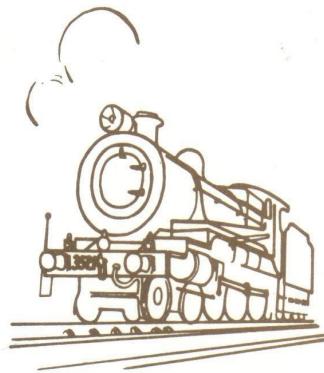


Sydney Live Steam Locomotive Society

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

'Newsletter'

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November 2004



Jim Leishman, the Ps4 and elevated train on the August running day.

Running Day Reports

August Running Day.

3502, not a new locomotive on the roster but the near record number of rides given on this day. The last running day for winter 2004 made up for the two previous running days that had been cold and threatening

with rain. Since the big concrete pour on the Saturday before the running day there had been a number of days rain, fortunately though, not sufficient to make the surface of the unloading area too slippery. The new unloader was in full operation and is very easy to use as well.

Once we get use to positioning our vehicles in the correct location it will be very simple. Most locomotives using the ground level loco. transferred by way of the elevated turntable. (except the Tullochs who ramped up the rear wheels on John's ute to sit at the old unloader all the afternoon)

The gates were opened a little early and the queue extended to Anthony Road for a good hour and a quarter. Alan Mackellar had a busy time but did have some assistance. All areas were filled quickly and the queues for all station areas were extremely long till about 4.30pm.

On the elevated track Jim Leishman drove his Ps4 4-6-2 pacific with a train of four cars and a van, Neville Amy did guard duties for the afternoon. Paul Taffa ran the Hunslet with one car till the end of the day. Brian Kilgour had "Nigel Gresley" back in service following its successful steam trial the previous Saturday; this



Paul Taffa and the Hunslet on a short train.



Dianne, Liz and Joy all set for action in the kiosk on the August running day.

loco had been off the roster for quite some time and it was good to see it back at the grounds. Brian ran as train engine with Bernie Courtenay, SMR 10 class and my Z1915 lead engine. We started off with four cars and a van but after one lap we added a fifth car. Both Brian and Bernie enjoy a slow, controlled run down the hill and a slow steady run back up to the station. The three black goods engines performed well all the afternoon; every run was fully loaded. For the Z19 it was the longest run it has had in steam and probably the most enjoyable.

Don Jones brought his C36 and D57 locomotives; both now well advanced, to check track clearances. Before lunch time Henry Spencer hauled them around with his TGR "R" class. After lunch Henry teamed up with Max Gay and "Bitza" to run one of the trains on the outer. The second train on this track was run by Ray Lee with his C3803.

The inner track was serviced by Warwick Allison with the WAGR V1224 4-8-2 on one train while the second was double headed with John Tulloch J class, Z2904 and Graeme Kirkby 2401 4-6-2 when the afternoon started. Graeme came off mid afternoon, with a mechanical problem, and was replaced by Barry Tulloch D5902 till the end of the days running. With so many locomotives steaming up at the one time the compressor was having trouble keeping up the air; at one time down to 20psi. Warwick mentioned later that had he and the "V" been on the track at starting time we might have broken the record.

There were so many party groups it was hard to suggest a number. The queues were not only to get in and ride the trains but to get canteen service as well. Elizabeth, Diane and Joy worked very hard all afternoon running our stocks very low. Thank you very much ladies.

Packing up was done under lights, the new unloader was very appreciated as a

number of us could set up and load in no time at all.

September Running Day

The forecast for our first running day of the 2004 spring season indicated sunny weather early with increasing cloud in the early afternoon. This was not quite the case as we had a very good afternoons run with the sun staying out and the temperature remaining very pleasant. The crowd was not as big as the previous running day but there were a great number of party groups, a couple of very big ones and some smaller groups, too many to actually number. There were no queues but a steady stream all afternoon, some arriving as late as after 4.00pm. The ride tally for the day was 2894, a very good result.

Background noise was provided by the demolition team working on the, almost gone, West Ryde Woolworths. This will make way for a major commercial development that may encroach on "our" customer car park!

There was plenty of action on the track before the public running got under way. Mick Murray has completed the rebuild of the Hugh Ryan built 3½" gauge large boiler "Virginia". Mick has made a very nice job and the locomotive looks very attractive. It was in steam and made quite a few laps. Peter Sayers ran his Simplex on the elevated. David Lee had the "Ruston" shunter running with Zac enjoying being in control of the throttle. David was busy with the welder assembling a bogie frame for one of his GM deisels. Scott Murray showed off a "Springbok" chassis that he has acquired, all the machining seems to be complete and the quality of the work is very good. Scott spent some time checking through the club's ME magazines to pick up



Brian Muston shows Lionel his char free fuel arrangements.

with the rest of the description. We had a very good roll up of locomotives, the elevated roundhouse was at capacity. Three trains ran the elevated roster. Jim Leishman Ps4 4-6-2 ran all afternoon with four cars and a van. I ran the Z1915 with Ken Baker's "Simplex" and Brian Kilgour's 2-8-0 "Nigel Gresley" as train engine coupled to five cars and a guards van. Paul Taffa ran his "Hunslet" with one car most of the afternoon with one short spell back in loco. Jim Mulholland was there with the 0-6-0 pannier "Pansy" but did not run as all the elevated cars were in use. The triple header ran well and we had full trains for each run. Surprisingly, there were very few passengers in the queue when we arrived at the station on one occasion but we had a full load by the time the guard whistled us out.

