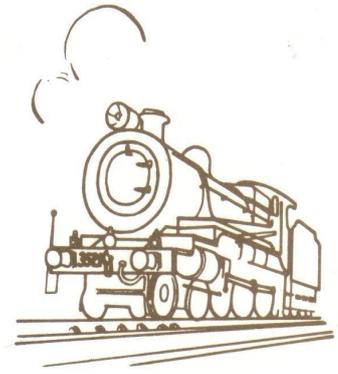


# Sydney Live Steam Locomotive Society

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

## 'Newsletter'

Volume 34. No. 2.  
May 2006



One of the convention highlights was this double header of L&NWR locos. Hugh Elsol (QSMEE) with "Hardwicke" and Barry Tulloch with "Teutonic" emulated the legendary race to the north. Both engines are LBSC designs, Mabel & Jeanie Deans. Photo - JohnTulloch.

Question? What has thirty driving wheels, eight outside cylinders, seven inside cylinders and runs very quickly?  
The answer is further on but the above photo is a clue!

## Running Day Reports

### February 2006 Running Day Report.

The last running day for the summer season was very hot and humid, some early high cloud had kept the temperature down a bit which was thankful. Martin Yule delivered the siding components from the galvanisers and Brian Kilgour and myself drilled the holes for the fastenings to hold the posts in place. I was very happy to see that the jig I had made worked very well. Martin bought his core drill and put a hole into the big drain for our new drain at the unloader. We had a visitor, John Lyas, from Railway Park Adelaide, spent most of the day with us checking out how we operate. John had prepared an arti-

cle on the construction of 4 wheeled coal hoppers some time back in the AME magazine.

The shady areas were at a premium, there were three or four party groups who made up the bulk of our patronage. Warwick noted that the guests seemed very keen to head off for cooler places after the candles were blown out.

On the elevated track the new car set went into service with Bernie, SMR 10 class and myself and Z1915. I came off about 3.00 pm. replaced by Brian Kilgour with "Nigel Gresley". I had enjoyed a great run with Bernie, running at "coal road" speeds with some good loads even though the first revenue run only made use of one of the four cars. John B. Hurst ran his "Nigel Gresley" with



**Max Gay & Bitza on the outer main on the February running day.**

three cars and a van and later in the afternoon Paul Taffa ran the Hunslet, 0-4-0 with a couple of cars.

On the ground level running one driver in particular was very pleased with himself. Henry was back at the regulator of the TGR R class running with Max Gay and "Bitza" on the outer track. This was Henry's first run for a long time, you should have seen the grin on his face. The R class retired early but not before David Thomas gave Henry a break, and Max carried on with a reduced loading till a major mechanical problem ended his day. On the inner we had Warwick and V1224 with Andrew and Warwick sharing the driving. The second inner train was run by Ray Lee with C3803, during the afternoon Tony Eyre had a turn on the footplate.

Before running commenced a couple of points motors were attended to. One (23) was looked at by Mark Gibbons some weeks ago, and hopefully the problem has now been identified as a high resistance screw connection (now retightened).

After 4 pm, the temperature suddenly dropped (thankfully) and at 5 pm rain fell. By this time most had gone and all but 3 locos were also packed into their cars. All up we carried 1321 rides which was almost the same as last month and now well down from last year (no doubt due to the high temperatures).

## March 2006 Running Day Report.

This day was about as good as you could expect for this time of the year, it was a bit cloudy but there were no showers and it was great to have a break from the hot humid weather that had persisted into autumn. I had a turn on the gate and had a very pleasant day, the initial rush was over after about twenty minutes. I had a number of inquiries as to our running on Easter Saturday and happy faces when they realised their party plans could go ahead. There were a few footwear issues, but I managed to have some time for photography. It is always gratifying to hear the comments and expressions of thanks from our visitors as they leave for home.

The elevated track was well serviced for the afternoon. Ken Baker ran his "Simplex" with the set of new cars and managed reasonably well for the afternoon. Jim Leishman ran the 4-6-0 with three cars and a van, Jim Mulholland alternated guard duties with turns at the regulator. Paul Taffa, "Hunslet" and David Thomas B10 2-6-0 both ran with one car.

On the inner ground level there was a big power display early in the afternoon with Henry TGR R class leading Warwick V1224. The smile on Henry's face was just as broad as last month, he retired mid afternoon and the V class continued till the end of the day. Mountaineer, 2-6-



**March Running Day Views. Below: Henry and Andrew double heading on the inner main. Above: Mark Robinson and 3521 double heads with Lionel Pascoe and 3811 on the outer main.**



2 with Barry Tulloch and Martin Yule taking turns at the regulator, was the second train on the inner. On the outer main one train was double headed by Lionel Pascoe C3811 with visitor Mark Robinson and his newly acquired C3521. These two green locomotives were very impressive as they swung round the bottom curve to attack the long climb to the top of the ground. Max Gay had a turn at the regulator of C3811. The 38 and the 35 retired mid afternoon to be replaced by John Tulloch 2-8-0 J class and Jeff Sorensen C3142. The J ran as train engine. The second train on this track was John

Hurst's 4-8-2 Mountain with young John alternating the driving with his Dad. The bark from the chimney as the mountain charged the grade was great to hear.

