

The Oily Rag!



Summer 2015
Issue No 122.

Photocopyright Jeff Cogan and Ken Bull

A magnificent Britannia, seen at the Echills Wood Railway,
visit report inside.

The Taunton Model Engineers'
magazine

Contents

- 3. From the Editor**
- 4. Chairman's Notes**
- 5. News from Creech.**
- 7. Report from Vivary Park**
- 9. Vivary extra.**
- 10. The Tickers — Horological Sub -Group.**
- 11. Club LEC May 2015.** By David Hartland
A report on this year's competition.
- 13. A visit to the Echills Wood Railway,** By the Editor
A brief report.
- 15. The other GNR Stirlings singles** By Mark Waite
New contributor, old engines.
- 19. Operation dog kennel** By Doctor Spin
New developments at Creech.
- 22. The Brighton Atlantic Project** By Neville Watts
An introduction to a full size build.
- 24. The "Toby" project** By Barry Purchase
News of a group build at the W&YDMES.
- 28. Of Ships and Things** By Fireman M.N. retd.
A new ship and cold weather

From the Editor

We are now well into the 2015 season, the weather has been reasonably kind and receipts from our three tracks are up. Yes three tracks! Two locos were kept busy at Stockland fair and nearly 400 passengers were carried during the afternoon. I suspect this is a record. The portable track will be out at least 3 more times this year and your help would be welcome. Dates etc. will be circulated by email.

Things have yet to resolve themselves with regard to the lease at Creech but changes seem to be in the air and we are feeling far more confident of the future. Things may not go so well at the Westland & Yeovil District Model Engineering Society who are under threat of eviction. I hope they are able to sort something out with their landlord. If not I am sure the TME would welcome the "refugees" until such time as they can find another site.

Your magazine is a bit behind schedule this issue, due to shortage of copy. Fortunately a bit of farm twisting brought in some late articles from old and new contributors. I regularly ask you to put pen to paper, but without your words and pictures there will not be an "Oily Rag" as we know it. Just a newsletter/information sheet.

Being behind schedule some reports have been overtaken by events. As far as possible I have kept them up to date. Progress with the "Dog Kennel" has been very impressive so this has been updated twice!.

John

Chairman's Notes

By Mike Johns

Members will be pleased to know that our presentation led by David Hartland to the Creech Parish public meeting was well received and caused much interest. So much so that a snap vote called for by the chairman of the meeting regarding TME's future on the recreation field was overwhelmingly in favour of us staying. One person out of some 90 present voted against and one abstained saying he wished to see what the other options might be first.

Following the local elections in early May, the inaugural meeting of the 'new' Parish Council took place on the 11 May when Andy Cooke and myself attended as observers. In fact owing to a lack of candidates the 8 members attending were all past councillors and had been elected unopposed but three more were co-opted from the floor, one of whom had served before and two others. One of these was Lynn Gates, Simon's mother, who duly declared that she had an interest in TME matters and would be speaking for us at future meetings. We also saw a new Chairman and Vice-Chairman appointed.

The Council was due to discuss the architect's proposals for development of the recreation field but it rapidly became apparent that what was being tabled did not meet PC aspirations and further, that the members themselves were not agreed as to what was wanted. The Chairman therefore ruled that until members themselves were of one voice there was no point in referring the matter back to the architect.

Insofar as our lease is concerned the terms may be affected by whatever proposals are taken forward and therefore the council was

not in a position to finalise. Meantime the Chairman stated he wished to see the original TME agreement terms to compare them with the lease as drafted so far to ensure he understood and could endorse what is to apply.

Whilst we are therefore no further forward at the moment we do know we have the support of the local community. Not only was this publicly demonstrated in the meeting but there is also a petition going around the village which has already gained several hundred favourable signatures. We also noted that the new PC Chairman adopted a more positive attitude and control in conducting his first and second meetings which should be helpful in finalising our situation. Overall we are feeling more confident for the future and have begun to progress some site works again as you will see below.

The club was very active the late Spring weekend with 3 tracks operational. On the Sunday we carried 240 passengers in Vivary Park while on Monday we had 238 passengers at Creech plus nearly 400 at Stockland where the portable track was also in use. A grand total of 878 for the weekend, probably a TME record, for which the Club's congratulations and thanks go to all the members whomade it possible. How about next time.....!!

