

The Oily Rag!

Winter 2013
Issue No 116.



**Bob Richards' magnificent new Thompson B1
Story of the build inside**

**The Taunton Model Engineers'
magazine**

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From the Editor

Well now it is official. If you contribute an article for "The Oily Rag" you are writing for the best model engineering club magazine in the country. At least according to "Engineering in Miniature" who have awarded our magazine the first prize in their annual competition. May be word has already got around since it has not been as difficult to fill the pages this time as with some editions in the past. Or maybe I have mastered the art of arm twisting from the last editor. Tony Gosling, who did so much to make this magazine what it is.

Club LEC was one of the notable events since the last magazine came out. Six competitors battled to win this prestigious award. Full report by Dave Hartland starting page seven.

Nigel Gettings has had to give up his post so on the committee for family reasons. Dave Wood has taken over the Health and Safety portfolio and Mike Pinkney has taken over as webmaster. In this issue he outlines some of the changes he wishes to introduce.

In the last issue I was pleased to have an article about a new traction engine. I am very pleased to be able to print a light hearted piece from Bob Richards who has recently completed a Thompson B1. I look forward to seeing it in action.

Model engineering tends to appeal to an older age group so it is inevitable that the TME will lose members to the grim reaper. Sadly this issue includes another obituary for a long standing member. John Light who died in November.

On a lighter note I would like to wish you all a Merry Christmas and a Happy New Year.

John

Chairman's notes

By Mike Johns

I am pleased to report three items of good news this time.

In memory of our long standing member the late Noel Whiting the Club has received a donation of some £336. We are happy that the family has agreed that this should be put towards completion of the Club Hymek 7/¼" gauge electric locomotive currently under construction which will be named 'Noel Whiting' in commemoration.

The future of our Creech sites should be secure from speculative development now that the whole field has become a 'Field in Trust' administered through the National Playing Fields Association and recorded at the Land Registry as such. The 'Field in Trust' scheme was set up as part of the Queen's Diamond Jubilee celebration to provide and protect open spaces for public use. The Parish Council prepared the application, which TME jointly signed, for the whole field which in future will be known as a Recreation Park. The TME area is clearly defined on the plans as being leasehold.

Congratulations are due to our Editor and all who have contributed to "The Oily Rag". "Engineering in Miniature" have awarded us £150 as the winner of their annual competition for the Best Club Magazine. Thank you to everyone – keep up the good work.

With that I wish you the compliments of theseason with the hope that we all have a good new year.

News from Creech

By Mike Johns

At the close of our regular running season the passenger count was 1466. We can expect a few more for the Santa running day when rather than sell tickets we collect donations to be passed onto a local charity.

The quiet season has not meant the work has stopped! The Thursday gang has been busy replacing and tidying ballast where it has slipped or subsided and are planning to replace one point at the through station to give a better ride for 5" gauge locomotives. The Sunday gang has continued with adding the high level storage tracks served by the hoist. Yet to be done is realignment of one of the floor level tracks to ease stable engine vehicles on the adjacent tracks.

A major piece of work has been undertaken by the Hartnell brothers. Our storage container (on loan from the brothers) had developed some serious leaks in the roof which was becoming dangerous owing to corrosion. (We know local lads have climbed on the roof but we've never caught them at it.) Thanks to their effort the container now sports a low pitched roof using similar roof sheet to our other buildings on site which will drain more effectively.

The other item of note is that major parts for 2x 7 1/4" gauge Hymek locomotives club members are building are now on site. This has principally been a joint effort between Steve Gosling who designed the chassis and running gear and built the bogies and John Pickering who designed the bodies and built the cabs. The files for central superstructure are now with the laser cutters.

One locomotive is being funded by Martin Rickitts and will move to his railway on completion; the other will remain at Creech for



You wait ages for a cab then 4 come along!

regular use, by the club. You will have seen from my Chairman's
Notes that the latter is to be named after the late Noel Whiting

Report from Vivary Park

By Diana Fathers

It was a great shame that the last running day in October was,
literally, a washout and we were unable to run any trains. At least
we didn't have any children turning up, so they weren't
disappointed. The penultimate run was the complete opposite; it was
so hot that they actually got the sun shade out!

