

The Oily Rag!

Autumn 2018
Issue No 135



The "Goslings" commemorate the Battle of Amiens.

The Taunton Model Engineers'
magazine

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From the Editor

This issue of “The Oily Rag” will appear around the time we are commemorating the centenary of the end of WWI. The battle of Amiens was in many respects the turning point which led to the armistice. Since much of the success of the allies was due to new technology, including tanks, it was very appropriate that a run to commemorate the battle should start from the tank museum at Bovington. Two of our members were involved. Tony and Steve Gosling, Tony reports on the event.

The full size theme continues with John Cooper’s article on steam launch boilers. But reports on three key events in our calendar, the Bristol Model Engineering Exhibition, the visit of the “Brean Steamers” and ClubLEC. Together with articles by Jon Freeman and Ray Rolt bring us back to main stream model engineering.

This issue includes the obituary for John Hancock promised last time. I am always impressed by the interesting lives of our members. Often very different from the popular stereotype of boring introverts buried in sheds!

John

Chairman’s Notes

By David Hartland

After an intense period of work, the Club’s Planning Application for the new site at West Buckland was deposited with the Planning Department on 3rd October. This should appear on the Taunton Deane website shortly, giving everyone the chance to comment formally on the scheme.

We have circulated a leaflet in the village describing our plans, and enlisted the support of the neighbours and the local primary school; these and other messages of support lead us to the view that we have the general backing of the villagers for the project. We now have to wait and see the decision of the planners, which should be in two or three months.

There is a balance to be set. To start now detail planning of the work on the site, the excavations, trenching, services, foundations, the building, the trackbed, tracklaying and so on and risk this work being wasted if the planners reject us; or to hold on until the planning decision is through and then having a rush as enthusiasm to start work on site overtakes the limited design work undertaken so far. We have to make that balance in the weeks ahead. Either way, I am determined that the work at West Buckland is undertaken in a sensible, ordered and methodical way, with each step having the support of all our members.

This Club has had several false starts in the last 70 years trying for a permanent site, let us not waste the chance that fate has at last given us.

The Club could benefit from some extra publicity in the new year. If any member thinks he or she could help with this, in whatever role, please let the committee know.

Looking at the year ahead, we have a varied and I believe interesting programme of activities. Not many other Model Engineering groups, and indeed not many other amateur organisations, have as extensive a programme of activities as our Club. Do make sure you are part of these events, and come along and enjoy yourselves. That, after all is said and done, is what it is all about.

Vivary Report

By Diana Fathers

It's been a glorious summer but when it rained, it was always on a Sunday Running day, so there were a couple of washouts.

Ticket sales have been very good on our last two running days, 567 passengers, but the season will end before the "Oily Rag" comes out and it seems to have gone so quickly. It's good to see our three junior members still taking an interest and they are introducing their friends to the club, so there's hope that we may get more, much needed, young blood. Jon finished his new loco which runs on both 5" and 7¼" tracks and has been much admired by both members and passengers.

In September, we were delighted to see John Clark arrive with Peter and "Cuthbert", one of the most reliable little locos, as we hadn't seen John for some time. But we were very sad to hear that Maddie Clark had died after a long battle with ill health. Maddie was the ticket seller and John drove Cuthbert when Roy and I first came to Vivary about 20 years ago. I became very fond of them both. The whole Clark family turned up for Clublec, with John, Peter, Jenny and her husband Peter and they all were weighed so that they could ride behind "Cuthbert", which came second in the competition, after winner Phil (who else!) with his new "gold" loco (It will be painted eventually, Phil)



Barry takes driving very seriously!

I'm sure there will be a full report on Clublec elsewhere in the "Oily Rag".

Tuesday night runnings have been well attended – but I still haven't got my loco running yet (it's still on the work bench!)

Our "train dog" Chloe is much missed by all the regulars but Kiri, our new lurcher, is making herself popular, even though she doesn't (yet) want to ride on the trains. The weather was somewhat better for this year's visit from the Brean Steamers (last year it rained and we all sat in the hut drinking tea and eating cakes), but it wasn't great. Roy and I couldn't get there until almost the end as we had a previous appointment but it was good to see the old regulars again.