News from Creech

By Mike Johns

Having greater confidence in our future at Creech, the Thursday gang has now begun installing board on either side of the track where ballast has been displaced over time. Previously these boards had been omitted in the interests of economy and getting the track laid and operational.

With the lease problems we have only been carrying out first aid repairs for some years but have now reached the point where professional installation and re-ballasting is needed on safety grounds. While the weather is good the gang could use all the help they can get if you can spare some time, either morning or whole day. Call Tony Gosling for details.

Meantime the operating season has started well and we are clearly getting the benefit of not only the recent public meeting but also the good work on our website and in setting up a TME Facebook account that Mike Pinkney is doing. The latter is generating regular enquiries as to club activities and the opportunities for taking part. Attendance on running days are now such that we need at least 3 locomotives in service most of the time and enough staff to keep things running smoothly.

Now we need to consider building some more TME rolling stock but before that can be done adequate storage has to be provided. This can be done within our existing building by getting rid of some clutter and re-arranging the internal tracks. An extra access door has been let into the end wall to allow stock to be pushed through on a track extending down the back wall and under the work bench to hold up to 4 vehicles. Initially David Hartland is fitting a secure door on the inside prior to cutting any blockwork. The area under the bench is being cleared and material storage arrangements have to be created before laying the extra track. Again plenty for everybody to do – and not weather dependent when it rains!!

We started this season having completed the bogieing of the 3 TME vehicles and these now run with Mark Hartnell's similar vehicle (and he's building another one), one of John Williams' which has been on site in last season together with Tony Newberry's 2 GWR coaches which run with his locomotives when things are busy.

We plant to build 3 more TME vehicles for which we shall be needing the steel work for bogies and underframes. Mark Hartnell has indicated that he will build the timber bodies when we're ready.

Meantime the 2 Hymek locomotives are effectively complete thanks to John Pickering who has been finishing off the bodies ready for painting. This is being sponsored by Martin Rickitt who is having these second locomotives when finally finished. Once painted final assembly can take place and we shall be able to have an appropriate naming ceremony in memory of Noel Whiting.

Report from Vivary Park

By Diana Fathers

Easter Sunday saw the start of the running season at Vivary and what a change from last year! The weather was glorious and there was a constant, very long queue for rides and we sold 285 tickets, compared with last Easter when the weather was such a total wash-out that no trains ran and even the Easter Egg hunt in the park was called off.

As the queue grew longer and longer, the children waited patiently for the train to be ready. All the usual crowd of helpers were there and Mel Arlett, bless her, kept us supplied with refreshments. Phil and Jon were kept busy all afternoon, driving the ever-reliable locos and the tin of sweets ran out long before we finished running. Ian, unfortunately, had a problem with his loco and had to come off before he even got properly started.

This second running was blessed with equally fine weather (this cannot last!) and, considering that there was no egg hunt, just as busy with 274 tickets sold.

Phil, Jon and Dave Wood supplied the transport while Barney catered for the workers.

As predicted, the weather for the May Day weekend Sunday was cold and wet, with equally disappointing numbers, so the least said the better. The following week quite a few of the Vivary regulars responded to the appeal for help at the Creech running.

It was good to welcome three of the Club's new members, Robert, Francis and Steve, at the first evening running and Mark Sweet and John Cooper made good use of the opportunity to check out their locos on the track – and our dog Chloë made good use of the chance of a few rides!

Each time we have a public running there are more passengers we haven't seen before who snap up the timetable, so let's all hope for record takings this year!

David Hartland has done the official report for Clublec: but I would just like to add our thanks to him for the tremendous amount of work involved in setting this up. As always, this was a most enjoyable event, with a fair crowd of viewers from the public and a few new faces from TME. John and Maddie Clark managed to come and John was a passenger on Peter Clark's run. Congratulations to Mark Sweet for breaking the record for the most laps covered. Here received a well-deserved round of applause.



Mark under way at ClubLEC.

The rally season is upon us now so we'll miss a few running days but I'll try to keep up with the news with the help of Phil.

