

The Oily Rag!



Summer 2019
Issue No 138

Alex and his Lego loco, more inside.

The Taunton Model Engineers'
magazine

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From the Editor

Well it looks as though the shock tactics worked, the threat of no Summer edition has resulted in quite a few of you putting fingers to the keyboard. Indeed I now even have copy left over for the next edition, if your contribution is not in this issue it will appear soon. This does not mean you can sit on your laurels, the majority have still never contributed and I am sure there are some interesting articles out there.

Ian Marks takes over the role of keeping us up to date with the progress at West Buckland and also contributes a fascinating piece about the work of one of our junior members. I always thought the idea of a kit was to save yourself a whole lot of work, Paul Orrels disillusioned us in his article. May be someone with a happier experience of kit building would like to write something to give some balance. Phil Mortimer brings us up to date with the work on the “Gold one” and Michael Callaghan writes about a clever but simple idea which I am sure others will copy.

At the new site it is important that we provide facilities for as many of the member's interests as we can. In this issue Ray Rolt continues his series on using “Mamod” components in gauge ”0” locos. Many clubs are now building scenic lines, should we be doing the same?

We have a letter from Dave Spicer hoping that the pond shown on the planning application will materialise. If you have things you would like to see at our new site or maybe things you think should be left out, letters to the editor is a good way to get your views to other members and there has never been a better time!

John

Chairman's Notes

By David Hartland

So much has happened since the last Oily Rag it is difficult to know where to start. Vivary running continues to go well, with some good support from members and public alike. The threats from Taunton Deane on a revised lease (to be instituted at our cost!) have gone quiet again, this cycle of discussion/silence/more discussion has continued now for several years as staff have come and gone. Suffice it to say that we are still present at the Park and paying rental.

Our new home at West Buckland has seen dramatic changes since we purchased the land on 26th April. Attendance at working parties has been huge, with 18 or 20 members turning up on Thursdays, exuding enthusiasm and camaraderie in all directions. Ground works for the new building and for the main track layout are well advanced and we now have the makings of a grand but secure entrance to the site. The most important aim, however, has always been the building, for without a building we have no home. The extraordinary amount of money which was donated by members has provided for the site purchase and main ground works, and there is a quantity of money kept back for the first stage of the building which should be erected around the end of the year. To have reached this stage with our own donations is truly magnificent. The ring fenced money will provide the main framing of the building, but we will need more money for the cladding, and the fitting-out work inside, and that is all in addition to the cost of the carriage shed, the entrance tarmac, the raised track piers, and of course the rails and sleepers for the raised track and the ground level lines. There is a fundraising subcommittee in action as we speak, trying for grants

from various sources, and we expect some of these to yield fruit. There is also the opportunity to borrow money at very low interest rates, but of course this would commit us all to repayment within a few years and this is not an option we would consider unless all else fails. What we do need to do is keep the momentum going in the next few months as money runs short.

I will just add that if there is anyone out there still considering making a donation to the project, please do so soon. Remember, if you are paying tax your donation can be increased by 25% from Her Majesty's Revenue and Customs. This Gift Aid scheme has already contributed very significantly to the work at West Buckland. The Club is extremely grateful for all the contributions made to the Club's new home.

Vivary Park Report

By Diana Fathers

First of all, thank you all very much for your get well wishes after my accident and especially to Tim Griffiths for organising the lovely card you all signed. I was very touched and it made me cry. When I came back (in a wheelchair which, at the time of writing, I still have to use), it was the rock cakes that had a far bigger welcome than I did!

Obviously, we have missed a couple of both Sunday and Tuesday meetings but Phil and Bernard have kept me up-to-date with ticket sales, which have been amazingly good on the whole, thanks to the (mainly) good weather.

Only two set-backs on 9 June not enough helpers turned up (and I am sorry to say that included me and Roy) and so it was impossible

to start. Fortunately, after emergency phone calls from Robert more help arrived but the late start meant only 69 tickets were sold. Then, on 14 July, when we were supposed to be running, the park was closed for a Tom Jones concert so we were unable to operate.

However, we came close to the record on 21 July with 293 tickets and only two locos running for most of the day.

David Martin (steam) and Jon with “Brutalist” started up with a long queue patiently waiting. David had to come off but Andrew came on with his steamer and the pair carried on non-stop for the rest of the day.

Despite the threat of bad weather, the rain held off on 11 August and we were kept busy all afternoon. Each time we run, there are a number of people who visit the railway for the first time and who we hope will become regulars. We also get many grannies and grandads who are delighted to see that we are still at Vivary Park as their parents had brought them when they were children. One such lady, returning to Taunton after many years away, treated her grandchildren to rides and then came back to make a £10 donation as she was so pleased to see that the trains were still running.

