

# 'Newsletter'

Vol.30. No. 4.  
November 2002.

## Running Day Reports.

### August.

After a great second Saturday for the grass cutting the weather turned rather chilly during the week but our running day dawned with the promise of a reasonable day, the afternoon was sunny to start with but when some cloud rolled in about 3.00pm. the day turned cold again.

We seemed to be short of personal at the start of the afternoon but we managed to provide a good service. Ray Lee mentioned that while the grounds did not look very full we had long queues all afternoon. There were the usual few party groups, one group located by a large helium inflated "Thomas". The rides total for the afternoon was 2802, a very good result.

On the elevated track we only ran three trains, two short and one long. Ken Baker, "Simplex" and Paul Taffa "Hunslet" ran five cars and a van carrying most of the passengers. David Thomas, B10, steamed with one car and van and Mick Murray gave "Tinkerbelle" its longest run yet with a train of two cars, limiting the load to about one and a half cars. I rode guard on this train and towards the end of the afternoon Mick informed me that the odometer indicated a distance travelled of 10 kms.

On the ground level D5035, Graeme Kirkby, was train engine with Bernie Courtenay, SMR 10 class pilot loco running on the outer. The second train on this track was hauled by John Hurst's 4-8-2 Mountain with the John Hursts sen. and jun. taking turns at the regulator. They both know how to make the locomotive work hard, it sounded great charging up the hill time after time with a fully loaded six car train. On the inner track we had Ray Lee with his VR S class looking after one train and the second under the control of one of our usual combinations of Max and "Bitza" and Henry TGR R class. Late in the afternoon the VR "S" class was replaced by a Tulloch combination, Barry with D5902 and John with the "J". What a great combination the two made, the originals from the Baldwin Locomotive Works, the J 1890's and the 59, the 1950's. Late in the day the train came to a dead stop on the bottom curve. The "J" had suffered a seized crosshead and had to suffer the indignation of being removed to the grass between the two tracks and then being lifted on to a flat car on the elevated for return to the loco. depot. "Tinkerbelle" Mick Murray ran the rescue train.

When Bernie Courtenay retired the SMR 10 class Graeme carried on with D5035 limiting loading to the first few cars and sharing the driving with a few other Society members  
Brian Muston's B1 "Springbok" was in loco.

### September.

Springtime - what a wonderful day, slight breeze, sunshine and very little cloud. The general public were coming in at a steady rate and there were no long queues as had been experienced early in the year. With the strong sun light the shady spots were taken up very early, there were about seven or eight distinct party groups and the elevated track seemed more popular as there was a long queue all the afternoon.

We provided a varied service on the elevated. Jim Leishman ran the Ps4 4-6-2, fresh out of shops after a valve bobbin rebuild. The locomotive with three cars and a van was back to its usual faultless running for the afternoon. Ken Baker, "Simplex" ran a two car and van train while Paul Taffa's "Hunslet" was in steam all the afternoon at the head of two cars. Mick Murray ran two cars with petrol powered "Tinkerbelle" but

experienced some overheating problems and retired to loco. David Thomas steamed the B10 for a short time moving from the elevated to ground level round house.

On the ground level there were three visiting locomotives. John Hill ran his Godwin Alco 4469 on a six car train on the outer main, it certainly has a good sound tackling the long straight climb to the station. Ross Bishop hauled a six car train on the inner with his Fowler 0-6-2 "Toneya" taking the load with ease.

Ray Lee ran his VR "S" class on the inner track with Matt Lee having a turn at the regulator. Henry and Max combined with the TGR "R" class and "Bitza" on the outer. Mid afternoon the pair retreated to the shade of the carriage shed apron with their train now hauled by John Tulloch "J" class and coal fired D5903. This is a Barry Potter built locomotive now owned and driven by Robert Smithers. Later in the afternoon Barry Tulloch driving oil fired D5902 joined the train, triple headed Baldwins ! John and the "J" cut off later and the two D59's continued the service. SMR. 10 class, Bernie Courtenay was in steam and had a run later in the day. Brian Muston's "Springbok" was again in the locomotive depot. We had a total of 2746 rides for the afternoon, just slightly less than the previous month.