Vivary Extra

By Diana Fathers

A request from St James Church Primary School resulted in 43 six and seven year olds, plus their teachers and helpers, visiting the Vivary track on Wednesday 24th June. As it was not possible to arrange for that many rides in just one hour, a fine display of locos was arranged on the track, in date order of when they were first built.

Barney Evans brought five 3½" gauge locos (from his vast collection of 15 – seven 3½" gauge and eight 5") – all in immaculate condition: Stephenson's Rocket, built in 1829; a Rainhill (1830); Petrolea, which operated from the 1860's to the early 1900's, working on coal to start with, changing to tar oil for ten years, then reverting to coal for the remainder; an LBSCR J1 (1910) and a GWR City Class 4330 Abergavenny (1902). Phil Mortimer brought his "gold" 5" Britannia (always a favourite on running days!)



Barney with his G.E.R. 2-4-0 "Petrolea".

The children were divided into three groups so that they could learn all about how the engines work and a little of their history. While Barney talked about the earliest days, with the Rocket, Rainhill and Petrolea, Ian's groups learned about the LBSCR J1 and the Abergavenny, which was the first locomotive to do 100mph. He

also brought along some copper and brass, so that he could demonstrate their uses in building the locos. Over on the loading bay, Phil kept this group fascinated with his Britannia.



Phil explains the workings of his Britannia.

TME supporters were Roy and Diana Fathers and Mike Pinkney, who came along to take photographs of the visit (Phil having first obtained approval from the school). It was hoped that the Gazette would also send a photographer but they asked for Mike's photos to be sent to the paper – with

the names of the children picture d! This means that Phil will have to visit the school so that they can choose which to use and provide the names.

The children were obviously fascinated and asked intelligent questions and the whole visit went very well.

The Ticklers (Horological sub group)

By David Spicer

Due to my enforced inability to drive any distance, caused by a torn shoulder ligament, I have not been to Upton Halls since April. The clock however is progressing slowly, due to module variations and calculations as to the best and most accurate way to proceed. I will be going to Upton Hall on the 1st August and will have more information then.

ClubLEC. May 2015

By David Hartland

Six people entered for the event, with five locomotives, one intending to be run twice, with two drivers. Unfortunately, the loco shared between Jon Freeman and Julie Harvey - Smith, had trouble with a lack of valve and had to be withdrawn before the start.

The first run was Peter Clark with his 5 in Butch named 'Cuthbert'. Peter took three adults and a dog and swept off to a flying start. The first circuit was completed in 92 seconds and the next 12 laps were done in a high speed dash, with each circuit varying only between 58 and 66 seconds. Unfortunately, on the 14th lap he came to a stand with water trouble, and was still raising steam when time was called.



Peter Clark and "Butch"

Next on was John Pickering with 'Salome' in 5 in gauge. John was cautious as in previous years, and only took three adults. He started well, but there was trouble on the fourth circuit and he stopped for a blowup. From then on everything settled down and he completed 14¾ laps.

The third run was the reigning Champion, Phil Mortimer. Phil chose

9 adults plus the dog and started gingerly; it was soon clear that the locomotive was not running as freely as it might, but steady progress was made and 14 circuits completed. Phil revealed that he had just finished refitting piston seals to the engine, and this might explain the slightly slower running.



Phil with the heaviest load of the day

Finally Mark Sweetran with his 0-6-0 GWR Pannier. He started badly, and dropped one passenger, leaving just one adult in tow,



Competing locos in the steaming bay

with two trolleys. After the first lap, however, the fright seemed to take hold of him and speed increased dramatically. The speed was so high, he completed the dramatic figure of 18¼ laps, the last 16 laps being done in 16min 12seconds, an average of 61seconds, which is 7.5miles per hour. Interestingly, he appeared to be putting

coal on the fire only for a very short period in each circuit, a very creditable performance.

The Results.

Driver	Loco	Load hauled	Distance travelled	Coal used	Score
Peter Clark	Butch	879lb	9113ft	1.38lb	5.80
John Pickering	Salome	970lb	9956ft	1.09lb	8.86
Phil Mortimer	Britannia	2384lb	9450ft	2.06lb	10.9
Mark Sweet	Pannier	806lb	12318ft	1.97lb	5.04

One again, Phil Mortimer takes the shield.