On Tuesdays, the youngsters have had the chance to drive the “Brutalist”, thanks to Jon and Julie’s generous tuition and encouragement. This has kept them interested and we all look forward to their help and enthusiasm on Sunday runnings as well.

West Buckland report

By Ian Marks

With the beginnings of cuttings and embankments taking shape efforts turned to the positioning and framing up of a level crossing, allowing future access into the centre of the site for vehicles unloading locos.

Wooden shuttering had been used over a steel mesh as shown below



Closely followed by a cement delivery, plenty of shovelling (and a degree of supervision?) to spread and level



The finished result allows for three tracks and now has hardcore laid to either side

With the large earth progressing well, containers now located and secure, operation transplant could finally commence. The weather was booked to be mild but not too hot some months in advance.



Preparations went well until a heavy (unplanned) day of heavy rain the day before, but we stood firm. The morning of 17th August turned out fine as planned and the gangs gathered; the loading team at Charlton Orchard with a long load Hi Ab from RJ Beere Haulage and the receiving team at West Buckland.



Track sections were duly and steadily loaded onto the HiAb whilst trailers were filled with smaller items and ferried back and forth between the sites. We even found the kitchen sink.....

Eventually two large loads were completed by the lorry with thanks to a very accommodating driver and deposited ready for sorting at West Buckland.



This has been a club wide project from the outset and everyone has had some involvement be it time on site, support behind the scenes, monetary donations and contributions in many other forms. It has been no small undertaking to get this far and one we should rightly be proud to be involved with – Thank you all!



Junior members corner

By Ian Marks

Those who have been to evenings or public running at Vivary over the last few months may have seen Alex's scratch built Lego 5" gauge loco. We have been incredibly impressed by the evolution from a basic rigid rolling chassis driven by a Lego motor to that shown in the photos. The development of the loco to its current guise has involved Alex coming to understand that the track is not completely flat and level; which caused difficulty both running and staying on the track for the original rigid chassis. From here he's experimented and developed various suspension set ups, ending up working out his own compensating suspension arrangement which includes pen springs.



The bodywork and lighting has followed, designed and built by him, looks like the future is in great hands... we're sure there is more to come!

Well done Alex.

A kit built “Britannia” 70011 “Hotspur”..

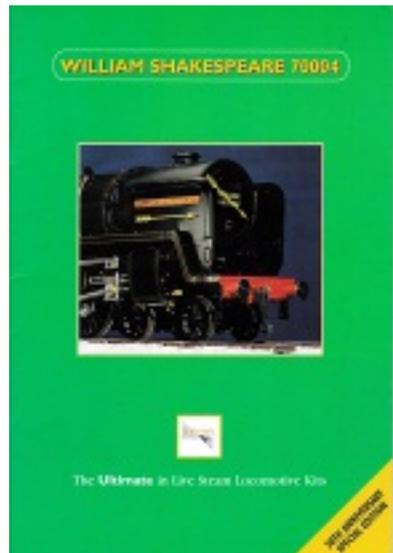
By Paul Orrells

In about 2001 I remember being shown a glossy brochure for a 5” gauge Winson “Britannia” 70004 “William Shakespeare” by my father, and I gazed on in wonder at the thought of having such a loco to own, to be put together with the encouraging words in the brochure “your kit comes with every component necessary to complete and run a finished locomotive” and “everything designed for straightforward bolt-together assembly with no machining required”.

The brochure, which I still have, looks very alluring even today, tantalisingly showing you all the parts beautifully laid out on each page interspersed with pictures showing the build of the loco progressing.

If only.

A big drawback to buying the kit was the price an initial deposit of £595.00 was required, followed by 18 instalments of £300.00 which amounted (with VAT) to a total of £7,245.06. An awful lot of money in those days. I have an Engineering background, but I did not have a workshop nor did I have any inclination to establish one, a young family and a demanding job working shifts saw to that.



Skip forward to 2010, family growing up and me wanting a hobby. I had been a silent member of TME since 2004 and I wanted to get myself a loco and join in the fun at Vivary. So, thoughts of buying a kit built loco re-surfaced as still no workshop and me lacking the skills or facilities to construct any sort of loco from scratch.