The ground level had its own triple header, again with three black locomotives. Jeff Sorensen with C3142 leading John Tulloch "J" Z2904 and Barry Tulloch D5902 as train engine running on the outer track. Graeme Kirkby spent some time driving the "J". The second train on the outer was hauled by Ray Lee C3803. Ray shared the driving with visitor Mark Robertson during the afternoon. The inner track trains were run by Henry Spencer, TGR "R" class and Max Gay "Bitza" for the whole of the afternoon. The Allison WAGR V 1224 was at the head of the second train with Andrew A. and Scott



18/09/2004

Max and Bitza leading Henry and the R on the inner main.

M. sharing the driving and guard duty. The shortage of our regular fuel, char, resulted in the "V" suffering problems with the fire and then low water level that could not be recovered. The train was stabled in the siding behind the club house till rescued by Jeff Sorensen's C3142 hauling the train and locomotive. When the carriages were returned to the shed C3142 propelled the V class to the loco depot. The char situation had drivers using fuel from a variety of sources, one of our patrons mentioned to Warwick that the "smell" was different. Now it is not far from the chimney on "Bitza" to where Max sits to drive the locomotive but on one run drifting down the grade Max was completely obscured by the smoke from the locomotive. Max, I believe, was burning a very nice washed and graded Pelton coal.

The canteen was busy, thanks to Mrs.Eyre, Elizabeth, Dianne and Wendy who worked hard all afternoon. We had a good roll up of members so the days operation was well covered. The ride total for the afternoon was 2894, which was only 150 less than last September but much better than any other September for the past 10 years.

The unloader was in full operation with five vehicles lined up at one time as we headed for home.



18/09/2004

Almost a three way meet with Mark Robinson on Ray Lee's 3803, Scott Murray on V1224 and Jim Leishman and the Ps4 on the elevated in the background.

October Running Day.

This running day started with



Scott and Mick Murray with the rebuilt Virginia.

plenty of sunshine but no chance of the heat wave conditions that we experienced on the previous Wednesday when record October temperatures were recorded. For the first time in a long while our visitors were not lined up over the footbridge and early indications were that we would have a very light day. Some early trains were very lightly loaded. One large party group had their own gazebo to provide some very civilised shade. The cool wind kept the temperature down even to the point of being chilly. I had to leave early and by that time, 4.00pm, there was a reasonable number present. Our total for rides was 1876, which was still above average for October. We were competing with the Granny Smith Festival in Eastwood.

Before the public running began there had been plenty of steam action. Jim Leishman ran his Ps4 4-6-2 with four cars and a van putting some junior Leishmans through driver training- both male and female. Peter Sayers ran his Simplex while Greg Croudace drove his 3½" gauge 4-8-2 Queensland Railways tank locomotive. Mick and Scott Murray had the 4-4-0, large boiler "Virginia" 3½" gauge, running and are becoming more competent at keeping it running successfully.

Once the running day got under way I ran with Jim alternating from guard's van to footplate through the afternoon. David Lee took over guard duties when I had to leave. Brian Kilgour, 2-8-0 "Nigel Gresley" set out to double head with Ken Baker, "Simplex", but after a couple of laps without passengers returned to the elevated loco. with some problems that could not be overcome. Ken cut back to three cars and ran till about 3.30pm. Jim Mulholland ran the pannier "Pansy" hauling one car.

Down on the ground level there were some unusual combinations. Max Gay "Bitza" was without his usual running partner, Henry, so ran train engine with Bernie Courtenay, SMR 10 class up front. There were two derailments with the trouble traced to the 10 class front truck. Not to let this spoil the day Bernie retired to loco, turned the engine and returned to the track to couple the engines nose to nose. This gave the drivers a chance to chat over chimneys for the rest of the afternoon. That combination was on the outer track and the second train on there was a triple header. David Thomas B10, leading John Tulloch "J" Z2904 with D5902, Barry Tulloch as train engine. Quite a spectacle, as the chimneys got shorter the boilers got bigger!

The inner track services were much more conventional, Warwick Allison WAGR V1224 on one train and Ray Lee C3803 on the other. With the traffic being down a bit Ray spent some time in the siding behind the clubhouse for a spell before returning to traffic.

John Noller spent much of the afternoon filming the action for a DVD he is working on of the Societies activities. At morning tea of the October mowing day we had a look at what John has already compiled, there are many excellent sequences spanning some years of SLSLS activity. This will be worth waiting for.

Our fuel situation was eased as Brian Kilgour was able to get some char from Craig Hill. Thanks Craig for your help!

The ladies have indicated that we will be short for the kiosk in January, so any helpers for this would be greatly appreciated.

Hornsby Model Engineers Birthday Run.

This was attended by a number of members over the first two days with some of our locomotives in steam. The display provided was excellent as always. It was interesting to see the amount of plastic components for wagons. This is certainly growing in both quantity and variety. It was interesting to see one of these wagons operate the track circuit on the level crossing! The V Class was weighed with some surprising results (total weight of the engine only in steam was 257.1kg - the tender wouldn't fit!) There was a lot of talk going on and the complimentary sausage sandwich lunch was much appreciated. Many thanks HME for a great day!

What's Doin!