At the conclusion of the afternoon a number of members stayed on for tea and a moon light run. Some enjoyed a BBQ but a lot joined in for a huge Chinese take away feast, thanks to Liz for managing the order taking. About six locomotives steamed into the evening.

### October.

The drought and the hot weather caught up with us and we had the first total fire ban on a third Saturday that I can remember. The gates were open with no admission charged and an explanation that no steam trains would operate for the afternoon. Some groups headed off for other venues while a good number stayed and made the best of the situation. Mick Murray ran a two-car train on the elevated with "Tinkerbelle", Brian Hurst set up a ticket booth near the station waiting area and I rode guard. Barry Millner was redundant in the signal box so he acted as stationmaster. We were able to at least provide a good number of rides till "Tinkerbelle" started to feel the effects of the heat and was forced to retire.

Ray Lee had C3112 and its 6 wheeled water gin freshly painted and lined in the ground level loco, David Thomas transferred his B10 2-6-0 to an adjacent road in the loco and some of the general public were able to have a closer look at both locomotives. There was a visitor from the New Romney Society in the United Kingdom who stayed for a considerable time involved in conversation with a stream of club members.

We catered for 222 rides during our two hour run and the canteen sales made a valuable contribution to the afternoon's limited takings.

After the August running day the following document, obviously a leaked copy, came into the possession of your Editor.

Head Office,  
General Manager,  
S.L.S.L.S. Railway.  
18 / 8 / 2002.

Attention:

Drivers, Tulloch, B.  
Tulloch, J.

SUBJECT: Disruption to train services on the S.L.S.L.S Railway, 17 / 8 / 2002.

It is known you were rostered for duty on 17 / 8 / 2002 for a 1.30pm. start, but observations from this office indicate you were absent. It is noted that when you did report for duty, your excuse for lateness was, "That we only put the chimney on the old girl an hour ago!" This office notes that this excuse has been used more than once before, and late arrivals by Homebush Shed Crews are becoming chronic and will not be tolerated by this office.

You duly claimed a start approximately one and one half hours later but traffic was severely held up at the Inner Station with oil burning loco 5902 ( Driver, Tulloch. B. ) with problems put down by our roving Locomotive Inspector, " Engine not steaming right due to dirty tubes and blower.) It was also observed that



Above.

The members meal being partaken in the clubhouse following the September running day.

Photograph. Warwick Allison.

Below.

Graeme Kirkby enjoys a run on his 4-6-2 at the Blue Mountains Club's invitation run. A good number of SLSLS members were in attendance.

Photograph. John Lyons



sleepers were alight and a trailing driving axle box was also alight due to mismanagement of the locomotives' oil burning equipment.

"Reckless" down hill speed in excess of that laid down for "J" class locomotives was also observed ( Driver, Tulloch, J. ), presumable to catch up lost time so no one would notice the former delay.

This speed was undoubtedly the cause on the complete failure of J-486 at the foot of West Ryde bank. This failure caused severe disruption to this Company's services, on the inner, outer and elevated lines and tarnished the Company's fine service record.

Considerable expense was then occasioned by this failure to cause a call-out of break down crews to remove locomotive J-486 from the running line and have it transported to the nearest depot.

Please let this Office have your early and prompt reply in defence ( if any ) , of the above irregularities and show why the "10 star" rating of Homebush Engine Works should not be reduced to 9 ½ stars.

Yours faithfully,  
"General Manager".

#### **Vale Trevor Collett.**

It is sad to report the passing away of Trevor Collett in late August. Trevor had not enjoyed the best of health for some time. Originally a member of the Hornsby Society Trevor joined the SLCLS in 1980. We will remember his 5" gauge "Mountaineer" with his kids names, Rolf on one side and Erica on the other, the locomotive number was his Dept. of Education serial number. His riding car had that laid back seat and the fire hole was big enough to put full size briquettes straight in.

Trevor built our BBQ in grand style, and in recent times, though not well he helped with the block wall behind the old clubhouse.