At the time, the building of a Winson “Britannia” was being serialised on the website of a builder under the title “Britannia Builders Diary” (<http://britanniabuilder.com>). This very interesting and informative website showed (to me at least) that it was possible to construct one of these kits and get it to run properly given a bit of tweaking. There was a fair bit of experience in building these kits and sorting out their foibles by this time, so I thought that this was the way for me to go.

I tracked down a Winson Britannia kit for sale near Chepstow that had the frames, stretchers, front bogie, rear truck, driving wheels and suspension already assembled. With the kind assistance of a friendly TME boiler inspector we made a visit to Chepstow in August 2010 and the kit (and the associated Modelworks boiler after thorough inspection) were bought.

For some reason, the Winson kit came with a brass tender tank kit from Model Engineers Laser. The tender tank was put together first as it required very little in the way of tools to complete, just a bit of bending, filing and soldering in the garage and utility room. I also figured that years down the line I didn't want to end up with a finished loco that couldn't be run due to a lack of a tender, so the obvious thing to do was to start on the tender first.

However, it soon became very apparent that my eye for detail didn't sit very well with those Winson tender parts that were either not very true to scale or a tank design that did not include those extra detailed features that I wanted to see in the finished item. To help

me out there were many and varied model engineering suppliers that provided me with some really detailed replacement parts such as water feed filter boxes, brake hanger brackets, hornkeeps and spring hanger brackets to name but a few. The tender tank also saw the addition of dummy tank vents, dummy water level gauge inspection hatch, Timken bearing covers and detailing to the cab front, with even a miniature padlock (from a dolls house) on the front locker door.

As it turned out, the loco kit was not actually 100% complete, so the first task was to try and get hold of the missing parts. The design rights to the Winson and Modelworks kits had been bought by The Engineers Emporium in 2008, who advertised that parts for the Britannia (and other locos) were still available from them. They even produced a set of assembly instructions for the “Britannia”, but despite numerous emails and telephone calls, the spare parts were never forthcoming.

This eye for detail then turned to the chassis of the loco, and again it soon became very apparent



that an awful lot of work was required to transform the bare bones of what I had bought into a thing of beauty that would bear some resemblance to the real thing. The first things that had to go were the main driving wheels. The tyre profile had been machined incorrectly and was too shallow, it would

have never stayed on the track, so the choice was to take the wheels off their axles and re-profile them or buy some new castings.

New castings were eventually ordered as they had the double benefit of having the correct profiled central boss that didn't stand proud of the spokes, and the counter balance weights were not cast into the wheel.

The new wheel castings were ordered from Doug Hewson, who had drawn up plans for his own version of "Britannia" to works drawings utilising many of his extremely detailed scale castings. The relevant working drawings were also bought from Doug so that I could re-engineer the Winson kit in certain areas to something more visually acceptable to me, making it less of a Winson kit and more of Hewson/Model Engineers Laser hybrid. This also allowed me to model my locomotive as 70011 "Hotspur", one of the original batch of "Britannias" with fluted coupling rods, hollow axles and a myriad of other small details known only to Britannia builders.

The next area of concern was the main cylinders and valve liners. The cylinders had been machined by Winson, but despite this there was still an area of roughness in one of the castings that had not been machined out. The valve liners had been loctited in by the previous owner, so an application of heat from



the oven saw them removed only to reveal a very poor finish to the components with insufficiently sized steam passages to make the thing work effectively. A known Winson fault. Should I machine the old castings and fix the valve liners or buy new ones that looked more like the real thing? New cylinder castings were ordered from Doug along with the detailed castings for the front and rear cylinder covers. The cylinders and driving wheels were superbly machined

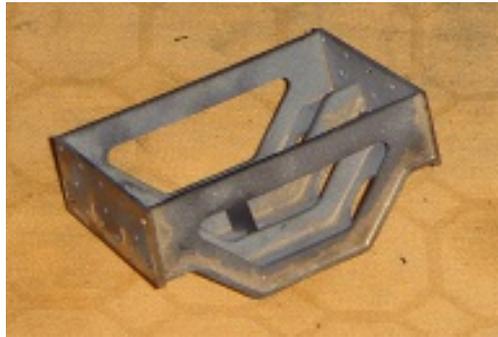
by GPN Models on my behalf, as machining something as detailed and critical as these parts was far beyond anything that I could ever hope to achieve.

At this point I made the decision to buy new main frame plates from Doug as well, and go for a rolling chassis comprising of just Hewson parts. This has also meant buying the castings for the canon axle boxes with needle roller bearings, as opposed to using conventional plain bearings on the axles.

