing of the anniversary book.

1. My apologies for the incorrect spelling of Courtenay (page 30, photo caption) and Jeff Sorensen (page 41, photo caption).
2. Newsletter Editor, page 38. Ian Sommerville was 1966 to 1967. Ian undertook the newsletter as an extension of his secretarial duties.
3. Convention Listing (page 21), the 1981 convention was held by SSME at Luddenham, not ILS as shown.
4. Photo captions page 6 & 13. The 35 class in these photos was owned by Bob Clark, not Ross Style.
5. Locomotive Listing, page 42, the same 35 class was later owned by Barry Tulloch.
6. Locomotive Listing, page 44, add 5 inch gauge Sydney Tram 0-4-0T built by Barry Tulloch circa 1960's. (This is now in the Powerhouse Museum).
7. Locomotive Listing, page 43, add 3½ inch gauge 4-6-2 Hielan Lassie ("Jeffrey Dubois") built by Reg Wood circa 1960's.
8. Locomotive Listing, page 44, add 5 inch gauge 4-6-2 Pacific built by Keith Gapes 1973.
9. Page 40, Ted Herbert Ceased date should be 1962.
10. Track layouts, page 17. The track from the unloader to the ground level roundhouse and on to the track itself at first went through the turntable. There was an additional connection near the unloader that ran near the fence line into a tin covered carriage shed, in the days long before the current shed was built. Thanks to Barry Glover and Barry Tulloch for some of these additional details.

Editorial.

I would like to wish all members and friends of the Society all the best for the Christmas season and the New Year. 1998 has been a Year of celebration for the Society, fortunately not spoilt by a shut down of the track as we had anticipated at this time last year.

The New Year will bring that problem to the fore so a big effort will be needed to have the grounds operational as soon as possible.

I would like to thank those members who have contributed to the News letter this year, especially Warwick whose assistance has made my task easier.

My apologies for any inadequacies in this Newsletter as computer breakdowns have caused some concern.

John Lyons

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Web Page Address: <http://www.pnc.com.au/~wallison/sls/s.htm>

Public Running Day is the THIRD Saturday in each month from 1.30pm. Entry is \$2 adults, \$1 children. Rides are 50c each