October also saw the welcome return visit of the group from
"Pontins". Sadly one or two of the regulars were missing this year
and we hope to see them again next year. It is always a really
enjoyable day and they are such a friendly lot and it would be nice
to see more of our members turn up for their visit. Although it falls
on a working day, there must be some members who would enjoy
seeing – and quite likely driving – locos that are not so familiar. So
please look out for the advanced notice of their visit next year.

John, our esteemed editor, takes the trouble to send out very helpful information and reminders of events of interest to club members, so there's no excuse for leading ignorance!

Club Lect this year was, again, great fun and was won by Phil Mortimer for the second year in succession. I'm glad this has been revived as, for me (and Chloe, who gets the longest rides) it is one of the highlights of the year. I won't say any more on that as David Hartland, who organised it so brilliantly, will be doing a full report.

Over the year we sold 3,854 tickets which, considering the lovely, long, warm summer we enjoyed, it was a surprise to find that this was about five hundred less than last year. The new recreation ground at Creech, coupled with the new housing estate, brought in the crowds and their ticket sales were up by one thousand, which is a compensation.

As I write, we still have the Santa Special to come at both venues, when instead of selling tickets, we have a bucket for donation to charity. Let's just hope that the weather is kind to us.

Happy Christmas to you all, and we hope to see you at Vivary next year.

The Ticklers (Horological Sub Group)

The Harrison clock is moving slowly but surely, we are trying to have as much as is possible completed to be on display at the Greenwich Royal Observatory for the three hundred year celebrations of John Harrison in 2014. I will keep you informed of progress as it occurs.

The Magnificent Six Club 2013.

By David Hartland

The day dawned wet and cold. The rails were rusty and wet. The sun came out to illuminate the scene and to give encouragement as six stalwarts arrived with their locomotives to compete in this exciting Taunton competition. The smoke drifted across Vivary Park as Andy Webb, having drawn first runner, lit up his 5 in GWR King and prepared to begin the day. His locomotive has steel tyres, which should give better traction on steel rails, rusty or otherwise, and this, combined with the rusty rails, should give him an advantage. On the other hand the rusty rails cause extra drag on the passenger trolleys, so nothing is certain.



Andy Webb under way with the King

The King made an uncertain start, with some slipping and only just passed the first sharp curve by the stream, where the wet trolleys and 10 passengers plus a dog dragged heavily.

The first lap took 2 min 20s but after that the circuits were going well at steady values of 1 min 20s until an unfortunate error of judgement caused the tend to run dry and Andy had to stop to recover, before completing the run. The passengers, fresh and enthusiastic on the first run, enjoyed themselves immensely and driver and locomotive returned to the steaming bay. It is understood that the locomotive has a hole in the smokebox which is blanked off by a 2" nail. Clearly a high level of technology is being employed in the Webb workshop to increase the chances of winning.



Jon Freeman with his Polly I

Next on the track was Jon Freeman with his Polly One. Jon chose to take 8 passengers, and this turned out to be a good choice with steady runs at 2 min circuit times. Twice he stopped for a low up on the run, but after furious restarts each time, completed 8¾ circuits. Ian Grinter, a past winner, took to the track with this Royal Scot. He chose 13 passengers and the dog but this was too much for the first curve and Ian had to set back, drop two passengers and take another run. This time he succeeded, and after taking 4½ minutes on the first circuit, went on to make an otherwise faultless steady run and completed 12 circuits.

Dave Wood was making his debut at the competition with his Polly Five. His load was 8 passengers but again this proved too much. After slipping violently on the first curve he dropped one passenger,

but then restarted confidently and went on to complete 8½ circuits. The driver was delighted at this run, and the passengers were again displaying pleasure, but perhaps not quite with the first flush of enthusiasm from earlier in the day – a further 20 minutes on a hard seat was beginning to take its toll.