A two-year wait for the frame plates ensued which slowed things down for a while as Doug's business had been taken over by the Steam Workshop. Unfortunately, when the frames did arrive, I found that the carrier had contrived to bend them in transit! Luckily it didn't take too much to straighten them out. In the meantime, a long service award from work meant that I could put the money towards buying a milling machine and a modest workshop was constructed that would allow me to carry out a few more of the simpler turning and milling operations for the host of small items that still needed to be made.

More recently some formers were made in the workshop from

15mm steel plate to securely clamp the frame plates 3.375" apart and vertical to each other to allow accurate alignment of the frames. To maintain this correct alignment, I am indebted to our illustrious "Oily Rag" editor for re-working some of the Hewson CAD drawings



for me which then allowed me to get the frame stretchers laser cut. The stretchers have now been silver soldered together using some rods that my father gave to me over twenty years ago.

As it was my first attempt at silver soldering it all worked out far better than I had envisaged.

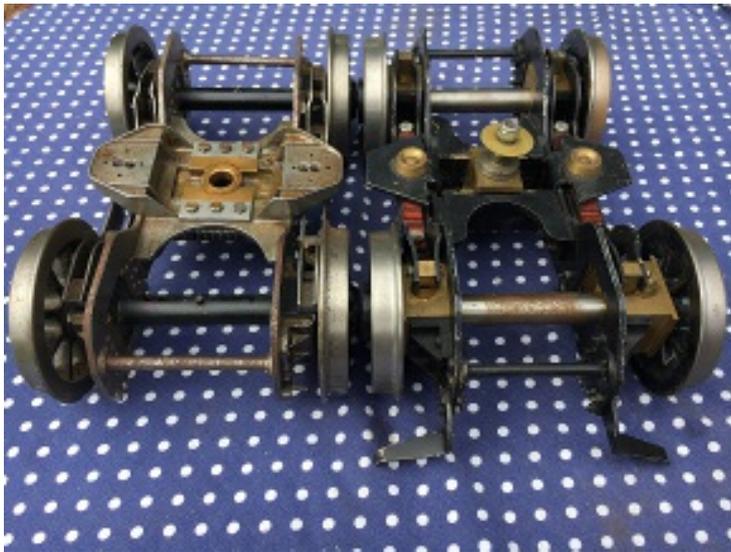
Once all of the frame stretchers have been fitted, the next step will be to form the horns from steel bar and weld them to the frame plates as per full size practise, rather than use cast horns rivetted to the frames. I have the 22mm OD silver steel available to make the axles, so then the canon axle boxes and driving wheels can be fitted. At this stage the main Winson/Modelworks parts I was intending to keep were the boiler, smokebox, front bogie, rear truck and the motion itself. Therefore, the loco would still be very much a Winson/Modelworks/Hewson/Model Engineers Laser hybrid if it were not for a piece of good fortune that came my way. A fellow TME member put me in contact with another model engineer nearby who was selling a Britannia chassis that he had started, that sadly



would never be completed. This chassis also included a very nice turned cast iron smokebox, the front bogie and the rear truck. The front bogie and rear truck had been scaled down and manufactured from scratch by this gentleman (without use of any castings) from copies of

the original Derby works drawings. These two items are a work of art in themselves and will replace the awful Winson versions, as will the cast iron smokebox.

I'm not quite there yet, but just about 9 years later on the loco chassis will be approximately at the same stage as the Winson chassis that I bought in August 2010. There the comparison ends



though, as all of the components that now make up the resulting “kit” are manufactured and finished to a very high standard.

The Modelworks boiler has been inspected and should be acceptable for use. It has been hydraulically tested, so hopefully that shouldn't present any major problems. The other item to be kept is the



connecting and coupling rods. The Winson offering is also acceptable but will taking some further work to get some of the profiles correct with lots of filing and sanding to get a decent finish. New bushes will ensure that it is all a snug fit when it all goes together.

So, along the way I have ostensibly ended up with a Hewson kit-built Britannia instead of a Winson kit-built Britannia. I often ask myself was this the right thing to do? In hindsight, should I have bought the Winson kit in the first place? Probably not. Would I have ever contemplated in 2010 buying a complete set of Hewson parts? Definitely not. Would it have been cheaper in 2010 to have bitten the bullet and paid more, and bought an in ticket working loco instead, one that I could have been steaming for the last 9 years? Definitely, without a shadow of a doubt. But, would I have been able to afford to buy a completed express loco such as a “Britannia” at this time? Definitely not.

There is still an awful lot to do to finish the loco, a lot of small parts that I can make and then put together. Hopefully in the end it will all work out and one day you will see a green “Britannia” going around the track at West Buckland (or Vivary?).

