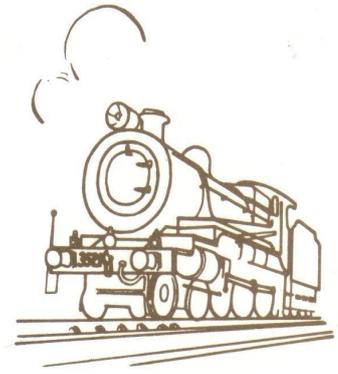


Sydney Live Steam Locomotive Society

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

'Newsletter'

Volume 33. No. 4.
November 2005



John Lyons with 1915 leads John Hurst with his 'Nigel Gresley' and Ken Baker with Simplex on a 6 car train plus van as they pull out of the elevated station on the August running day.

Running Day Reports

August 2005 Running Day Report.

The forecasters said rain and it did a bit. The grey morning was a bit off putting, but the sky turned blue, and we thought things would be OK. The wind rose while we were steaming up, and the clouds came back, but the rain was only a few spits occasionally, and in the end there was nothing of substance. The queues on the gate were steady but not overly long, and as some left early more would arrive. Alan Mackellar had a constant time on the gate as did Vernon selling tickets.

It was good to see Henry at the grounds and Joe and Jeff Huntley were down from Newcastle for a look.

Our results for the day were 2979 rides, again an above average result, and making this year look like our best year ever if it continues!

On the elevated we had John B. Hurst "Nigel Gresley" double heading with Ken Baker "Simplex" and a 6 car and van train. Later I came on with Z1915 to make this a

triple-header.

Jim Mullholland had a run with the 0-6-0 Pansy, and David Thomas ran the B10 on a single car until some trouble with the valve cover caused him to retire. Jim Lishman ran the 10 wheeler on 4 cars. Bernie had the 10 class, but it did not venture out. I came off about 3.00pm. and Brian Kilgour came on with his Nigel Gresley making the train two Nigels and a Simplex!

On the outer we initially had Shaun Sorensen 3142T double heading with Max Gay and Bitza. Barry Tulloch later came on with D5902 as train engine with the load built up to 8 cars and van. The train only just fitted in the platform! The other outer main train was Ray Lee with C 3803. Ray was relieved at the regulator by Tony Eyre for a while.

The inner had a late start. Martin Yule and Mountaineer took one train. Martin had a couple of incidents during the afternoon which kept him on his toes. The other train was Warwick with V1224 hauling the Central West set



Max Gay leading a train on the outer main on the August running day.

with an extra car. This made the train 6 cars plus van with 3 cars being the 6 ft cars.

Special mention goes to Steve Border as guard on Mountaineer, who promptly protected the rear of the train by placing the red flag out in its special holder during disruptions in running.

The girls in the kiosk were busy all afternoon. Liz told me when the train came in, they would rush over and besiege the kiosk!

150th Celebration Weekend.

They were predicting showers for the weekend. On the Saturday we thought they were just being hopeful but it became reality on Sunday. Saturday was a very pleasant and easy going day. I think everyone had a good time. There was a lot of talk and tea happening and the demonstration goods and passenger train running was enjoyed by all. The Sunday was wet, and was a wash out. We had about 10 visitors, who wandered in braving the rain, and looked at the display but no trains ran.

Bernie had worked hard setting up the display and assisting the movement of display items to the clubhouse and loco depots. At opening time on Saturday we didn't have a fire lit! (It may have had something to do with the call for morning tea at the same

time the gate opened!) This gave the opportunity for our early visitors to watch the steaming up action as we allowed access to both round-houses.

There was an initial inrush of visitors and they took advantage of viewing the locos in the depot and in the clubhouse. Jim Leishman was underway first on the elevated with the 10 wheeler and 3 cars. Jim had a part of the valve gear come adrift but we soon found a screw and Jim made some speedy repairs.

John Lyons also ran 1915 with a string of S trucks and HG van. Paul Taffa also had a run with Hunslet and Ray and Matt Lee ran 3289 (3½"inch gauge) at speed. It was good to see this loco on the go again. A major hold up occurred on the elevated just prior to lunchtime courtesy of

your Editor. I have dummy auto couplers between the riding truck and the first S truck and hook and link for the rest of the train. I had stopped right on the crest of the grade and when setting off tipped the riding truck forward and slipped the auto coupling. Away I went oblivious to the fact that the wagons were not following. As I reached the signal box someone drew my attention to the fact that the wagons were still at the top of the track with Ray Lee 3½" C32 wondering what shunting activity I was up to. Jim Leishman and the passenger train were waiting patiently behind Ray. One of Murphies Laws states that if you make a fool of your self it will never be in private but when all your associates are about to witness the event. How true. The wagons were

Four NSW locos with a family resemblance. From the front Ray Lee's 3112, Roger Kershaw's 34 class, Barry Potter's 55 class, and Laurie Love's 35 class seen at the 150th weekend in the loco depot.



removed by hand to clear the track and the loco taken off for lunch.

In the elevated loco was David Thomas' B 10, unfortunately still with a valve steam chest problem. This was fixed at lunch time by Bill. Also there was Jeff Sorenson's 38 (Sandberg chassis and Potter top) waiting completion, and Don Jones' 57 and 36 class locos, which together took up a full road. Bernie had the 10 class there also, and later ran this on the ground level. Also displayed by Matt Lee was the tender and front bogie for his 5" Z25 class and Max Gay's 3½" C38 locomotive. This 38 was started by Max's father.

Jim's loco ran all the elevated passengers all day with a variety of drivers, including David Thomas, John Hurst jr, Paul Taffa, and Jim Mulholland.

In the ground level loco depot we had Laurie Love's green 3521 class, Ray Lees' blue 3506, Barry Tulloch's 5902, Ray's 3803, & 3112, Jeff Sorensen's 3142T, Greg Bird's 3239, Roger Kershaw's 3403, Lionel Pascoe 3811, Mike Tyson 5112, Ross Bishop's 5148, Joe Huntley's 3633, and Jeff Wakeham's 3233, and Barry Potters 5507.