The next event will be the Santa Special on 9th December. All the children will receive gifts and, once again, I appeal to all our members to wear something Christmassy, including at least one SANTA, and to decorate their locos so that the children will have something really special to remember.

The Bristol Model Engineering Exhibition 2018 Report by Phil Mortimer

On the afternoon of Thursday 16th August a merry band of members made their way to Thornbury Leisure Centre with models etc. in their vehicles to set up TME's stand at this year's exhibition put on by the Bristol Society of Model and Experimental Engineers. After a discussion and the usual cups of tea and / or coffee the stand was set up and all the models were put on the stand. This year the stand was larger than in the previous years because there was a 7¼" Hunslet locomotive on display.



The same two tiered display on the rear tables as last year was used so that some of the smaller models were not obstructed by the larger ones. The models varied from the large locomotive to a small Reeves Trojan stationary engine. On the three days of the exhibition the stand was manned by many members who answered many questions and spoke to a lot of fellow model engineers, experienced and beginners. A lot of people were inquiring about the possibility of our new site. For the first time a video display was being used to show the many models and activities of the club.

1600hrs came around on the Sunday when the exhibition closed to the public so everyone helped to put all the models in their respective vehicles / trailers for onward journey home and then helped dismantle the stand. I would like to thank all the members who loaned their models and who helped out at the exhibition because without you there would not be a TME presence at the exhibition.

Thank you and well done everyone.

Clublec 2018

Report by Doctor Spin

Sunday 30th September dawned bright, but by lunchtime the clouds had thickened and just as Phil Mortimer started his run, a short shower fell to moisten the railheads and encourage slipping. He was away, however, and by the stream he was into his stride. *Widow Twanky*, his American 4-4-0 was underway on this year's Clublec competition. Phil had drawn the first slot of the day so he had to contend with both rusty and wet rails in his run. He completed 10 good laps before time ran out – but he burnt only a small amount of coal in the process.

Second on was Andrew Prentice with his 3½ in LNER A2. Phil on the previous run had dried one rail, but not the other; this left Andrew with slippery conditions which proved difficult. He started badly, with much slipping and took over six minutes to do the first circuit, and had only completed two laps after eleven minutes, but then was into his stride, and finished 8½ laps in the twenty minutes allowed.



Peter prepares "Cuthbert" as John looks on

Third on was David Hartland with his recently completed GWR 2-6-0.

The rails had dried out and he made an easy start with 7 passengers. Rapid laps were made, until after 11 minutes when things started to go wrong and he came to a stand, short of steam. After restarting he completed just over 12 laps, but finished with a full firebox, which of course meant that this coal was wasted.

The last entry was Pete Clark with his Butch *Cuthbert*. We have seen them before and an exciting run was in prospect – and we were not disappointed. Eleven laps were made at an average time of 72 seconds, but then he slowed somewhat but without stopping, and completed 15¾ circuits, the highest of the day.

The result was close – very close. Phil Mortimer, by going slowly and steadily, just beat Pete Clark, with his ferocious run. David Hartland was not far behind.

The Results

Driver	Loco	Weight Hauled	Distance run	Coal burnt	Score
Phil Motimer	American 4-4-0 5"	1196 lbs	6750 ft	1.1 lbs	7.34
Andrew Prentice	L.N.E.R. A2 3½"	727 lbs	5062 ft	1.1 lbs	3.34
David Hartland	G.W.R 2-6-0 5"	1562 lbs	8235 ft	2.1 lbs	6.12
Peter Clark	"Butch" 0-6-0 5"	1077 lbs	10632 ft	1.6 lbs	7.16

Andrew was last in the competition, but won the 3½ in shield as the only competitor in that class.

Hot drinks and food were on hand, thanks to the helpers, and with over 25 members present, the day was a friendly and sociable event, as well as being a fierce competition!

The “Brean Steamers” visit

Report by Phil Mortimer

Nine members of the “Brean Steamers” visited Taunton Model Engineers at Vivary Park on their yearly pilgrimage on Thursday 20th September 2018. Many club members arrived to set up the track and meet the visitors. The visitors come from a variety of clubs, Kinver, Erewash, New Forest, Northolt and Romford, bringing their locomotives mainly steamers but also some diesel outline.

