

The Oily Rag!

Summer 2018 Issue No 134



**The quest is over!
We have found the “Oily Rag” here it is on the high pressure
valve die block on the “Freshspring”.**

**The Taunton Model Engineers’
magazine**

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From the Editor

This is a slightly sad issue of “The Oily Rag” since it marks the passing of two long standing club members, both of whom did a lot for the club, John Henson and John Hancock. This issue has an obituary for John Henson, one for John Hancock will appear next time.

Included with your copy of “The Oily Rag” is a copy of the club’s “Revised Protection Policy Statement” for children and vulnerable adults. Please read it, it is self explanatory.

Since the club handles some of your personal data we are subject to the terms of the “General Data Protection Regulations” (GDPR) a European directive to help tackle cyber crime and leaks of sensitive personal information from companies such as “Facebook” and “Linkedin”. The sensitive data includes both your home and email addresses so without your permission to use these you will be “excommunicated”. Please fill in and return the permission forms and if you have lost yours ask Andy Cooke for another

John

Chairman’s Notes

By David Hartland

We are now a Registered Charity! Many thanks especially to Francis Lock and Andy Cooke for progressing this important step forward. It means we have a definite financial benefit for all donations made to the Club, through the Gift Aid scheme, and this will be very important when we come to buying our own site.

It also means that every little donation, even the smallest, can be increased by HMRC for our benefit.

At last we have some progress on the new site. We have been waiting for approval of the vendor's own, separate, application, and this has now been granted, so we are able to start canvassing the locals about our plans. This is underway, and we hope to generate sufficient interest and support to go for a planning application this autumn. Meanwhile, we continue to keep our eyes open for other possible sites, and these are still emerging. In the 18 months since we started to look, we have now investigated 26 likely possibilities, but our favourite remains the one most of you have now visited.

The programme of summer visits is underway and great fun they all are. You will see elsewhere in this issue the account of the trip to North Devon.

Running continues at Vivary with good attendance by members and the Public. The informal running on the second Tuesday evenings of the month has also been enjoyed by many. This is the chance to come and run without the pressure of queuing Public waiting to ride. We seem to have water reconnected, by what measures we do not understand, but this is a welcome relief. After a great deal of acrimonious correspondence and two meetings we have finally agreed a future rental regime with the Council which does not involve us paying for the Pavilion from which we were evicted two years ago!

Recently, one of our members, in the face of adversity, said

“It is great to be part of a group who are able to adapt, pull together and get involved as needed seemingly whatever the circumstances”. That is the ethos of our Club and long may it remain so.

History of the TME.

By
David Hartland

Recently we have been doing a little sorting of the archives of our Club, and going through minutes, photographs and attendance books to try to catalogue properly our history. We have reached the stage where we can advertise a meeting to go through the history as we know it, to add personal reminiscences of members, and to enjoy a laugh or two at what we have done over the last 72 years. Watch out for this in the programme!

Vivary Report

By Diana Fathers

We have missed some of the Sundays and Tuesdays owing to Roy's continuing saga of foot operations but Phil has kindly kept me posted with updates.

After the brilliant success at Easter with 364 tickets sold, the following running day on 15th April was a total washout and it was impossible to run any trains. But, apart from that, the weather has been virtually perfect for successive running days with 316 rides on 6th May, 258 on 20th and 223 on 27th. This was continued in June with 307 on 3rd and 246 on 17th. With no Creech track to augment the funds, we need as much good weather as possible on Vivary days in order to keep the club solvent. Initially, we were unable to run steam trains as the café still refuses to give us access to the water but watering cans have now been provided and it is necessary to ferry these and the refreshments, all the way from the hut at the

far end of the track. Water was available in the station/steaming bay on 17th June but part way through the afternoon the pressure was very low so as not to hold up the running the watering can came into use again. To say we are all grateful to the “pit ponies” who cart these to and from the hut is an understatement! Hint, further help is always appreciated!

Jon’s new loco has proved both popular and highly efficient (as we would expect!). Ian’s Royal Scot has been reliable as has Dave Wood’s electric, driven by Barry on 17th June.