Roger Kershaw with 3403, and Greg Bird with 3239, took the Pullman set and did the passenger hauling on the outer main. They ran until mid afternoon without missing a beat and this was great to see, both green locos. Most of their trains were full too.

Later in the afternoon Ray Lee 3112, and Jeff with 3142 double headed on a passenger train on the inner main.

During the course of the day demonstration trains were run with Mike's 5112, Ross's 5148, Joe and 3633, Jeff Wakeham with Paul Gray driving his 32, Barry with 5507, and Bernie with the 10 class.

In the clubhouse, we had displays with the Smithers' CPH 8, John Tulloch's 2904, and 17 class, and Les Bird's 3088T, and Greg's EHO van & RU wheat wagon. Andrew Allison had his 21 class boiler, and drawings, and David Thomas' showed the SAR S class, and his tender bogie and laser cut driving wheel for his 620 class. Later Ross' 5148 was transferred to the central table where people drooled while they had tea!

David Lee had his Commonwealth Railways C class chassis and wheel castings.

Graeme Kirkby had his 5035 and many members took to comparison in detail with 5148. Graeme also had some lower quadrant signals which were distributed around the clubhouse. Allan Mackellar displayed his Belbin painting of a P class on the Flyer at Rhodes, and there were some lists of past railway greats and photos to be savoured. John



Martin Yule stokes up Mountaineer on the inner main on the August running day.

Noller played his Zig Zag and RTM and SLSLS DVD which had everyone reminiscing. Down the track were some track machines and the ganger.

Pie runs were done on both days for members and guests for lunch and the evening Saturday meal was a superlative effort. Brian Carter as tongmaster expertly cooked the snags and steaks for a meal that had been organised and supplied by Dianne Lee. It was a superb end to the day followed up with apple strudel and ice cream.

The ladies on Saturday, Dianne, Liz, Sue, Sharon and Mrs Eyre did a great job looking after the members, guests and the public. On Sunday, Chris, Jane, Wendy

Greg and Les Bird with 3239 & Roger's 3403 putting on a picturesque display with passenger hauling.





The fettler having a rest between train running.

and Jenny were there to help out. Your help is very much appreciated!

Bernie stayed overnight as night watchman on Friday night and again on Saturday night with Barry Potter, Roger Kershaw and Ken Baker to keep him company. Thanks Bernie, I am sure all those loco owners appreciated it.

September 2005 Running Day Report.

The weather forecast was watched very carefully by the Lyons family as we planned to have grand daughter Rhianna's third birthday party on this running day. Fortunately as predicted the Friday rain cleared over night for a sunny if not cool day. On the elevated track two four car trains were waiting at the station when the public arrived. One was hauled by Bernie Courtenay SMR 10 class while the other was under the control of John B. Hurst with his 2-8-0 Nigel Gresley. I ran Z1915 as the "Birthday Express" alternating between the birthday girl and her guests and our public visitors. We had set up the family party between the G.L. loco and the elevated station. As the locomotives were steamed up Rhianna was a bit up set by the noise of the safety valves releasing the steam, however her Mother explained it was a bit like they were "passing wind" (to put it politely) and she was then quite happy.

The Smither's Railmotor No. 8 on display.



On the inner ground level Warwick ran the V1224 on one train while Ray Lee took the second train with C3803. The 38 was later assisted by Jeff Sorensen with C3142 till the end of the day and Tony Eyre had some time at the regulator of the 38 as well. Ray also had a hydrostatic test on the boiler for C3112 which is now superheated. Ray was so impressed with the performance of his refurbished 3 1/2" C32 class on the special September day that he set to work soon after to carry out major reconstruction on the 30 class boiler. Martin Yule ran the "Mountaineer", one of the outer trains, the second being a double header with Max Gay "Bitza" and Lionel Pascoe C3811.

Barry Millner was keen to have everyone on the track



David Thomas demonstrates the loco transfer methods to reach the clubhouse with his SAR S class.

and ready to go at 1.30pm and he did a good job, because we were ready! The crowds were a bit slow to start with but the afternoon soon settled down to an easy run, not unduly stressful, and the trains were more or less well patronised without being packed.

We gave 2249 rides which is above the September average, but, we are only 16 rides ahead of last years cumulative total at this time of the year.

The perfection award of the day went to Steve Border who put out the correct protection in the rear while attending to a little incident.

We thought things would be tight for locos, but we just had enough, and at the last minute, a number of members turned up to fill the guards and station master positions.

The girls Liz, Diane, Joy and Sharon had an easy day in the kiosk, and, as usual their efforts were appreciated.

There were a number of party groups (as well as the Lyons clan) and one group made a special trip to the gate with cake for Brian Hurst, (that was Rhianna's other Grand Dad)

And how lucky we were as the rain returned on Saturday night.

October 2005 Running Day Report.

A lovely mild day with occasional sun peering from behind the clouds made for pleasant running conditions. The new shopping centre across the road was opened and it was doing a good trade and up in Eastwood it was the Granny Smith Festival. It was not that long ago that the sound of demolition of the former shops disturbed a running day, things can go up quickly when they want to.

John Hurst was on the gate & advised the patrons were a bit slow coming but a small and consistent stream meant the total numbers built up over the afternoon. We did have a good start as there was one group pre-booked of 35 adults with only 10 children, the proportions are usually the other way round!

Trains were lightly loaded indeed until mid afternoon, and then they filled up and it was full trains for the rest of the day. Quite likely people made their way across from the shops, and down from the festival. There seemed to be some new faces.

It was our first day for the \$1 rides. Vernon had no complaints, and two comments along the lines that "it was about time - it had been too cheap for ages".