Phil Mortimer's Britannia is still in bare metal and it may be that this has contributed to its performance and his previous Champion status in the event. He took 11 passengers and the dog, this was clearly an excellent choice, for he slowed but did not stop at the first curve, made the first lap in 2 min 20s and went on to make an effortless, regular circuit time, with lap after lap of between 68 and 70 seconds. One lap was completed in 67 seconds, which was the fastest of the day and represents an average speed of 6.9 miles per hour. Phil had the ideal combination for a winning performance – heavy load, consistent regular laps, and high speed. The passengers, many of whom were riding for the fourth time, included several who had reached the limit of their endurance, with at least one faced displaying a greenish hue. Only the dogs seemed keen to have yet another 20 minute ride.

Finally, John Pickering entered with the smallest engine of the day, Salome and the lightest load, just 3 passengers. Consequently he had no trouble in getting away, made the fastest first circuit at 80 seconds and then a steady and fast series of circuits totalling a dramatic 13½ laps. The locomotive displayed a fast and furious attitude, and so did the driver.



Dave Wood looks pleased with his run

John had the speed; he had the regular steady circuit time, and clearly had an excellent run. We had to check twice – but yes, he only burnt two cupsful of coal.

I need to say a few words about what this competition is all about. The principle is very simple – run the engine, see how much it gives out, and measure what you have to put in. The more you get out, and the less you put in, the more efficient the engine. Now at this point we can get lost in all sorts of complex science and mathematics. The Model Engineer IMLEC competition uses a sophisticated dynamometer car which measures on the run, the force the locomotive is exerting on the coupling with the train, and the distance travelled and continuously calculates the actual energy output of the locomotive. The weight of the coal burnt is compared with the actual calorific value (the heat from burning the coal) to give the work input, and the actual efficiency is calculated by dividing the work output by the work input. For a typical model locomotive the overall thermal efficiency will be between 0.5 and 2.5%.

In Taunton we have no dynamometer car and in many ways all this mathematics complicates the whole event and detracts from the fun. Instead we operate a system which is a simplified version of the truth, but still gives a good comparison between different locomotives, and let's not forget, the various competences of the drivers, and still represents correct science.

We weigh the trolleys, driver, and passengers (Being British, we measure in Pounds,) and multiply this by the distance travelled, which is the counted laps or portion thereof (675 ft per lap). This is the work done by the locomotive – given weight has been moved a given distance. (For the purists this assumes that the force applied along is proportional to the weight, which is not quite right). Then we divide this figure of work done by the weight of the coal burned, measuring the amount given to the driver at the beginning of the run and subtracting the unburnt coal at the end.

We do not bothertoworkouttheactualenergyoutputfromthe coal –allthelocomotivesusethe samebatchofcoalsothe weight burnedoneachrunisareasonablemeasureoftheenergyused. We dividebyamilliontofinishwithasensiblefigurewhich isthescore forthecompetition.

Thefinalscores

Driver	load(lbs)	Distance(ft)	Coal(lbs)	Score
AndyWebb	2594	7425	3.25	5.93
JonFreeman	2332	5906	2.5	5.51
IanGrinter	2840	8100	3.75	6.13
DaveWood	2088	5063	2.25	4.70
PhilMortimer	2691	10125	3.0	9.08
JohnPicke ring	836	9112	1.0	7.62



Well done Phil!

MikeJohnspresentedPhil Mortimerwiththetrophy –a well-deservedChampion.Itis interesting,though,tonotethat JohnPickeringwasaclose secondwithamuchsmaller locomotive-foodforthought. Ofinteresttoo, wasthattheevent drewalargeproportionofthe membership,with25membersat thetrackthatday.Foodand Drinkwereprovid edfreelyby BarneyandDiana,withmany thanks.Everyoneclearlyenjoyed themselvesanddepartedhappy totheirhomestowarmt heir achingposteriorsinfrontofthe fire.LookoutforNextYear!

Changes to the TME Website

By Mike Pinkney

“Yes, OK.” I heard myself say without much or further thought. Then it began to dawn on me, I'd said yes to a request to take on the role of webmaster for the club's website!