Another enjoyable day, with over 20 members present. Thanks once again to Diana Fotherth and Barney Evans for the catering.

A visit to Echills Wood Railway

By the Editor

Several of our members are also key members of the 7 1/4" gauge society and it seems that when talking to them it is not long before "The Echills Wood Railway" is mentioned. At least one of them made it clear that this was his favourite railway. So it was clearly one to visit sometime. A couple of weeks back I heard that a group were going up to the "Standard Gauge Weekend" and there was a spare seat. When I was offered this it did not take long to say yes!

The "Echills Wood Railway" is situated in "The Kingsbury Water Park" near Tamworth. The site is basically flat and wooded. It borders the lake which gives the park its name. The track is a "dogbone" with a loop and a station at each end and a section of twin track in between. The Old Oak Yard, close to the "Harvester" station, has extensive storage facilities for locomotives and rolling stock. There is also a well equipped workshop.



Getting up steam

The first impression I got was of the scale of the operation. The line is fully signalled and there were a good number of club members involved in operating the railway, including quite a few youngsters. The weather during our visit was not too kind and I for one got soaked so somewhere to dry out and have a cup of tea was a welcome facility!

I did not count the locomotives seen, but there must have been around thirty. The quality of all the model stock was superb. Both steam and diesel prototypes were represented. Some of the locos which caught my attention are pictured on the back cover. The photos on this page, the front cover and the top of the backpage are copyright and printed by kind permission of Jeff Cogan and Ken Bull.



Steam and diesel.

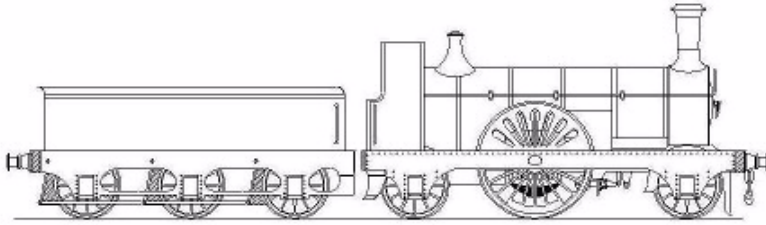
The other GNR Stirling singles

By Mark Waite

The Stirling 8'singles are iconic locomotives. Few railway enthusiasts and many who would not describe themselves as such, would fail to recognise them from pictures. They are one of my favourite locomotives and in my opinion one of the most elegant ever built. However they were not the only singles designed by Patrick Stirling during his time as "Locomotive Engineer" with the Great Northern Railway. He also designed several classes of 2-2-2s which were arguably better engines.

Patrick Stirling took over from Archibald Sturrock at the end of 1866. He was a great believer in standardisation and immediately started to rationalise the locomotive stock. Soon earlier locomotives appeared, rebuilt with the classic Stirling "straightback" boilers and other less obvious standard Stirling features.

His first class of new locomotives were the 280 series 2-4-0s. A further 6 batches of 2-4-0s were built, they became one of the most numerous types on the GNR and a mainstay of passenger operations. However their performance on express trains was not up to expectations so Stirling decided to experiment with a single wheeler, based closely on the series 280 components. The 280 series were new locomotives their purchase was approved by the board and they appear on the capital account. Stirling probably had more control of the revenue account than the capital account. So as earlier single wheelers were withdrawn he built totally new engines with their costs being charged to the revenue account where they are listed as "rebuilt new boiler" they retained nothing from the original engine except its number. The first loco of the new class was no. 6. It entered service in March 1868.



A later class 6 as built around 1869

The GNR had up to this date bought its locomotives from outside suppliers but Stirling wanted to build in house and develop Doncaster as a major locomotive works. No 6 was the third engine built in house and the first express locomotive. The class 6 engines had 7'1" driving wheels and inside cylinders. They rapidly acquired a reputation for free running. On his regular trips from Doncaster to Kings Cross for board meetings Stirling noted that they were both faster than the 2-4-0s and, rather surprisingly, better at climbing hills. Twelve of these small engines were built, the last two in 1870.