On the ground level inner track Warwick ran the WAGR V1224 with one train and Ray Lee C3112 doubled headed with Max Gay and "Bitza". Early in the day Ray had the steam test for C3112 which is the only super-heated short smoke boxed 30 class going round; all that work with only one running day missed. The outer track saw Barry Tulloch with the "Mountaineer" out early and replaced by Lionel Pascoe C3811, train engine and Shaun Sorensen driving Jeff's C3142 in the lead. The second outer train was easily run by John Tulloch with the "J" and Graeme Kirkby with 2401 4-6-2.

Before lunch Peter Sayers ran his "Simplex" on the outer main.

The elevated track was also a place of activity before lunch with Scott Murray giving the family "Virginia" a very good run. Once the passenger hauling got under way we had Jim Leishman and the 10-wheeler hauling three cars and a van. The second long train was of five cars and van with Brian Kilgour, "Nigel Gresley" and Ken Baker "Simplex". Paul Taffa ran one car with his "Hunslet" and David Thomas also ran a single car with the A10. Bernie had the SMR 10 class in loco but did not steam it My Z1915 ran light engine but not without a slight drama. Since the un-coupling debacle of the special run day I had decided to change the wheelbase of the riding truck in order to improve the stability and this was the test day. Setting off down the hill it seemed a bit sluggish and as I leaned forward I came to a stop, leaning back away I went. I managed to get to the carriage siding to find the problem. On taking the seat off I found two grooves in the forward locating timber. This was acting as a very effective additional brake, with a little bit of woodwork the clearance needed was created and



John Hurst giving Jim Leishman a go at being guard while enjoying Jim's 10 wheeler.

things ran well for the rest of the afternoon.

All up we gave 1905 rides which is above average for October, but down on our usual numbers.

To end off the day Brian Hurst was hard at work painting some of the new elevated carriage end boards with undercoat to get ready for the Wednesday morning working session.

John Tulloch, just back from the UK, departing loco with the J class for October running day action.





Barry Millner setting the road for elevated track operations.

What's Doing!

ARHS and SLSLS Christmas Party

The ARHS Christmas Party will be at the grounds on SUNDAY 4 December. (Note not the Saturday!) The format for the day will be that they will be arranging a BBQ lunch for their members (and us!) We will run from 11 am to about 3 pm. Following their Christmas Party we will be staying on for our own BYO BBQ tea. Invite your family and friends and have a great time. Members are encouraged to bring their current project for display and bring your locos for a run.

Loco and Rolling Stock News

We have seen pictures of Rob Smithers 57 class. This is an extensive rebuild and it is certainly looking good with its new rods, smokebox and other components. We are looking forward to seeing this on the tracks. David Thomas has shown us some axleboxes for his 620 class, as well as the laser cut wheels he has received from friends in South Australia. Ken Baker has shown us his piston and crosshead assembly for his N & W J class-very impressive! Barry Tulloch has been working on Mountaineer's valve gear. He has made modifications to enable easier valve setting, plus adjustments to various rod lengths and settings. At the 150th day we saw Jeff Sorensen's 38 class. This is a Sandberg chassis with Potter work, and no tender as yet. Jeff is to finish it off. It looked very nice! Ray Lee has also rejuvenated his 3½

inch gauge P class which ran on the 150th day. It was given a good run indeed at speed and it was good to see it back on the track.

Members News

Shaun Sorensen has been accepted as a provisional member at the November Board meeting. Shaun is already a well experienced driver on 3142T. Welcome Shaun-we hope your (now official!) involvement with the Society is long and enjoyable!

2006 Convention

Convention registration forms are now available. They can be downloaded from the AALS web site (www.aals.asn.au) or the SSME web site (there is a link from the AALS page). There is also a full listing of accommodation & details available on line. If you are not on the web, then look on the notice board, and, failing that, please ask!

Brian Hurst has pointed out that Easter Saturday next year is our April running day, so if you are going to the convention, Friday, Sunday and Monday would be good days! We will also be hosting a post convention visit on the Tuesday following the convention (April 18) at our grounds.

Works Reports

Elevated Track

Work has progressed on the new elevated cars. All four have now been structurally completed and painting has commenced by artist extraordinaire Jack Grierson. Following this, some fit out remains to be done such as brake piping etc. The new set will emulate the "Caves Express" in its blue livery.

The new siding adjacent to the elevated track has also progressed with John Lyons expertly doing the steel work welding and fitting up. A number of steel components have been made and the rails are now being attended to.

The fence along the elevated between the station and the ground frame has been relocated. This assists in pondering a relocated station!

Ground Level Railway

A number of track sections have been realigned and resleepered as part of the slowly ongoing program to install weedmat barrier and a consolidated formation with

Editorial.

As we come to the last Newsletter for another year I would like to give a big thanks to those members who have taken the time to provide some material for publication.

By the years end we will see a big change to the fence line at the southern end of the ground. It was good to see the great effort made by members to clear the old fence and the under, and over, growth to allow this fence to be replaced. Into the New Year there will be some major projects at the top end of the grounds so we will be kept busy but will be able to look forward to seeing more ground improvements.

Best wishes to all members and friends of the Society for the coming Christmas season and for the New Year of 2006 !

John Lyons

Garden Roster

December. B.Courtenay, K.Baker, J.Grierson, N.Lyons, L.Pascoe, J.Sorensen, N.Sorensen, D.Thomas, P.Taffa, D.lee.

January. J.L.Hurst, J.B.Hurst, S.Border, A.Cotterell, J.Leishman, J.Lyons, B.Rawlinson, M.Tyson, M.Yule. .

February. B.Hurst, G.Croudace, T.Eyre, M.Lee, R.Lee, R.Smithers, B.Tulloch, J.Tulloch.

Gate Roster

December. Brian Kilgour,

January. Graeme Kirkby.