The visitors started to arrive at about 1000hrs and proceeded to unload the steam locos before parking their vehicles in Ash Meadows.

The locos in action were a 5” Q1, two 3½” Conways, a 5” Britannia (painted) and an LSWR class 02

Tea and coffee was supplied as they wound their way around the track just to keep the drivers lubricated. Every one enjoyed themselves whether driving or just observing.

The following is an extract from an email I received from Alan Cox, their organiser.



The Q1 underway



A "Conway" and the O2

"We always have a good day with you. Hope all goes well with your new premises and look forward to seeing next year".

Put it in your diary for the third Thursday of September 2019

"The Great Dorset Road Run"

By
Tony Gosling

The 11th November this year will mark the centenary of the end of the Great War but there was another significant centenary earlier this year on the 8th August, the Battle of Amiens. This battle is accepted as the beginning of the end of that war and was the greatest battle involving British armour in the war.

The Tank Museum at Bovington arranged to commemorate the battle with a large Public Display involving tanks and other vehicles of that period including those privately owned in addition to those of the Museum. We took along and ran our 1917 British Army Autocar, a 1½ ton lorry, to join in with privately owned traction engines and other lorries.

Just a week later, the Great Dorset Steam Fair organisers also marked the 2018 centenary by arranging for a road run of a convoy of First World War vehicles from Bovington to the site of the Great Dorset Fair near Blandford in which again we took part with the Autocar. The convoy was a spectacular sight and was led by the steam road locomotives pulling appropriate trailers carrying tanks, gun tractors and other military loads of the period with the internal combustion vehicles following behind the Steam.



Steve Gosling at the wheel of The Autocar and part of the convoy

For the occasion, the Great Dorset arranged for Great War army uniforms to be hired so that all the vehicle crews looked the part. First world war foot soldier re-enactors joined in, rode in the vehicles between the towns and villages but dismounted and marched in front of the vehicles as we entered the towns. The convoy was filmed and that is available on “ You tube”

Thanks to John Stiles for the photos

Launch Boilers – My Introduction

By John Cooper

In 1986 when I set up my business of engineering repairs near Honiton, called “Blackbeth Engineering”, word seemed to get around quite quickly that I was a “steam” man and willing to take on a range of jobs. After a year or so, I was asked to inspect a “Merryweather” Type B boiler fitted in a steam launch located at an apple farm on the banks of the river Dart.

A quick examination of it in “S.L. Brunette” showed that it needed to come into our workshop for a strip down. The boiler was made of two sections joined by a bolted flange. Photo 1 shows what the complete boiler was like under the cladding and Photo 2 shows what



Photo 1



Photo 2

you see of the inner firebox with its boiler shell top half removed.

As you can see serious corrosion of the boiler shell had been taking place under the asbestos rope insulation. The boiler shell and inner firebox were thickness tested by my friend Martin Hawkins of National Vulcan Insurance Co. Ltd.

I believe these boilers were built in considerable numbers for small hand pulled fire pumps and for steaming out unexploded bombs during World War II. so at the end of the war, quite a number found their way onto the market and some were bought by steam launch owners. To make the boilers portable, the thinnest steel plate acceptable for boilers, which is 1/4" thick was used so very little serious corrosion could take place before end of life was proclaimed which was the case with "S.L. Brunette's" boiler.

I had previously become impressed with the attributes of 3 drum water tube boilers while rescuing the 3 coach Sentinel railcar from Egypt and so I offered to design and construct a 3 drum water tube boiler for Brunette. This offer was accepted.

So I set about scratching my head. This was my start of becoming a bit familiar with BS2790 1986 "The Design and Manufacture of Shell Boilers of Welded Construction". This is a very helpful specification and its general principles can be applied to almost anything, certainly small size water tube boilers and in my opinion steel model traction engine boilers. However, it does not cover drum's with tube holes in them.