Nigel Gettings had to give up the role and our committee were concerned that someone else should take it on as quickly as possible. Now, there are two sides to his activity, one is the writing of code to deliver the information and the other is the gathering of the information itself and uploading it onto the web host for all to see. This latter activity was what I thought the main role would involve. However, whilst communicating with Nigel during the handover process it became apparent that a revamp of the website was desirable. Therefore, I am making changes on two fronts, the look and feel on one hand and keeping up to date with the event information on the other.

I am asking for your patience with this, whilst the changes are made. I shall of course give priority to keeping the event information and timetable as up to date as possible. During this unsettled period of constant change, which because of Xmas will probably extend well into the New Year, it would be a good idea to refresh the website pages that you frequently view from time to time. This will ensure that you are looking at the latest version of a page and not a cached old version that your browser may be holding.

I would like to update the Club page with photos of this year's event. If you are happy to let your photos be displayed on the club's website then please email them, plus any related information you have, to:

webmaster@tauntonme.org.uk

Also, if you have any problems with the club's website then send an email to the above address.

Finally, my thanks to Nigel Gettings for his help, guidance and all the information he supplied, during the handover process which has ensured a smooth transition, making it much easier for me to pick up the reins.

Life of Bongo

By Bob Richards

Several years ago a friend took me to a model engineering club running day. It was at this club I had my first view of a Thompson B1. I was inspired it was clear this was a fine model and within the scope of my workshop facilities, so I made preparations to build one, the bug had bit.

Like most projects it started when "workwork" was in the way and that which must be obeyed was looking at the cost of any new project. I thought that persuasion was the best way forward with the agreement that the project would be financed in a gradual way. We formed a committee and agreed I would be able to build this locomotive. Great, the plans were ordered and I was able to confirm to the committee chairman that the first step was in place, the funds were then agreed for the next stage, fire up the Autocad get the drawings with corrections to the frames for laser cutting, together with the buffer beams.

Time moves slowly when "workwork" is in the way instead of retirement work which is much more pleasurable, over the next few months the frames and the stretchers arrived, were machined, installed and the project was coming together nicely. The other member of the committee was at this stage getting interested by the

prospect of this project being finished, like all subversive activity not all was revealed to the committee chairman!!

The project had taken 2 years to get to the stage of the frames with the axle boxes wheels and pony truck completed. It was getting to the rolling chassis stage, wheels completed and quartered with the connecting and coupling rods all drawn and laser cut. Using various jig the rods were completed and erected on the loco. The sheer joy of all going ground at the first attempt was very pleasing and she that must be obeyed agreed that it all looked very good, I took that as a compliment and knew the next stage of obtaining the finance for the cylinder's castings was not going to be too difficult.

At this stage of construction "work work" was still in the way and the project stalled, as it was necessary to move house and the new location did not have a workshop. The committee chairman did agree that a new workshop would be built but the order of other requirements made the workshop go to the bottom of the list, (not an unusual tale I hear you say).

With the completion of most of the list she that must be obeyed agreed that materials for the workshop should be ordered and plans were agreed for the construction.

This process had taken a few years to get to this stage and the locomotive was packed away, with me unpacking periodically to inspect and wishing I had bought more lottery tickets with the chance I may have won and got someone else to complete the house decorating.

We are now 4 years into the project and I have now a new workshop and with all the machines unpacked from store and the boxes of the locomotive unpacked. It was time to move on as quickly as possible. The project having been packed away for some time it was necessary to reassess where I was. She that must be obeyed had

given the clearance to order the other parts needed to complete the chassis and the decision on the boiler would be next.

