

The Oily Rag!

Spring
2016



**The reverse curve and part of the station on Nigel
Gettings new railway, more inside.**

**The Taunton Model Engineers'
magazine**

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From the Editor

Getting this issue out has been a hurried affair in an attempt to bring "The Oily Rag" back onto a regular schedule for publication. Although most members are now online there are still those who rely on the magazine to keep them up to date with forthcoming events. So slipping the publication date whilst waiting for copy has not always been too popular. In future the magazine will go to the printers on time, even if this means blank pages. The next issue is due out at the beginning of June, please have general articles with me by the beginning of May and reports by the middle of the month.

This has been a busy winter with a significant number of members helping with "Operation Dog Kennel" and others involved with the new rolling stock. Both of these jobs have been made urgent by the requirements to stage a successful "Creech Miniature Steam Gala" to celebrate the club's 70th birthday. Anyone who has worked the turntable at Creech on a good day will be aware of the operational problems caused by the current station layout. The next urgent project has been codenamed "Operation Strepsil" (think about it!). The aim is to relay the track in the station to get rid of the bottle neck. More information can be found in the Gala status report on page 8 by Tim Griffiths.

I was very pleased to receive an article on Nigel Gettings new garden railway. Unlike most, his is a standard gauge line as opposed to one using the more common scales such as 16mm. This is an aspect of model engineering which seems to be gaining popularity. Do you think scenic railways are something the TME should become more involved with in future?

Finally, there is no report from the "Tickers Section" in this issue.

This is because David Spicer has been in hospital. I look forward to more news about the Harrison project and I am sure you will want to join me in wishing David a speedy recovery.

John

Chairman's Notes

By Mike Johns

Following on from my notes last issue John Pickering attended our January committee meeting to discuss production of the Oily Rag. We agreed the objectives should be to return to regular quarterly issues as soon as possible. These will normally become out in March, June, September and December each year. John will publish the next press date in each issue. This will have to be at the beginning of the previous month to meet his production schedule and mark the point at which he requires your contributions, text or photographs. John is presently trying to ensure the next issue appears in April.

Following some concerns about level of attendance at our Autumn meetings it has been gratifying to see the turnout so far this year with up to 40 members being present. Thank you all – it makes it all worthwhile. Thanks also on your behalf to Bill Edmondson and others for the sterling efforts they have made in arranging for the variety of topics and interests covered in this year's programme.

Writing in early March thoughts have turned to getting our two tracks ready for the first services in 2016 over the Easter weekend. We finished 2015 in fine style with the runs in aid of charity on each of the 2 weekends immediately prior to Xmas having already given a total of some 6400 rides on the two tracks.

Thanks to the support we had from our passengers and the donations they made one each charity day a grand total of £316.00 was raised for the Children's Hospice, South West. They accepted our invitation to come to our first run this year on Easter Sunday in Vivary Park when about 13.45 your strulyism making a suitable presentation to their representative on behalf of the club.

News from Crzech

By Mike Johns

Although no running has taken place so far this year work has continued on site most Thursdays and Sunday mornings thank to the relatively mild weather we have enjoyed. A major job just done on 25 February was the concreting of the new yard area just outside the north end of our shed – henceforth to be known as the North Yard I presume? Many thanks are due to the 30 – 40 members who turned out to assist – I'm told the line - up of some 27 wheelbarrows was something to be seen while the concrete truck driver commented that he'd never had so many helpers to unload before!! This work was made possible thanks to a significant donation from Barry Baxter in memory of his late wife. It is planned to mount an appropriate commemorative plaque on that end of our shed.

Following John Selby's building of the chassis, noted last issue, progress has continued on the three additional riding vehicles. The wheels have been produced through the combined efforts of Dave Wood, Andy Webb and David Hartland; the donation of the axles by Mark Hartnell has saved a lot of time. The components are now with Dave Wood for the wheels to be pressed on. John Pickering has been responsible for the bogie frames. The side frames, stretchers, etc. have been laser cut and are now ready for welding. This leaves the ordering of bearings, springs, etc. needed for final assembly.

Mark Hartnell has been progressing production of the wooden vehicle bodies. We have yet to have someone come forward to produce the parts needed for the vacuum brake cylinders and buffers which I referred to last issue.