Christmas Party and December Running Day(s)

As usual the Christmas party will be on the first Saturday in December. Bring your loco, family and friends. Come as early as you like, and stay for a BYO everything BBQ tea. If that is not enough, we will also be staying behind after the running day for a BBQ tea as well. If you can't make the Christmas party, here is another chance! The

For Sale

Good size stainless steel tank. Capacity unknown, but probably about 100 litres. It is 600mm in diameter, and 900mm high plus legs. Lockable lid and ball valve tap. All welded and good quality construction. Original cost



16/10/2004

David Thomas and the B10 leads John and Barry Tulloch with the J & 5902.

club will provide the snags and onions, and the ladies will provide some salad, so you won't have to bring anything!

We will also have our get together on New Years Eve, for those who wish to come along! BYO BBQ available.

Ground Level Train Running on Running Days.

Operation of the ground level railway on running days is under the control of the Train Controller Barry Millner. Barry is the closest we have to anyone being omnipresent and omniscient but still has some difficulty in managing everything!

Can all ground level drivers please ensure they have contacted the Train Controller before you come out onto the turntable to ensure all concerned are fully aware of where you are running, what train you are taking, and who you are double/triple heading with. We all seem to want to leave at once, and some organisation is needed to ensure everyone ends up in the right place with the minimum of fuss.

Single Car Trains on the Elevated

The procedure for the operation of single car trains on the elevated has been finalised. Basically, it is now permissible to operate a single car train without a member as a guard. There is a process to be followed and this is on the notice board, while most people involved should have their own copy. If you do not have a copy, please ask for one! The process ensures that a responsible adult is seated at the rear of the train, and they understand the need to be vigilant, especially if kids are on the carriage.

150 Years of NSW Railways

The Society is planning an event on 3rd & 4th September 2005 to celebrate this occasion. Hopefully there will be a special attendance

of NSW locos, plus a display of member's work in the clubhouse. More details as they evolve, but keep this date clear!

January 2005 Running Day

Due to holidays there will be a shortage of our valued ladies in the kiosk on the January running day. Any assistance members can provide to help cover this day will be greatly appreciated.

Loco and Rolling Stock News

It has been good to see Greg Croudace's loco running well with just a repaint to complete the restoration. This is a sizeable loco for a 3½ inch gauge 4-8-2 tank loco. Robert Smithers has acquired a 57 class ex Eric Warburton from Hornsby Model Engineers. Robert is doing some work on the loco, lets hope its not too long before we see it at the track! Bryce Peak had his 700 class boiler plugged up

for an internal hydraulic test. We have also seen the Murray's "Virginia", which was built by Hugh Ryan, giving a good showing on the elevated track. Mick has rebuilt this loco, and it looks very nice indeed. Also seen at the grounds is a Springbok chassis, now the property of Scott Murray. Just a boiler to drop in! We have also seen Gary run his 3½ inch gauge 36 class. Gary has been merciless with this loco and we have seen it perform under stress!

The New Unloader

The new unloader is now in full operation. Martin Yule has performed wondrous MIG welding and has also arranged the galvanising and installation. The old unloader has been removed, as has the concrete footings for the unloader to elevated loco connection. The ground has been dug around, but it will take a while to achieve proper levels. The unloader has performed well, and the final grounds re-profiling is still to occur to level off the



16/10/2004

Members socialising in the elevated loco depot before running commenced on the October running day.



Peter Sayers gives his Simplex a run closely followed by Greg Croudace with his rebuilt Queensland look-a-like 4-8-2 tank loco.

unloading area. Once this is done, and the concrete driveway laid, some alignment markings will be provided. Members are learning how to use the facilities best, and this includes parking outside for all except when actually using the unloader. If you do need to park in the grounds the best way is to park perpendicular to the unloader (as if unloading). This allows vehicles to swing around in the remaining area. Certainly it has now eliminated the need for cars with trailers to back across Park Av, and into the grounds. Apart from providing

skills in reversing trailers over some distance, this practice had nothing to commend it! Jim Leishman has provided some instructional stickers for the unloader and together with some club logo stickers, these have now been placed on the unloader. A reminder that when not in use it should be turned off using the internal switch, and parked at the end of the track for automatic battery charging.

Coal

We have been fortunate in obtaining some char from Craig Hill to help us through the crisis. We have also supported the obtaining of some genuine Welsh anthracite for trial. This is being flown out, and if it proves satisfactory the plan is that a container load to be shared by a number of clubs will be imported. Because of the high quality of this coal it is expected to be in demand

even if char becomes available. If (and when) char becomes available again, it is expected the price will rise. The cost of the anthracite is expected to be comparable. Thanks to Brian Kilgour who has obtained the char for us and to Barry Tulloch who is our "Minister for Coal" initiating negotiations and ensuring we do not starve.

Postcards

The postcards have now been printed and most members would have seen them by now. The sale price is \$1 each.



Henry, Bernie and Brian at work on elevated signalling maintenance while Barry Tulloch drifts by behind 3675.

Shirts

There is a list on the noticeboard for club polo shirts. The price is \$29.70 each. If you are interested in one please put your name on the list! We need to have a minimum order of 12 before the order proceeds. We are about half way there. Name badges have recently been obtained for those who placed their name on the list!

More New Arrivals.

Matthew and Bernadette Lee have taken delivery of a 10lb boy, James William Lee. All are progressing well and Grandma Lee is very proud and excited. Congratulations and well done!

Works Reports

Editorial.

Another year rolls by with the Society making good progress and the Newsletter making another step forward into the digital age. With this issue we are making use of a publisher program, I hope you are happy with the result. Many thanks to those members who have provided articles for publication, some more would be very welcome. Very best wishes for the Christmas season and the New Year.