A replacement boiler for the “Gold One”.

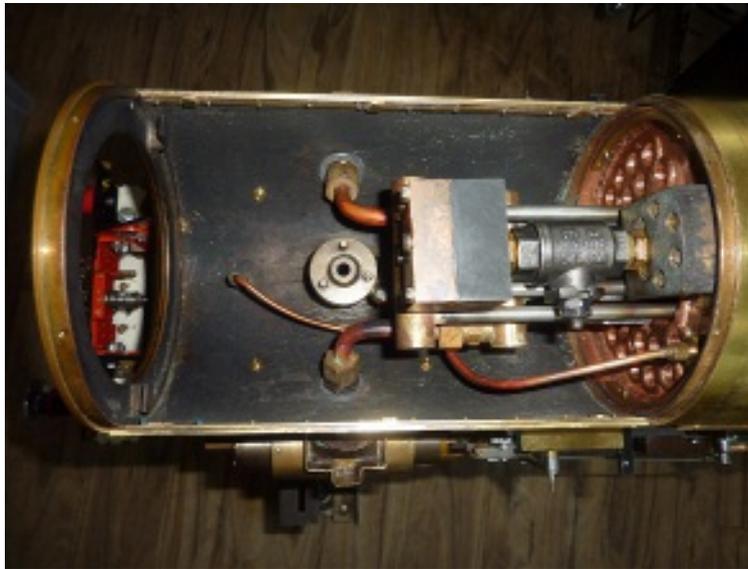
By Phil Mortimer

Just over two years ago the copper part of the radiant heaters eroded through on my 5” Britannia. The hydraulic test was nearly due so I decided to take the locomotive out of service and give it an overhaul. A lot of the bearings etc were quite badly worn through all the work it had done.

The boiler was eventually removed, stripped of the cladding and a pressure test was carried out. Unfortunately it failed due to leaking stays in the firebox. An experienced member of the club was approached with the view of repairing it. After the first stays were repaired the subsequent pressure test showed the leaks had moved to other stays. These were repaired only to find the leaks moved to some more stays. That was enough so I decided to bite the bullet and order a new boiler. The one I decided to purchase was a copper tig welded boiler from Steam Technology near Maidstone. It was about the same price as a silver soldered one but with half the lead time, only nine months compared to eighteen months. I collected it in March this year and it was shown to the club members on the Bits & Pieces evening the same month.

After a lot of adjustments to the cladding including having to make some new pieces, bushes in different places to the original boiler,

even though they were both allegedly built to the same drawings, it was ready to put it on the frames. Whilst I was overhauling the running gear the thought crossed my mind of splitting the smokebox so the innards would be easier to fit but for some reason decided against it.



Anyway after curing some minor leaks found during the initial pressure test, I had the pressure up to about 60psi and looked around only to find the regulator spindle seal was leaking. The only way to get to the regulator was to remove the boiler from the frames. This was duly carried out, smoke box removed and the regulator removed. The offending “O” ring was replaced and the assembly was pressure tested. I then decided to split the smoke box as shown in the photos, just in case the seal leaked again.

The split smoke box made life a lot easier to refit the radiant heaters and all the other pipe work. The boiler assembly was refitted to the frames and with every thing else in place it now looks like a locomotive again.



I hope by the time this is published or shortly after it would have passed its hydraulic and steam test and be ready to start work again.

A very simple 360 degree turn build stand.

By Michael Callaghan

From time to time most of us find ourselves trying to get to that nut or bolt head buried way underneath our locomotive. Having found myself in that position far too many times I started to look at the many ways other model engineers had overcome the problem. Well model engineers are an ingenious group of people and the ways and means of getting under their locomotives ranged from hanging it in chains from the garage roof beams to works of mass engineering worthy of Brunel himself. All however looked like too much work and took up a lot of space when not needed. So what to do?

I formed an idea of using jacks to lift the locomotive and at first some form of holed ring to lock the locomotive at the degree of turn I wanted. But on looking at the endless types of jacks on eBay my eye caught a type of jack called a Side Trailer Jack, And what's more part of the jack looked like it could move 360. I would need two jacks, and as they were on offer at the time I order a pair and waited.



My idea was to bolt the jacks to each end of my moveable build bench. Adjustments for the length of the locomotive would be looked at once all was in place.