Outside, Tony Gosling with others has continued with his project to fit, or replace damaged, ballast boards along side the main line and adjust the ballast levels as needed. This is an ongoing chore on the maintenance list for which Tony is always pleased to see more help. Last year we provided a second locomotive water supply at the departure end of the platform to avoid the delays that arose if taking water on or by the turntable. Initially this was a simple hose and cock on the ground, the supply for which is controlled from within our shed thanks to Tim Griffiths. This year thanks to Dave Wood the hose is being replaced by a stand pipe which will have a swivelling head to simulate the type of water column that used to be seen on prototype stations.

Inside the shed Tim Griffiths has been busy fitting a water heater that had been recovered by Mark Hartnell from one of the building jobs he and Maurice had been involved with. This is being set up to give a supply to either sink on demand and will be an asset to those either involved with washing up team mugs, etc. or getting dirty hands clean having done some physical work. The only thing we ask is that the dirty hands are dealt with in the earthen ware sink, not the stainless steel one!

Now that the mill is running reliably we have given some thought to making use of the machines in the workshop for basic training sessions to those of our members who are interested. Initially a poll has been taken to see how many might be taking part and plans are now being made to meet the candidate's needs with a series of training sessions. As far as possible these will take place at a time to suit the individuals and on a one on one basis to enable 'hands-on' experience. Details will be circulated shortly.

The railway opens on Easter Monday and we hope we shall have a successful anniversary year. Look forward to seeing you on site

Report from Vivary Park

By Diana Fathers

With no running days, there's not much to report except the preparation the working party have been doing to ensure everything runs smoothly.

Phil and his helpers – a good crowd – cleaned and maintained all the trolleys. The next plan was to rebuild the first lift-out section of the track but there was a delay until the wood arrived. However, they started on this section on Friday 11th March and should have it completed in plenty of time for the new season.

We are all looking forward to starting up again at Easter and hope the weather favours us – and also the Park committee, as their Easter Egg Hunt helps to swell the numbers of our passengers! It is surprising how many people turn up for the hunt and then "discover" the railway. This always results in a fresh batch of regulars.

Report from the "Nomads"

By John Pickering

We have accepted invitations to run the portable track at four outside events so far this year. These are: -

- (1) Weston Zoiland Pumping Station Saturday 14th and Sunday 15th May for their "Steam on the Levels" event

- (2) The Stockland Village Fair. On Bank Holiday Monday, May 30th..
- (3) Ferne Animal Sanctuary, Wednesday 27th July, for their Open day.
- (3) Dalwood Village Fair, Normally the third Saturday in August to be confirmed.

Tim Griffiths is organising the event at Westonzoiland, he can be contacted on 0146067735 or by email rtg13@btinternet.com I am the contact for the other dates. If you would like to run or come along to give a hand please get in touch. I think everyone who has been involved recently has enjoyed themselves.

Crzech Miniature Steam Gala.

Plans for this Gala are now quite well advanced and it is hoped that this will be a day that everyone can enjoy. To this end we are now making a call for assistance. Please put a note in your diary for 23rd July to celebrate Our Club's 70th Birthday.

The general idea is to have a marquee to contain static displays of various models, some from our membership and others from other clubs, please advise what you would like to show.

The railway will be the main feature running from both stations with unlimited train rides for the public and visitors, to this end there will be many jobs to do. These will need to be covered by your membership and the more volunteers the less anyone has to do.

This is a Celebration which will be open to the Public to showcas e what we do. We hope that we may encourage some of them to become new members.

You are all aware that Operation Dog Kennel has almost been finished, with only a certain detail to be completed. This will enhance the general use of the carriage shed

To help with the general Operation at the Main station at Crech there is a new operation which has been codenamed "Strepsil" this will probably incur a considerable amount of work in the short term. Much has yet to be decided, but what is planned should make operations in the station areas slicker and smoother. So look out for further details and requests for more block help.

Should you have any questions about the Crech Miniature Steam Gala or Operation "Strepsil" please, ask any of the organising Sub Committee or Thursday Gang.

A plea for help

By Rachael Hartland

British National Corpus – Cambridge University Press -
Lancaster University

I have been doing research for the BNC, which involves collecting recordings of local voices, which then will be anonymised, and examined to look at how spoken language has changed over the last 20 years. The project was set to end in February but is now continuing. If there is anyone who would still like to be recorded to help the project, I would be grateful if you could let David or myself know. I would like to thank those of you who have given your time so far.