February. David Lee

new plastic sleepers. This work is proving its worth with stable superelevation and reduces ongoing track maintenance. Some misalignments were attended to due to tree roots growing along the top of the ground, but under the weedmat. When traced, there was quite a network of them! These have been identified as Mulberry roots! We have also installed steel ramps at all the facing point crossings for protection against dragging feet. Just to be complete, we have also installed stainless steel ramps at the point machines. Thanks to Bill Richards for arranging, manufacturing and obtaining all the componentry for this work.

Mick Murray has installed new braked bogies on the last of the blue cars that did not have brakes. This gives us a fully braked ground level fleet.

Grounds Improvements

Jim Lieshman has attended to all our floodlights, which are now all in full working order, plus he has installed some additional lights on the old clubhouse to assist with lighting the loading area. Jack Grierson has attended to

the display cabinets in the clubhouse, repairing the joins with some glue and screws. David Thomas has been working around the gardens as usual. The bank is looking quite good as the plants that were installed some time ago, now achieve some size.

The big effort was the removal of the old fence near the entrance. A massive effort by members removed all the rubbish and cleared the jungle to allow the fence to move back about 3m and the fencing contractor ready access. Hopefully by the time you read this, the new fence should be in place and looking good! This will allow us ultimately to move the elevated track out a bit further to gain some more clearance to the ground level track. It will also present a pleasant challenge for David to landscape!

Toolshed, Driveway Concreting and Fences

The submission for the new shed is with council and we are awaiting a response. We understand there have been no objections and current impressions are favourable.

The fencing work is finally underway and by the time

Ray Lee's 3112 fresh from shops and boiler work. The '+' on the buffer beam tells the story!





**One of the new elevated cars awaiting seat and foot boards.
Not many wagons have red buffer beams!**

this newsletter is out, the work should be complete. This involves 75m of fencing and some negotiation with neighbours beyond the normal amount, all undertaken by our very own Henry (Kissing) Spencer!

The outcome of this, apart from a colourbond fence that should last a very long time, is some extra land adjacent to the elevated track which will allow us to move the track out and away from the outer main ground level track in due course, and improve safety in this area. As well, a large amount of privet has been mulched out of existence!

The driveway has had a quote for the excavation obtained.

Features

150 Years of NSW Railways Re-enactment

by Warwick Allison
(or *The Onboard Freeloaders View!*)

We were fortunate to receive an invitation for me to travel on the re-enactment train on Monday 26 September from Central to Parramatta and return. Never one to pass up such an opportunity I was at the station on time to witness the official speeches which were made on the concourse near Platform 1. After a welcome by an Aboriginal elder, speeches were given by the Chief Commissioner...er...Executive! Vince Graham, Her Excellency The Governor Marie Bashir, and the Minister for Transport (& Deputy Premier) John Watkins. The Governor made special mention of the crews by name, including our own Special Class Driver Graeme Kirkby. Following the speeches the

special invitees moved onto Platform 1 to board the special train consisting of the 4 vintage cars hauled by 1210 and 1709.

We were all allocated a carriage with our tickets. There was some confusion by some who thought their ticket number was their seat number, but most sorted themselves out, found a seat and settled down for the run. I was fortunate to find myself amongst the group from the Power House Museum, plus the RTM President.

The train made two movements to depart, the first movement to break through a banner (so I was told). The platform was well filled with people waving us off. Simultaneously on Platform 3, a parallel start was made by 2705 & 3526, then 4306 and 4490. Following on was 3642

(dead) which looked a little eerie as it was pulled along with no one in the cab! They had piped it up so it delivered some lubrication to the cylinders, as it was considered to be a poor show if the rods had to be removed. The display vehicles of heritage passenger cars and vans and 4 wheel rolling stock followed on behind. It looked great! The little wheels of the 27 were whizzing round compared to the loafing 35! We could see Barry Tulloch in the cab window of the 43 class.

As the train ran between Redfern and Strathfield the two trains ran roughly parallel. Of course, it was on my left and I sat on the right hand side! The trip to Parramatta was uneventful, but the line side and stations had admiring on lookers and photographers all the way. The train pulled into Platform 3, whereupon everyone disembarked to make their way to the function at Par-

The Governor Marie Bashir speaking at the official re-enactment at Central Station on Monday 26 September 2005.



ramatta Town Hall. The official party were accommodated in stylish horse and buggies for their trip to the Town Hall, while the rest of us walked in the light rain.

At the Town Hall a brass band was located on the mezzanine level playing (quite nice) background music. The tables were lined up down the centre with very nicely prepared and displayed food, while tables around the walls had lines of red, lemon, yellow, brown, green and clear drinks! The food included party pies, & sandwiches, as well as sweets including chocolate dipped strawberries on sticks!

Following another welcome by an Aboriginal Elder, an address was given by the Mayor of Parramatta. This seemed to be partly party political as he espoused a plan for a light rail link along Duck Creek. I guess they never miss an opportunity! The Governor partook of the refreshments, rubbing shoulders with the rest of us. Later we were joined by those that came out on the spectator train hauled by 3801.

When the time came, we made our way back to the station for the return trip. It was interesting to have our tickets checked by Police! Once on the platform we awaited 1210 and 1709 which had gone to Fairfield to cross and turn via the Y Link. When they arrived some fire hoses were run out to water the 12 class along the platform. The 17 was intending to, but in the end did not take any water. At 1.30pm the train departed. Most people had found some seats with friends for the return trip, as a number of the official party did not return with the train. When the train returned to Central, the atmosphere was much more relaxed as everyone mingled around the locos and lots of photos were taken with the loco crews and others, usually standing on the front of the locos!



1709 & 1210 at No.1 platform at Central after the return of the official train from Parramatta.

Having heard how the “toffs” enjoyed the day we now have a report from one of “the workers” the 2005 equivalent of William Sixsmith, Graeme Kirkby. Before we start his account of the event I would like to compliment Graeme for the excellent radio interview he did with Julie McCrossen on ABC 702 (the old 2BL) just after 8.30am. on the morning of the 26th.