The way I bolted my 3.5 gauge Columbia locomotive to the jacks was by simply using a bit of flat steel bolted to the locomotive through holes in the pilot plate. The steel flat was then bolted onto the revolving section of the jack. Much the same method was used at the rear end of the locomotive. I made a turn handle out of a bit of bar which bolted into the two top holes of the revolving section of the jack. It's easy to lift the locomotive and the jacks come with a mounting plate which allow the locomotive's position to be set

at 90 or 180 degrees and locked in place with a heavy bolt which also comes with the jack.



I think it would be easy to set this up on any wooden bench by drilling holes as needed and bolting the jacks to the bench. The great thing is that when not needed they just pack away leaving the work surface clear for other work.

When buying the jacks make sure you buy the ones with mounting plates unless you want to weld your own fitting onto the piece of tube which comes with the other type..

Meet the “M team” (part 2)

By Ray Rolt

Having introduced you to the “Mamod” steam loco in the first part, let us look at how it performs. The secret is in the preparation before running it. In addition to the lubrication of bearings, the following needs to be done. Put each piston on full back stroke and apply light steam oil on the piston rod at the rear cylinder cover. Then rotate the wheels to give full forward stroke.

This serves two purposes, it makes the piston rod steam tight and reduces wear in the rear cover. Thanks to the large diameter of the piston rod and thickness of the cylinder cover this is very effective. Now hold the loco upside down in one hand and, using the thumb,

spring the cylinder off the port face and apply the steam oil to both ports. This is carried through into the cylinder and lubricates the bore and piston. Repeat this holding the loco in the other hand to lubricate the other cylinder. Only if the loco is subjected to continuous heavy use will it be necessary to fit a displacement lubricator and replacement rear covers and pistons. The “semi rotary” control valve can also be sprung off the port block and lubricated. When I first started using “Mamods”, the owner of the track that I ran on had a “Mamod” rebuilt as a pannier tank and gave it to his daughter to run. As it was not running very well, I showed her what to do and it ran well. Later, I noticed that it was not running very well again. A case of the saying “You can take a horse to the water but you cannot make it drink!!”.

In part 1, I gave details of improvements that have been made by others for use on the basic “Mamod” steam loco. Examples that I have collected over the years, mainly from Garden Rail Exhibitions and “PPS” of Frome are illustrated. These include a silver soldered boiler and a gas burner. “PPS” sold up several years ago but I am pleased to say that a member of the “Central Southern Group” of the “Gauge “0” Guild”, Roy Wood, bought them out and they trade as “RWM” and have a stand at the Exeter Garden Rail Exhibition, along with numerous other similar traders. The pioneer producer for these products was Mike Chaney, who I in error referred to as “Goodall” in my first article, this in fact being the type of boiler filling valve used. It is thanks to him that we now have so many suppliers.

Being an admirer of O. V. S. Bulleid, and his attempts to advance the steam loco, I had a desire to see what his total adhesion design, looked like in 3 dimensions The answer was to build it in “0” gauge live steam! Hence my model of the “Leader” Class.

The obvious answer was to use a “Mamod” chassis as one of the

power bogies! The other bogie was to be unpowered and used to carry the meths tank, with a 4 wick burner between the two bogies, in the firebox. What to use for the boiler, was the next question?



This had to have a good water capacity and produce plenty of steam. The answer was the “Markie” 4-2-2-0 loco. They still produce scale live steam models of traction engines and other road locomotives which are very popular. Many years ago, they tried to replicate the “Bowman” tender loco, built in the late 20s and 30s. These looked

like a 4-4-0, but in fact the driving wheels were uncoupled and the external, single acting, long stroke oscillating cylinders only drove the rear pair of driving wheels. Incredibly, the wheels were chrome plated! They did not sell very well and I bought one, at a much reduced price, some time later. As expected, they suffered from severe wheel slip, even after attempts to remove the plating from the wheel treads!

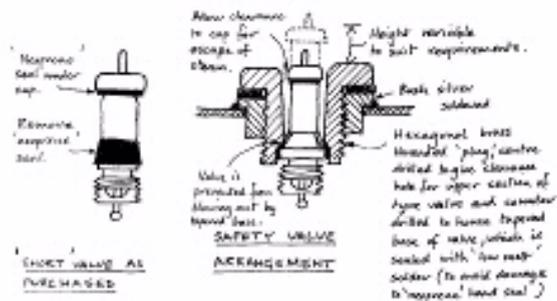
The boiler would be ideal for the “Leader” and it was duly removed and incorporated in the new loco. As it was regarded as clearance stock, it had been fitted with an oversized safety valve! The answer was to fit a car tyre valve instead!! Using a centre drilled stopper of the same thread as the bush in the boiler, a tyre valve was fitted.