To cover this aspect, I found that "Lloyd's Register of Shipping Rules Section J2" gave me what I wanted and these requirements have been accepted by Royal Sun Alliance for several subsequent water tube boilers I designed, one of which is still running on "S.L. Surta", all of which is another story but back to this one.

The trickiest parts were the allowable tube hole spacings for different size tubes and also the distance between the end of a row of tubes to the weld between drum wall and dished end. We eventually constructed a boiler as shown in Photo 3 (exploded view!!) Photo 4 shows the boiler under test and light-up for the first time.



Photo 3



Photo 4

The boiler worked well but if asked now to do the same, I would have made the mud drums larger diameter which would enable another 1 or 2 rows of tubes each side. The raised section under the funnel is to allow the exit of gasses after passing twice through the tube bank.

In subsequent designs of water tube boilers, I have kept the tubes in a close staggered formation to ensure as much impingement of hot gasses onto the succeeding tube row but still allowing soot cleaning through the openings, diagonally straight through but if you work almost any boiler hard enough, you don't need to bother about soot cleaning!



Photo 5

Photo 5 shows what happens when we were too eager to launch for a test on a falling tide without knowing the river. We had to wait until the tide came back in – luckily we had our sandwiches with us!

Shortly after this, “S.L. Brunette” was sold to France so we lost touch with her.

John Hancock 1925 –2018

By

David Hartland with contributions from Bill Edmondson and Mike Pinkney

John had been a member of Taunton Model Engineers since the early 1980s and was a regular steward at Vivary and later on at Creech railways. He turned out for working parties and helped with the portable track operation. At the Taunton SCAT he was a regular user of the workshop machinery and met many other like-minded people, and encouraged some to be members of TME. He was always ready to give an opinion and help a fellow modeller in difficulty. Over the years he entered many Trophy Nights with items of tooling, and completed a 2in Clayton steam wagon, a 5in GWR 4200 2-8-0 and had a long running project building a GWR 5600 0-6-2, again in 5in gauge.



John working on the 5600

At the funeral on 26th July several TME members were present and we heard an extensive and fascinating story of his life.

He was an early member of the Lynton and Barnstaple railway association in the days when it was just an eccentric pipedream, and saw it turn into an operating railway. He helped steward at their big events. He was a glider pilot for many years, rushing off and leaving his family when the weather was right to soar over the countryside in splendid isolation. He owned a canal narrowboat which was his great pleasure, moored initially on the Monmouth and Brecon canal but later on brought to the Bridgwater and Taunton. His road transport for some years was a free-running Triumph Vitesse 2000. John kept bees and as a member of the Somerset Beekeepers, he was able to give advice to others about the methods to give greatest success. Every visitor to his home would be sure to come away with a pot of his finest honey. And in amongst all this, he always had time for his two children, and later the grandchildren.



John driving Tony Gosling's Wren.

It was making things which clearly gave him the most satisfaction, and steam powered in particular. The funeral ended with a steam train, departing into the distance.

Farewell, John Hancock.

Wild and Brutal in Vivary Park.

By Jon Freeman

There being so much to worry about these days, I don't suppose many of us have given much thought to the squirrels in Vivary Park lately.



The “Brushless Brutalist”

This year I've brought out my latest locomotive a number of times for public running in the park. This is the 'Brushless Brutalist', a petrol-electric loco using brushless motors, a touch-screen computer controller, and fitted with a pair of ridiculously bright LED head lamps. Having built two pairs of interchangeable bogies, this loco is

for both 5" and 7.25" gauge. Between visits to Vivary Park and the Bristol track at Ashton Court, the loco has covered just over one hundred miles this year, almost all of which was using the 5" bogies. A few miles were run on the wider bogies but not yet being fitted with the means to operate vacuum brakes, public use was only permitted on the 5" raised track at Ashton.

I like to encourage others to have a go driving my locos. I designed the electronic control system to give the driver an interesting experience, requiring just a tiny bit of thought. This is in contrast to the commonly encountered electric loco 'speed' control pot, which, in my experience, leads to a lapse of concentration due to boredom after a few minutes of driving. I offered Dave Wood a chance to drive. He stayed with it for the rest of the day so I imagine he found the experience agreeable.