Our young members are still keen and Jon has been brilliant in teaching and encouraging them to drive his locos whenever there is a lull in the queue for trains which, for them, hasn’t been often enough so far this year .

It is also very nice to see other members of the club supporting the old faithfuls at Vivary many hands make the work much lighter. Tuesday evenings at Vivary have also been popular again. This year I am determined to have my Charlatan running efficiently before the end of the season, and I also hope to pass my driving test.

We were unable to come to the track on 1st July and Phil has kindly supplied the following report: There were three locos at Vivary this afternoon, two steamers, Pete Clarke & Ian Grinter, and Jon with his Wedge. Enough members arrived so that running could take place but taking into account the lack of people in the park, the overhead clouds and the weather forecast a decision not to run was taken.

We were all very sad to hear of the death of two of our most reliable workers at Vivary Park. John Henson was Station Manager and John Hancock was gatekeeper. They never missed a running day until ill health prevented them from carrying on. They had both been members for many, many years and we shall miss them greatly. Our sympathies go out to both their families.

Sadly, we also lost our “train dog” Chloe, who died aged nearly 16 and we thank everyone who kindly sent their condolences. She was a very special dog, much loved by everyone and part of the Club and also a very hard act to follow. We now have a rescue lurcher called Kiri, who needs a lot of work but we hope she will also enjoy the sessions at Vivary Park.

Nomad Summer

Report by
Tim Griffiths

On Monday 28th May a Bank Holiday no less, four volunteers took the portable track to Stockland Fair. This as usual was a fine day.

Having set up on Sunday all was good for running on Monday. Water was provided as always via the Cricket Green watering tap set in the ground where we load, as in previous years the tap had a leaky gland, filling the hole and slowly saturating the ground and the area around. Fortunately we had a watering can with us and this was filled and a further container, so the water supply was turned off in the Pavilion, thus preventing us leaving the loading area totally water logged.

The day itself was fine with a light breeze, but the sun was still very hot. The high temperature did not deter the potential customers, young and old alike. I was surprised to realise that there were many visitors that had been the previous year, this didn't seem to dampen their enthusiasm to have a ride. John Pickering always enjoys this Fair and drives up and down and never loses his eagerness not only to please the public but also to satisfy his lust for driving. (I hope that the Editor will include a photograph taken on the day with some of the “Regulars”).

All in all the day went very well with a new loading system to prevent the tipping of the Trolley working quite well. John took the brunt of the driving with his little “Brass” engine, followed towards the end of the day by Bryan Groves with his electric loco, thus allowing John to



The Nomad’s fan club

drop his fire and allow things to cool down ready for packing away.

The Potable track performed really well with only one incident where a passenger with very long legs shifted his weight mid travel thus derailing the trolley, fortunately everyone stayed on. This was the only incident of the day loading and unloading was achieved without any hassle, Even the ground started to dry up by the end. There was some hilarity with the Organisers as two of us tried to put up the Gazebo, very difficult without proper instruction, once this was given by the Master all went up well, this provided some shelter from the sun, very necessary on this day.

Overall the day went well thanks to John’s organising, Bryan’s calmness, Frank’s company always there when needed, and of course all our passengers that we hope went away happy and satisfied we hope.

World Football Cup Quarter Finals come but once in a while (thank Goodness!) Anyway on a fine Saturday afternoon The Nomads were to be found in Combe Saint Nicholas, at the school Summer Fair, what a lot of mad fools are we?

This was our first visit to the field here and the gradients could have been kinder. However with some judicious packing we achieved a level that was acceptable to the driver and loco. Unusually it was easy out going and fairly hard work on the return.

It was unfortunate that this event clashed with another, which so many considered more important! Despite this in the region of 100 rides were given, those that came along had a good time and seemed to appreciate the light relief from the other unforgettable or maybe forgettable events of the day. This outing three Members operated the track the chief Protagonist, John Pickering myself as general factotum, joining us this time was Ian Marks, who proved useful, and a fresh pair of eyes as wells as hands, his help much appreciated.