The new carriage siding was used for the first time and is very shiny in the sunlight. It was also a first flying for the new club flag, thanks to Brian Kilgour for organising its manufacture. Before running commenced Warwick's V had a steam test and managed to pass. Peter Sayers had brought along Simplex, but with some vital part lacking it was returned to the vehicle and did not run. D5902 was in the roundhouse but was not steamed.

In the kiosk we had Liz, & Joy being helped by Gai and Sharon. Much appreciated ladies!

Vernon sold the very last of our Anniversary books and also a record 18 postcards! We gave a total of 2446 rides which was a good effort for the day.

### April 2006 Running Day Report.

Easter Saturday turned out to be a magnificent day for autumn. The crowd was mainly made up of the four party groups who would have very happy with the day. Considering it was holiday time and the Convention in full swing at the SSME's grounds at Luddenham we had a very good roll up of members and locomotives.

Before running began Matt Lee ventured on to the elevated track with C3506 adorned with silver star on the front of the smoke box to couple up to the new blue car set for a photo session. When running started Matt returned to the ground level and the blue set were hauled by Ken Baker "Simplex", John B.Hurst "Nigel Gresley", myself with Z1915 and David Thomas attached banker with the B10. When John and myself returned to loco at about 3.00pm. Brian Kilgour "Nigel Gresley" coupled up in front and continued till the end of the day. If you thought Brian K's Patrick Stevedores overalls were rather striking you should have seen the Kilgour Corporate Overalls worn on this day. Jim Leishman started the 10 wheeler with a load of four cars but with rusty track causing the wheels to slip saw the load reduced to three cars, Jim Mulholland had a turn at the regulator during the run. Paul Taffa hauled two cars with the "Hunslet"

The first train out on the ground level and the last one off was Andrew Allison with V1224. Scott Murray shared guard and driving duties with Andrew. That train ran on the inner with the second train headed by Barry Tulloch with "Mountaineer". On the Outer line Matt and Ray Lee powered one train with Matt and C3506 at the head of the train and Ray on



April running day saw this four loco 6 car elevated train. John Lyons (1915) leads John Hurst (Nigel Gresley) and Ken Baker (Simplex) while David Thomas (B10) assists in the rear. On the ground level Ray Lee (3112) is about to assist Matthew (3506) in a similar vein on the outer main.

C3112 attached banker. The second train on the outer was Henry with the TGR R class doubling with Brian Rawlinson with Blowfly. This was Brian's first run in revenue service for some time and followed a recent boiler test. John Tulloch had his H class in loco but did not steam.

Morning tea was supplemented by some video of the previous day's elevated track running at Luddenham. The 5 or 6 3½ inch gauge locos present flew around the fast elevated track there providing a spectacle that would not have been seen for quite a while. It drew a large crowd and it was certainly a great day. The video didn't quite portray the intensity of the running!

At lunch we watched a tape of Dan O Toole's 8mm movies which Warwick was given at the convention by Stan McKeoun. The O'Tooles were large figures in the early days in Victoria and the movies were of West Ryde in the early days and also Ted Herbert's track at Luddenham, plus a range of other activities.

The day ended giving a total of 1432 rides.

Members hard at work constructing the new fence behind the Signal Box.





**Installing the drain, a pre-requisite to the driveway concreting. Here we see Brian Hurst floating off the concrete & drain placed by Lionel Pascoe and Jim Lieshman.**

## Convention.

### *Report from John Lyons*

Day one of the convention dawned fine and clear. The SSME organisers must have been very worried on Thursday as the forecast rain arrived but it cleared overnight. I loaded up the commodore with the 19 and all of the Lyons rolling stock and headed off just after 8.00am. Once through the gate I was very surprised to see the change in the vegetation since my last visit to Luddenham. Much of

### **Wayne Fletcher and his new 2-6-0 on its (highly successful) trial trip.**



the track and the elevated roundhouse is now shaded by a variety of trees which were very appreciated as the sun became hotter. West Ryde was well represented, with our own running day on the Saturday, we had to get in early. We managed to set up in a shady spot with two compressed air outlets. I was, I think, the fourth loco out on the elevated track. There was a 3½" William 2-6-2 (from Hobart), an 0-4-0 Marie E, Don Young Design and John B. Hurst with the King. We enjoyed some good continuous running and were soon joined by Ray Lee with his 3½" C32 class. I was running the Z19 on a mixture of black coal and char. The black was of unknown origin but burnt well with much more ash than I am use to, the smell was much better! Before coming off at lunch time I had the track to myself for a few laps. The super elevation took some getting to.