The petrol engine is a Honda GX120. This was chosen as a reliable four-stroke, not too noisy, the power output is more than sufficient, and although similar sized unbranded clones are available for half the price or less, I opted for reliability. The engine always starts on the first pull of the cord. Always, except that is, when it won't start at all. I had been advised to leave the fuel valve on at all times because there seemed no benefit turning it off, and it's always easy to forget to turn it on on the next outing. This was not good advice. After being left in the shed for a month or so it refused to start or even fire at all. Removal of the soaking wet spark plug led me to conclude that with the daily heating and cooling cycle, with the fuel valve left open, petrol was being sucked into the engine due to expansion and contraction induced pressure variation. With the plug dried, the engine spun over a few times to blow out any excess fuel, plug refitted, it was back to starting first time every time.

The engine drives a 1800 Watt brushless motor, used as a three phase generator. The output is fed via a 32 Amp three phase circuit breaker to a three phase bridge rectifier.

It could be argued the breaker is not strictly necessary or useful. As load current increases so the engine load torque increases. As excessive engine load torque stalls the engine, the argument goes that generator load current is thus contained within safe limits. However, there it is, and it does allow the engine to be run without powering the electrics (there being no battery).

Never having been a fan of inferior American imports, strangely I do quite enjoy the occasional game with the Vivary Park grey squirrels. But driving round and round for three hours on a Sunday afternoon, a man has some time to think. I thought of our now so rare and magnificent red squirrel, then I thought about “*Martes martes*”, the pine marten, known to have lived in Britain since just after the end of the last ice age but virtually eliminated from England over one hundred years ago due to hunting and habitat loss.



“*Martes martes*”

I thought how much it would please me to see red squirrels in the park. I remembered reading about a project to reintroduce the pine marten in some tiny corner of Britain. A project that proved successful and which had, as one consequence, an immediate drastic reduction in the local grey squirrel population. Interestingly, in Scotland where pine marten populations were not so badly

suppressed, pine marten and red squirrel are seen to coexist and prosper in close proximity. Pine martens are omnivorous, but grey squirrel predation was not the only, not even the most significant, cause of their decline. Pine martens could not eat that many that fast. Of greater significance, it is thought, is one of those beautiful facts of nature; the grey squirrel is larger and heavier than the red. When faced with danger, the red squirrel can run to safety to the far end of a much thinner branch, a branch too weak and bendy for the pine marten to follow.

The heavier grey at the end of his thicker branch with nowhere to go, is thus easier prey for the pine marten. Not being quite so daft as they look, it is thought the grey population simply moves out of the area.

It might be the same one, or maybe several, but the Vivary Park grey squirrel or squirrels do seem to have a cheeky sense of fun. Along the straight by the stream, sometimes racing along the ground weaving between the posts, sometimes running over the track inches in front of advancing trains, and sometimes sitting motionless on the track as the train approaches, what should the driver do? I wouldn't deliberately do them any harm but I take the view they are smart enough to get out of the way, they can always see and hear the oncoming trains, so if anything I just accelerate towards them to give them that little extra adrenaline rush. I've not hit one yet.

Dave is perhaps more of an animal lover, I don't know, never asked him. During his afternoon as driver, on one lap he slammed on the brake and slowed not quite to a stop to avoid the pesky tree-rat, which then ran away. Building up speed again, something was wrong. The touch-screen controller flashed on and off and the train came to rest, engine still running. Pushing the train around the rest of the lap back to the station, the control panel powered up again but no driving power was to be had.