Here is Graeme’s tale:

For a number of years I have worked on a casual basis as an engineman for the Rail Transport Museum and through them, since Government operated steam finished on the N.S.W. Railways in 1973, I have been able to continue to the present day, my love of steam and enginemen’s work on the footplate.

The R.T.M. Roster Clerk had a heavy demand for steam men during late August, through September. Quite by chance (I think it was pre-ordained) I commenced holidays on 16th September and immediately found myself enjoying the “busman’s holiday” working a number of 150 Year Celebration trains, principally working engines 1709, a right hand drive express engine of 1887 and the more modern C3526 of 1917. An all too short, but very enjoyable afternoon was also spent on Barry Tulloch’s C3112 working shuttle services from Sydney up to Hurstville and return. I had an inkling that I could be a candidate to work the RailCorp 150 Years Commemorative re-enactment train to Parramatta on the 26th. This train was being promoted as a special with only invited guests travelling in the 1899 Pullman heri-

Diary	
4 December (Sunday)	ARHS Christmas Party (lunch) and SLSLS Christmas Party (evening).
6 December	Members Meeting.
17 December	Public Running Day
31 December	New Years Eve Run. (This is a Saturday night!)
3 January	Directors Meeting
21 January	Public Running Day
7 February	Members Meeting
18 February	Public Running Day & Next Newsletter!



The official train at Parramatta prior to the return trip home. On the left is railway historian Bob Taaffe with SLSLS members Graeme Kirkby (driver extraordinaire), and yours truly, Warwick Allison.

The new protection ramps installed in the vees of the points and on the approach side of point machines to prevent injury to dragging feet.

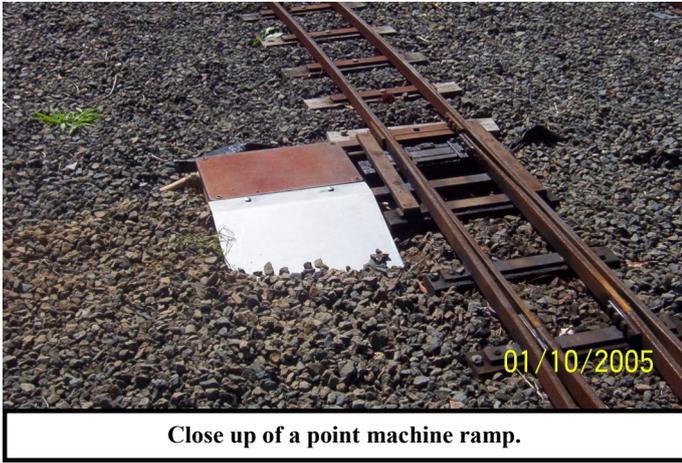


tage cars hauled by the two oldest Government engines still capable of steaming, the previously mentioned 1709 and the Canberra based 4-4-0 of 1878, Z1210. 1210 is a dainty little lady of yesteryear, a true vintage engine and is well looked after, having re-entered service around 1988. Naturally I was rather chuffed when I learnt from the R.T.M. Operations Manager that I, along with my long term friend of former steam journeymen, Dave Thurlow, were to be working together on the leading engine of this special train. (S.L.S.L.S. readers would know Dave as the owner of the 5 inch gauge "Windy Ridge" railway). Dave started on the Railway in 1956 and although he retired in 2002, he still volunteers to work on the footplate for the R.T.M. at 70 years of age. (must be something about that steam-in-the-blood story!) I would like to say here that the crew chosen to work the second

engine, Z1210, were Barry Angel and Geoff Pullen, both retired a few years but still continuing to work on the footplate for the love of steam. The total years of service of us four enginemen totalled 192 years, more years of railway service than that which we were about to celebrate! In fact, on this day, 26th, Barry also celebrated 50 years working in the railway industry. I was the youngest of the four and I have to say, I felt deeply honoured to play my small but not insignificant part in this milestone in N.S.W. railway history.

Entering into the spirit of the occasion, Dave and I decided to dress up in garb typical of enginemen of many years ago. Waistcoats, watch chains, ties and bowler hats were the order of the day. Our Operations Manager had briefed us with what he wanted of us on the day, the order of events, the running of the train, watering the engines and the stopping mark at Parramatta. As we were conveying the Governor we had to stop her carriage opposite the lift on platform three. We were also to be introduced to our Governor, Prof. Marie Bashir, also the Minister for Transport, Mr. Watkins and the RailCorp CEO Mr. Graham and we were briefed in the formalities of address. To say the least Dave and I were a little nervous as we discussed the role we were about to play.

The morning of the 26th dawned dull and wet, not really a pleasant awakening for such an auspicious occasion and when you know you are going to be on a steam engine with a fairly open cab. But who were we to complain. The opening day in 1855 was also wet and our forefathers, those men of 1855 did not have any cab protec-



Close up of a point machine ramp.

tion --- besides, we needed the rain didn't we? Making sure we were not going to be late, Dave and I arrived at Eveleigh at 7am. miles earlier than rostered but how can you sleep when taking part in an event like this? The R.T.M. volunteer staff had the preparation of 1709 well in hand, likewise the boys from Canberra with 1210. We spent some time vainly trying to put a last minute polish on the engine but being out in the rain frustrated our efforts.

We coupled the two engines and whistled out of Eveleigh at 9.15am. to No.1 platform, Sydney where we coupled up to the four car train. Our departure was tabled 11.20am, following protocol of the first official train of 1855 which had been reported in the Press at the time of departing at 11.20am, twenty minutes late! Over on platform 2 was a train formed largely of vintage passenger and goods rollingstock that had been on display over the previous two days. This train was led by Z2705 and C3526 and was to run on the down suburban line parallel to our train as far as Homebush where it was to drop back and divert to Olympic Park station for a week on public display.