Rachel Hartland
01823336262

The last act of “Operation Dog Kennel”

By Our Theatre Critic, Dr Spin.

“An Aggregate Success”.

Last Thursday the popular play ‘Rock of Ages’ (or, as it more often known, ‘The Incredible Bulk’) was performed by members of the Taunton Model Engineer Society at an empty Creech Theatre. Rehearsals had been going on for some time with a hardcore of members, but on opening night, a large reinforcement was brought in from the surrounding area to bolster support and consolidate the cast. The critics had forecast a mix of ice and snow and freezing weather, but the merry gang came together in a long happy line as measures were deposited and the play settled down.

Progress was demanding, with a stiff mix of uneven footings, walking the plank, and wading and treading water, but all these challenges were soon cured. The cast had lots of support, and new bonds were made between members. The eventual performance was as smooth as could be wished for.



This scene is set.



The chorus line waits in the wings.

There was an enforced interlude when the vibrating poker failed and there was an unscheduled performance of a short play within a play 'Asphyxiation by petrol fume' but no one noticed.

No stone had been left unturned to create an impression, but all too soon the final tarpaulin fell and the stage was quiet. The castle retreated to retire en bloc to their hot baths, with no stains on their characters, although the costumes required attention from the unsung heroines in the Wardrobe Department.



Delivery by the "Barrow Poets" was particularly outstanding..

The Producer expresses his deepest thanks to all involved in this massive project. The play may return for another run at some time with variations – the script is not set in stone.



The cast did their level best to make this a most polished performance.

Photographs of the performance are available on the TME website or by post from Mr Phil McCavity, of messrs. Bodgett, Ripoff and Scarper, Unlicensed Builders.

Marsh Top Garden Railway

By Nigel Gettings

This all started at a young age being taken by my Dad to Cranleigh "Gettogethers" (GtG's) and the Model Engineering show, once held there in the Village Hall. Roll the clock forward a number of years - I wanted to build an engine and went for the "Project " or rather an LMS 4F - started around 1979 and completed it in 1988. I then rejoined the Society in 1996 with the Salisbury and Stonehenge group. At this time, I decided that it was time I should have my own garden railway. Plans were drawn up to use the space available for a small track. Work then put asto top plans and wethen moved to Somerset. The choice of location was decided around having space for a workshop and a garden railway, as it should be. This was now 2002 and this was the time that friendship was made with the Bristol group of G1MRA.

After the site was surveyed, it then lay dormant for the next three years. It was then that we found Paul who helped me progress things in the garden by completing several jobs that we wanted to do. It was then that the question arose, if he would be prepared to help with construction of a Garden Railway! It was a bit of luck that it was a positive answer and so the railway started to form. The design was drawn up and work progressed for the next 2½ years, Paul did the spadework, with me mixing the concrete. This progressed up to the point that the steel running top wanted to be attached to the galvanized posts.



The posts and levelling system.

These were concreted into the ground and were set to give a reverse curve to add to the interest when running.



The footings on the curve leading to the station.



The curve at the other end of the station.

The station, sittings and the curve at each end of this area of the track, were constructed using concrete blocks laid on concrete foundations. This part of the track was the lowest above ground at around 17" (43cm). A mini digger was used to rough out the trenches and the nPaul dug out to size by hand – with a spade! Marking out, I used the method of a fixed pivot point and timber arm to strike the radius and markings spray held vertical at the end – all very technical! Curves worked out at 3.8M with the reverse curve at 3.95M.

The garden slopes from front to rear, so the station area gives a raised track bed of 16 inches, this

being the side nearest to the top boundary. The opposite side varies but gives a maximum of 3ft 10 inches height. The running surface is on top of scaffold poles set into concrete at 4ft centres.

The curves each end of the station straight were built by making two beds on concrete at the set radius and then laid with concrete block as before. The centre was filled with rubble and shuttering fixed to the outer top edges at the height required for the track bed or running surface. With all this now completed, the straight section was laid using council grade paving slabs 50mm thick and heavy!

Now that the scaffold poles have been set in the ground, I had decided to deviate from the normal method of construction of wood and use steel cross beams top and bottom connected with a stud each end to separate the two. This will allow for adjustment of cant or elevation and give a small amount of side to side adjustment if required. The ends of the top 'T' section were connected by 25x25x3mm steel angle formed with heat to the profile to join up the posts. This was quite a lengthy process; as the job progressed I improved, keeping the angle level and square.