John Lyons.

Garden Roster

December 2004. H.Spencer, A.Allison, M.Gibbons, W.Fletcher, M.Gay, G.Kirkby, B.Muston, J.Noller, P.Sayers.
January 2005. W.Allison, N.Amy, B.Kilgour, B.Millner, J.Mulholland, M.Murray, S.Murray, V.Scicluna.
February 2005. B.Courtenay, K.Baker, J.Grierson, M.Haynes, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa, D.Lee.
March 2005. J.L.Hurst, S.Border, A.Cottrell, J.B.Hurst, J.Leishman, J.Lyons, B.Rawlinson, M.Tyson, M.Yule.

Gate Roster

December: Andrew Allison. January: Warwick Allison. February: Ken Baker. March: B.Courtenay.

Elevated Track

Brian Kilgour is progressing the construction of four new elevated cars. Bogies for these cars have been ordered from Warrick Sandberg. Ken Baker has now run out of sleepers for his sleeper upgrade on the elevated with about half the railway complete. The elevated signalling has been cleaned up and maintained. Some new chain has replaced some wired damaged by lawn mowers! It is certainly a lot easier to operate when it is oiled!

We are currently discussing a new retaining wall along the elevated track behind all the signalling. This will tidy up this area a lot. The area is quite stable, but the unsupported top crumbles and fouls the signalling. Because of the width, and the need to ensure the area is not unsupported for too long, the construction will be one that has little width and excavation requirements, and the ability to be put up fairly quick.

The stub point to the elevated carriage shed, and the swing bridge have been provided with banner signals that



Warwick and Henry finishing off attaching the newly galvanised weldmesh to the entry bridge. Jim Leishman had arranged this project, and done most of the work!

are worked automatically. The banner will assume the stop position if the point or swing bridge are out of position. Should this occur the repeater located near the signal box will indicate caution. The large banner near the swing bridge came from the old down refuge at Glenbrook, while the smaller banner at the loco points is from St Marys.

Ground Level Railway

Brian Kilgour is project managing the reconstruction of the siding from the elevated stub point behind the ground level loco depot. The concrete was laid when the final pour was done for the new unloader. Steel is on site. Only minor maintenance work has been carried out on the ground level, including point cleaning and the renewal of one set of shunt signal glass. Mark Gibbons has been leading the attack on ground level (and elevated) carriage brake maintenance and upgrades. His work is very noticeable with all brakes functioning to high levels. The vacuum pump is an important tool in this, and the vacuum retention test is quite stringent and permits all leaks to be detected. On the track front we are awaiting the correct plastic sleeper size to become available again. When this occurs we will purchase a substantial supply.

Ground Improvements

The painting continues by Brian Hurst, Allan Cottrell & Jack Grierson and the planting also continues! Many members have remarked on the brilliant flower display of bottlebrush and other plants, the work of David Thomas. The grounds are very pleasant and will become more so as the plants mature. Jim Leishman has arranged the removal and re-galvanising of the old mesh side walls on the main entrance bridge. This work has certainly improved the appearance of the entry bridge and minimise the maintenance work we will have to do in the future.

Toolshed

The October meeting gave approval in principle for the removal of the old shed and provision of a new shed along the lines previously published in the November 2003 newsletter. This will provide additional storage space, including steel storage racks (as one wall should be long enough for full lengths), plus a roller door for the unloader track to enter. This project will proceed once council niceties are sorted out. Would anyone want to take on the task?

Features



Here G42 has drawn forward to run around its train at Lakeside.



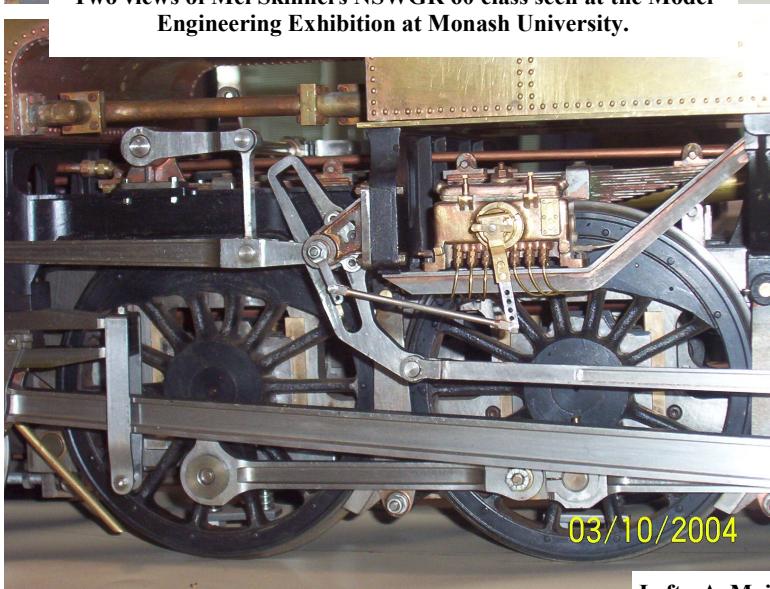
6A heads the last train out of Menzies Creek on its return to Belgrave in the low glint of the late afternoon sun.



Left: Part of the success of Puffing Billy is the good relations the crew and other workers have with the tourists. Here we have ex-SLSL member Driver Extraordinaire Les Thomson quite at home in front of the cameras.



Two views of Mel Skinners NSWGR 60 class seen at the Model Engineering Exhibition at Monash University.