Our thoughts go to Tricia, Erica and Rolf. RIP.

#### **Coming Events:**

##### **Members and Friends Christmas Party**

This will be held on the first Saturday in December, this year it is December 7. As usual, come any time late afternoon and stay for a BYO tea. The BBQ will be available and if it is a fire ban, we will ensure a gas BBQ will be available. This is a family and friends affair, so invite the relatives and run into the night!

##### **December Running Day**

As a follow on for the December running day, what better can we do but have another BBQ! Again this is another BYO event. Stay behind after the run for a social time! The date is 21 December.

##### **New Years Eve 31<sup>st</sup>. December.**

This is a Tuesday this year. Come again for an evening at the grounds, bring your loco and run into the year: A BYO BBQ if you like, with the same arrangements if a fire ban with a gas BBQ on hand. Because this is the evening before the first Wednesday, the first Wednesday run will not be held (unless of course you don't go home the night before!)

##### **SLCLS Email List**

Now we have an email group of 30 members! This now includes your Editor who would be pleased to receive emailed contributions! The best and easiest way to be added to the group is by sending Warwick an email by using the email link on the SLCLS home page or <wallison@pnc.com.au>. You will then be pummelled with up to date information on what happens each Saturday, plus reminders of up and coming events!

##### **For Sale!!! Anniversary Book, Club Shirts & Name Badges**

Yes! Still!! There are copies of our Anniversary Book available. We regularly sell a few each running day, and they will all be gone soon! Cost is \$7.50. See Warwick or the ticket seller on running days.

Mick Murray has now placed 2 orders totalling 74 shirts and these have been a great success. They certainly let the public identify the members and the people on the gate present very well when displaying the club logo. There are a few shirts left at \$27.50 each. The shirts are in 2 styles; Polo Shirts (sky Blue with Dark Blue collar) with logo and



Left.  
David Thomas delivering the concrete  
For Lionel.

Below.  
The surveying crowd watching a tram  
Test run on the new traverser and  
Associated track work. In the picture  
from left is Max Gay, Andrew Allison  
Brian Rawlinson, Jim Leishman and  
Bernie Courtenay.

Both photographs. Warwick Allison.



Chambray Shirts (long or short sleeve) with logo. See Warwick if you would like to see if your size is available.

There are minimum order requirements, so a repeat order is not likely unless there is significant demand. Another list is on the notice board for name badges. If you want one, just put your name on the list. Remember to spell it as you would want it to appear on the badge! Orders will be placed when the list reaches half a dozen or so names. (Currently only three names on the list).

### Running Days

To be clear to all on what happens when the running days are a bit uncertain, we are obliged to open to the public, and this is important to keep faith when a lot of people have arranged parties and the like at the grounds. The only time the gates would remain shut is if there is some safety concern (like flooding!). If conditions are unfavourable we may not charge for admission, but we should do all we can to operate a service, and we will still charge for the rides. On fire ban days, non steam locos are welcome (in fact essential to our operation!). On wet days, remember it rarely rains at the grounds, so even if it is raining at home, put the loco in and come down for a run!

### New Arrival.

Congratulations to Peter and Sharlene Lyons on the birth of their daughter, Rhianna Elisabeth, in early September. The new parents are managing well and Rhianna is fit and healthy.

### Loco & Rolling Stock News

We have seen the boilers for Henry's Shay, and Ken's J class at the grounds and these are impressive. Ray Lee has also painted 3112 and the gin and what a sight this makes! Unfortunately we were denied the sight of it in steam because of the October total fire ban day.

### Feet

The October day with the warm weather had quite a lot of below spec footwear come through the gate, but when this was pointed out, the responses were generally pretty good. It would seem that the message is getting across. We have written to Woolworths advising them of our shoe rules and the potential sales they may have, but no response yet!

### Whistles.

Following some discussions about the wisdom (or otherwise) of communal use of whistles, members are requested to obtain their own whistle (I am referring to the Acme Thunderer type!) so that they can blow their own whistle at the times the whistle needs to be blown! Apart from this, we should have some alcohol wipes available in the Signal Box if you need to use a club one.