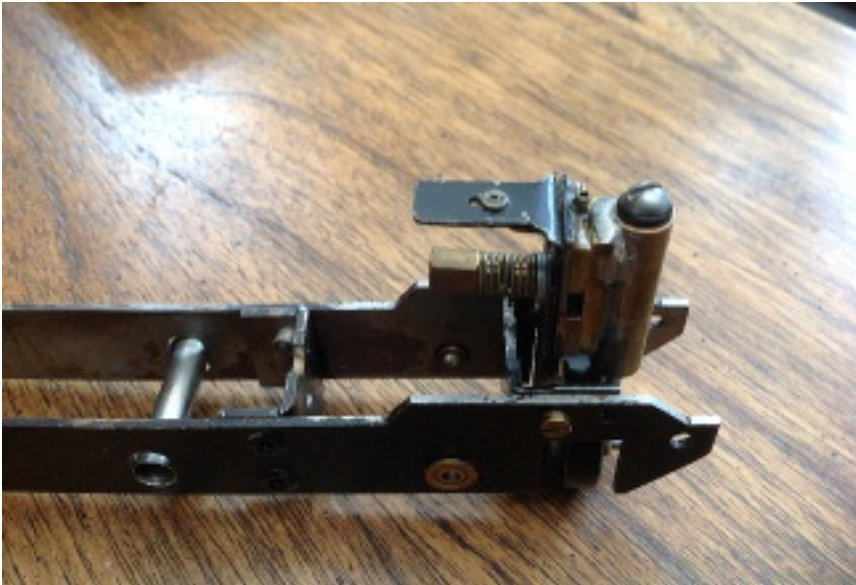
Not wanting to retire early with a “failed” loco, whipping the roof off for a quick look inside, it was apparent the breaker had tripped. Flicking this back on – problem solved, power restored. The mystery of the controller powering up during the push-home was solved after a little thought. Pushing the dead loco spins up the brushless drive motors which also act as three-phase generators, this being rectified by the power transistors in the drive electronics, so powering up the system. Of course this does not constitute perpetual motion, the power generated by the motors being insufficient to accelerate away from the person pushing.

21st century steam in gauge “0”.

By Ray Rolt

Having now done some preliminary work on this idea, I have had to revise my normal approach to developing new ideas! My normal pragmatic approach is that the “odds” on success are even at 50/50, in this case they are probably against at 60/40!

One factor is the relative size compared to “00” gauge. As “0” gauge is twice the size, I have visualised more space than is actually available because I have selected a “medium” sized prototype rather than a large mainline loco. This restricts the width of “cut out” to the underside of the boiler to clear the "extended" boiler; tank and steam motor, allied to the restriction caused by the front bogie. Whilst I intend to continue using the 4-4-0 as a "test bed" for individual "components", any final "standard power unit" would probably have to be for a variety of 0-6-0 tank locos with side tanks, or pannier tanks with suitable infill panels below. Over 40 years ago, I started to build a "live steam" loco with a single, single acting vertical oscillating cylinder in the smoke box. With the advent of the



The single acting oscillating engine.

"Mamod" steam locomotive, this was never finished and I am looking at the possibility of using this unit to overcome the space limitations.

When I wrote my article for the "Spring" Issue of the "Oily Rag", I made reference to the "live steam" "Rocket" locomotive produced by "Hornby" in the early 80's, to the large gauge of 3 1/2".

At the time, I did not know much about it. I had not seen one and made reference to it, in passing, as a rather large model to be produced by a firm that was famous for its "0" gauge tinplate models before the war, subsequently replaced by the present "00" gauge rolling stock. Then I saw an example, in "mint" condition, at a Garden Rail Exhibition near Welshpool. As the result of making reference to it in my article, I bought it! One was curious as to why it had been produced and how it performed.

Included with it is an ingenious set of plastic "track", which can be set up as a length of straight track, highly impracticable for running an uncontrolled live steam loco on, or set to form a full circle suitable for continuous running. In fairness, additional track could be purchased plus a "Y" point, allowing an oval or "figure of eight" formats and any other layouts, to be laid out.



“Hornby” live steamers.

As I am still trying to set up my "portable layout", referred to in my article, I have not attempted to run it yet. If tolerances are suitable, in theory it might be possible to run it on the Vivary Track!! As our esteemed Editor observed, it is very unlikely that it would be able to haul passengers!!! With a duration of about 8 minutes it may not even be able to complete a circuit! Though failure to sell in quantity is due to the size, this really captures the character of what is regarded as the prototype of the modern steam locomotive..