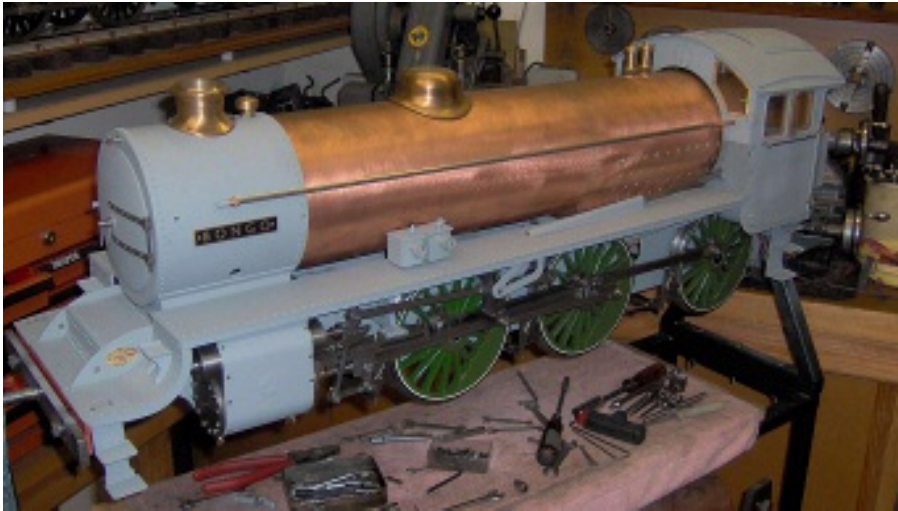
As with many drawings of the 1960 period there are some mistakes and some errors that can affect the look of the completed engine. I amended some of the detail look of the locomotive as this made the completed locomotive more balanced in its general appearance. The “work work” situation was such that early retirement was a possibility and if confirmed then I was looking forward to more workshop time. GREAT!! The committee was assembled it was time to agree on the maker of the copper boiler. The chairman coughed and spluttered when the quotes were discussed it was calm and lots of promises that won the day.

The cost quotes from the major manufactures were all within £10 of each other, so it was decided to award the order to Western Steam, the work had been recommended from various friends who had boilers made by Helen Verrall, with the order placed it was time to press on with the remaining work on the chassis, to complete the smokebox and the cab. With the aid of AutoCad, I made some adjustments to bring the final look more as the full size engine as the windows on the cab were not as the full size and the height of the running board should be increased slightly. The cab was split on the centre line of the boiler aiding the ability to remove the boiler without dismantling the cab and associated plate work.

The main feature on the front of the engine was the steam pipes to the cylinders. These on some models were very angled, as the full size steam pipes are almost vertical this was something I tried to correct, but this proved difficult with the space available, I think I achieved a better look to the completed model.

As retirement arrived she that must be obeyed still had to go to work (had a job to stop laughing) so the days in the workshop got longer and the progress was good Yippy!!

The timescale to complete was getting close as now the boiler had arrived and the final fitting and cladding could be completed. I had made several modifications to the regulator and steam pipe connections to the superheaters, so I can now switch off the superheaters steam pipes and if necessary remove the superheaters through the smoke box door. I was pleased with the final look and as the engine now stood on the building frame in all its glory. This had been achieved quite quickly since retirement.

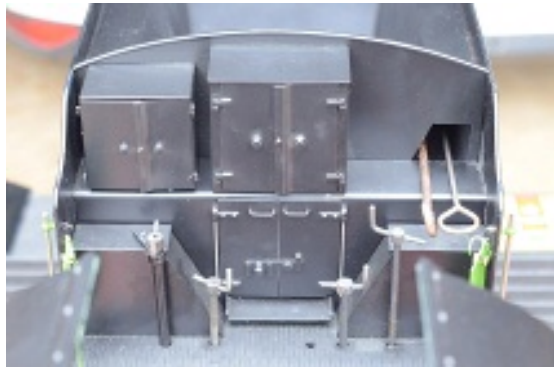


Bongo on the building frame

The engine was now put to one side and the tender drawings hung on the workshop wall for the final push to complete the locomotive. The drawing for the tender did not do justice to the period of these locomotives and with a little research I had some variations on the different types of tender that were attached to these locomotives. I did like the type that had the toolboxes and slightly modified rear coal shoot and I had seen that CVine had gone for the same type of tender. Cad was used again to redraw the tender with the toolboxes and other changes to the top, these do look good now the loco is

complete and was worth the effort to modify the original design. I have added, to the centre axle, a mechanical water pump, as this was not included in the original design. I have made the top of the tender removable, as this would enable painting to be made in stages since it separated the black and the green. All the plate work for the tender has been cut from 1.2mm steel, as again advised, since the paint does take better on steel.