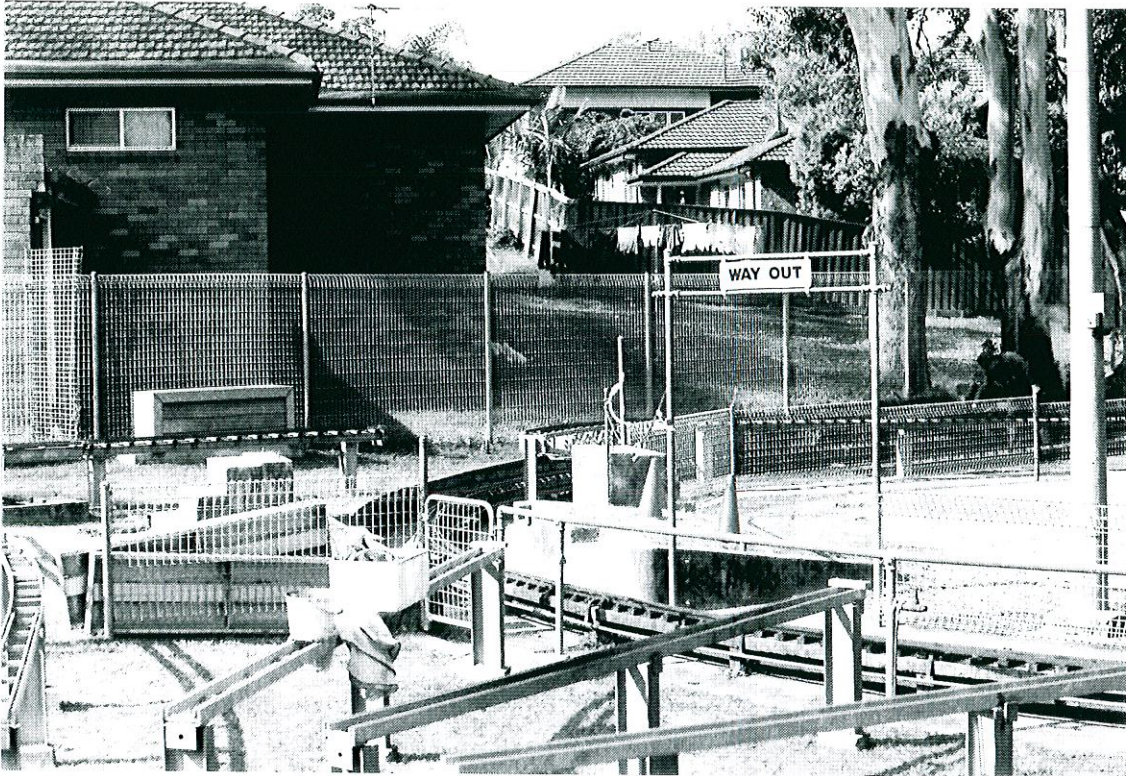
### Hazard Assessments

Mick has pointed out that it is nearly 12 months since our Inspecting Engineer made his formal inspection. Most of the obvious hazards detected last time have been acted upon, which will of course make it difficult for him to find any this year! The new O,H&S rules require regular hazard assessments, and a detailed assessment of our operation is proposed. More than likely this will take the form of a hazard and operational assessment (HazOp). The end result should be fairly comprehensive. Any members with any items of hazards that you feel need to be considered, please advise Mick (email is fine < [MichaelJGMurray@aol.com](mailto:MichaelJGMurray@aol.com) >) or Warwick so it can be included. The methodology for the HazOp should trace each of our activities and produce a comprehensive list of all hazards. We then assess each one to see how it has been addressed and then see if we can do any better. Come to the December meeting so it can all be discussed!

### Works Reports

#### Elevated Track

The new traverser and the tracks connected to it are now in place. The steelwork has been galvanised and the arrangement is fully functional. The carriage shed door has been counterbalanced and all members are requested to operate it carefully and learn its new ways!