At first, our time waiting for departure was relaxed, in a sort of way, had a quick cuppa, gently tended the fire with the volatile Gunnedah coal, trying to keep the smoke nuisance to a minimum and keeping the tenders topped up with water. Next tabled water stop was to be at Parramatta after turning the engines some 3½ hours hence. 1709's 3,030 gallon tender should be sufficient but 1210 with only 2,200 gallons was a bit of a worry.

Numerous photographers and Press were on the platforms recording the scene and people were asking us for autographs! I kind of did feel then like William Sixsmith on that first run. About 10.45am. we had to stiffen up. The Official party was moving up the platform after their speeches to inspect the engines. Us engine-men lined up to be introduced to

Her Excellency. Suddenly there was a jostling and pushing by cameramen, a blur of faces and introductions, a couple of handshakes and it was all over. We fell back into our more comfortable role of being engine-men to await the right of way.

Precisely at 11.20am, train No. NSW-1 received the right of way and we moved off in a cloud of steam ---- BUT, I could see NSW-2, the train on platform 2 that was suppose to start with us and together break through the commemorative banner stretched across the tracks, still did not have the signal allowing it to start. Dilemma! Do I keep going or do I stop? Not wanting to spoil the barrier break through, I slowed down to a crawl---only thirty metres to the barrier---- eventually deciding to stop. A full two minutes elapsed before the signal cleared and the train on platform 2 started. Anticipating his acceleration we restarted our train but unfortunately we did not break the barrier together.

A few minutes saw us through Redfern and the two trains running parallel. I would dearly love to have taken a movie of 2705 and the big 3526 running with us just some 12 metres away, it was so impressive and exciting but we had to concentrate on what we were doing. Dave had his fire hot and 1709 steamed well as did 1210 as we gained pace up to 60 km/h passing MacDonalddown. I found driving the right-hand drive 1709 (opposite to the common left-hand drive) rather comfortable – maybe because I am left-handed. Viewing the signals ahead was no problem.

For me, the most amazing sight on our journey through the suburbs, especially around Stanmore, was the number of people standing on the platforms and outside the railway fence waving at us. We waved and whistled in return. The surprising feature of this was that they were all out in the rain and many people, especially some women

Demolition of the old fence and removal of the associated vegetation is well in progress in this view.





The shear legs and chain block were used to remove stubborn fence posts. At times we were not sure if we were pulling fence posts or burying the shear legs!

I saw were dressed up in period costume, long dresses, bonnets and all--- just for a few seconds glimpse of an old steam train. That touched me.

We rattled down through Strathfield and left the display train behind and in what seemed no time at all, we were through Granville and easing down for an on time, mid-day arrival at No. 3 platform Parramatta. Suddenly all the tension was over, we'd made it and as far as we could see, everything had gone extremely well. The guests on the train made their way to Parramatta Town Hall for a luncheon. Our luncheon was taken on the wing as we now ran our engines tender first via the Cumberland line "Y" link to Fairfield where there is a suitable cross-over to bring us forward on the Up main to Granville.

From there we came back tender first back to our train. In effect, we had been around three legs of a triangle to turn the engines. A quick top up of 1210's tender by the Railway fire brigade and we were right-away again at 1.31pm. a minute late. We had a spirited run up past Clyde yard where some enginemen on diesels greeted us with their whistles and we returned the compliment.

We had been a little concerned with 1709's fire-bars and the considerable lateral play of the engine. An excessive amount of ash and live coals fell through into the ash pan and we had to keep a close watch on this. As we stormed up Burwood bank, doing all of 50 km/h we admired the two engines puffing valiantly in a reflection in

the glass window of an adjacent office building. But to our horror Dave and I also noticed through the spokes of the rear driving wheel the reflection of flames flickering in the ash pan. Thoughts of the fire bars collapsing into the ash pan or some similar disaster flooded our minds but no such catastrophe occurred and we arrived back at Sydney station in one piece and on time at 2.05pm.

Our little part in both celebrating and making history was over and we came back to earth as we clunked tender-first back to Eveleigh to finish our shift. Truly, it had been an adventure and a wonderful experience.

Canadian Rockies and the Inside Passage. A Report by Max Gay.

After a flight of seventeen and a quarter hours we arrived in Vancouver and transferred to our waterfront hotel. Day two was filled in with some sightseeing and shopping. Some of the features included Stuart Park, the Lions Gate Bridge which is a smaller version of the famous Golden Gate and was designed by the same Engineer. At Gastown we saw a steam driven clock which is driven by a small single cylinder steam engine running on 40 p.s.i. Every quarter hour it does a Westminster chime.

The following day we boarded the "Rocky Mountaineer" as "Gold Leaf" passengers in one of the glass roofed carriages. Down stairs was the diner where we had breakfast and lunch, the menus was extensive and the food was great. Meals are done in two sittings due to the space, if you are on the first sitting day one you have the second sitting for the second day.

After leaving Vancouver we travelled along the edge of the Frazer River and then the Thompson River to Kamloops. There was spectacular scenery all the way from deep gorges with fast flowing rivers to terrain much like our own Southern Highlands. This part of the journey travels mainly along valley floors where Canadian Pacific track is on one side and the Canadian National on the other. The reason for this duplication is that originally Canadian Pacific surveyed the route and laid the track. Some years later Canadian National started up and then asked C.P. if they could use their track? C.P. declined to share the facilities as they were in direct competition and could build their own track. At various points along the

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way C.P. track crosses over the rivers, when this occurs C.N. has to also cross to the other side via a separate overhead bridge. At a couple of places along the track we could see C.N. freight trains, we counted 100 wagons with 2 stack containers and approximately fifteen minutes later we would see another of a similar size then another and another. We had never seen so much freight being moved by rail. Their highways are much smaller than ours and not much freight seems to be moved by semi-trailer. After staying overnight at Kamloops we boarded the train and headed for Banff, the scenery was much the same but there is just so much of it that photos and videos do not really do it justice. One section of this part of the train trip navigates "Rogers Pass" which is a long spiral tunnel which was only opened in 1989. We also went over the Central Divide which was the highest point of the railway journey at 5860 ft. (1786 m.)