The real action was kept for the afternoon running session. After lunch it was like a special SLSLS 3½" gauge invitation run. Barry Tulloch steamed the Jim Ranford built 2-2-2-0 Teutonic class compound locomotive, the King with John B. Hurst returned to the track as did Ray Lee's P class with Matt in charge. Andrew Allison had "Mona" in steam and Scott Murray was on the track with the 4-4-0 "Virginia" following its regulator maintenance earlier. This group was joined by Hugh Elsol, QSMEE, with his 3½" gauge LNWR 2-4-0 Jumbo No. 790 Hardwicke. Now, there is the answer to the question posed earlier. In real life they were nearly all express locomotives, and they did just that. It was the best display of express speed running that had been seen for some time, the spacing was established and around they ran. The 2-4-0 and the 2-2-2-0 coupled up and with all locomotives watered and serviced away the show went again. One of the fellows with the radio controlled gauge 1 locomotives commented to me " they are a bit quick". By this time there was a big spectator gallery sitting on the northern bank observing the proceedings, it was worth watching. After many laps I mentioned to Bernie that they must be running low on water and when the procession eased to a stop some laps later it was interesting to see that the compound loco still had plenty of water in the tender. The Allison "Mona" returned to loco for some attention but it was running again later, it did well to keep up with the express type locomotives. John Tulloch had his H class in loco and there was a 3½" 60 class Garratt, not in running order. I packed up mid afternoon to head home and prepare for our running day on Easter Saturday.

## **BOILER INSPECTORS MEETING.**

### *Reported by Brian Kilgour.*

The meeting started almost one hour late due to a large number of people still in the catering tent. Following the normal opening formalities the meeting got down to business. The intention is to review and clean up the "Steel Code" to make it easier to follow and correct some minor typos.

The committee looking after the Code Part 3

(miniature boilers for garden railways) reported that they are progressing this code. It was emphasised that the code must be for all the garden railway clubs not just some. I got the impression that there are many clubs with their own codes at present.

The next item on the agenda concerned a motion to allow AMBSC Boiler Inspectors to inspect and issue tickets for boilers previously passed by State Approved Inspectors. The intention here was that boilers of greater than 25lt up to 50lt capacity once issued with a "State Ticket" could then be covered by AMBSC Inspectors. The motion was to approach the various State Authorities to review the capacity figure from 25lts to 50lts, this being put when it became obvious that many inspectors were not prepared to consider the proposal. There was a fair bit



The final pour under way. The initial concrete was barrowed across the reo.

Master of Ceremonies Jim Lieshman gives the first driveway pour the finishing touch while the rest of the crew look on .



errors in the standards and errors with regards to flange dimensions for 7.25" gauge standards.

Basically that covers the two meetings and your correspondent departed the site at approx 2300hrs to get home to bed prior to our running day the following morning.

On Saturday night the AGM went fairly uneventfully, with the threatened action from dissenting voices not transpiring because they failed to register for the convention! The voting went generally in accordance with our deliberations, and the AALS recommendations.

**Warwick reports:** On the Sunday night, the "Bogies" was well attended. Early in the evening the Best First Attempt was awarded to Ed Millington from Sunshine Coast Modellers for his 5 inch gauge DM "Bli-Bli". The Bolton Trophy was not awarded, but the Tullamarine Trophy went to our own Martin Yule for his Foden steam wagon.

of discussion across the floor, however the motion was lost by a considerable margin.

There were two further motions to clear up the over 25lt question once and for all or at least until next year!

The meeting was then closed.

INAUGURAL SAFETY COMMITTEE MEETING was then opened. I didn't know about this so it was a bit of a surprise when the Safety People took over. As there were no minutes, no motions etc it became an information meeting of sorts.

The Diamond Valley Bridge and Shoe issues were discussed and frankly I won't waste more paper or time on it here!

SLS was mentioned by way of our submissions re typographical

A bigger crew for the final pour, and they earnt their morning tea that day!





Some of the admirers watching the display of 3/8inch action at the AALS convention at the SSME Luddenham.

Congratulations Martin! The most popular locomotive was awarded to Bob Nash for his beautifully finished 7/8inch gauge PS4, and the AME under 25s encouragement award went again to Andrew Allison this time for a model of a QR flat top freight wagon. The Southern Federation Trophy went to David Proctor, Editor of AME (& well deserved too!)

### Day 3 Convention

*By John.B.Hurst.*

Sunday once again the SLS provided variety of entertainment, by having the only two road steam locomotives running that day – and in fact, except for a traction engine running on Monday, the only ones to appear at the convention. (Our President was most pleased, as it was a pretty good bet that either Martin or I would win the Tul-

lamarine trophy – the only trophy not won by the SLS at some time.) I had my 4” scale Foden lorry, and Martin his 3” scale equivalent. The two of us puffed our way around the grounds, they are quite spacious and gave us plenty of manoeuvring room. One of the advantages of road steam is that you can just stop and have a chat, get a cuppa, go to the loo, etc without holding anybody up. I am learning that you spend more time stopping and chatting than actually driving!

One of the convention attendees is making a professional ‘movie’ of the convention, and would pick a target engine, fit the driver with a microphone, and then take some



John Lyons & 1915 with train at Luddenham.

### Editorial

With the recent Convention held at Luddenham I was able to attend and as well as enjoying a run on the first day it was great to see the array of model steam locomotives and their owners that had travelled from all over Australia for the event. It also made me appreciate the concern that had been aired in the AME regarding the size differential when running scale standard gauge locomotives with narrow gauge locomotives on dual 5” – 7/8” track. There were some very big pieces of machinery.

Closer to home at West Ryde we have completed some extensive work of late which has required a big roll up of members and a pooling of our talents. As Bernie commented at a recent meeting about the fence work above the signal box, “... not a bad job for a bunch of amateurs”. It is amazing what can be achieved with a concerted team effort, and all the while providing a very important social network for us all.