The purpose of the spring in the valve is to hold the neoprene seal against its seat until the pressure in the tyre takes over. As materials used in the valve have to be corrosion resistance, they are ideal for use in a boiler. Everywhere that new tyres are fitted, new valves are also fitted. The old ones are discarded and can be readily obtained from your friendly

tyre station! The spring ratings may vary slightly, but once you have fitted one, if you need to replace it, just put a new one end to end with the fitted one and if both springs start to compress evenly the working

pressure should be the same. When fitting the valve initially, the hole in the stopper should be a close fit for the valve seating of the

A SIMPLE SAFETY VALVE USING CAR TYRE VALVE. (Approx. pressure 35 p.s.i. but could vary with make.)



neoprene seal. This is then counter bored to clear the main body to allow the valve seating to protrude the required amount visually. This is to ensure that the valve body is captive and cannot be blown out if the soft solder seal fails if the boiler should run dry. The tapered seal in the valve body is removed and the groove filled with soft solder. After offering the valve into the stopper, using the minimum amount of heat to melt the solder, to avoid damage to the neoprene seal, and when the body mates with the stopper remove the heat. For low pressure boilers this makes a perfect safety valve with a good “pop” action and only a few pounds loss of pressure before closing. A pressure gauge is fitted indicating a working pressure of about 30 psi.

Because the skirting of the body casing restricts the bogie swing, the loco had to be made higher, and therefore over scale, to allow for traversing sharp radius curves. The external chain casings are used to conceal the cylinders and the inner wheels are dummy , to represent the 6 wheeled bogies, though in fact these are 4 wheeled. The semi-rotary control valve is mounted in the body casing, with silicone rubber steam and exhaust connections to the power bogie. Because of the power generated in the bogie, a displacement lubricator and the improved rear cylinder covers and pistons were fitted. On the first steam test it walked away with a 40 wagon train! Because of its bulk and weight with the boiler filled, it is not steamed very often and has to be steamed on a track with a direct link to the running line via a point or turntable.

Building a ~Bulleid Pacific gauge “0” live steam was an obvious “must do”. As the “Mamod” proved that double acting oscillating cylinders are very effective, these were to be used. Colin Binnie was well known in 16mm circles, and he produced a very good small steam motor with oscillating cylinders. As I regularly attended his Garden Meetings in Wells, I bought one to use in this project. As it was to use radio control, I had decided to fit this and the motor in

the tender, driving onto the wheels! The only Bulleid Pacific that never suffered from wheel slip on the drivers! The boiler was in the conventional place, on the loco, initially meths fired and now gas fired. The steam is conveyed to the tender in a silicone rubber tube, sheathed in a spring, with clamps at the ends, where it connects to the copper tube. An “in line” displacement lubricator is located in the tender. The exhaust steam is conveyed to the loco in a silicone rubber tube and discharges via a blow down valve, to simulate an injector overflow below the cab, which can be closed when condensate has cleared. The exhaust to the chimney is passed close to the firebox to give a good exhaust effect.

This qualifies for inclusion in the “M team” as it uses a “Mamod” traction engine boiler that had been given to me! This has just been replaced by a Mike Chaney silver soldered boiler with a conventional water gauge, that I bought many years ago, so that I can use a top up valve. I have not steamed it yet!

Many years ago there was a cottage industry firm called “MTK” that made “0” gauge body kits for building locos, for £35! These were for Bulleid “Q1” 0-6-0 and Pacific locos, with the main body resin cast. The rest of the kit was in good quality white metal castings, including overlays for the wheels giving a convincing “BFB” effect. These included all front end and cab detailing for the loco, and the complete tender unit . I built the “Q1” on a “Lima” 2 rail 0-6-0 chassis, and incorporated all the white metal castings for my Pacific, substituting a metal casing for the main body.

As my wife, Pamela, used to spend her summer holidays as a child at Barnstaple with her grandfather, and regularly saw these locos, it was decided to call it “Barnstaple”. Sadly, soon after it was finished , she was taken ill and died before she could see it run. We always mutually supported each others interests and she enjoyed the social contact with other wives, at railway meetings.



For those interested in live steam in smaller scales the Exeter Garden Railway Show will be held this year on the 26th October at the Matford Centre, Marsh Barton. Details on the website www.exetergardenrailwayshow.com

Of Ships and Things

By

Fireman M.N Retired

The week just flew by but the twelve-hour days took out quite a chunk, but it was fairly easy going with no problems. It was all straightforward jobs I had done before.

