

# Sydney Live Steam Locomotive Society

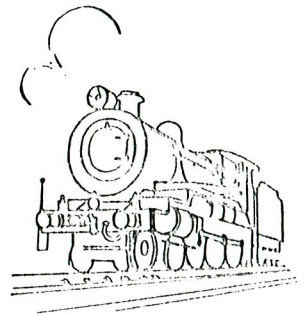
Anthony Road, West Ryde, N.S.W.

Address all 'Newsletter'  
correspondence to:  
The Editor  
20 Woodville Street,  
Hurstville, N.S.W. 2220

## 'Newsletter'

Vol. 1. No. 4. Price 10c

October 1973



### EDITORIAL

As engineers of many levels I am sure that we are all interested in the many and various forces with which we have to deal, 'Inertia' is one that I have always been fascinated with, I thought that I would refresh my memory as to the dictionary meaning of the word "Passiveness - inactivity - the property of matter by which it tends to retain its state of rest or of uniform motion".

I referred back to the schedule that I drew up for the reconstruction of our elevated track and which was attached to issue 1. of the 'Newsletter', on present performance we are at least eight months behind or some 700' of structure.

If you draw any association between my first and second paragraphs you can assume that it is NOT a coincidence.

'Newsletter' extends heartiest Christmas greetings to all our own Club members and to all other Clubs and persons who take time off to read our news.

R. V..W

### OPENING DAY WESTERN DISTRICT LIVE STEAMERS

Reported by President Bill Richards.

Saturday 11th August, Woke at 6am (must get the wife off to work) to the sound of rain. Misery, usual caper, beautiful all week and now this and Western Districts Official opening tomorrow, what rotten luck.

Went down to the track, growled at everybody including the dog, not a thing done all day. Home to tea, T.V. and then to bed, still raining, still growling.

Sunday 12th August, woke at 8am (wife doesn't work on Sunday) to glorious sunshine streaming in through the window, what went wrong?, this shouldn't happen till Monday, Don't knock it, ( a quick smile upwards). By some miracle they've got a good day for it but its going to be pritty sloppy underfoot, so it was with these thoughts that we set out for Fairfield Showground and with some misgivings.

We entered by the main gate along a hard dry road past dry grassed areas down to the track with only the odd pool or two of water lying about, Didn't it rain here yesterday? (yes it did), then where's the water?, (don't know and we are not asking). Great site - flat as a board, where does it drain to? (see previous parenthesis).

There was a good selection of locos already on the track with several more being prepared in the round house. The clubs represented were Bankstown, Blue Mountains, Illawarra, S.S.M.B. and us, engine-wise our own society was conspicuous by their absence.

After the opening speeches by President Bill Kirkland and the Mayor of Fairfield Alderman Don Turtle, Don took over Ivan Levani's massive machine with the first official train. I don't know why Alex Russell bothered to cut the ribbon, this engine would have either broken it or pulled the posts out. The afternoon sunshine was further enhanced by Ivan's broader than usual beaming smile, does he have any other facial expression?, What a happy fellow. It was only the advent of afternoon tea that rendered unnecessary major surgery to separate Mayor Don from Ivan's engine. What an afternoon tea - gallons of tea and groaning trestle tables loaded with food, I grossly overate as usual (glad you said that Ed.), congratulations ladies on a sterling job. Back to the track again and guess who's behind Ivan's engine again; Mayor Don of course. This man is a natural, I can see a 5" track looming around the Council Chambers.

And so, with the sun slowly sinking in the west ( sorry James F) ( where the hell else is it going to sink anyhow) Western Districts official opening drew to a close, a huge success and another milestone in this wonderful fraternity of ours - Miniature Live Steam.

W. Richards.

QUEENSLAND SOCIETY OF MODEL ENGINEERS.