John Lyons.

## Garden Roster

**June.** J.L.Hurst, J.B.Hurst, S.Border, A.Cottrell, J.Leishman, J.Lyons, B.Rawlinson, M.Tyson, M.Yule.

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

**August.** H.Spencer, A.Allison, M.Gibbons, W.Fletcher, M.Gay, G.Kirkby, B.Muston, J.Noller, P.Sayers,

**September.** W.Allison, N.Amy, B.Kilgour, G.Buttel, B.Millner, J.Mulholland, M.Murray, S.Murray,

## Gate Roster

**June.** Matt Lee.    **July.** Jim Leishman.    **August.** Nathan Lyons.    **September.** Barry Millner

film of the engine in motion while the driver was talking about what he was doing. Martin did a wonderful job of ensuring he was wherever this fellow wasn't (might have something to do with the speed his Foden can travel at), but I was not so lucky. I was wired up, then had to make several passes of the camera. Twice. The microphone wasn't working the first time!

Warwick & son Andrew, Martin, David & son Zac, and I all attended the presentation dinner, which despite the coldness of the night, had many in attendance. Before heading home, I took a few trips round the track behind Zac driving the Ruston shunter. We certainly weren't the only ones doing this, night running seemed quite popular.

Monday saw me back out at the SSME grounds, not intending to run – though I did have the King with me just in case. I had not yet had the opportunity to travel around

the main circuit, and this was my last chance. Many had gone home, so the numbers running was less, giving a better run. It is an interesting track, and quite long, with some steep grades up and down. Warwick and Andrew were running the V class, and kindly allowed me a drive. This was my first drive of the V, and its smoothness is amazing, particularly from rest. Warwick had some difficulty prising me off the tender... Later in the day John Hagan gave me control of his 7¼" GWR Gooch 4-4-0. As this is a forerunner of the GWR City class I am (slowly) building, this loco is of special interest to me. Lovely slow beat, with the only external visible movement being a single rod.

Mid afternoon saw most packing up to head home, including me. I had thoroughly enjoyed the convention – it being over 25 years since I last attended one!



The line up of SLSLS 3½inch gauge locos on the SSME elevated track on Good Friday afternoon. From the front, Andrew Allison & 'Mona'; Barry Tulloch & "Jeanie Deans"; Scott Murray & 'Virginia'; John Hurst & 'The King'; and Matt Lee with the P class.

**Back to Warwick:** Monday running at Luddenham was very enjoyable. There was a lot of loco swapping going on, and most of the 5 inch gauge track issues had been well and truly sorted by this time. The day ended with a welcome sausage sizzle.

I think the convention accolade would have to be for David Archibald the convention secretary. Taking on a convention is a very difficult and demanding role. David left nothing to chance and I am sure the success of it all had its basis in a very large way to his efforts. Well done David!



**Martin Yule receives the Tullamarine Trophy from Wayne Roberts, for his Foden steam wagon.**



**Andrew Allison receives the AME Trophy from David Proctor and Barry Glover for the under 25s for his QR flat wagon.**

### SLSLS Post Convention Run.

This was reasonably well attended on the Tuesday after Easter. There were plenty of visiting locomotives and we all enjoyed sausage sandwiches for lunch. John B. Hurst ran the King again and with the elevated track to himself after lunch managed to lap the track in 1 minute and 19seconds. It is 400m long!

### President's Breakfast & RedKite Kid's Day.

On the first Saturday in May, our President was actually the provider and cook at breakfast, with the help of a few others. There were about thirty members present and we enjoyed a very hearty feast. There was a good selection of locomotives. Ray Lee with C3112 was first out on to the outer track with a couple of cars. John B.Hurst was on the elevated track soon after with "Nigel Gresley" and two cars with a guards van. Both were soon carrying our visitors. Gary Buttell ran his C36 and other elevated locomotives included David Thomas' B10, Jim Leishmans 4-6-0. For the ground level Bernie ran the SMR 10 class, Warwick's V1224, Henry's TGR R class and Tulloch's "Mountaineer". The Red Kite people started setting up mid morning and were well organised with face painting music and a beaut sausage sizzle for lunch.

### What's Doing!

#### Loco and Rolling Stock News

Wayne Fletcher has presented his new 2-6-0 for boiler test and on the second attempt the inspectors gave it the OK and Wayne took it for run on the track. It performed faultlessly, a real credit to its builder. The Southern valve gear worked a treat. If all our first runs could be so successful!

Also seen at the grounds is Barry Tulloch's new acquisition, "Eunice" from the Ross Styles workshops. Eunice is a Southern Atlantic in Marsh's umber (or is it Stroudley's improved engine green?) and looks very smart. We are looking forward to seeing this loco perform.

Peter Sayers had his 'Springbok' boiler down at the grounds for a hydrostatic as well. Peter tells us the chassis is well advanced. Ken Baker had the pony truck for the J



**Bernie and the 10 class seen over the top of Mountaineer, in the sidings, during the Sick Kids day running.**



**Scenes of the Post—Convention Run at SLSLS**  
 Left to right: Steve Cox from Wandong & the VR X class. Shane Ferris QSMEE on the elevated! Allan Wallace (AMRS) & Black Five; Eunice & admirers; 'Marie Estell' & John Andrews (QSMEE); a battery powered speedster from Adelaide; & a 'Simplex'.