Some modifications have been made to the riding trolley since its last outing, to further prevent tipping which has been a major concern for some time, this outing we had no concerns as nearly all our passengers were children and the other were mums, all very much better behaved than sometimes in the past. A good day, a nice site if a little more undulating than we normally like but still successful for the school and Taunton Model Engineers.

The use of the Portable track should be encouraged for more fetes and fairs, but this depends on the willingness of volunteers, I know that I personally enjoy meeting the public and there are many who do not. So think if there is somewhere we can go and spread the word not only of what fun it is to ride behind a steam engine, but also what the Taunton Model Engineers can offer Young and old alike.

PS. A new trolley intended specifically for the portable track is to be built to improve safety. Details in a future issue of the "Oily Rag".
(ed)

The Gopher goes West.

By
The Gopher

This year's Club coach trip takes us in a completely opposite direction to the previous year. As we set off, with a mid-afternoon's railway visit in prospect, there is in marked contrast a strong nautical theme to our first port of call. Our coach turns to a north westerly heading in the direction of the North Devon coast; speeding along at some 52 knots, a Gopher's mind turns to thoughts of what interest this impending visit will hold for our party of happy landlubbers. We are heading towards Bideford where along the quayside can be found the last 'Fresh Class' steam ship. From the literature describing this vessel it was commissioned by the Navy to serve in the Royal Navy Auxiliary, supplying essential fresh water, but long since been retired from service.



The "Freshspring".

So is this some rusty old hulk, languishing by the dock, just a floating water tank in need of a few holes plugging or does it contain items of a truly historical and significant nature? Well, we're about to find out as after a minor hiccup in our navigation to the site we have just arrived along side the ship. known as "Freshspring".

.The Steamship Freshspring Society is a charity based in North Devon dedicated to the preservation of this vessel as a unique example of steamships built in the first half of the twentieth century when few parts were mass produced and construction relied on the manual skills and labour of craftsmen.

As we come aboard we are given a warm welcome from a group of the society's volunteers, all keen to show us around and explain the objectives of the Freshspring project. We are quickly split up into smaller groups each with a volunteer guide in order that we may pass around the ship with relative ease; this ship is not large, only 126 ft 6" from bow to stern, and the compartments within are, how shall we say 'compact and bijoux'.



The crew's compartment

The primary aim of the project is of course to return the ship back into a full sea going vessel but as it has not been steamed for many years and has had some of its unique equipment and fittings stolen; the prospect of this happening would seem to be a little bit in the future. In the meantime funds to bring this about are to be raised by, giving access to the ship as a living museum, providing opportunities for educational studies to all levels of academia and acting as inspiration to those who might be considering a maritime career.

Restoration work has begun, the crew and officers quarters are work in progress but the large wooden wheel house has been replaced from which there is a commanding view over the ship's bow.

It contains this superb piece of restored engineering, the ship's wheel. A Gopher finds this slightly curious as the operator would have to have his or her back to the direction of travel! Going backwards or should that be 'going astern' is not much better as one would be facing the back wall of the wheelhouse with no view at all.

Access to the various deck levels is via the original companionways which is a nautical euphemism for a near vertical ladder with handrails. However, all this adds to the touch and feel of the experience giving one an insight into what life aboard would have been like for the 13 crew that it took to run the ship.



The restored steering engine and manual ship's wheel.

The jewel in the crown has to be the engine and boiler room. Here in the guts of the ship you are surrounded by superb examples of marine engineering, reflecting the craftsmanship of the 1946 period, full of iconic equipment, made so familiar by countless films. Whilst standing here it doesn't take much imagination to hear the steady chugging of the engine and the whirring of the propeller shaft turning in its bearings, the summoning whistle of a voice pipe or the bell from the engine order telegraph giving notice that a change of speed is required.