Our overnight stay was at the Banff Springs hotel that is often seen on the TV ads, it is very large and about 1 km out of town. The next morning was overcast and we were booked to go up in a gondola to the peak of Mt. Sulpfur near by. Because of the cloud cover we could not see a thing, disappointing but you cannot control the weather. With rain settling in for the afternoon we missed the Bow River float trip and settled for some retail therapy instead.

Next day we travelled a short distance to lake Louise by coach and visited Lake Moraine on the way. This lake was formed thousands of years ago after a huge rock slide ended up on the valley floor and created its own dam wall. The colour of the lake is a brilliant aqua which is the result of rock being ground up in the glaciers and washing down. This is known as "rock flour" and it stays suspended in the water and the colour is then reflected back. Even on overcast days it is still quite vivid. Lake Louise is frozen over from late September to the end of June, even after the ice melts the maximum temperature is 3 degrees Celsius.

Overnight at Lake Louise then on to the Icefield Parkway where we stopped at the giant Columbia Icefield. Changed into another coach which took us out on to the Athabasca Glacier transfer station, where we boarded a snow coach. The snow coach is fitted with large balloon tyres, has all wheel drive, very low geared V8 diesel powered and travels at about 5 to 10 km/h. It was raining and windy so I did not spend more than 5 minutes out on the glacier. The glacier is some 300 metres deep and covers 6 sq. km. due to global warming it is receding 1.5 metres a year, they estimate that in about 100 years the glaciere will disappear unless something is done to reverse this trend. Left the glacier and headed for Jasper where we had about an hour to look around. There was a static 4-8-4 on display near the station, on then to the resort which is out of town on the



Snow plough at Scagway.

edge of Lake Maligne.

After staying overnight had one of the few late morning starts at 11 am. and travelled along the Yellowhead Highway to the Mt. Robson visitors. This mountain is the highest in the Rocky Mountains at 3954m. (12,969 ft.) Then on to Sun Peaks Resort for an overnight stay. This is a relatively new ski resort and is being expanded with new buildings going up. They take a bit longer to build in these areas due to the weather as it is covered in snow for about six months of the year.

On towards Whistler, where the 2008 winter Olympics will be held, the next day where we went through some early pioneer gold rush regions. We had lunch at a place called Lilloette, this was like going back on a time walk as it looked like a town we used to see in some of the old westerns. After lunch we set off only to be stopped at a railway crossing to let a freight train go by. It took fifteen minutes, as it was very long with four large locomotives leading and on an odd occasion another one at the rear or in the middle.

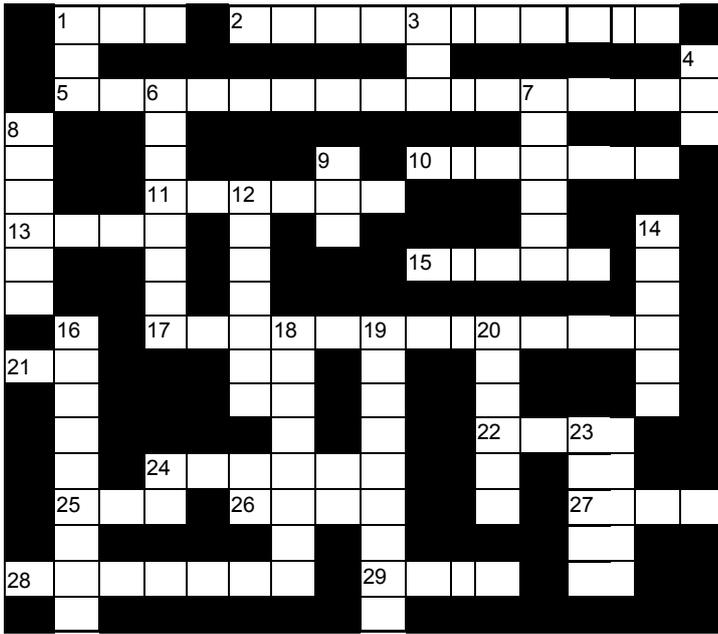
From Whistler we travelled along Route 99 back to Vancouver to board the ferry to Victoria on Vancouver Island. The ferries are fairly large and can carry up to 250 vehicles including coaches, trucks, mobile homes and

Snow coach for Athabasca glacier.



The SLSLS Crossword!

This issue we have a 150th Anniversary Theme. If you own a copy of Ron Preston's "125 Years of the Sydney to Parramatta Railway" it may help! Answers can be alpha or numeric!



Across

- Engine number on the Official Train in
- 1 1855 (3)
- 2 Builder of the 1 Class (10)
- Date of the Official opening of the first railway in NSW.(15)
- 5
- 10 Type of rail used when the railway opened.(6)
- 11 Place of the main station.(6)
- 13 Good soil for farmers.(4)
- Surname of the driver of the first paying passenger train in NSW.(5)
- 15
- 17 The original name for Lidcombe.(12)
- 21 4 wheel wheat wagon. (2)
- 22 (3) box.
- 24 Builder of the first locomotives.(6)
- 25 NSW historical body who organised most of the celebrations.(initials, 3)
- 26 New (4), Place.
- 27 1210s home depot is here.(3)
- 28 First name for Strathfield.(7)
- The English railway that inspired our first locos.(initials, 4)
- 29
- 34 Location of 2006 convention (9)
- 35 A long imperial distance (4)