A class 6, no 63
photographed around 1880

No 1 the first of the "bogies" a single was recalled when in service, was built in 1870. The new engines were larger than the class 6s all round, bigger boilers, bigger cylinders and of course bigger driving wheels.

The early "bogies" weighed 39 tons 4 cwt rising to 49 tons 11 cwt. for the 1003 series, the class 6 engines weighed 33 tons dead. The class 6 had been an immediate success but the "bogies" were subject to many changes to improve poor steaming and to try to improve their running. Despite all Stirling's efforts and those of his successor H.A. Ivatt they were never as free running as the 2-2-2s. During the 1870s the "bogies" were the only express locomotives built at Doncaster. The two classes worked "turn and turn about" throughout this period, but as train weights grew and the number of available "bogies" increased the class 6 engines were transferred to secondary duties. However this did not mean pottering around East Anglia with a local stopper, instead they handled the lighter trains. These were often non-stop expresses and could be very sharply timed.

In 1853 a Sturrock single wheeler, no 215 had entered service. This was a 4-2-2 the same as the "bogies" it was withdrawn in 1869. As a canny Scot Stirling could not scrap it's fine 7'7" driving wheels, so he built what was basically an enlarged class 6 around them. This locomotive, no 92, entered service in June 1870 and soon became something of a celebrity with the railway enthusiasts of the day. It became obvious that it was at least the equal of the "bogies" and it came to be accepted as "the swiftest on the line". It remained in the top link until shortly before it was withdrawn in 1902.

Stirling made no secret of the fact that the "bogies" were his own favourites. He was very proud of their looks, turning down a new valve gear proposed by David Joy because it would spoil their appearance. However the "bogies" were more expensive to build than the 2-2-2s and were proving less reliable. If the only 2-2-2 had been the class 6 engine this could have been ignored but no 92 was showing that a 7'6" single could also outperform them.

In 1879 Stirling was urged by the board to cut costs, as part of his cost cutting he started once again to build 2-2-2s. In 1884.

The new engines had smaller cylinders than the bogies, 18" x 26" as opposed to 18" x 28" but they had slightly larger boilers, the drivers were nominally 7'6" in diameter. They proved to have the same free



Photo Tony Hisgett

No 229 the second enlarged 7'6" Single of the 234 series

running characteristics as the other 2-2-2s. Even Stirling had to rather reluctantly admit that they were more powerful than the "bogies". Records show they were also faster, the fastest recorded speed by a "bogie" is 84.1 mph and that for a 7'6" engine is 86.5 mph. Despite this, in 1894 after only 23 had been built Stirling reverted to building only "bogies" as his to link express locos.

When Stirling died, H.A. Ivatt took over at Doncaster. In 1902 he built a class of light express locomotives. Although these were "bogies" in all other respects they were far more closely related to the 7'6" singles having 7'6" drivers and inside cylinders.

As a model engineer the aesthetics of a design can be more important than the function. Particularly in smaller scales, where the working parts will be completely different from the prototype design and need not suffer from their shortcomings.

It is easy to see why models of the more showy "bogies" are relatively common whilst models of the 2-2-2s are rare, it is a shame that these fine engines are usually ignored.

In his book "Great Northern Locomotive History" vol. II "The Stirling Era" a leading authority on the Great Northern Railway, N Groves, argues that the 7'6" singles were the epitome of British locomotive design of the nineteenth century. He states that "they gave one of the best returns for a modest capital outlay of any locomotive in Britain". As to the little class 6s any "rebuilt" express locomotive which can still be in service on the mainline over 36 years after its "rebuild" cannot be all bad!

If you are tempted to build a model of one of these engines in 5" gauge, Blackgates Engineering supply drawings and castings for the Martin Evans model of an enlarged 7'6" engine. I do not know of any commercial sources of parts or drawings for other classes or other gauges. Some original drawings are available from "The National Railway Museum".

Operation Dog Kennel

BY DOCTOR SPIN

Trains take up a lot of space. Lots of carriages mean a lot of track used up for sidings. On the full size railway there has always been a problem with shortage of space, particularly since so many sidings and spare track were removed in the 1960's and 1970's. There used to be racks of spare carriages in obscure sidings all over the BR system when not in use, and of course carriage sheds are full overnight with coaches and empty all day long. All very inefficient. Our own railway at Creech suffers from the same problem. The workshop is full of carriages!