After one more trip around the deck, all too soon it is time for lunch and we must say good-bye to our maritime hosts. Fortunately, floating at the next berth down stream from the “Freshspring” is the Barge Café where an enjoyable lunch can be had whilst looking out across the wide estuarial waters of the river Torridge. There used to be a ford across the river at this point, the etymology of the name Bideford meaning by-the-ford. This peaceful and tranquil spot has not always been so, as apparently in the 9th century it was subjected to an attack by Ubba the Dane, however, this Viking and his band



No comment.

of taxi drivers were sent packing by a force led by Alfred the Great. But enough of this, time is of the essence, and we must say 'Hello and Good-bye Sailor' as we bid farewell to Bideford, head back to our coach and journey onwards to the heights of the Exmoor National Park.

The Lynton and Barnstaple Railway Trust is a charity dedicated to the restoration of the Lynton and Barnstaple narrow gauge railway and we have arrived at its current operational centre, Woody Bay Station situated on top of Exmoor. This is the original station building which stands some 1000ft above sea level and can boast

being the highest railway station in southern England.

It takes its name from a nearby geographical feature which originally was called Wooda Bay. The developers of Wooda Bay thought the name sounded a touch moronic and renamed it to Woody which they thought would appeal more to the tourists that they were trying to attract. Hence, the station was renamed Woody Bay in 1901.

Our host for the visit is Station Master Alex Pickersgill who is there to greet us and guide us to our reserved carriage ready for the mile long trip to Killington lane, the temporary end of the line. The Trust has plans to open up 9 more miles of track to link Woody Bay with Lynton in one direction and Killington Lane with Blackmoor Gate in the other, however, this is currently very much work in progress. Whilst waiting for the departure of our train, Alex gives us a brief history of line covering the periods of its opening in 1898 to its closure in 1935 and also its subsequent restoration and re-opening to the public in 2004 until the present day.

Our loco “Lyn” is a modern version of the original which was sold for scrap but our coach is original as indeed are the other carriages that make up our train. It is hard to believe that they have been re-built from the sheds and hen houses that they had become; a truly magnificent piece of restoration.

Journeying along the line one gains wonderful views of the Exmoor National Park, which stretches out



“Lyn” the new Baldwin

below to the horizon where the land meets the Bristol Channel. Upon our return to Woody Bay Station we have time to enjoy a much welcome refreshment at the station café before our party is privileged to be invited for an exclusive tour of the engine shed and workshops.

These adjoin the station complex at the far end and are not normally open to the public. Chief Engineer John Uphill is our guide for this part of our visit. He shows us the current maintenance work being carried out on the cylinders of loco “Issac” which has been with the L&B since 2013. Our tour continues with a look around the machine shop and the rest of the engine shed whilst John gives us a brief history of the other locos, both steam and diesel, that are to be seen here.



Robert Oldfield takes a close look at John Uphill’s own loco.



“Axe”

For example, loco “Axe” has a very interesting history; English made for the French Government during WW1, subsequently left derelict in France, discovered and brought back to England, now restored! Full details and history of the Railway's locos and rolling stock can be found on the Lynton and Barnstaple Railway's website address at end of this article.

Once again time has beaten us and it is time to say good-bye and return home to Taunton but before doing so we all pose for a group photo with the splendid loco “Lyn” as a backdrop.



A very enjoyable day out was had by everyone.

Our thanks to all the volunteers at the Freshspring project for their most welcoming and informative hosting of our visit.

The day trippers at Woody Bay

Similarly, our thanks to Station Master

Alex Pickersgill and Chief Engineer John Uphill for making our visit to the L&B Railway so enjoyable and interesting.

Finally our thanks must go to TME members, Dave Wood for arranging our visits to the “Freshspring” and the L&B Railway for us, and not to forget Tony Gosling for making all the coach arrangements for the trip.

Further information on the “Freshspring” project can be obtained by going online to:

<http://www.ssfreshspring.co.uk/>

Further information on the Lynton & Barnstaple Railway Trust can be obtained by going online to:

<https://www.lynton-rail.co.uk/>

John Henson 1933 - 2018

By
David Hartland

Our member John Henson died on 30th June 2018 and eight members of TME were at his funeral on 13th July. The Eulogy was in two parts – a conventional portion, which is summarised here, and a short presentation from several TME members which is reproduced here in full.