Down

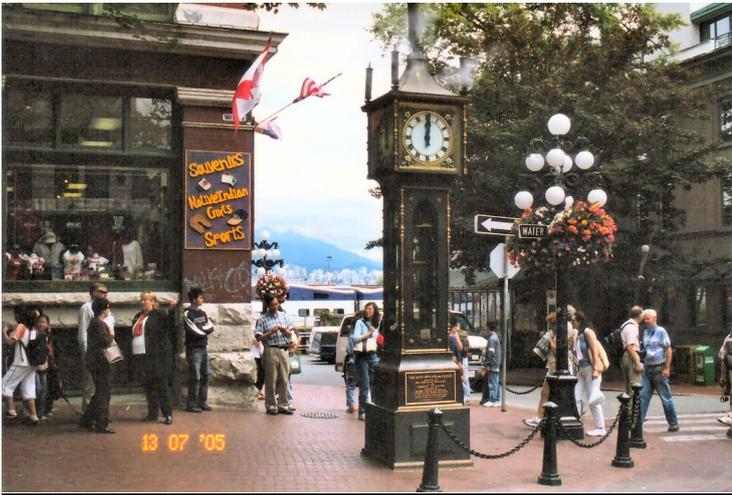
- 4 Builders number of No. 1 (3)
- Surname of the driver of the first official train (8)
- 6
- Class of locomotive that pulled the first official train.(6)
- 7
- Fate of the Cleveland St Tunnel just before the opening.(6)
- 8
- 9 Tail lamp colour.(3)
- 12 The Governor of the day.(7)
- 14 SLSLS driver on the re-enactment
- 16 A bridge was built over this past
- 18 Viaduct at Lewisham (4,4)
- 19 Consulting Engineer for the first
- 20 The contractor who finished the
- 23 In control of the train.(5)

Last issues SLSLS Crossword answers.

S	O	O	T	G	A	S	B	A	S	H							
	I			N	L		A		A								
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	N		I			D	O		O		T						
	V		G			K	E	N		M		R					
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	N		A				B	A	R		O	N			R	O	D
			D				R			X					A		
	R		L				B				K				I		
L	U	D	D	E	N	H	A	M			M	I	L	E			



Ross Bishops' 5148 nose to nose with Mike Tyson's 5112 on our 150th anniversary weekend.



Steam driven clock in Gastown, Vancouver.

cars. Victoria is quite a large city with a nice harbour and is very busy with sea planes taking off to Vancouver. The flight takes about 20 minutes as against an hour and a half by road. Small 8 passenger ferries travel around everywhere with the skipper sitting on a stool in the centre.

Before heading back to Vancouver we went whale watching and saw Orcas playing. The next part of the trip was a cruise up the Inside Passage on board the M.V. Zaandam, owned by the Holland America Line, of 63,000 tons, 785 ft. long, 106 ft. beam and a draft of 26 ft. It has automatic stabilisers, diesel electric powered and a crew of 620. The five main engines are Sulzer and are used to generate power for the two D.C. electric motors driving the propellers. The ship is also equipped with bow and stern Thrusters which means they do not require "tugs" to do any manoeuvring and can turn in their own length. Accommodation was in one of the "Staterooms" on the same level as the bridge and we had our own verandah. Meals were excellent in either the formal dining rooms or the "Lido" restaurant.

We left Vancouver at about 4.30pm. and after going through the safety drill we started sailing up the Inside Passage all next day without landfall. The next morning we sailed into "Tracy Arm" where we saw small icebergs floating by with the occasional seal laying on them. The water is a light green colour as it is fresh water on top and salt underneath, as the ship passes through it gets stirred up a bit and you see the darker salt water emerge. That afternoon our first port of call was Juneau, one of the early gold rush towns in Alaska. There are no roads out of town to other areas, all transport is by sea or air. Toured the town, visited a salmon hatchery and went on to the Mendenhall Glacier. Sailing at 9.00pm. it was still quite light.

Arrived at Skagway next morning and on going ashore boarded "The White Pass & Yukon Train" for a three and a half hour trip through some very steep and rugged terrain with some spectacular scenery. Average grade is 1 in 45 and there are

some sections that are 1 in 22. Track is 3ft. gauge and rises to 2865 ft. At White Pass we were terminated for the return trip. Diesel locomotives for power, however they have a Baldwin Mikado restored which they use for special occasions. They also have a steam powered snow plough of the rotary type in working order that gets used at the end of winter to clear the lines for an early start to the tourist season. I do have a DVD of the train trip for those who are interested. It was just getting dark at 11.00pm. as we sailed from Skagway and headed for Glacier Bay. We arrived at the toe of Margerite Glacier and stayed for about an hour only about 400yds. away. Awesome and eerie to hear the sound of the ice cracking and echoing around the valley walls, sounds like rifle shots. Saw some small pieces of ice fall and crash into the water but no big pieces like you see in some of the TV adds, it was also very cold out on

deck.

Our last port of call was Ketchikan, a very busy place with sea planes on tourist and commuter flights. We toured the town and at 8.00pm. that night we sailed back to Vancouver through the various channels that are part of the Inside Passage dropping the Pilot off at the Prince Rupert pilot station.

Back in Vancouver we went for a ferry ride as well as some shopping. The ferries are different to our Harbour ferries as they do not tie up to the wharf but fit neatly between two piers and nudge up to a buffer and keep the propulsion going. They then open the doors on one side to allow passengers to disembark, then close them and open the doors on the other side to allow passengers to board. The bridge is situated midships and all the Master has to do is turn around on a swivel seat and start the ferry on its next journey. A deck hand on the main deck operates the doors from a console.

Flew to L.A. and Honolulu the next day. It was a very moving experience to visit the USS Arizona Memorial in Pearl Harbour and to see the USS Missouri moored near by.

It was a great holiday and would recommend it to anyone that can afford it and do it while you are able to get around.

4-8-4 on static display at Jasper.





Above: Max with Bitza and Lionel with 3811 cross V1224 as they warm up before the gates open on the September running. Below: Activity is just starting to grow in the ground level loco depot on our 150th celebration weekend.



'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.

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Web Page Address: <http://www.slsls.asn.au>

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

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