It was about this time in the story that I received a phone call relating that a partly completed B1 was for sale complete with a boiler the cost was moderate as was the build quality good, (what an understatement that was) I gave some thought to the purchase and concluded the committee did not need to know my decision, that was a mistake! I got found out and was put on decorating for 4 weeks - did not repeat that again. This rash purchase arrived in a box - not a good experience - it was not very good and the boiler leaked slightly, so this will be disposed of in the future. Since the completion of the first B1 I have remade a lot of the parts for the other one, which is now sitting on a shelf in the workshop.



The revised tender

5 years have now lapsed and we are at the painting stage, this filled me with trepidation as all the stories I have been told by other model engineers said this is the most difficult part of the building process, this is why you do see a lot of locomotives running in that very noticeable brass finish. One such owner said to me when questioned.

“can’t, won’t, WD40 is cheaper”.

The end of the build is getting close and the locomotive is stripped for painting. I have decided to use the 2-pack paint from one of the local professional paint suppliers for the motor trade. On seeking help from them on the types of paint and the process they supplied me with all I needed in the form of cans which proved to be very effective especially in the hands of a beginner.

As the process was slow, as each part was sprayed with the different type of paint, I had found, with good fortune, the weather was excellent and a lot of the spraying was done outside in a special spray booth I had constructed from large cardboard boxes with shelves and hanging places for the smaller parts. The completed parts were replaced in well-ventilated sunny positions all dried very well and I was surprised on the finish I had obtained, she that must be obeyed was impressed with the finished project, a very noticeable change from the early days.

I have enjoyed the process and I am now halfway through a 3" scale Hunslet, some people may think me bonkers, I think it keeps me from going bonkers, and she that must be obeyed has encouraged me with this project there must be a sting in the tail of that.

Happy building!

OFF SHIPS AND THINGS

BY FIREMAN M.N. (RETIRED)

Once the starboard engine had been put back together and had been tested it was homeward bound for Panama and then London getting back on 28th February.



The lock at Gatun Lake on the Panama Canal

Two days at home and then back on board and we sailed on the 6th of March for the "home trader run".

Straight across the channel for Antwerp which is about 50 miles up the river Scheldt. Lamb and tallow was unloaded then off again to Rotterdam, more lamb and tallow. I often wondered what the continentals did with all that tallow!



The Gatun Lake lock showing the "mile".

Back across the North Sea then up the river Humber to Hull to discharge the last of the lamb and cheese. One thing I remember was the green telephone boxes, I thought it was so the I.R.A. wouldn't blow them up, how wrong can you be, it was because Hull still had the only private telephone system in the U.K.

When we sailed from Hull down the Humber the weather forecast was for severe gales and high seas.

We returned into the North Sea heading for the river Tyne, and ran slap bang into the thick of it.

As the cargo holds were empty also the fresh water and fuel tanks had been almost cleared you can imagine how high the ship was riding, with one third of the screws out of the water. These seas were mostly beam seas so we were rolling about 30 degrees either side of upright. This meant that as the screws were alternately completely out of the water the engines raced uncontrollably and then next minute when the screws were submerged the engines almost stalled. A system was worked out where the engineers and us grinders as well took a 15 minute spell tied to a stanchion hanging onto the throttle control for dear life and as the engine started to roll away from you open the throttle up a bit and when the engine started coming towards you close the throttle a bit to compensate for the screw being out of the water.

The hundred miles or so covered should have taken about 6 hours instead it took 24 and 20 hours of that time was spent fighting those engines. With no sleep and a few corned beef sandwiches the cook managed to cobble up.

When we arrived at the mouth of the Tyne things had calmed down somewhat and we sailed up to North Shields for the ship was 10 years old now and was going into dry dock for a complete refit.

We were paid off on the 30th March and also got a travel warrant for the train trip to London. I don't remember much about that as I slept most of the way.

When I got home Grandad had gone to live with one of my Aunts so there was a proper bed for me to sleep on, this made me think I might stay ashore for a spell. This was OK for a while but I soon became restless with nothing much to do during the day. As I was going to give it a try I would get a job of some sort, also I had met up with an old girlfriend so that was another incentive to stay a while.