Diary	
6 June	Annual General Meeting
10-12 June	Hot Pot Run - Illawarra Live Steamers
17 June	Public Running Day
4 July	Directors Meeting
15 July	Public Running Day
15 July	Diesel Day at Hornsby Model Engineers
1 August	Members Meeting
11-13 August	Track & Tent Run QSMEE
19 August	Public Running Day & next Newsletter!
30 Sept – 1 Oct	Melbourne Model Engineering Exhibition, Monash University



Alan Mackellar driving Peter Old's B18 $\frac{1}{4}$ , Queens Park, Maryborough.

class, nicely machined complete with roller bearings!

#### Members News

Nathan Lyons has been accepted as a full member at the April special general meeting. Welcome Nathan, we hope your time with the Society is long and enjoyable!

#### Family News.

In early March, Peter and Sharlene Lyons celebrated the arrival of Jason Gerard a little brother for Rhianna and Gemma. All are doing well, Rhianna thinks he is "gorgeous". Nannie and Pa Lyons are very happy as well.

The Larkin family have a lot to celebrate at the moment. As many members would know Stuart and Carolyn are now back in Sydney. At the end of February Laurelle was married and we all wish her and new husband Brian congratulations and best wishes for the future. And to

finish off Stuart's sister Karen had a little boy, Thomas, a brother for Eliza.

#### Ground Level Running.

In the last Newsletter Warwick reproduced a page from "Model Engineer" 7<sup>th</sup>. March 1963 with an article by a visitor to our part of the world from the UK. The story lamented the fact that ground level running had not caught on in the "home" of model engineering. Well the colony was well and truly ahead in this activity. Alan Mackellar produced a copy of two pages from "The Model Engineer and Practical Electrician" of March 26<sup>th</sup>. 1936. The article was sent to the ME by Mr. William Olds of Maryborough, Queensland describing some of

the performances of a 5" gauge locomotive he built running at ground level.

Our photograph here show Alan Mackellar driving the same locomotive at a convention some time back.

## Works Reports

### Elevated Track

Brian Kilgour and crew have finished off the new siding for elevated cars near the ground level loco depot. They have also adjusted the swing points which now operate and lock much better. The new elevated carriages have been finished in their two tone blue colour scheme and very flash they look too! They are now in full service and performing faultlessly.

### Ground Level Railway

Some minor signal repairs have occurred including replacement of blown globes and replacing a broken wire.



Eunice, built by Ross Styles, and now in the possession of Barry Tulloch.

As well a point machine had to have the armature replaced due to an earth fault. Apart from this the ground level has run well with minimum maintenance.

At the last Members meeting a decision was made to focus attention on a new carriage shed to suit inner main carriages on the eastern side of the grounds. Two options have been produced, one which is buried mostly in the hill near No 6 points, and the other in the vicinity of the head shunt between the elevated and outer main tracks. Both are two tracks and can accommodate up to 9 cars on each track. The decision on which one to proceed will be determined at the June meeting, and in the mean time members are urged to consider the pros and cons of each and discuss with other members so that the decision making process is well informed on the night. Plans are on display in the clubhouse.

Mick Murray has improved three of the four brake vans by fitting them with a vacuum gauge so that the guard can monitor brake performance.

We will soon be replacing the timber deck on the bridge. Bill Richards is arranging the material. As a temporary measure, Jack Grierson has patched up the broken planks.

David Lee has also shown us the trial LED signals he has been working on for the automatic signals around the lower end of the grounds.

### Ground Improvements

Brian Kilgour has arranged the purchase of a new club flag. Unfortunately the old one was shredding as the material was very old. It is destined for our archives.

We also obtained a large quantity of mulch, from both our own activities post fence replacement, and from the neighbours who cut down a large tree. This has been relocated to the main entrance area and is being spread around the new garden areas and up on the bank as well. David Thomas is director of mulching operations and he is always willing to accept help!

Also completed is the fence behind the Signal Box. This was a job too hard for the contractors so we designed and installed the new fence ourselves, complete with cantilevered footings. 1.1 tonnes of bagged concrete was put into this structure so it shouldn't fall down! The job site was difficult, but the first day saw the old fence demolished and the site excavated. New foundations were dug, posts stood and concreted and by the end of the day the new frame was in place. The job was completed the following Saturday by about lunch time, including the placing of the panels, and addition of extra concrete. We have also take the opportunity to replace the remaining side fence panels with Colourbond using left over materials. Many thanks to Henry who did all the negotiations and arranged the materials.