The Boards used on top of the angle, were Hardie Backer 12mm thick sheets 1200mm x 800mm size. This is used for waterproof installations, showers etc; and is made from cement, sand and fibre. This is good for water proofing but makes cutting more troublesome. I have read that one just scores with a knife and then snaps it over but as I had to form my cut to the radius of the curves I used a jigsaw with tungsten blades to resist the high wear rate. Like all jobs, one arrives at a method that works for them and the method I used was to lay board on top of the angles with the ends straddling the post cross members, half way or three quarters way up. Then to scribe a line inside the angle, cutting to the inside of this line.



Two tracks on the Hardie Backer board.

Dropping the cutboard between the angle where remarked off —next one! The boards were then fixed down at the point of the cross members or “T” point using 5mm screws with the nuts underneath. At a latter stage more screws were fitted between the cross members along the angle.

At the planning stage, I decided that a section of the track had to be made removable to allow the inside grass area to be cut and the mower got out from the shed which is inside the track. Living near the Taunton to Barnstable Railway, I knew of the Waterrow Viaduct. It so happens that the piers of this are still standing although the steel work has long been removed. I decided to base my viaduct on this one and with the aid of an old photograph that happened to have a loco and carriages on it, helped with arriving at some dimensions. This required four sections and three piers to be built. The centre two sections had to be made removable for access. The piers were cast in concrete from a mould. I was helped at this stage by one of the founder members of the Bristol Group and I am very much in debt for his help and encouragement in this.



The mould for the piers.



Viaduct parts fresh from the mould.

While the concrete was setting, attention then turned to the steel spans. From the photo, they were two channels separated with lattice form of steel. This I interpreted as two lengths of angle each side, cross members at each end with the lattice work separating the two, top and bottom. Made up from 1.5mm steel sheets sheared into strips, formed into angle and popriveted then welded together when happy with it all.

The lattice work were again sheared lengths, cut off at an angle for the ends, then popriveted in place. This took some time but I feel well worth it for the spectacle it gives to the railway.



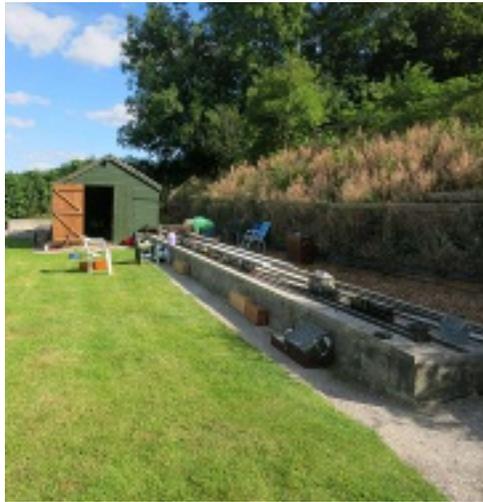
First run over the viaduct.

With the exception of I think one track I have visited, all have been laid using brass bullhead rail. My idea was to use flat bottom nickel silver rail for the main running lines and keep the bullhead for the sidings.

After more looking around of the options available, I went for Pennine Track and points. This is nickel silver flat bottom rail.

The points used for the bullhead sidings were Marcway, these I had in stock from my plans at our previous house. The first job to be done before track laying could start, was for the sleepers to be pre drilled. The tops were countersunk for the screws on the outside parts of the sleepers, not between the rails. Pecos sleepers are marked on the underside for suggested hole positions, and I chose to go by this. With several boxes of track length together, this was tackled bit at a time and in the end, it was not too bad.

Laying the track I used a set of Aliformers cut to the width of the inside rail dimension. Two at 1 yard long and one at 3.75m and 4.25m radius. The raised part of the track was quick and easy to lay, as it was a case of drilling into the board through the pre drilled sleeper holes and fixing down using diameter 3mm stainless cross heads. I did use plated screws at first but they did suffer in the weather and were difficult, if wanted to remove any. Track laying on the concrete area was a more lengthy process. This started by setting up the track in the position wanted, set to the radius etc; then spotting through the pre drilled sleepers into the concrete with a diameter 3mm tungsten drill. The track was then removed out the way, the holes were then drilled out for plastic Rawlplugs (yellow), track then replaced, aligned up and then screwed down!! It was a great satisfaction when the two ends were connected. I then had a steam up! This was at the end of 2014.