Above.

The bridge has gone and the concrete footings may have gone by the time you have this Newsletter.

Photograph. John Lyons.

Below.

Brian Hurst doing one of those jobs he is expert at, edging Lionel's new path.

Photograph. Warwick Allison.



Our painting and upgrading team have been repainting and upgrading the elevated cars, and this has included new coupling pins and chains (we'll never lose a pin again?)

### Ground Level Railway

The ground level railway has been performing fairly well. The track seems to be retaining its position on the weed matted areas. Now the road base pit is completed some effort will be able to be expended on bringing the rest of the track up to the same standard. In general, the track currently to the old standard has not needed to be urgently fixed because it has been long term embedded on a good alignment, and expansion doesn't seem to bother it. However the sleepers will need doing, (they rot from the bottom up, if they look bad, they really are!) and it will be the first major use of the new plastic sleepers.

Some switches in the signal box have been repaired and some points have been adjusted to keep the system 110%.

### Grounds Improvements

The clubhouse has been adorned with some ferns in the garden between the new path and the wall. The greenery here certainly lifts the appearance of the place and gives it a soft cool look.

Some of the O,H&S initiatives have come to conclusion with the provision of galvanised steel covers over the drain entry holes at several places around the grounds. These covers replace thick concrete slabs that were considered to be a major trip hazard.

The elevated station has also benefited from this with a new cover and some levelling taking place at the last watering and passenger loading place near the signal.

The public are now prevented from entering the northern end of the grounds following removal of the old bridge and associated concrete steps that were finally removed after some concerted effort by Peter Shiels and a contractor. The hole that remained was filled with some concrete rubble. We never miss the chance! New galvanised steel gates have been provided, and the area has been levelled and restored, and is much improved.

A pit for the storage of road base has been excavated near the ballast pit. This has been concreted and bricked and should prove an elegant way to contain the road base which will be used for packing the formation of our ground level track.

David Thomas has continued to green the grounds and they certainly seem to be growing. Some Crepe Myrtles have been planted and these promise to be a colourful show when grown. Ferns have been planted around the clubhouse as well, and this certainly improves the ambience!

Lionel has concreted the entry path extension up to the level crossing and this has tidied up the entry area considerably. Lionel specifically requested that all those who assisted in this project, including the mixing of concrete, barrowing, edging etc, etc, be thanked for their efforts. It's great to have a team working!

### Wednesday Members Get Together

Everyone knows about Wednesday mornings at the grounds! The first Wednesday of the month is now being used by a number of members for a run and BBQ lunch. Feel free to participate. There are no rules. Run forwards or backwards, inside or outside, as long as you enjoy yourself! Henry can provide details! Please note that there will be no Wednesday run in January. Come the night before!!!

### Lost Spanner.

A lost spanner has been picked up. 7/16" specially thinned down. If it's yours see Bill Richards.

### Diary

16 November	Charity Public Running Day for Malcolm Sargent Cancer Fund
3 December	Members Meeting
4 December	Members Wednesday Run
7 December	Members & Families & friends Christmas Party, BYO BBQ tea
21 December	Public Running Day & evening get together.
31 December	New Years Eve Run
7 January	Directors Meeting
18 January	Public Running Day
4 February	Members Meeting



15 February Public Running Day & Next Newsletter!  
 21-23 February Lake Macquarie LS 50<sup>th</sup> Birthday Weekend Celebrations.

### Garden Roster.

Dec. '02. W.Allison, N.Amy, R.Barlow, B.Kilgour, B.Millner, D.Mulholland, J.Mulholland, M.Murray, S.Murray, V.Scicluna, P.Shiels.  
 Jan. '03. B.Courtenay, K.Baker, B.Carter, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa.  
 Feb. '03. J.L.Hurst, J.B.Hurst, C.Bunnik, A.Cottrell, J.Leishman, J.Lyons, B.Peake, M.Tyson, M.Yule.  
 Mar. '03. B.Hurst, T.Eyre, P.Brotchie, M.Gibbons, G.Kirkby, M.Lee, R.Lee, B.Rawlinson, B.Tulloch, J.Tulloch.