At the same time we did this fence, neighbours on the other side also wanted a



**Nippon Maru outside the Royal Park Hotel.**

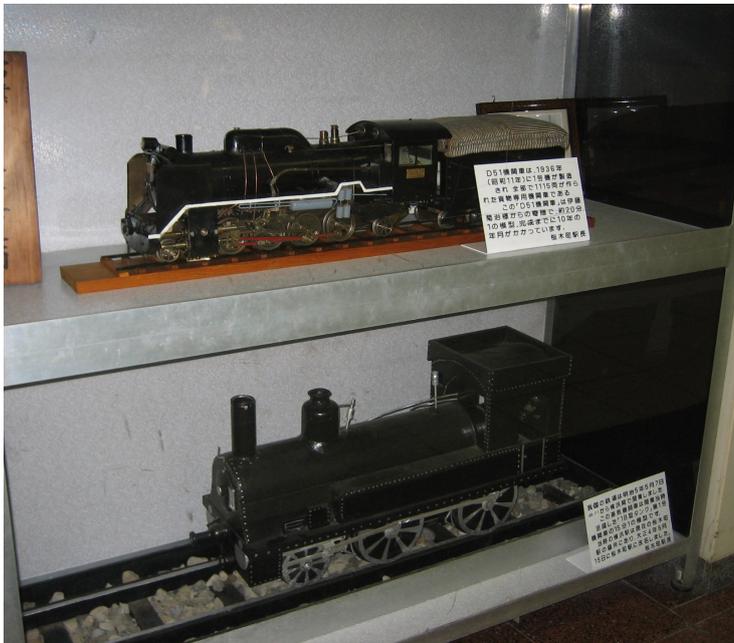
new fence. We took the opportunity to do two in the one contract, and now all our fences are in very good order. The new Colourbond fences certainly make a big improvement to the amenity of the grounds.

A large amount of rubbish and weed material has been taken to the tip by Brian Kilgour. The removal of the Wandering Jew will certainly please David Thomas!

Some of the fence posts have noted to be corroding at the



**Garry Buttl and his 3½ inch gauge 36 class at speed on the rising grades.**



Scale models in Sakuragicho Railway Station.

base. Jack Grierson has excavated these, scraped them back, and the concrete plinth is being extended upwards to keep the water away.

### Toolshed, & Driveway Concreting.

At long last the driveway was excavated, the grounds levelled and 9.4 cu m of concrete poured. This was a mid week activity which went ahead largely due to Jim Lieshman being available and willing to be the supervisor. A main water pipe had to be lowered as part of this work, as it would otherwise have been above ground! The final pour was on Saturday morning for which a good roll up of members was greatly appreciated. Thanks also to Henry, Brian, Jack and John H & John L who came along for the Friday pour and made it a success!

Before this work could be done a new drain was installed adjacent to the unloader track. This will take any run off from the new driveway and deposit it in the Tonkin

Tokyo Monorail near Shinagawa station.



drain.

The toolshed is the next major project. Most of the interior has been dismantled and the power supplies relocated, and power disconnected. It will be soon dismantled, the concrete broken up and a new slab poured for the new structure. A deposit has been paid to the contractor and we have council approval. As a precursor for this, the power attachment point has been relocated to clear the area for a roof over the trailer area.

## Features

### A Japanese Experience

*Peter Lyons*

I had the good fortune to be sent to Japan for a week last November. I attended a training course on Steam Turbine Design and Maintenance at the Toshiba Keihin Workshops in Yokohama.



Cab view at Toshiba Branchline Terminus

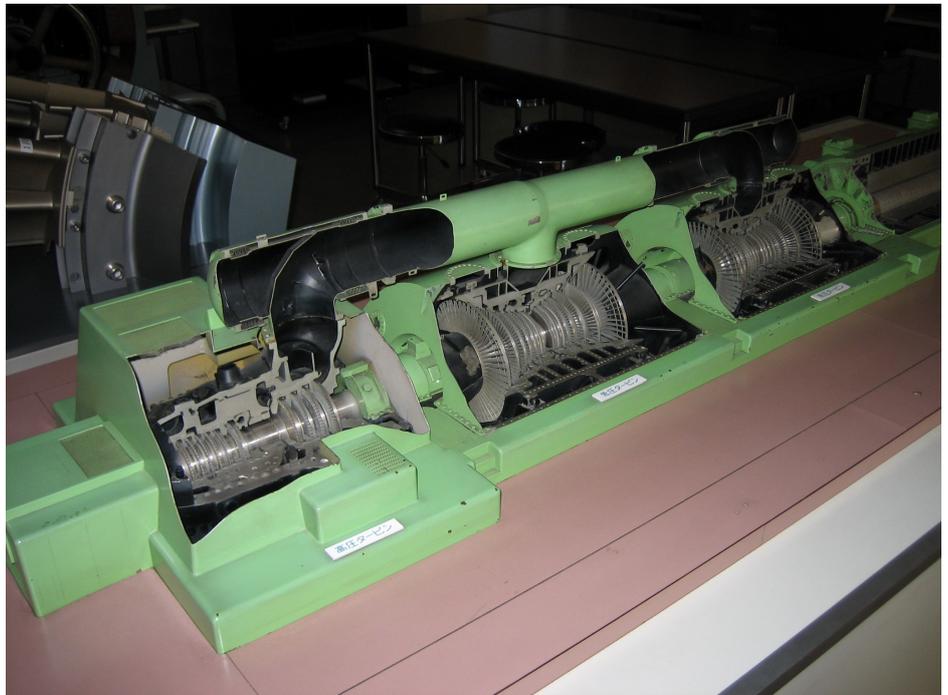
Toshiba were the manufacturer of the 660 MegaWatt steam turbine generators we operate at Eraring Station, where I work as an engineer in the turbine plant area.