The station on a running day.

2015 was the first year of GtG's with five held. The track worked reasonably well but a couple of changes will be made for this year's running. These are retrack layout changes in the engine preparation siding to cater for engine owner's needs, health/age related. My wife asks me "is it finished now" as we all know, it's never finished. I am no exception and have many ideas/plans for the future. Adding station buildings and around the track, areas of track ballast and perhaps viaduct details for starters.

If any member is passing this way and would like to come and visit the track, then there will be a very warm welcome for them. Tea and possibly cake! I only ask that they contact me before hand to check we will be here. Either by email nigel@gettings.eclipses.co.uk or by phone, number from the membership list.

Cylinders from Solid

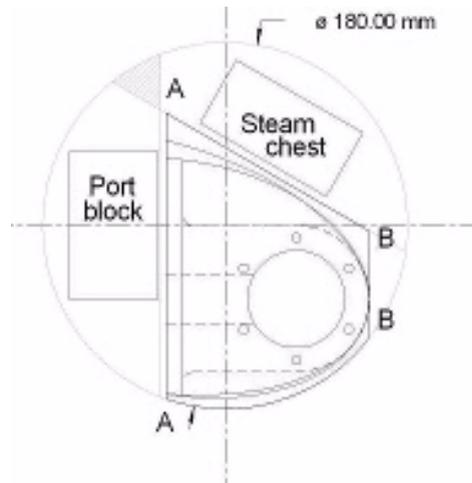
By John Pickering

The majority of miniature steam locomotives use cylinders machined from castings. However fabricating or machining cylinders from solid has many advantages. In smaller scales a cylinder casting is often little more than a misshapen piece of gun metal which requires machining or hand finishing on every face. Starting with a regular shaped piece of stock can be easier. Although most castings are sound this is not always the case. Both of the cylinder castings for my 5" gauge Manning and Wardle class H had blowholes and since these were old castings I had no come back on the supplier. But even if they had been new and the supplier had been happy to supply replacements, a lot of time had been wasted before the fault came to light. If you are building a locomotive of your own design or to a published design which is not well supported, it may well be that no suitable castings are available.

Making patterns and having them cast is one way out. But is making patterns to cast one or two cylinders worth the effort? Finally there is the issue of cost, castings are now very expensive compared to other model engineering costs. In a 1964 Model Engineer I found an advert for Fobcodrill, the same as the one in the carriage shed, at the time this cost £44 -5-0 another advert in the same magazine had cylinder castings for Boxhill at £5 -15-0. Today the best price I could find for the Boxhill castings was £123 I think you will agree £941.65 would be a lot to pay for a basic pillar drill!

"Louisa" was the first locomotive supplied by Hunslett to work in the galleries of the Dynorwic quarry. She was named after one of the owner's children and was intended to replace horses and run on the light bar track used for the tramways. This specification led to a very small engine, all of 3 tons 6 cwt, smaller than a Kerr Stuart Wren. Within a short time it became obvious that a larger loco would have advantages. These "larger" locos became the mainstay of operations in the quarry, these were the famous "Alice" class. When I started to build "Louisa" I did not know of anyone else who had chosen this loco as a prototype. I now know of two others, one being the lovely example on the Hunslett stand at the Midlandsexhibition.

The cylinders started out as 7" diameter pieces of continuously cast iron, which is a lovely material to machine and one which is very unlikely to contain defects. Using a Band saw the billets were cut as in the drawing.



The initial sawcuts.

By the end of this process they already looked more promising than many castings. The cut AA was milled to provide a datum face. Holes, which did not clash with the steam passages, were drilled and tapped to mount the "lumps" onto an angle plate. Another face was then milled along what was to become the top of the cylinder. This was cut parallel to the bore not the finished edges since the cylinders sloped down at around 5.6 degrees. Using a bandsaw and then the mill the cylinder ends were machined and then mounted in holes drilled.



The two part machined cylinders and a "core".

My mill does not have enough quill travel to bore the holes for the cylinders, so I set to and chain drilled out the cores. I did this on my old Swiss pillar drill, which incidentally did not cost me anything like £941. The holes had to be drilled from both ends to meet more or less in the middle. The

second picture shows a core cylinder and onewherethe bore has been machined, with one of the "cores" in the background.