The best time to do any work in the workshop is when all the carriages are out – during a running session. When the carriages are in you cannot move without tripping over a running board or collapsing onto a seat cushion and this has led the working member into performing a regular dance which has come to be known as the “Crech Contortion”, as they try to move around the shed.



Simon performs the “Crech Contortion”

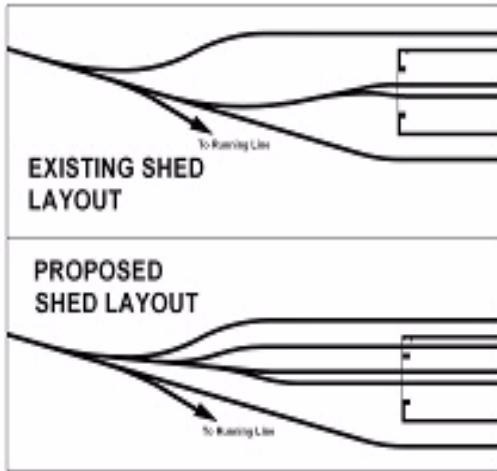
What we need is extra space. We already have a lifting device to lift carriages onto some shelves, but this is slow and requires



The current track layout

the use of a traverser to move the carriage laterally and this takes time. While musing this over, and no doubt nursing another set of bruises from the “Crech Contortion”, your Thursday gang came up with an idea.

The end doors of the shed are only wide enough for two tracks into the shed but there is extra space to one side of the doors between the brick piers of the shed end wall. Into this space it was just possible to cut a small doorway (just 30 in high to clear the carriages). This will allow a new, third track to be laid into the shed and all the way down under the large bench.



Before and after.

This will be enough to store four passenger carriages out of the way. To keep the building secure a heavy door was required. It was decided to use a sliding shutter door.

Some new track will be required outside the shed to connect this new stabling road to the mainline. This gives another chance to improve matters, because we could do with space outside the shed to place

vehicles. The result is shown in the drawing, 'before' and 'after'. Some new pointwork will be required, but this need only be of 7 1/4" gauge, not mixed, because 5" gauge stock does not venture into the shed area.

The whole project is expected to take a few months. The first task was to cut the door. This took less time than expected. A diamond cutting disc made a tidy first cut and various degrees of brutality removed the rest. A door was fabricated from ply wood with a steel facing and runners fitted into the interior walls.



David Hartland about to take the first cut

The remaining heavy work is outside the shed where the site has to be prepared for the new track layout. Inside the new road has to be laid and the points fabricated. Anyone interested in this project please contact a member of the Thursday gang or just turn up at Creech on Thursdays between 9.30 and 4 pm. We will be delighted to see you!



Don't recognise the breed!

The Brighton Atlantic Project.

By Neville Watts

The Brighton Atlantic Project is re-creating an LBSCR H2 Class 'Beachy Head'. The original was scrapped in 1958. The small group working on this project have their own headquarters, Atlantic

House, located in Sheffield Park station yard on the Bluebell Railway.



Beachy Head in B.R. Days

An ex-LNER boiler from a C1 Atlantic was purchased back in 1987 from a factory site in Essex and, subsequent to this, a tender underframe from a B4 and the tender wheelsets from a C2X, both LBSCR, were obtained.

Atlantic House, the project's workshop, was erected in 2006. This then provided a safe and secure home for the project.

The construction proper then started with the erection of the main frames in 2007. The larger parts outside the scope of the Bluebell Railway or Atlantic House workshops were bought in but the majority has been machined or fabricated in house. The Project Manager is Keith Sturt (former Bluebell workshop manager) and the Design Engineer is Fred Bailey. Fred has been very enthusiastic in producing many CAD drawings covering all aspects of the locomotive as only a relatively small number of the original drawings were available at the National Railway Museum.

Progress has been spectacular. We now have a fully wheeled chassis with all the in side motion and pipework installed. Currently the wheelsplashers are being fitted prior to the eventual boiler lift. The boiler is in remarkably good condition and only requires minimum work and a complete re-tube with new internal plumbing before it can be tested.