### Gate Roster.

December. B.Kilgour. January G.Kirkby. February S.Larkin. March D.Lee.

### Editorial.

The Power House Museum. On the first Saturday in September I went with some of my Year 12 Engineering Studies class to the previously mentioned establishment. It used to be free entry on the first Saturday but that changed with the new financial year. A lot of the exhibits I had talked to the students about were not on display any more. The vast collection of models, of all descriptions, that were in the Harris St., Museum of Applied Arts and Science are no where to be seen. Even the Barry Potter built Z1948 is not on display any more. On the positive side the Watt beam engine was in steam, No.1 locomotive and its set of carriages are still on show and the exhibition of Harley Davidsons was not too bad.

On the way to school a few days ago ABC 702 's Angela Catterns was interviewing a rep. of the PHM about her presence ( the reps. ) at the auction of left over Gay Mardi Gras items, she thought it was important for the PHM to have such cultural items in their collection.

With such young trendies running the museum I wonder what we will have to see in the future. I suppose it is now all about getting the mob through the turnstiles for exhibitions such as the Star Wars show ( I think it should be at the Fox Studio!). At least the restoration of C3265 is under way , but will they consider taking Z1243 out of its spot inside the museum and run it again, it was in working order when the RTM finished the restoration contract. Z1243, C3265 and C3830 on the one train, you could almost forgive some of the other decisions they have made.

John Lyons.

### Getting Started. John Lyons

The article produced by Warwick for the February Newsletter on model engineering in the early days prompted me to remember how I became interested in model making.

Grand Dad lived at home with my family. Both he and my Dad were interested in model railways and for a few years both belonged to The Sydney Society of Model Engineers when they were located at Ashfield on Parramatta Road just to the west of Chandos Street. They then joined "O" Gauge House when the gate was closed between Fred Stewart's place and the SSME property. I was a bit young to be interested in the reason for this split. Dad had kept his childhood Meccano set ( 1920's No.4 ) and his 0-4-0 wind up Hornby locomotive. I was always allowed access to the hand tools in the tool chest

Primary and junior secondary school was at St.Benedict's Technical School on Broadway. The secondary subjects included technical drawing, wood work and metal work. I was lucky to not have to put up with Latin and French like many of my friends had to suffer. School would finish at lunch time on Thursdays at the end of each term and as a special treat I was allowed to walk from Broadway and Abercrombie Street down to The Haymarket branch of the Commonwealth Bank to meet Grand Dad. He was honorary treasurer for the Hibernian Society and Thursday was banking day. ( I suppose these days any parents that allowed an eight year old to make such a rendezvous would be reported to DOCS. )

**Oh! my leg**

does ache. Yes, we have often heard this remark from Amateurs when treading a Foot Lathe, as a remedy we suggest a

**"STUART" GAS ENGINE.**

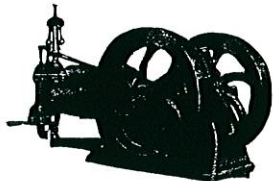
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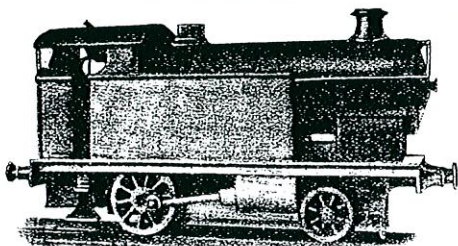
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From there we would set off on George St. in the direction of Circular Quay. First stop was Half Price House, a rather dingy little place, just below Goulbourn St. They sold all sorts of things, I think radio and electronic parts, disposal items and a great range of balsa aeroplane kits, solid models and flying ones as well. I cannot remember what scale but the smallest kits were 1 Shilling and 3 Pence each, the range was very good, all the WW2 aircraft with the latest British, Yank and Russian models added to the range as the designs became available. I had a good collection of these and I still have the scars on my left hand fingers where the razor blades slipped as I was carving the balsa.