Left: A Maisie on the SLSV stand.

Right: A Hadfield power reverse on Mel's 60

Below: I think this is a Peckett. The things they do!



Above: Part of the SLSV display at Monash.
Below: A braiding machine made from Meccano.





Henry Spencer at work wiring up one of the new elevated track banner signals. The other new banner addition is visible in the background.

went straight to Menzies Creek where we were in time to see G42 arrive with the second train of the day. 12A was already waiting there as well as a long line of tourist coaches that collected the large contingent of Japanese visitors. A number of cars were uncoupled, and the locos changed. 12A took the train on, while G42 ran around, collected the dropped cars and headed back to Belgrave.

We were booked on the lunch train which was 12.20pm ex Belgrave. This is a well organized lunch and is recommended. We were in the Mt Lyell car, while 3 other ex-Queenstown rolling stock made up the other dining cars. The whole train was about 15 cars. G42 made up the train with the Mt Lyell cars already being at the end of the platform. It shunted the cars from Menzies Creek on first and then another rake from the yard.

G42 made light work of the 123 tonne load. Certainly not



The final piece of the new unloader takes shape, including some fancy curved channels!

Two Days in Melbourne

(or a trip to the MSM&EE Exhibition)

by Warwick & Andrew Allison

The October long weekend presented an opportunity for a quick visit to Melbourne to savor the delights of the Model Engineering Exhibition, a trip to Puffing Billy, and a visit to the Steam Locomotive Society of Victoria at Moorabbin which was co-incidentally their running day!

Two drivers and a damp Friday presented good driving conditions to just stay in the car and go. From a 6.30am start, and lunch at Tarcutta at 11.30am, we made good time and arrived at our Coburg motel at 4.30pm.

A quick inspection of the local railway and tramway infrastructure followed.

Saturday saw us heading west to the Dandenongs. We

the traditional bark we have come to know from Puffing Billy! The restoration is certainly well done, and she runs like a sewing machine. The driver was ex SLSLS member Les Thompson. We made ourselves known and were offered the footplate which we rode to Lakeside. G42 rides as smooth as silk as well. No bangs or clunks at all! A beauty!

Diary

- | | |
|------------------|---|
| 4 December | Members Christmas Party, BYO BBQ Tea. |
| 18 December | Public Running Day |
| 31 December | New Years Eve Run (this is a Friday night) |
| 4 January 2005 | Directors Meeting |
| 15 January 2005 | Public Running Day |
| 1 February 2005 | Members Meeting |
| 19 February 2005 | Public Running Day and next newsletter! |
| 1 March 2005 | Directors Meeting. |
| 25-28 March 2005 | Annual Convention, QSMEE, Strathpine, Brisbane. |

We had devonshire teas in the dining car on the way back from Lakeside. (This was after our host wanted to know where we had been, "Have you been on the engine?!" - they certainly keep an eye on you!) The scones were great and the huge quantities of jam and cream were provided for us to plaster the scones with, and just about everything else we touched.

After thanking Thommo, we headed off to Mooroolabark to have a look at their track in a local park. They are 5 and 7¼ inch gauge. The track also shows evidence of a 3½ inch gauge rail. They have a brand new tunnel (no track) and also a brand new storage shed of considerable length also awaiting track.

Sunday saw us at Monash University for the Model Engineering Exhibition organized by the Melbourne Society of Model Experimental Engineers. There was a good display on offer, including locomotives, hot air engines, clocks, boats and the trade stands. Unfortunately no (finished) Victorian Railways prototype models. Most of the locomotive highlights were on the SLSV stand and included a beautifully finished Maisie, a 9F, a very nicely finished American 4-4-0, and a model of Trevithick's loco. Elsewhere there was a 5" gauge Fowler, Barry Potter built new 30T and Mel Skinner's AD60 class, which of course, attracted considerable interest. If you haven't seen this loco, you should! Also of interest were a Babbage difference machine (No.1) and a braiding machine constructed from Meccano. These were amazing



A scene on the elevated at SLSV, Moorabin.

to watch in operation and a great use of Meccano. A "robo wars" display looked to be interesting initially, however it turned out far more interesting watching a CNC machine demonstration where Ian Kirby was answering questions. Stan McKewan had his freelance 4-6-4 7¼ inch gauge 3 cylinder loco on display. This is a magnificent machine with no effort spared. This is the first time I have seen it with the boiler and smokebox on the chassis. It is somewhat like a Hudson version of Heavy Harry in appearance. Apart from this loco, there was a lack of 7¼ inch gauge models and fine scale Victorian prototypes. This was a shame as we know there are a number in existence, and better support by other local Societies would have been nice. There were some very nice ship models including one North Sea Trawler with compound engine and marine type boiler. Trade stands for Plough Books and Wayne Robert's model engineering supplies were well patronized. Wayne had a large display of small hex bolts. He tells me that he has twice as many at home. What bliss!!

Lunch was had after leaving the display and we travelled to Moorabin via the Springvale Live Steamers site. This looked somewhat derelict, although I am informed the group is still in operation, using a portable track.

Arrival at SLSV and we were greeted at the gate by Frank Clark and President Fino Faccenda. We were given 'official' armbands so we had the run of the grounds. Between fixing us up with cups of tea we saw their running day in operation, a tour of their workshop (very handy!) and gave some advice on ground level cars. Thanks to Dave Smith, Mark Watkins and John Campbell who made the visit most enjoyable.