A well made model in a mix of nicely formed plastic and metal, it is suitable for static display in a cabinet, when not being used. It is gas fired, using a refillable tank housed in the water barrel on the tender. The cylinders are made of brass, with a lubrication point on the valve chest, and follow Basset Lowke format with a piston valve operated by a slip eccentric to give reversing. To give better tractive effort and speed control, it has an unusual feature which is not immediately obvious to the observer! The wheel cranks are separate from the wheel centres. By an ingenious use of spur gears, the crank rotates at twice the speed of the wheel! It will be interesting to see the visual effect of this when it is running.



The unusual “final drive” on the “Rocket”.

There is no regulator to control the steam, as also applies in my proposal. But whereas on my proposal, which relies on a variable resistance to the electric element, as with the "00" loco, control relies on using the gas valve. The reserve of pressure in the boiler could make speed control erratic. In my proposal speed can be controlled by judicious use of the centrifugal clutch. This may be helped in the case of the "Rocket" by the braking effect of attaching a train, matching examples of early four wheeled coaches being available. In "0" gauge, speed control has been devised for fitting in a van, driven off an axle, using a governor, which could be fitted in a vehicle in the train.

This is preset to the desired speed and operates a brake to reduce the speed to that desired.

I propose to mount a short length of track on a board ,with the driving wheels on rollers to form a "rolling road", as supplied with their later "00" gauge live steam locos. This will enable the running characteristics to be monitored before running it on the track.

When I have been able to do this, a report will be submitted to the editor for publishing. For anyone interested in trying to obtain one, details of the supplier who supplied mine, Tony Green Steam Models based in Lincoln are included at the end of this article . As well as stocking a similar range of manufacturers to Forest Classics of Coleford, he specialises in the Hornby "Rocket", including spares. These include an improved metal gas tank to replace the existing plastic one.

Whilst I have indicated problems with my proposals, this is primarily due to trying to work within the constraints of using an existing control unit and limited knowledge on the electrical side. I can see no insurmountable problems if the design was developed from scratch. Using 24 volts would give an improved heating range and this was the standard for "0" gauge electric locos before the development of modern, more efficient electric motors.

To summarise the aims, these are as follows:-

- a) A safe live steam locomotive, free of flammable liquids and gases, working at low steam pressures, with adult supervision below the age of 12.
- b) Providing a locomotive that looks as good as an electric one, which because of the need to remove the body for filling the boiler and lubrication, exposes youngsters to the inner workings to

stimulate their curiosity and interest in the mechanical aspects, leading them to take an interest in engineering in later life!

c) Gives a new challenge in operation as you become both driver AND FIREMAN, as with a full size steam locomotive, having to anticipate steam demands in advance when there are changes in gradient requiring an increase or reduction of steam pressure. Hopefully this will wean youngsters off computer games as they are faced with real skill challenges rather than computer generated ones. More mature operators will already appreciate the challenges! Braking will be achieved by intermittent operation of the centrifugal clutch.



The A4 on its rolling road

The format for a new Control Panel would be similar to that of the "00" one, with the same variable power outputs to the heating element. The two way "flick" control would remain, with a DCC circuit to control the centrifugal clutch/motor, with indications for forward and reverse, plus a spring loaded push switch giving

an impulse to a "point motor" type solenoid which, when operated in conjunction with the "flick" control, will change the pivot position of the oscillating cylinder to give change of direction, as is done manually on the "Mamod" traction engine.

Starting, stopping and braking would be controlled by the "flick" switch, operating the DCC circuit to the centrifugal clutch/ motor. "Indicator lights" would be necessary to show direction set for the "steam motor".

"Hornby" have produced "live steam" in 81mm gauge in the early 80's with the "Rocket", and 16.5mm gauge in the early 2000's with the "A4" and "Flying Scotsman". Producing 32mm gauge "live steam" in the early 2020's would make a "hat trick"!! This would not only have good sales in model shops but is tailor made for the shops at preserved lines and railway museums!

"Tony Green Steam Models"

website www.tgsm.co.uk email address tgsm1@btinternet.com
Tel 01522 681 989

Of Ships and Things

By

Fireman M.N Retired

Back home for a few days and I felt I should be off again so lets see what's on offer.