The next operation was to bore the cylinders. The "lumps" were mounted on an angle plate. My lathe is a Colchester Bantam 2000 which has several tapped holes in the saddle to attach various items. These were used to fix down a short section of plate with "T" slots to which the angle plate could be fitted with another plate to get the required height. This setup is as shown in the third picture.

A makeshift boring bar was made from a bit of mild steel and mounted between centres. I do not possess one of the rather unusual centres used by Colchester so a Morse taper centre was mounted in the three-jaw chuck. The bit of Dexion on the front of the saddle was to stop the idiot operator from ruining everything by moving the wrong hand wheel. After each cut the tool could be loosened and tapped out a little. The cut being measured to the opposite side of the bar. Once again it was a pleasure to machine good cast iron although I could do without all that dust!



Boring between centres.



Yet another chain-drilled core!

The next operation was to remove the excess material between the end flanges. Since my mill is not very large it made sense to remove most of the metal by chain drilling and only use the mill for the final cuts. The next picture shows the chain-drilled recess and a machine done. The same operation was repeated on the lower side.

I have used separate port blocks, on this engine, with just the steam passages cut in the frames, as on the Marsh/Millner "Alices". The port blocks were also machined from solid.

The last picture shows another “lashup”. The cylinders mounted on the mill, between the rotary table and a temporary tailstock to machine the outside shape.



Cutting the outside shape

There are places, such as spoked wheels, where castings justify their existence and it makes sense to support the foundries who still cast them. However with modern machines it is always worth considering making simply shaped components from bar stock. It is often easier and invariably cheaper.

THE HUNSLET ARCHIVE

By David Payling

Statfold Barn is located in the East Midlands just three miles away from Tamworth on the road to Ashby. It is home to the Statfold range of organic seed oils. This thriving business produces organic oils ranging from raspberry seed oil to rapeseed oil. It supplies a very wide range of customers in the cosmetics and health food industries. Overall management of the site is in the hands of Henry Noon.

Statfold is also home to the Statfold Barn Railway and its supporting facilities. The workshops at Statfold undertake a wide range of engineering work. The machine shop is equipped with modern, computer-controlled lathes and milling machines. The many farm buildings provide accommodation for the Hunslet Museum.

This unique collection includes models, photographs and other small items ranging from cast iron railway line -sidenotice to locomotive name and works plates. Staffing of the site includes both professionals and volunteers. The former work on a daily basis as fitters, machinists and boiler makers. Their time is shared between the restoration and repair of road and railway vehicles for customers on a contract basis and restoration work on the Statfold Barn Railway's own historic steam and diesel locomotives. On the four or more Open Day each year everyone becomes a volunteer. Thus the workshop and archive staff and their families become engine crews, guards, points -men, blockmen, dispatchers, signallers and providers of refreshments! They are supplemented by additional volunteers from far and wide, the West Lancashire Railway supplying a regular contingent of guards, for example.



The roundhouse viewed from the mezzanine.

A facility which is not normally open to visitors is the Hunslet Archive. It is the subject of a partnership with the Industrial Railway Society.

The society president, Roy Etherington, is the Honorary Archivist and is assisted in his work by a small team of volunteers. The archive was transferred to Statfold from Armley Mills in Leeds a few years ago. It documents the history of the company from its foundation in 1864 to the present. There are well in excess of 100,000 drawings, photographs and documents – invaluable to railway historians and those restoring locomotives, many of whom have been assisted with information, drawings and photographs in recent years.

The Hunslet material is supplemented by drawings, etc, from other engineering companies which had been purchased by Hunslet. One of the first of these was Kerr Stuart of Stoke on Trent which became insolvent in 1930. The railway aspect of the business had been bought from the liquidator in the early 1930s. Its substantial collection of records includes a large range of engineering drawings as well as photographs and documentation. Other companies taken over by Hunslet include Manning Wardle of Leeds whose workshops closed in 1925, very shortly after the completion of Lew for the Southern Railway's Lynton & Barnstaple branch. Their remaining documents passed to Hunslet in 1960 via a circuitous route. Sadly many of their drawings had been destroyed by fire and flood during the Second World War. Other companies include Avonside and Kitson, where again very little material has reached the archive.