The Monday was drive home day. We managed to arrive at Yass in sufficient time to view their Railway Museum. A number of members were under way with painting. They have a nice site and a manageable number of display items including 1307, an X200, a HG guards van and the Vulcan P129 rescued from Kalingo colliery. Interestingly, 1307 being built in 1877 is 2 years older than the Vulcan, although the design of the haystack type boiler on the little 0-6-0 definitely dates from an earlier time. The exhibits are located within a station setting of



No NSWGR banner has received the quality of installation that ours have! Here Bill Richards seals the mounting screws.



P127, an old timer 0-6-0 from 1879 at the Yass Railway Museum.

the old station building, goods shed and loading bank. Well worth the \$3 entry fee.

The four days overall were well spent and action packed. Definitely worth the effort!

Convention Bound. b y G r a e m e Kirkby

Graeme Kirkby and Gai travelled to the 2004 Convention in Western Australia. Graeme wanted to travel on the Indian Pacific but his Tarago had a height problem that only allowed it to travel west of Adelaide on the Indian's car carriers. To get to Adelaide and return from Adelaide Graeme made the best of the trip to check out various features of interest to "people like us." Here is Graeme's travelogue.

Leaving Sydney on Tuesday 30th March we headed south down the Hume Highway, detouring via. Bundanoon and Gundagai to arrive in Holbrook in the late afternoon. At Gundagai the old railway station, the old railway timber viaduct (819 metres) and the old Hume Highway bridge (921 metres) were all viewed. Whenever I see these bridges I am amazed at their length and the amount of timber (read trees) that was used for their construction. They were both enormous undertakings in their time but sadly now are falling into disrepair. Only as late as 1977

was the road bridge closed.

Our night at Holbrook was spent in a cabin and this was to be our mode of accommodation for most of our nights when on the road. The following morning we "discovered" the Holbrook miniature railway right under our noses, or at least, right under the Hume Highway bridge right in the middle of town. It is a 7½" gauge track, of reasonable standard laid on concrete. It is oval in layout and approximately 700 metres. It features a good lock-up loading facility / compound and a covered station with loop. The track flanks either side of a creek which flows under the highway and two substantial steel and concrete curved bridges carry the line over the creek. After viewing the shell of the submarine, H.M.A.S. Otway which is prominently displayed in a park at Holbrook, we set off to Albury where we had a quick sticky-beak at the well preserved railway station and buildings (nothing much doing) then over the Murray River. There we found moored to a wharf, the relatively new, steel hulled, P.S. "Cumberoona", a replica of the river steamers of old. We had a yarn with the deck hand / caretaker chap.

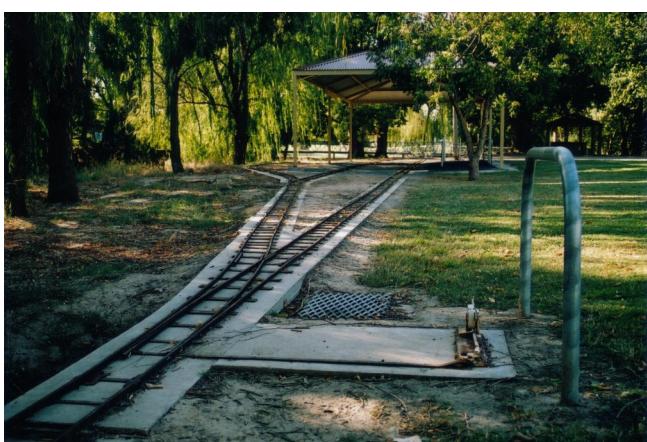


Euroa Miniature Railway

A short drive bought us to the Lake Hume Model Engineers track (runs third Sunday). I was quite impressed with this extensive track, it having been extended since I last saw it some years back. It is 5" / 7 ¼" dual gauge with sleeper spacings of about 3". It features a short climb and loop over a tunnel and swing nose points. The loco depot has a hydraulic lift unloader. On our way south again we detoured by Benalla township and in the afternoon arrived at the Euroa miniature railway. This is a 5" / 7 ¼" dual gauge track of fair quality on timber slotted sleepers at approximately 10" spacing, some stub points and has a run of some 500 metres near level track. It features a covered round house depot, a covered station with main and loop and a tank for water supply.

That night was spent at Bendigo, a large city that deserves more time to explore than we could spend. It is a city of solid and substantial buildings but the station and yard are only a shadow of better days.

Some 60 kms South west of Bendigo is the tiny hamlet of Eddington, home of the Loddon Miniature Steam Locomotive Society Inc. This was the surprise of our trip as Eddington has – with respect to its remaining few



Holbrook Miniature Railway.



Loddon Miniature Railway Eddington

inhabitants – seen better days. Its one small school, church and shop all closed and the place had a sleepy atmosphere. But here in McCoy Street was a fresh up to date sign on the front gate proclaiming coming running days. Beyond was a covered locomotive depot and 5" gauge ground level track, some of which was of fairly recent construction and of good quality, although it featured many curves some being of tight radius. In length it was about 470 metres of near level running and the sleepers were slotted timber at about 6" centres. Adjacent was an older elevated but still used 5" / 3½" / 2½" track of oval layout. Although the ground level track suffered badly from leaf and branch fall out from the numerous gum trees, this track appeared quite creditable to the small hamlet and those members who either live there or travel long distances to support their club.