John was born in 1933 on his parents' farm in Trull. He attended Trull primary school, then Huish's Grammar school and Wellington school. His interest from the start was in farming, and after two years in New Zealand he returned to work with his parents on the farm at Chilliswood, Trull, Taunton.

His parents recruited a farm assistant, who arrived and later became John's wife, Pam. They had three children, one of whom was tragically killed as a young child. John and Pam continued farming and later changed from their dairy herd to concentrate on free range chickens. John developed dementia just a few years ago and died in a nursing home.

John joined the Taunton Model Engineers around 50 years ago and was one of the Club's longest serving members. In the early days

he helped with the operation of the portable track and the workshop which was behind Marshalsea's Garage in Wellington Road.



When the Vivary railway project began in 1979 he was there, building track. The track needed coating with creosote – and while other members arrived with pots and brushes and discussed how to do the job, John produced a huge spray gun and promptly coated half the track.

After the opening in 1980 he was a regular Steward on running days.

John had a stint in the role of Chairman, and in 1984 was voted Member of the Year for his efforts at Vivary.

He built a one third scale Burrell traction engine, and named it Philip after the son that he lost. The traction engine won the title of Champion Road Vehicle at the Club Trophy night in 1997. He had built his own boiler, and when asked how he coped with the riveting on such a large piece of engineering his response was to hit hard with a big hammer. His strength was apparent only when called upon, and this proved useful in many projects with the Club.

The new railway project at Creech St Michael in 2003 saw him turn out to help in the construction and regular maintenance, and volunteers arriving at the track would often see John, already at work tidying ballast and packing sleepers, to ensure safe running of the trains.

We saw a quiet, even shy man, until he was sufficiently roused when he could voice what could be a very strong opinion about something. He also could demonstrate a wicked sense of humour, with some witty banter between staff on railway operating days. We remember lots of laughter. And there were always eggs for sale!

His long service to the Club was recognised when in 2014 he was appointed as a Life Member, one of only 6 people to have been accorded this status in the 72 years of our history.

Quiet; contented; dedicated; and staunch supporter. We were proud to have him as a member and as a colleague.

W&YMES. Small Locomotive Rally 2018

By
Len White

The last 2.5" gauge Rally at Westlands was in 2009. Since that date the track has been renewed and after a few years under threat of closure we now have some security, at least in the short term, i.e. the next three years. This year marks 50 years of the Society in it's various guises being on the Westland site. To mark this attainment various events are taking place and one of these had to be getting the "Small Locomotive Rally" running again. We hope this will now be an annual event. Thank you to all the visitors who made the day a success. Next time we hope to have at least one of our Toby's running !

The track is a 5", 3.5" and 2.5" gauge, 1200 feet long with a slight gradient from East to West. It is constructed of steel bar rail on a breeze block wall. Following some minor problems with a trolley, whose brake gear was below rail level , the securing bolts will be lowered.

First visitor on the track was William Powell with his Ayesha "Freya". Later he ran his S160. Simon Clough ran his Olympiade, all of these locos performed well. Robert Postlethwaite brought along



Will Powell about to start his run.
behind "Freya"



Robert Postlethwaite on the back straight with his “Galloping Goose”.

three battery electric locomotives. His Galloping Goose struggled a bit on the incline at the back of the track. His S160 based locomotive ran well. The beautiful North Eastern Bo-Bo electric needed an additional battery to bring the voltage up. In the end I didn't see it running so assume the problem couldn't be resolved at the

track. First prize for longest travelled visitor goes to Michael Boddy from Melbourne Australia. He brought his superb Fayette with him which ran magnificently. The last period of his run at speed deserved an applause at the end!

A special thanks to John Pickering for bringing his 2.5" Gauge Tich for display. Other models on display were by the local members. A Dyak by Alan Raison, another Dyak by Spike (Alan Humphries). There were also three Tobys, two finished. These were by Ken Hockey, David Ambridge and Barry Purchases.



Mike Boddy at speed behind his “Fayette”.