I stayed at the Yokohama Royal Park Hotel on the 62<sup>nd</sup> floor (great views of Mount Fuji when the smog cleared) – this hotel was at one time the world's largest building – it is built on reclaimed docklands in Yokohama, on top of an old dry dock. The restaurant we had breakfast in is below sea level and has a view straight outside into the old No. 2 Dock which has been converted into an amphitheatre. Outside the hotel in the still operational No. 1 dock is the Nippon Maru – a 1930 built steel hull sailing ship. It played a part in the 1988 bicentennial celebrations in Sydney Harbour but today is a museum. You can climb the rigging and unfurl all the sails every Sunday if so inclined.

Travel to the workshops every day was of course by train. A short walk from the hotel was Sakuragicho Railway Station on the Japanese Rail (JR) main line into Tokyo. Interestingly this was the destination of the first railway in Japan from Tokyo in the 1860's. A great find beneath platforms 3 and 4 in the pedestrian access were a couple of Model Steam Locos (see photo).

Now we all know what Japanese trains are like – Clean, on time, and Crowded. I was not let down. The System ran like clockwork.

Five stops down the line we



**Nice model of a 500MW turbine similar to Loy Yang unit.**

and tidy and well laid out. The scale was enormous. There were 1500 employees on site. The destination of much of the current work in progress is China. The turbine factory had programmed about 4000MW worth of steam turbines to have been completed during 2005. Very busy.

Back to the trains – Tokyo and Yokohama are about a 40 minute train trip apart. For most of the week I travelled on the JR suburban railway network, The Tokyo subway network is also extensive and also runs out to Yokohama and beyond, supporting the large population in the



**Branchline platforms at Tsurumi Railway Station.**

**Toshiba Workshops platform Umishibaura Station**

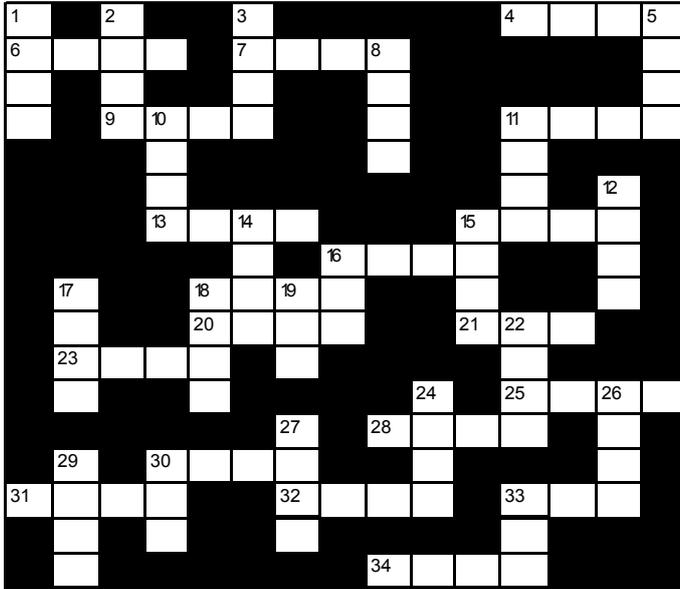
changed trains to a branch line network that took us direct to the Toshiba workshops. There were two railway stations on site that serviced the workshops. (Memories of the Delec and Chullora platforms come to mind)

The Toshiba workshops were large to say the least. The various factories manufactured all manner of steam generator equipment ranging from the large steam turbines, turbine blading, heat exchangers (condensers, feed water heaters), generator rotors/stators, steam valves and governors. The tooling/machinery installed to manufacture these items was in full swing round the clock. For all the work going on, the workshops appeared neat



## The SLSLS Crossword!

The crossword this issue test your knowledge of locomotive types and numbers. The only other clue (other than those given) are that they are all Australian, and mostly NSW. Good luck!



### Across

- 4 Original P at Thirlmere
- 6 First NSW electric loco but final number
- 7 Original main line diesel
- 9 Last 21 scrapped
- 11 Popular S
- 13 Unlucky 38
- 15 Standard with Southern
- 16 Preserved 20
- 18 Vulcan at Valley
- 20 2-8-2 at Dorrigo
- 21 Light SA Pacific
- 23 Power House 38
- 25 Original 23 class class
- 28 Last class
- 30 RTM 19 class
- 31 Cowra 2-8-2
- 32 Black 38
- 33 Original 25 class class
- 34 Was in a park at Parkes

### Down

- 1 Preserved 57 class
- 2 The last NSW Garret
- 3 Thirlmere's 24 class
- 5 Derailed at Tuggerah
- 8 Baldwin Steam Tram
- 10 Power House 12 class
- 11 Power House P
- 12 A naughty nanny in steam
- 14 Lead loco in the 150<sup>th</sup> re-enactment
- 15 Oil burner at Thirlmere
- 16 Heavy Harry
- 17 Garratt at Dorrigo
- 18 Class leader of 255 class post 1924
- 19 T14 wheel arrangement
- 22 2-6-2 Thirlmere Saddle Tank
- 24 Thirlmere Garratt
- 26 Not quite the last 23
- 27 AIS 25 class
- 29 SLS Big J
- 30 1243 original number
- 33 Original 15 class