Photo Fred Bailey

A recent photo of the frames

All the funds for this project have to be raised by the group themselves with some input from the Bluebell Railway Trust. If you would like a current copy of Atlantic News and a supporters form, email chris-nev.watts@tesco.net with your name and address or let John Pickering know and he will pass on your details.

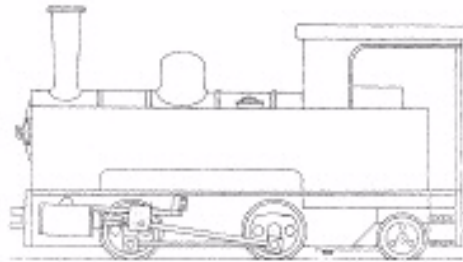
Westland & Yeovil District Model Engineering Society

TOBY PROJECT

By Barry Purchase

The 'TOBY PROJECT' was started by the W & YDMES as a result of a number of members not having built an engine or having limited engineering skills or confidence to take on such a project. After a visit to the Bristol Model Engineering Exhibition in 2011 the 2½" gauge loco "Toby" was selected for a group build and the 'TOBY PROJECT' was born.

"Toby" is a freelance narrow gauge loco designed by Steve Eaton and intended to be as simple as possible to build. All the castings required with the exception of the dome and chimney available from the "National 2½" Gauge Association" which also supplies a construction book and drawings.



Toby

The design was originally published as a series in the Association's magazine, "The Steam Chest" and subsequently in "Model Engineer"

Discussion took place as to how we would go about the task, what castings we would purchase and procurement of material etc. It was decided from the start that certain modifications would be incorporated, i.e. the soleplate extended at the front by 1"

Laser cut items were to be used where possible. Material to build 10 engines was ordered along with 8 sets of laser cut frames, sole plates and pony truck frames from a local engineering company. This allowed a huge saving in cost and labour. Cylinder and steam chest castings were from the 'National 2½" Gauge Association'.

Work started on the wheels, which were machined from solid with boss silver soldered on, and the axles. Soon a rolling chassis was made.



An assembled cylinder and valve assembly.

Work slowly progressed with cylinders and valve gear and miscellaneous items etc. Various jigs etc were made to assist in manufacture. During this time we held regular 'work shop days', so that problems could be sorted out. We experienced a problem with blow holes in 2 of the cylinder castings

procured from The National 2½" Gauge Association. These were returned and replacements sent.

My own engine I have built without using any castings, so as to demonstrate how items can be fabricated and silver soldered together. The photo shows the difference between the supplied



Alternative steam chests

steam chest casting (top) and a fabricated part (bottom). The steam chest casting needed modifying by silver soldering on an extra boss at the front end.

One of the big issues, common to all model engineering projects, was the lack of some dimensions, tolerances set on the drawings. 'Toby' is described as a 'Beginners engine', but some engineering knowledge is required. This is not a project for a raw beginner. After a working life in the aircraft industry - firstly as a mechanical fitter, assembling helicopter transmissions systems, then a Jig and Tool draughtsman, before ending my professional career as a test rig designer - I was able to iron out most of the problems.

Summer 2013 and thought turned to building boilers. Again few had had any experience. A temporary lean-to shelter was constructed outside our workshop from scaffolding poles and roofing sheet to house a brazing hearth. Material for 12 boilers was ordered from Edwards Metals, Birmingham, and silver solder from Cup-Alloys. Steel flanging plates were drawn up on AutoCad and various members manufactured them.



A part built boiler on the brazing hearth

A planning layout for each boiler was produced, so that our boiler inspector could see and sign off each stage of manufacture and assembly. Boiler making progressed and most boiler stands that have been made have been successfully hydraulically tested to 200 p.s.i.

During testing of an early boiler, bulging of the firebox was a major concern, so all subsequent boilers were modified by adding a supporting ring on the outside. This modification was drawn up and signed off by a stress engineer.

It is recommended that anyone making a 'Toby' should use a minimum of 13 swg for the firebox. I don't think 3 1/4" dia copper tube of that gauge is readily available, so roll a tube from flat sheet and silver solder a butt strap on the outside of the joint.