Due to space my own Part

Built Toby and Ayesha were on display in my car boot, along with my completed Caledonian 19 0-4-4T.

There was also a 3.5" Juliet and a Molly, neither of which ran.

PS.

By
John Pickering

I have been a member of the "National 2.5" Gauge Association" since I started to build my USATC S160. The gauge appeals to me since it bridges the gap between scenic railways and passenger hauling. A locomotive based on a standard gauge prototype is equally at home at the head of a rake of scale coaches on a Gauge3 (G64) layout as hauling a live load. So it is somewhat ironic that the first event I have attended, to which the "N2.5GA" were invited, was with my almost complete narrow gauge version of "LBSC's" "Tich".



Will Powell and the S160.

When I arrived at the "W&YMES" track Will Powell was just about to run his "Ayesha" this ran faultlessly and immediately set the standard for others to follow. After completing his run he steamed his recently acquired S160. This was of particular interest to me since I had heard rumours that these were not as easy to drive as

"LBSC" claimed. Later I had a long chat with Will about the problems of the design. The proportions of the boiler, draughting

and grate design. were among the topics discussed. I suppose with locomotives in a scale which many consider very marginal it was to be expected that far more of the conversations during the day were on technical topics than at similar events where most if not all the engines are in larger scales.



Simon Clough and his "Olympiade".

We generally accept diesel outline battery electrics but somehow steam outline battery electrics do not seem right. They are becoming far more popular and I can see this trend accelerating. Robert Postelthwaite brought three battery electrics. A petrol outline "Gallopig Goose" a steam outline model based on the S160 but 10 coupled and even an electric outline electric model of the Sir Vincent Raven's 1100BHP locomotive built for the NER. The first two ran well but despite his best endeavours a broken chain prevented the only "real" electric from running. I can see his point, in this scale they are generally less troublesome and are immediately available.



My narrow gauge "Tich" poses with one of the "Tobys"

The event was a great "small" day out with plenty to see, a lot to talk about and good company. I look forward to having something to run in time for next year's rally.

7333 AND ALL THAT

by
David Hartland.

One of the Club's inspirational characters from the past was John Snazell. He had built a free-lance 4-4-0 number 4567, and if you asked him he would tell you that the number was because of starting it in 1945 and finishing in 1967. It seemed such a very long time to build a locomotive! When I asked the question, as a new member in the Club in 1980, I had already been working on my engine for four years. How long would it take me?

My family moved to Taunton in August 1964 and I just missed seeing Taunton locomotive shed in operation. One of the regulars until closure was a 2-6-0 number 7333, working trains on the Barnstaple and Yeovil services. At the risk of boring one or two members this was a GWR locomotive built in 1932 by Charles Collet as an updated version of Churchward's 4300 class, which totalled 342 engines. This wheel arrangement is categorised by the American system as a Mogul but this word was never used by enginemen. Anyway, the locomotive was turned out in March 1932 as number 9311, and was modified and renumbered 7333 in 1957, and withdrawn from Taunton shed (83B) in October 1963 after 925,000 miles in service. There were several detail differences between the Collet and Churchward engines, notably the side window cab, screw reverser and extended platework at the front end.

In 1976 I started an apprenticeship with GEC Machines at Rugby and I chose 7333 as my apprentice project. There was a published design in 5in gauge by Keith Wilson for the earlier 4300 class and I travelled to Charles Kennion's shop in Hertford, purchased

drawings and castings, and staggered back to Rugby on the train. I had also acquired a set of GWR works drawings and used these extensively in addition to the Wilson design and also following Martin Evans' design for "Torquay Manor" which was current and with which the full size engines had common parts.

The years passed and after interruptions due to work and a project, completing someone else's Simplex model, I was able to do a first steaming at Vivary Park in March 1987. The photo (thanks to Bill Edmondson) records the day – things went well, but the locomotive



was far from finished, needing painting and a safety valve cover among other items. In this unfinished state it saw public running at Vivary Park, and also ran at Llanelli, Yeovil, Birmingham and famously went to Edinburgh with Mark Davis and Bill Edmondson for that society's centenary celebrations in 1994.