**Don't Forget!!!**  
**Annual General Meeting**  
**6 June**

### Last Issues SLSLS Crossword Answers



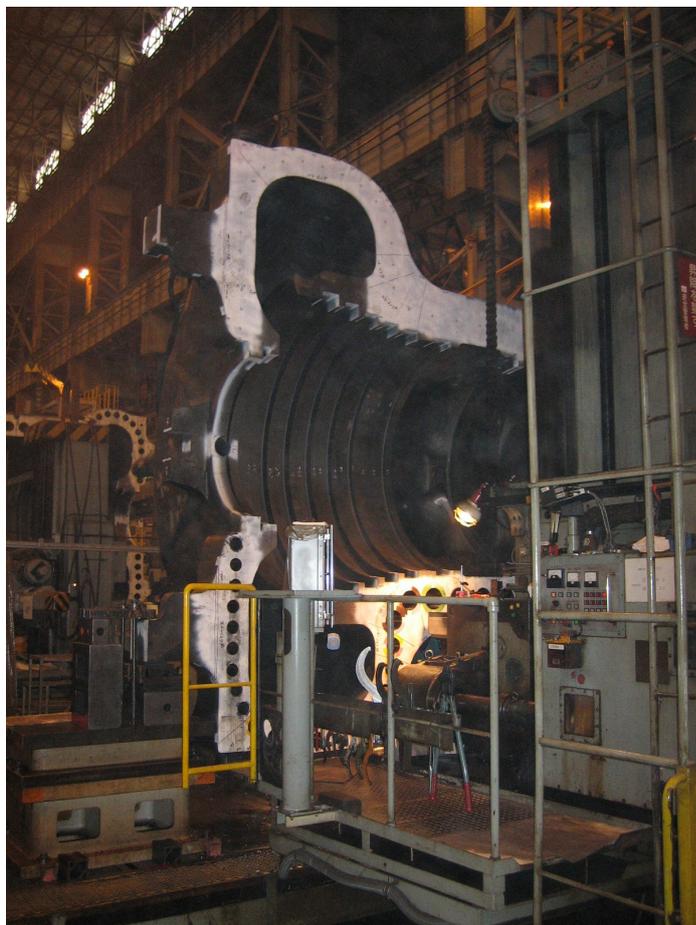
**Henry Spencer, Max Gay & John Lyons showing how the snags for the visitors were gourmet prepared!**

area (12 Million + in Tokyo, 3.5 million in Yokohama). There are numerous private subway and suburban rail lines as well, that forms a large network. I saw about three whilst in the Yokohama network.

On the Final day of the training course, we visited a combined cycle gas turbine plant in Tokyo. A combined cycle plant uses a gas turbine to produce electricity, with the hot exhaust gas from the GT passing through a heat recovery steam generator (Boiler) from which the steam generated from it runs a conventional steam turbine-generator. To get there from the Toshiba works we caught 2 x JR trains, changed to a private subway, arrived at the power station, had the tour, caught the Tokyo Monorail back to a JR Station and took a JR Train back to Yokohama. 5 trains / 3 operators!!! Ticketing nightmares were avoided with a system to convert/combine JR/private trips which was all quite user friendly as was getting around stations etc.

I had one day to be a tourist and spent Saturday hopping on and off the Tokyo subway to see the sights of Tokyo.

The condition of the trains in Tokyo/Yokohama was excellent. There were not a lot of seats and every last square cm was dedicated to moving as many people as



**Drilling out the flange bolts on a 15 tonne turbine casting.**

screws!!! No rivets anywhere to be seen. That says a lot about both the lack of vandalism (Respectful society) on the system and possibly the high patronage. (no empty cars and lots of vigilant eyes perhaps). Trains were observed packed until very late (10-11pm). Lots of workaholics in Tokyo. They do however shut down the network for a few hours early every morning.

Saw many of the bullet trains about but unfortunately did not get to ride them. The last train I caught was the Narita Airport Express, which was a comfortable fast train with quite a good turn of speed. Home on a 747 completed a great trip.



**Tsurumi Railway Station.**

possible. On one train I worked out they were packing about 5 locals into every square metre!!! Only 3 westerners could fit into the same area!!!

Carriage interiors varied – many advertisements, some animated on monitors / TV Screens. Some carriages showed the location of the train between stations quite - high tech. Lots of hand holds hanging from the roof for the standing passengers. All single deck carriages although I noted a Double Decker sleeper carriage set on a bullet train that hurtled past.

One thing though, that would not work in Sydney. I reckon if I had a battery drill with a Phillips head bit in it, I'd have the carriage disassembled in no time at all. Everything inside the carriage uses Phillips head

**John Hurst and Brian Kilgour show off the new club flag.**



18/03/2006



Above: The closest thing to the Caves Express! Ray Lee's 3506, complete with star poses with the new elevated carriages.



Left: Warrick Sandberg driving John Wakefield's 16F on the post convention run.

Below: Jim Mulholland driving Jim Leishman's 10 wheeler on the elevated track on the April running day.

Below Left: Zac and David Lee give John Hurst a night run at SSME.



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

Track location is Anthony Rd, West Ryde adjacent to the car park behind West Ryde shopping centre.

Telephone (02) 9874 8696. Postal Address: The Secretary, PO Box 124, West Ryde, NSW, 2114

Web Page Address: <http://www.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.