On to Horsham where the Wimmera Live Steam and Model Engineers Society track was viewed. Here was a fairly extensive 5" / 7¼" layout featuring a recent station building and low platform, a small signal box, a lock up shed housing 4 roads which were fed off an unusual "articulated" set of stub points. Some straight loco roads were serviced by a traverser. Slotted plastic sleepers supported the rail on this near level layout.

All of the above miniature railways were situated in parkland open to the public and none showed any obvious signs of having a signalling system.

That night was spent at Murray Bridge and the following day (2nd April) we toured down to Strathalbyn, Goolwa

and Victor Harbour. Strathalbyn featured a nicely preserved stone railway station and goods shed and a neat yard with turntable and overhead water tank --- all part of the 5'3" gauge "Steam Ranger" tourist railway. Goolwa has a small business on the wharf where timber hulled boats are constructed (and sold) to your own, or set designs. Victor Harbour features a horse drawn tramway, this section over a

timber bridge to Granite Island being opened in 1875. The present line is of 5'3" gauge and is 1.6km long. The four wheel, double deck tram is powered by one horse

Wimmera point work.



Morpeth Vale trackwork showing
T rail.

across the 500 metre bridge to the island and on to the terminus where the motive power is walked to the other end of the tram for the return journey. Travel in the open top deck was quite pleasant in the warm sunshine at the sedate speed of a walking horse. A few days in Adelaide visiting relatives also saw us investigating four miniature railways, only one of which was operating on the days we were there. The tracks visited were Adelaide Miniature Steam Railway at Prospect

which is normally secured from public access, so one could only view a small part of their facilities through a chain wire fence. It appeared to be ground level 5" gauge with a signalling system.

The Morphett Vale Railway of 7¼" gauge, although not running, was also visited. I was quite impressed by the layout, particularly the station, yard and loco depot. The quality of the track with its "T" rail was also very good. A high signal box overlooked a covered station area of three tracks. There was a lock up carriage shed housing eleven roads, a large loco depot area and an old style lattice girder bridge with gauntlet track. All track was on plastic sleepers secured by screws. The route is approximately 1.2kms in length and has some moderate grades through park like surroundings.

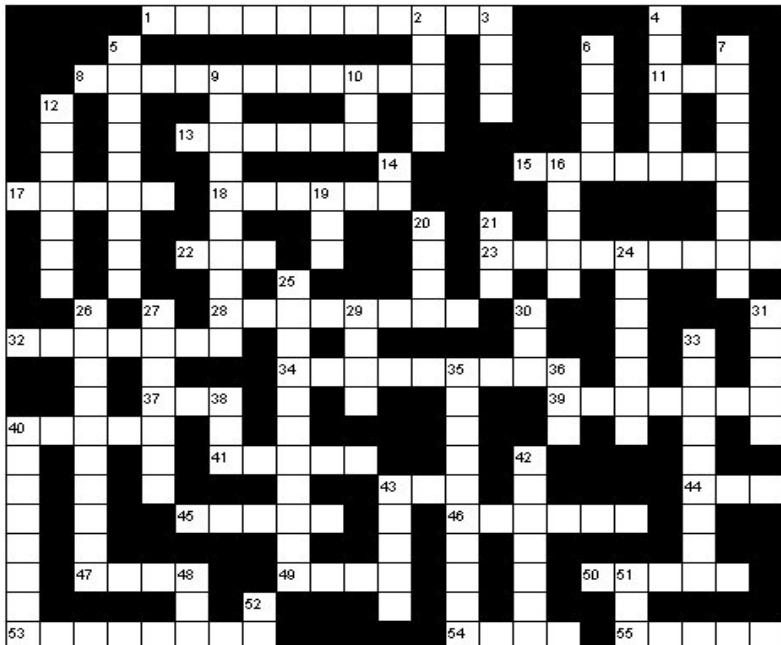
The Penfield Model Engineers Society Inc. near Salisbury have approximately 1 km of 5" / 7¼" gauge track and is also quite impressive in layout, facilities and



Wimmera Live Steam Society Horsham.

The SLSLS Crossword!

This editions crossword is from Barry and John Tulloch. The first neatest correct answer returned to theTullochs will win a set of our new postcards! Winner announced next issue!



Across

1. Who was the CME of the NSWGR between 1890-1911?
8. What element of a boiler improves efficiency?
11. On the NSWGR, the refreshment meal rooms were known as the _____?
13. What was the name of the company that built the NSWGR, Z17 Class (H Class)?
15. Which manufacturer produced the NSWGR L304? (Z21 Class)
17. William Hedley was responsible for the locomotives at the _____ Colliery?
18. On the NSWGR, what is the nickname of the "Express Lavatory" carriages?
22. What type of valve gear was used on the NSWGR D334? (Z16 Class)
23. Who opened the new 900 foot elevated track in 1954?
28. What is the name given to the signal to leave a controlled inter locking?
32. Who Officially opened the original track at West Ryde?
34. What was the name of the engine used in the promotional film, "The Elizabethan"?
37. This code was used for the smallest refrigerator car of the NSWGR?
39. What type of engine officially opened the track at West Ryde in 1949?
40. Matthew Murray was responsible for the introduction of the _____ valve?
41. On the NSWGR, which colour is painted on ground frame levers to signify points?
43. What is the accommodation area for the crew of a locomotive called?
44. The permanent way was cared for by the _____ & Works Branch.
45. Who travels in a "HG"?
46. What was the Christian name of O. Burnaby Bolton?
47. The _____, Stuart and Co. were famous for industrial locomotives.
49. On non-air trains, which medium was used to help slow trains down?
50. Initials of current boiler code part 1.
53. Where was the depot for changing engines prior to Broadmeadow?
54. L.B.S.C. 0-6-2T for 3 1/2" gauge, described in 1954.
55. Who was the inventor of the straight link motion? Alexander _____?