Much of the business of the archive is responding to enquiries about individual engines built by one of the absorbed companies. Works photographs in particular are much in demand. However, many requests come from loco owners seeking help, often from drawings, of the engine. Unfortunately, many of the drawings and documents of the absorbed companies were received neither catalogued nor indexed.

The Hudswell Clarke steam locomotive component drawings are an example of the challenge facing the Archive. The railway part of the Hudswell Clarke business was only purchased by Hunslet in about 1972, by which time steam work had all but ceased. It was not therefore cost effective for Hunslet to make photonegatives of these drawings in the same way that they had already carried out for their own steam drawings.

Hunslet had received some 17000 Hudswell steam engine component drawings together with the order books and drawing registers. The latter list the drawings used in the building of each individual locomotive. The key point for the Statfold archivists was that, unfortunately, no numerically ordered index to the location of the surviving drawings had survived. As a result it had been impossible, since Hudswell's demise, to know whether a particular drawing was present or not. If it still existed, frustratingly, it was not possible to know in which of the 620 odd rolls of drawings, it was located.

The Hudswell steam drawings have proved to belong to two main categories. The first is a numerically ordered set whose sequence contains many gaps. The second set duplicates the first, but is organised by component, such as "Inside Motion" or "Boilers," etc. They are rolled in bundles of approximately 50 in their original format, an A0 sized linen backed drawing, a cloth tracing or a paper negative.

All 21,074 drawings (including duplicates, etc.) have now been surveyed. This involved opening each of the 620 bundles, listing the drawings within, and retying the bundles for storage. The final product of the survey is a computerised spreadsheet which forms a numerical index of all surviving Hudswell steam drawings. It identifies the drawing number, the roll where it is stored and the title of the drawing. A Hudswell locomotive owner can now quote its

works number to the archive and requests some or all of its component drawings. The archivists use the Drawings Registers which have survived, fortunately, to identify the 60 – 90 relevant drawings. The computer index then immediately reveals the existence and location of the drawing. The main effort is then to find and open the roll and extract the correct drawing to be digitally scanned. The scan is sent to the customer as a hard copy or on a CD.

Several narrow gauge Hudswell Clarke engines are currently under restoration and the project teams require complete sets of drawings for their work. Two recently restored engines were G Class 0 -6-0 WT locomotives built in partnership with Robert Hudson of Leeds. Many had been built for First World War service. One of the survivors is the Moseley Trust's ex-Ashanti Goldfields G Class locomotive (1238, 1915), another being Statfold's own Bronllywyd (1643, 1929). As an example of the Archive's work, full sets of drawings for the two G Class engines have been identified, scanned and copied for use. Both were listed in the Hudswell Drawing Registers and these identified some 64 – 65 drawings common to the two engines. Of these drawings, all those required for the extensive (especially in the case of 1238) restoration work were found.

As already mentioned, the Manning Wardle industrial locomotive drawings are part of the Hunslet archive. With the Hudswell drawings now indexed, the Manning Wardle drawings are the Archive's next target. This collection of industrial steam drawings has remained unindexed since Manning Wardle ceased trading in 1925. Although Kitson, and then Robert Stephenson & Hawthorn, owned the rights to Manning Wardle for some years before their eventual sale to Hunslet, no drawings index has survived.

The Manning Wardle drawings have proved to be very different from Hudswell's. First impressions were that they were quite solid and poorly preserved, possibly as a result of the fire damage already

referred to. Secondly there was no single company numbering system for drawings, of the type used by Hudswell. Instead, drawings were marked with the order number and the works number of each engine built from the drawing. In the case of common components, such as wheels or motion parts, this can be many locomotives! All have to be recorded. As a result, the eventual index will be very lengthy. The Archive's work has reached the stage where all the many drawings have now been examined. For each drawing a note has been made of the roll number, drawing title, order numbers and works numbers as a voice recording. The task is now to convert these recordings into a computerised index. Of the 52 rolls of Manning Wardle drawings, seven have been processed and 45 remain to be tackled. It's a work in progress.

The author thanks friends and colleagues at Statfold Barn for their generous help in the compilation of this article.

Additional information can be found at: www.statfoldbarnrailway.com and from *The Statfold Barn Railway Guide and Stock List* a guide to the railway and its locomotives, 2015.