Margaret and I spent our usual winter break up in Queensland and Saturday 8th September saw us headed for Strathpine and the Q.S.M.E. track at Warners Road - a note had been received from President Eric Evans to let me know that it was their track day and that as a result of an all out effort the previous weekend the full 1850' circuit had been linked up - Gold (brass) Spike and all. We arrived in time for lunch and already Ross King had his 7 1/4 gauge B18 1/4 (modified Highlander) out of its shed being serviced ready to run - the little 0 - 6 - 0 Diesel was already on the track. For those who do not know the Q.S.M.E. track it is 5" & 7 1/4" gauge and 1850' long with passing loop at the station, unloading and steaming bays - there is also a small 3 1/2" and 5" ground level track around the dam of about 600'. The star feature of the main track is the 250' long trestle bridge which for most of its length is some 10' above the dirt, the bridge is fully decked 4' 6" wide and will ultimately have safety hand rails along both sides. The setting is natural bushland and the track meanders through the trees in a very delightful way. Yours truly had the honour of being the first visitor from interstate to drive a couple of circuits which I greatly enjoyed.

There was quite a roll up of members and friends and quite a queue to have a drive, the day was not the brightest but it looked as though the auxiliary lighting set would be in operation and running continued into the late hours, other locos included a General Grant 5", a freelance 0-6-0 7" and a 3 1/2" B18 1/4, there may have been others after we left. It looks as though Queensland will be riding for a Convention much sooner than we down south had credited - Good luck to Q.S.M.E. and to some of the new blood that played a big part in the last twelve months.

While at Strathpine we also took the chance to visit Jim Jackson who invited us to see his latest project, this is a new loco for the Currumbin Sanctuary who will be extending their track to some two miles in the near future. The new loco has to be a diesel for convenience as it will be a main means of transporting the crowds around the great extensions that are to take place, the loco has a Yanmah 33 hp three cylinder diesel as prime mover which drives a hydraulic pump feeding hydraulic traction motors on each bogie, the body is finished and would be about 12' long and a replica of the G.M. type and needlessly to say beautifully done.

R. V. W

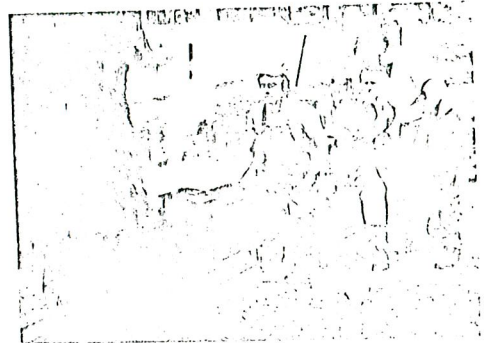
CHARITY DAY

Saturday 20th October proved to be an unfortunate choice but when it was made no body knew that Her Royal Highness would be opening the Opera House on that date. The day did not benefit the Crowl Home as much as we would have liked but under the circumstances was better than it might have been and that is about all that can be said.

AUSTRALIAN MINIATURE LOCOMOTIVE EFFICIENCY CONTEST

Sunday 21st October broke with promise of a reasonable patch of weather for the first A.M.L.E.C. organised by Illawarra Live Steamers, the response to the I.L.S. invitation to participate was not as good as had been expected there being only seven locos entered, four from our club, one from Western Districts and two from I.L.S., however for those who did participate a most interesting day ensued.

John Horsfall with his 3 1/2" Atlantic was first on the track at 9.30 am. and he had a good sustained run, he was followed by Jim Ranford driving Maisie and a very similar run took place. The last of the 3 1/2" brigade was Cec Gunning with Coronation unfortunately the gentleman who was responsible for the paper work made a boo-boo - must have been up all night with the water works? - so this run was abandoned. The next run was the first of the 5" locos, Ray Lee's P class, he had a good load of seven including himself (1234 lbs) and a very consistent run took place and there were high hopes of good figures.



The winning loco Ray Lee's P class but on the last run when driven by B. Tulloch.

A.M.L.E.C.contd.

Ivan Levanic from Western Districts came next with his iron monster, he ran without any delay but his load was too light and fuel consumption too heavy to have any chance. Jim Ranford came on with John Logans Netta (built by Jim) but abandoned the run because of a mechanical defect.

It was mid-day by this time and George and the computer boys had started to post up figures on the prepared result board - first results were disappointingly low .38 and .33 but Ray Lee at .86 was much better.

Cec Gunning had another run but a halt through no fault of engine or driver robbed him of better figures. Barry Glover ran his Netta with the heaviest load of the day, perhaps too heavy, with only moderate results. As time was in hand and as Barry Tulloch had arrived (why can't he get out of bed?) and was anxious to have a go and Ray Lee was game to lend him the 'P' another run took place - this was with a heavier load than Ray had and in Tulloch fashion the fastest of the day lapping consistently at 10 mph. - Ray was heard to mutter 'if you roll it it will cost you 2½ grand' anyhow all went well and when the back room boys came up with the figures it was the winner with 1.53 a very fine performance by engine and driver and not forgetting the passengers who walked for the rest of the day with a list to port.