I followed Keith Wilson's design for the piston valves, using a plain stainless steel bobbin running in cast iron sleeves.

In spite of fears, these have given no trouble.

The pistons I fitted with twin back-to-back cast iron rings and again have worked well. There are two large whistles under the dragbox (running and brake whistles) and the tender is fitted with a water level gauge and a working water scoop (see "Model Engineer" 17 July 1998). There were, however, steady troubles getting water into the boiler. Two injectors are fitted with a handpump in the tender, but both injectors gave trouble. I fitted a crosshead feed pump for a while but this really gave too much mechanical resistance and I removed it. The locomotive was entered for Clublec in 1994 but after ten minutes had to withdraw due to lack of water feed.

Having retired from work there was a chance to go back over 7333 and finally complete the project. This is a dangerous prospect, because some of the work was undertaken when I was aged 19 and if I were not careful I would end up rebuilding everything. In the end I have left the main parts as they were but spent the last six months finishing the details and painting and making the very last part – the safety valve bonnet. Forty two years have passed since my journey to Hertford in January 1976, almost twice John Snazell's own project timescale. The completed locomotive appeared at the 2018 Club Trophy night and I was delighted and honoured to receive the 'Jack Gardner award for Best Railway Locomotive'. Jack, who died many years ago was another inspirational Club member and as a real railwayman had driven the full size 7333 on many occasions.

The 'second' first steaming took place in June this year at Vivary but the old problems of water feed returned. I was determined to sort this out, so carried out some experiments at home, which are probably worth relating here. My first suspicion was the tender – was the water flow enough, or was it being restricted by the output filter? Well, having tried a bottle of water with rubber pipe direct to

the injectors, there was little difference in performance so that was not the problem. I then looked at the feed pipework, and measured the pipes carefully. These were 3/16 OD and 1/8in bore. This seemed rather thick wall, and quite a long run (15inches to the top feeds). I took the decision then to replace all the feed piping, and for good measure, the water pipes under the dragbox, with thin walled tubing which measures 3/16 OD but with a bore of 0.150" – a 20% increase in bore size, which is a 44% increase in area. The steam pipes were 5/32 and I replaced these also with the thin walled 3/16 pipe. When in place, interestingly, they looked better proportioned on the backhead – the original GWR engine used some very large injector steam pipes and it showed. The union olives I also made sure were clear through the same diameter as the pipe. With a red face, I also found a small lump of silicone sealant in one of the pipes. Had this been in there since 1987? I have also fitted two extra clack valves, which screw directly onto the front end of the injectors. People seem to say a smooth run for the injector output is essential – my clack valves introduce a direct right angle turn immediately after the combining cone, but we would see. More experiments, good results but one injector still not bang on. I took Andy Cooke's advice and tried adjusting the steam cone position by placing a series of 10 thou washers under the cone flange, and after several changes under steam (and burnt fingers), found that one 10 thou washer improved matters. I can now work both injectors first time, either water or steam on first, no problem. Fantastic!

The rebuilt loco also features a Rosebud grate. I was fed up with a cast



iron grate that distorts and lets coal fall through – and a stainless alternative which is not much better.

So I took a piece of 8mm black steel plate and drilled a few holes – 3/16 dia counterbored from underneath 1/4in giving a holes/grate ratio of 20%. So far this seems to be working well, and I am already of the opinion that coal consumption is down.



The ‘second’ first steaming was recorded for the occasion by Ian Marks’ photograph. It is interesting to compare the two photos in 1987 and 2018 – the track section has been renewed; the pavilion end roof was rebuilt in the early 1990’s; there is new fencing and the trees have grown somewhat. About the only thing in the picture that has not changed is the driver’s cap – while the young man wearing it has grown just a little older.

Of Ships and Things

By

Fireman M.N Retired

After a good spell ashore I was ready to be off, so I went up to the docks to see what jobs were available. There was a refrigeration greaser wanted on one of Fyffes banana boats to sail that evening. This was the ninth of March and it was still fairly cold so I thought the West Indies would be a bit warmer.