**561 George Street, Sydney. 2000**

Moving on, the next stop was 561 George St. Hobbyco, general toys on street level and down stairs to the railway, planes, cars, boats and meccano. What a place, compared to the previous establishment this was a palace! For 2 pence you could purchase two wheels and an axle for Hornby O gauge rolling stock. It was not long before I learnt to solder and while Mum cooked meals I could share the gas stove and construct tinplate rolling stock, the material recycled from jam tins saved at home and by some obliging family friends. Many years later I was one of the team of casuals working at Hobbyco while I was at Teacher's College and for the Christmas week at the end of my first and second years teaching.

From there we would cross Liverpool St. go past the Town Hall and on to Walther & Stevenson's on George St. between Market and King. Like Hobbyco they had general toys on street level with the more interesting things down stairs. They had a train layout in a big glass case with meccano models and all sorts of things on display. I think it was there that I saw the live steam O gauge Bassett-Lowke 2-6-0's for the first time.

Around into Pitt St. to Herbert Small's, they were a photographic place but had a reasonable hobby section down stairs, not to the same standard as the previous places but still worth a look. Still on Pitt St. walking in the direction of Central Railway we would pass Levinsons, mainly radio stuff and general toys but they did have from time to time the American Lionel O gauge electric trains on display. Further along past Park St. near the YMCA building was Searls. Not a big shop but well stocked, they seemed to be the Marklin specialists and always had a working layout in the window display featuring some of the automatic train control systems that Marklin seemed to pioneer. They had a good second hand section and were the first place in Sydney to sell the Rosebud Kitmaster OO gauge plastic railway kits. In the early years that was the end of the line, we would walk back to George St. and get a bus or tram back home to Stanmore.

On getting older I could make the pilgrimage on my own and discovered other good places. Pauls & Co. in the Queen Victoria Building were engineering and hardware suppliers. I was about twelve years of age when I started to learn how to use the metal lathes at school. Just inside the George St. door of Pauls they had a new Hercus lathe on display, I think it was a model C, the cheapest at the time, 179 Pounds 10 Shillings 0 Pence, dreams. Equally interesting was the 1 ¼ inch Adept Model Makers lathe, it cost 11 Pounds 10 shillings, the counter shaft about 3 Pounds, the independent four jaw chuck 5 Pounds and the self centring three jaw chuck 24 Pounds. This was a bit hard to comprehend at the time, how could a chuck cost more than twice the price of a lathe it would fit. Looking at the restored QVB it is very difficult to visualise just where Pauls fitted in. The old lift in the north eastern corner is still there, it took you to the City of Sydney Public library, but the musty, stale wine odours of the Penfold's Cellars are long gone.

I use to get the Meccano Magazine and eventually realised that I could get my copy early by going to the Meccano agent, E.G. Page and Co. on the sixth floor of Danks Building in Pitt St. near Liverpool St. They

had on display the meccano block setting crane, like the one on the cover of the instruction books and a display of all the meccano parts, including some of the long discontinued items. There was a display case of the full range of Dinky toy cars and trucks with each new addition placed in its numerical order when they were delivered. It was here that I discovered I could purchase spare parts for Hornby trains.



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The most interesting place was to be found on the first floor of the English, Scottish and Australian Bank building on the corner of King and George. O. Burnaby Bolton, Optician. There was a small waiting room and if you went in one door you were fitted up for a pair of spectacles, but, ask for model plans and a different door was opened and you could buy plans, castings, fittings and materials for both steam and internal combustion engines. It was only a small sales area but it was well decorated with photographs and diagrams. I can remember going home after the first visit to O.B. Bolton and saying to Dad, he's real old, Dad replied, "he looked old when I met him (second WW years) I am surprised he is still alive!" That is how my interest in model making and eventually model engineering started.



Freshly painted and lined Ray Lee's C3112.

Photograph. John Lyons

*Newsletter* is Published by: Sydney Live Steam Locomotive Society Co-op Ltd.

Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shopping centre. Telephone (02) 9874 8696

Postal Address: The Secretary, PO Box 124 West Ryde NSW 2114

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