Everyone agreed that they had enjoyed the event greatly and that there must be more, President Ken Gifford and organiser Barry Glover said a few suitable words and presented mementos to the best 3½" J.Horsefall and B.Tulloch for the best 5" and overall winner.

To express my own opinion I believe that a dynamometer car with a proper work integrator is essential, I believe that taking a number of readings from a dial and averaging is not good enough and was I think the reason for the low figures obtained where loads and speeds were low as against heavier loads and higher speeds which gave good figures but, criticism apart I.L.S. and Barry Glover in particular are to be congratulated on taking the initiative and putting in a great deal of preparatory work and organisation, we must not let it rest but get fully organised and hold the event on a truly comparable basis with the I.M.L.E.C. in England - For the nockers you must admit that it is great to be able to drive for thirty minutes non stop with the track to yourself and just DRIVE. R.V.W.

INTER-CLUB MEET

The morning of Saturday 27th October broke with ominous skys and the weather report was not encouraging but notwithstanding the invitation that had been sent to all clubs and tracks in the state brought forth a very enthusiastic crowd. Clubs represented were: Bankstown, Blue Mountains, South Coast, Sydney S.M.E., Lake Macquarie, Illawarra, Western Districts and the private tracks at Oxford Falls (Ross Styles) and Colo Vale (Dave Thurlow), the visitors book listed ninety-nine and there a number who did not give us their monica. Running started early in the day and despite the odd shower continued until 8.15 pm. Our ladies helped to provide fuel for the body while the men piled coals into the various fireboxes and a thoroughly good time was had by all.

At 3pm. and just before afternoon tea was served President Bill called together representatives from all present to discuss his suggestion that an interclub meet should be adopted as a regular programmed event, after discussion it was apparent that the idea was welcomed by all - it was agreed that there be two gatherings each year, one about March or April depending on the time of Easter and one about October - a roster for the events was established as follows:

23rd March 1974 I.L.S.,	26th October 1974 Blue Mountains,
31-5 26th-April 1975 Bankstown	25-October 1975 Lake Macquarie
29-5 Early 1976 S.S.M.E.	Late 1976 Western Districts
Early 1977 South Coast	Late 1977 S.L.S.L.S.

Colo Vale also extended an open invitation for the 23rd Feb 1974 this track is for 5" ground level only.

MAINLY ABOUT MEMBERS

Congratulations to Ray and Dianne Lee our newly weds, may there be many little model makers.

To Helen and Peter Shiels a second child complete with Blowdown so Peter has a prospective engine driver.

Jack Singline our newest member who has already done his bit for the betterment of our club facilities.

Paul Brotchie now transferred to full membership, means you have to do more work with the mattock now Paul.

DATES TO REMEMBER

November 6th	Monthly meeting
" 17th	Public running day
December 8th	Private Xmas running day and visit of N.S.W. Railway Historical Society

The private Xmas running day is specially mentioned, this is the day for wives, sweethearts and grand children and there will be the usual B.B.Q. so bring your steaks (if you can afford them), the N.S.W.R.H.S. will be with us for a couple of hours in the afternoon.

ROSTERS

Garden:

Nov C.Gunning, T.Arney, A.MacKellar, R.Wood snr., R.Wood jnr.  
Dec W.Richards, I.Ramsey, J.Logan, J.Ranford, G.Parkas.  
Jan '74 R.Jarkin, P.Hinkley, G.Sharpe, B.Kilgour, I.Somerville.  
Feb H.Ball, M.Haynes, B.Potter, J.Hurst jnr., E.Sweet.

Gate Roster:

Gate keepers for 1974 will be notified personally.

FOR SALE OR WANTED

Members wishing to use this item in Newsletter must give details in writing to the Editor.

Complete back axle assembly for 1948 10 HP. Singer to be had for the taking, anyone interested please ring W.Richards 85-3427.

SPECIAL NOTE :::::::::::

Will all members please NOTE that there will be NO monthly meeting in January due to the proximity of the first Tuesday to New Years Day.

---