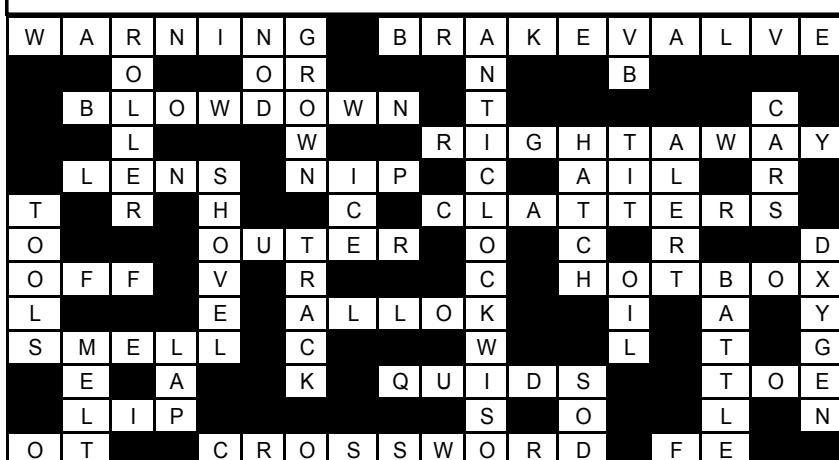
Down

2. Who was the regular driver of NSWGR express train named the "FISH"?
3. Which fire hole door design, was the most common used on NSWGR?
4. Who was the Locomotive test engineer, later assistant CME NSWGR. Mr. C.A. _____?
5. This is used to turn Locomotives?
6. What was LBSC's wife's name?
7. Who was the longest serving President of Sydney Live Steam Locomotive Society?
9. Where are locomotives housed?
10. What is an old unit of weight?
12. Where is the steepest grade within the metropolitan area still in use?
14. On the NSWGR in 1902, a first class Lavatory carriage had a code of _____?
16. The NSWGR D334 (Z16 Class) was fitted with this type of front bogie?
19. What is the flashing red light on the tail of a train called?
20. There are three different types of lines, i.e. Local, Suburban and _____? (Between Redfern and Strathfield)
21. That portion of the valve overlapping the steam ports?
24. Which company built the first self propelled double deck electric train for the World?
25. On the NSWGR 38 Class, what type of valve gear is used?
26. Who built the first railway locomotive using "STRONG STEAM"?
27. What is the type of front bogie on NSWGR Z12 Class?
29. This type of train was tested in Sydney but now operates in Queensland?
30. What are the code letters of the Rail Transport Museum's crew van?
31. LBSC produced a GWR 57xx Pannier Tank locomotive named _____?
33. What was an early form of Railways called?
35. Old style of Safety Valves fitted to most NSWGR engines?
36. What is CountryLink's Premier train?
38. The NSWGR L-Type carriage sets numbered 80-86 were coded as _____?
40. Who was the driver of the first official train for the NSWPR?
42. Who is known as the father of the NSWPR?
43. Who built the K1353? (D55 Class)
48. This happens to wooden sleepers over time. They _____?
51. This carriage, code _____, went to Perth behind the Flying Scotsman and never returned.
52. What are the original code letters of the recently restored locomotive of the Rail Transport Museum?

SLSLS Christmas Party

Saturday 4 December BYO everything BBQ.
Bring your locos, family, and friends!

Last Issues SLSLS Crossword Answers from Graeme Kirkby.



The large bridge at Morphett Vale complete with gauntlet track.



Penfield - View of the extensive steaming bays-built for conventions!



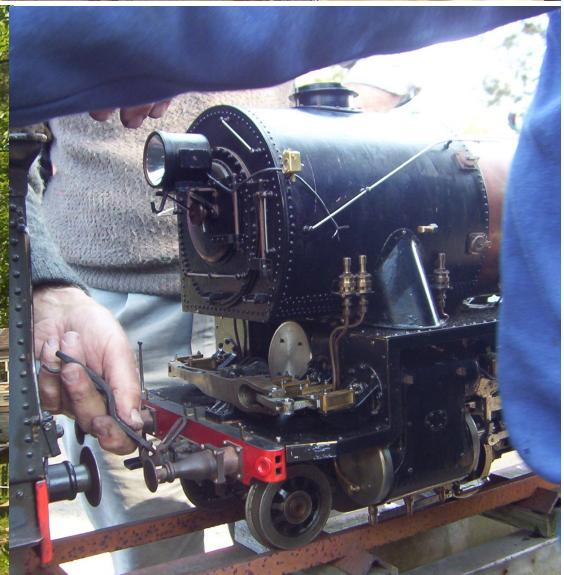
SASMEE on running day.



Right: Another elevated triple header on the September running day. Ken Baker has replaced Bernie as second loco.

Below: Mark Gibbons was the photographer of this view of Warwick and V1224 on the October running day.

The black triple header on the elevated on the August running day. John Lyons and 1915 leads Bernie Courtenay with the 10 class and Brian Kilgour with Nigel Gresley on 5 cars.



Coupling up Don Jones' 57 class was sorted out by the usual committee in this sneak view between the arms.

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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.slls.asn.au>

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

To ride on the trains, enclosed footwear must be worn.