The “Samala” was a seven thousand ton turbo electric job with a respectable speed of seventeen and a half knots.



MV “Samala”

Originally belonging to the United Fruit Company, known

as the “ Great White Fleet “ She was about thirty years old and to me quite a handsome looking ship but in fact she was worn out. Most of the pipe work was rusted through and kept springing leaks, where possible a patch would be welded in place but usually the answer was to build a wooden box around the affected length and fill it with quick setting concrete, also this was the time of the new wonder material “fibreglass” which was quick and easy to use.

One week later we got to Jamaica and dropped anchor in Montego Bay, there was no shore leave but it looked pretty bleak anyway.

The bananas came out in lighters and the tired old steam winches working the derricks just about coped with the job.

We were almost out of fresh water and a tender came out to make good the shortage and started pumping, but it didn't seem to be filling the main tank, no wonder, it was leaking into the bilges as fast as it was going in. As a consequence we were put on water ration, four pints a day also extra salt tablets to combat dehydration and salt water soap, this was strange stuff it got the dirt off but it didn't seem right with no lather.

After three days we moved off to Kingston and got a berth so there would be a chance to go ashore, it was a fairly wild place and all of the bars served up some pretty weird homemade rum concoctions but it was better than the rusty water we were used to drinking. On the second day a motley gang came on board with a selection of steel plates and welding gear to fix the main tank but it was No Go!

There was dockside cranes so the loading was quicker. One thing I don't regret is taking a bus trip up into the Blue Mountains, these rise to about seven thousand five hundred feet. It was an old rattletrap of a bus with wooden seats but the views were well worth it.

Next we sailed round to Port Antonio and anchored off and the bananas came out in lighters. I do remember they had all been dipped in an insecticide bath to get rid of spiders and other wee beasties, also they were packed into cardboard boxes unlike the Brazilian ones wrapped in leaves.

The voyage home was fairly uneventful but the steam driven fridge plant was pretty temperamental so you had to keep your wits about you. We docked in Southampton on the third of April and I paid off with £35 5s 8d and a train ticket to London.

Events Programme

Tuesday August 7th	Club Visit, Newberry Rail. Visit to a member's private 7¼" railway. Hosted by Tony and Dina Newberry. Parking permitted on the forecourt of nearby Croft Garage. 17:30-21:30
Sunday August 12th	Vivary Public Running 14:00-17:00
Tuesday August 14th	Club Evening session at Vivary Park. 18:00-21:00
Friday August 17th	Bristol Model Engineering Exhibition 10:00-17:00
Saturday August 18th	Dalwood Summer Fair The portable track is in operation If you would like to volunteer your help, please contact John Pickering. His contact details are on the inside cover 14:00-17:00
Saturday August 18th	Bristol Model Engineering Exhibition 10:00-17:00
Sunday August 18th	Bristol Model Engineering Exhibition 10:00-17:00
Tuesday August 21st	Club company visit to CME Chard. Hosted by Ian Marks 19:30-21:30

Sunday August 26th	Vivary Public Running 14:00-17:00
Sunday September 2nd	Vivary Public Running 14:00-17:00
Tuesday September 4th	TME Meeting Stoke St. Mary, Village Hall Bits and Pieces. Open Forum
Tuesday September 11th	Club Evening, Vivary Park. An evening Club session at Vivary Park. 18:00-21:00
Sunday September 16th	Vivary Public Running 14:00-17:00
Sunday September 30th	TME CLUBLEC at Vivary - details nearer to event
Sunday October 7th	Vivary Public Running 14:00-17:00
Sunday October 21st	Vivary Public Running 14:00-17:00

Sales and Wants

Two Sinclair C5 12V 250W traction motors. Both run but are mechanically noisy. Useful spares to keep an older battery electric loco running or restored as a basis for a new project.

Free to a good home, or how about a small donation to club funds?
Contact John Pickering details inside front cover.

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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Gordon Robert's magnificent new Darjeeling Himalayan Railway class B at Isle Abbots in June.



"Lyn" pulls into Woody Bay station with a train from Killington Lane