The modified firebox.

To date we have one engine finished, but not steamed, 3 or 4 others have successfully run on air and the others, except for two that have dropped out, are nearing final assembly of the running gear ready for running. All the engines are taking on a unique character of their own, just like their owners. Two members have even converted their to 3 1/2" which does make it a lot easier to assemble and adjust the valve gear.

st



Part built locos on the W & YDMES stand at the Bristol Exhibition in 2014

A few were exhibited at the Bristol Show in August 2014.

Over the last 12 months or so progress has slowed somewhat because of the uncertainty about the site the club occupies, and in mid May 2015 we were given notice to vacate by 30th September.



A completed "Toby" built by Peter Depper

We are in negotiation to try and remain, but will have to wait and see. We were planning to hold a 'TOBYDAY' to show off our achievements, but at the moment this is very uncertain, but I will keep you updated.

OF SHIPS AND THINGS

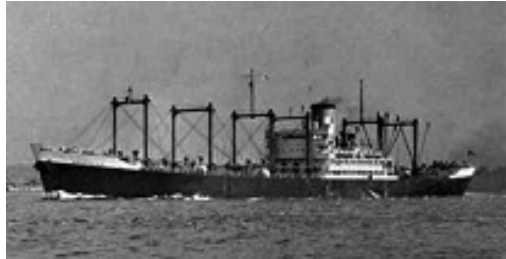
By Fireman M.N. Retired

The Kenya Castle was due to sail on the 30th September and Madeline said we should go to the docks on the 28th for me to sign on, in her case it was just a formality as she was on a company contract but for me as it turned out the engine room was fully crewed so no job. Only one thing for it, off to the "pool" This was theseaman's name for the Shipping Federation, who supply dcrews for all ship sailing from UK ports.

The “Beavercove” wanted a Refrigerator greasers sailing next mornings so I took it.

Next thing was a quick dash over to Clapham to pick up my gear and say goodby to Madeline and Tom and thank them for putting me up or should I say putting up with me.

The “Beavercove” was part of Canadian Pacific Steamships. Built in 1947, just under 10,000 tons she was a single screw with turbo-electric drive giving a speed of 16 knots. The Boilers were high pressure, being 850 lbs per square inch reduced to 750 lbs into the turbines. These ships were known as “One Wayers” that being empty out and loaded home. Once out in the North Atlantic with just water ballast we rolled all the way, they were the sort of ships as they say going east that would roll on wet grass.



SS. Beavercove

As we got a breast of Halifax we met the ice floes coming down from the Arctic, some of them were pretty impressive. Once into the Gulf of St. Lawrence things calmed down a bit but there was still a lot of pack ice. It seemed strange in a way because on most ships you try to find ways to keep cool but here it was keeping warm. The Canadian Pacific was the only company who issued a tot of Rum to combat the cold. Another thing the usual steam leaks in the engine room instead of just disappearing they condensed on the ship's side and turned to ice.

As we went down the St. Lawrence past Quebec it started to warm

up and by the time we got to Montreal it was several degrees warmer, still cold though.

My stay, to me Montreal was a disappointment, expecting it to be New and clean and bright. I thought it looked old and tatty. Back in June the Queen had been on a visit to open the St Lawrence Seaway and most of the shops and bars still had union jacks and pictures of the Queen on the walls, they really took to our monarchy, not like Quebec but then the French didn't even like themselves.

As soon as we were tied up loading began, train loads of copper bars and grain from huge silos on the dockside, the way that stuff poured in you could almost see the ship settle down in the water. Four days and loading was finished here and we were off, 6 hours up river to a place called Trois Rivieres (Three Rivers), here we took on a deck cargo of timber stacked about 12 feet high.

Then up river another 6 hours to Quebec where one complete hold was loaded with cheese and apples (separated) this is where refrigeration was needed. Once that hold was battened down they found some more timber to stack on top.

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Transatlantic double heading
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An Aspinall L&Y 2 -4-2



A Norfolk & Western P5



One of two L N W R T 9s.



A fine Armstrong GWR 4 -4-0

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