R.M.S. "Ivernia" was in Victoria docks, which was unusual for a Cunard ship as they usually sail from Southampton or Liverpool to America so thinking the states would be a change I signed on as a greaser to sail on the 12th April.

Built by John Brown on Clyde-side in 1955 with 3 sister ships at nearly 22,000 tons each they were fairly big ships. With 4 sets of turbines geared to two shafts, they had a speed of around 20 knots so they didn't hang about.

After we got underway I found out we were not off to New York but Montreal, we docked on a Friday. Engines were shut down and we went onto day work instead of watch keeping, and as it was the weekend there was time to kill.



RMS "Ivernia"

Having fond memories of the convent known as St. Jean de Baptiste I thought it would be nice to call in and see the nuns and the orphans again. As I went in it seemed strange for there was no noise just a hushed atmosphere so I went straight to the front office to be met by a very tearful secretary who told me that Sister Agnes (the queen of the Hula-Hoop) had died suddenly two days ago, which made me quite sad as she was lively, but such a gentle soul. The funeral was to be on Monday and I was invited to attend. I was able to book a day off work, so all was well or so I thought.

Ten o'clock Monday morning I turned up at the Convent and went to the little chapel to find it empty, so I tried the office, there was a note on the desk to say the funeral was being held at the Cathedral of Notre Dame. When I got there it was heaving with people, several hundred from all over the city as well as the nuns and the children, even the Police had laid on a guard of honour, such was the love for this quiet little old lady.

Myself I felt privileged to have been there.

Events Programme

- Tuesday 20th Nov. A Small Club with Talent photographs, video, stories and discussion on the History of TME.
- Tuesday 4th Dec. Transport Through the Ages a slide show by Peter Triggs.
- Sunday 9th Dec Santa Special 12.00 to 15.00 Vivary. Park Set up from 11.00.
- Tuesday 18th Dec Mince Pies and Natter Evening.

2019

- Tuesday 1st Jan Members Careers the Secrets Unveiled presentations by Club Members.
- Tuesday 15th Jan Hinkley Point C Construction a presentation by EDF.
- Friday 25th Jan Lamb and Lion, Hambridge, near Langport TA10 0AT. New Year Lunch. 12.30

Bookings to Tim Griffiths, contact details inside the front cover.

- Tuesday 5th Feb The Black Art of Rotomoulding by Andrew Prentice.
- Tuesday 19th Feb The Tramways of Weston Super Mare and Taunton by Peter Davey.

Tuesday 5th Mar	Annual Quiz by Dick Whittington
Tuesday 19th Mar	Activity Challenge with Simon Bowditch
Tuesday 2nd Apr	Annual General Meeting and New Site Discussion
Sunday 7th Apr	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 16th Apr	Yeovil Railway Centre by Roger Marsh.
Sunday 21st April	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Sunday 5th May	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 7th May	Meeting to be arranged
Tuesday 14th May	Informal running evening at Vivary
Sunday 19th May	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 21st May	Trophy Night bring along any models worked on or completed in the last year.
Sunday 25th May	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Monday 27th May	Stockland Village Fair portable track in operation, 1300 to 1700 contact John Pickering for details

Tuesday 4th June	Visit to be arranged
Sunday 9th June	Vivary Public Running, 14.00 to 17.00 set up from 12.30
Tuesday 11th June	Informal running evening at Vivary 1800 to 2100
Tuesday 18th June	Barbecue at New Site 16.00 to 22.00
Sunday 23rd June	Vivary Public Running, 14.00 to 17.00 set up from 12.30

Meetings at Stoke St. Mary start at 7.30pm unless otherwise stated

Subscriptions

**Ordinary Membership is £30 with a further £5 for spouse or partner. Family membership £35 Junior Membership £5
Subscriptions are due on 1st January**

**Membership Secretary contact details—see inside front cover.
If renewing by post, please enclose S.A.E. for Membership Card**

The views and articles featured in this magazine do not necessarily represent the views of the Committee, Officers and Members.

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We have it covered “Great Western” to wild western at Vivary Park



The “Brean Steamers” getting up steam



No Phil has not painted his “Britannia”!