OF SHIPS AND THINGS

BY FIREMAN M. N. RETIRED

This turned out to be a fairly uneventful trip, calling at the usual South American parts for meat and fruit, there were only a few minor breakdowns which was good for the age of the "old girl". We paid off on the 15th of May and I headed for home.

Two weeks home and I was ready to be off. A quick trip to the docks and I got a job as a fireman on the "Beaverburn" to sail the next day the 8th June.

The “Beaverburn” was a single screw turbine driven ship run by the Canadian Pacific Company, another of the “blown up paper bag s”, this ship had very high bows which did cut through the north Atlantic rollers rather than have them cascade straight over the fo’ Castlehead.

Once we got level with Nova Scotia there was still a lot of pack -ice floating down to warmer seas, not big dangerous bergs but still big enough to give you an nasty jolt owing to the sheer mass of it.

On the second day in port I was having a quiet drink with a couple of mates when for no apparent reason two German stokers broke out, which soon ended with backslaps and another drink as most fights do.



Beaverburn showing the ship's high bows



The same bows at work in a heavy sea

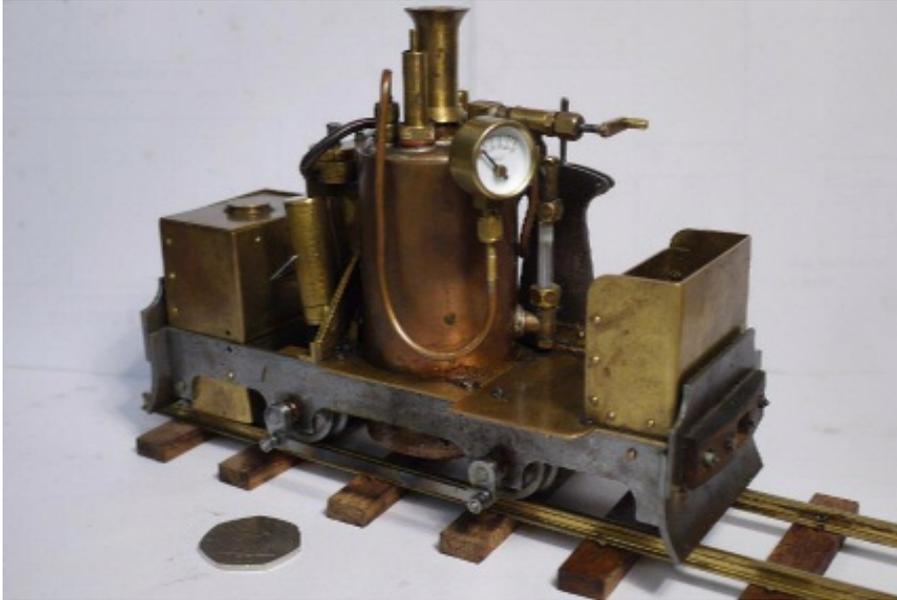
Next morning I went ashore alone for a mooch around. I was just looking up the Cathedral of Notre Dame when something crashed into my back knocking me to the ground, it was the two Germans from the night before who then started to put the boot in. A good should that be a bad blow to the head and I was out of it when these two black things pulled them off of me and sent them packing, my first thought was "Guardian angels" and someone did love me after all. My fairly robust saviours were two nuns from the orphanage, with hindsight it is a good job that they dogo around in pairs.

When I came round I was in their little infirmary feeling sorry for myself but getting better, I have no idea how they got me there. After a hefty breakfast my clothes turned up neatly washed and pressed and I got myself up.

The convent was known as Saint -Jean-de-Baptiste and had about fifty children from toddlers to teens and they were looked after by about twenty nuns. I went out into the play area as lessons had stopped for lunch and kicked a ball about with some of the boys, they were far better than me.

I shall never forget "Sister Agnes" she was a little slip of a thing about sixty five years of age and she was with a crowd of girls trying out the new craze from America, the Hula -Hoop and oh boy! She could make it talk, she started with it round her ankles and by swivelling her body it travelled all the way up to her neck and down again.

Enough of this playing I had a ship to get back to. As the whole thing was a charity, run on donations I wanted to pay them for what they had done for me, but they wouldn't hear of it, I was told, it's what we do, but on the way out I slipped and a nice lady washed ten dollars bill in the box.



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