The Tantallon Castle was only four years old being about 7,500 tons Single Screw driven by a Burmeister and Wain two stroke engine. The donkey boiler was as usual at the top of the engine room being heated by the exhaust gasses when the ship was underway.

There was one major job to be done before sailing that was main engine oil change; this wasn't just a trip to Halfords for a gallon can, but two Shell tankers on the Quayside each holding ten tons of oil

which was pumped straight into the engine, the spent oil had already been transferred to a holding tank to be used as boiler fuel.

I signed on as a greaser for the deep-sea trip and we sailed on the 25th July.

After leaving the Thames estuary, up into the North Sea and round to Hamburg to load four locomotives for South Africa, these were chained down on the foredeck alongside two Jumbo derricks. After Hamburg down to Gibraltar and into the Mediterranean and up to Genoa at the top of Italy. Here we loaded some more of the Italian sports cars for the “white supremos” in Cape Town. Then on to Port Said and through the Suez Canal, they were still digging for gold! Widening the Canal.

Next stop Aden for fuel and then Mombasa. Other times in Mombasa we had a run ashore to the planters club and being white, even if a lower type, we were allowed in where we filled up on “Tusker beer” which was pretty potent stuff also we did pretty well playing cards which usually paid the bar bill. This time I missed all of that for two days before I went down with what we thought was Flu.

On ships without a doctor on board the third mate has basic first aid training and is able to dish out pills, sew up cuts and even set the odd bone or two. He was stumped but looking in the book it might have been Malaria, by this time we were in Mombasa so he went ashore and bought some Quinine, it wasn't a very big bottle so he said, might as well give you the lot. The rest of the tale I was able to piece together afterwards alternately running with sweat and then freezing, eventually I passed out. I was unconscious for two days; by this time we were approaching Beira in Mozambique formally Portuguese East Africa. It was radioed ahead to have an ambulance standing by and I was carted off to hospital. Two days later I came

to, feeling sorry for myself and hungry for my weight had dropped to nine stone and I had always been a big lad.

Letters to the editor

Dear Editor

In 1970 I joined the “kingfisher Model Boat Club” based at the “Old Ford” pub in Ash Vale near Aldershot Hants. What better place to meet! At one of our meetings it was suggested we should find a lake on which to operate. We searched the area looking for any likely pond which might suit. After many months of searching it was suggested that some scrub land at the rear of the pub could possibly be made into a lake.

After many pints of liquid refreshment a plan was formulated. The usual discussions with the locals and the parish council produced basic agreement subject to abiding by noise regulations from the council. At the appointed time every weekend the keen members turned up each armed with picks, shovels etc, so the work began. Over the next two years every weekend was spent digging, all the work being done by hand. Finally the lake was completed and it was in use for the next 30 years until the local council decided to close it down. Hopefully we will have a pond at West Buckland for the nautical members of TME.

So for me it is second time around and I will help as much as I am able.

Very best wishes

David Spicer.

Events Programme

Thursday 19th Sept. Brean Steamers Visit. 09:30-15:30
TME members are invited to attend

Sunday 22nd Sept. Vivary Public Running
14:00-17:00 Running, set up from 12:30

Sunday 29th Sept. ClubLEC Vivary Park. Locomotive
Efficiency Competition. 12:00-17:00

If you wish to enter please contact David Hartland. David's contact information is on the inside cover of your "Oily Rag".

Tuesday 1st Oct. Hall Clifton Rocks Railway.
Peter Davey

Saturday 5th Oct Open weekend ESSM&EE. Bath and West
Sunday 6th Oct Show Ground. Tel. 01963 240677 for info.

Sunday 6th Oct. Vivary Public Running 14:00-17:00 set up
from 12:30

Tuesday 15th Oct. Restoring the Thornycroft
Steve Gosling.

Saturday 19th Oct. Midland Model Engineering Exhibition.

Contact Dave Wood for information. Contact details inside the front cover of your "Oily Rag".

Sunday 20th Oct Vivary Public Running, 14:00-17:00
set up from 12:30

- Tuesday 5th Nov. Auction Night
Mark Davis
- Tuesday 19th Nov. Transport through the ages Part2.
Peter Triggs.
- Tuesday 3rd Dec. Chairman's Night. Tears and Laughter in
Engineering with David Hartland.
- Sunday 8th Dec. Santa Special Vivary Park.
Set up from 11:00
- Tuesday 17th Dec. Mince Pies and natter

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

Subscriptions

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

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

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

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A 5" gauge "Royal Scot" on the building frame described inside.



The
"transplant"
gang.