“MACHINERY IN MY LIFE”

by Ray Rolt

Something to ‘gas’ about!

When I moved to Taunton, an immediate novelty was having bus service into town! In Harpenden, we had to walk to ‘new’ Harpenden to get to the main shopping area, cinema, etc.

In those days, all the buses had petrol engines, as did most vehicles, and these were ‘single deckers’. There was one unusual feature about them, they were towing two wheeled trailers! This I learnt was for making ‘Producer Gas’, as a substitute for petrol which was in short supply. In essence, they were like a mobile solid fuel ‘tortoise stove’, very popular for heating classrooms and halls, which were normally coke fired. In this case they could also use anthracite or charcoal.

The fuel was contained in a hopper with an airtight lid, feeding directly into the burning fuel. Steam was generated by the hot gases and fed into the grate area to produce the water gas. Combustion was induced by piping the gases, via ‘scrubbers’ and a flexible hose, to the engine inlet manifold. The engine was started on petrol and the combustion of the solid fuel by a fan. Once it was all running the gas production was automatic.

Many years later, when I was at grammar school, my class was taken to the Taunton Gasworks. The Retort House was a large, cavernous building with a long battery of horizontal retorts set in brickwork. The retorts were elliptical in section, about six rows high, with the end sealed by a hinged cast iron door secured by lever operated clamps. Below the retort was a continuous furnace, heating the retort to drive off the volatile gases which were collected in pipes at the end of each retort.

The retorts were opened, with the fresh charge of coal being fed in from the back which pushed the 'coke' out of the front, where it fell onto a continuous 'chain grate' conveyor at floor level. The red hot coke was cooled by water spray the length of the retort battery and finally passed out of the end of the building. Some of the hot coke was fed into a giant version of the 'water gas' producer, already described, where air was blown into the bottom to bring the coke up to white heat. Steam was then passed over it to produce the gas. This was then passed through coolers and 'scrubbers' and mixed with the coal gas before it was fed into the gas main.

When each retort was recharged, it created a real 'Dante's Inferno' effect! Coal was taken to the top of the Retort House by an elevator and stored in hoppers. The method used to feed the charge into the retort was by means of a segmental cast iron 'U' shaped drum the length of the retort, which was wound onto a large 'wheel'. This was mounted on a travelling frame on rails, which ran the length of the battery. There were probably several of these, each covering a section of the battery.

The procedure for recharging was as follows. A long steel pole, with a flare lamp of some sort at the top, was used to knock open the fasteners of the retort door, after the gas take off was sealed. The flare was used to ignite any residual gas, presumably the same operation was performed on the door at the other end, and the door opened. The charging ram was lined up with the retort and, as the charging ram was uncoiled, coal was fed into the trough from the hopper. The solid mass of fresh coal pushed the red hot coke out of the front, as already described. Some device was obviously used at the charging end to keep the coal in the retort when the ram was withdrawn onto the wheel. The doors were resealed again for the duration of the coking period. To keep the furnace going, periodically the contents of one of the retorts was directed by a chute into this.

About 30 years ago, I became aware of the 'gas producer' firebox developed by L.D. Port at the Argentinian engineer, who further developed the work of Chapelon on steam locomotive development. This effectively turned the firebox into a gas producer by restricting the primary air flow through the grate, at the same time feeding low pressure steam below it. This kept the firebed at a lower temperature, eliminating the formation of clinker and allowing a wider range of coal to be used. All the combustion of volatile gases produced occurred above the firebed. To achieve this, the amount of secondary air was greatly increased, using airtubes taken through the water space to the sides and throat of the firebox. The firebed was not torn apart by the blast and the ash remained undisturbed. Soon after this, Peter Van Zeller wrote an article about the fitting of a new boiler to "River Esk", a 2-8-2 locomotive on the 15" gauge 'Ravenglass and Eskdale Railway', based on this principle.

I suggested to my wife and daughter that it would be a rather nice to spend our summer holiday in the Lake District, with all its scenery and good walking! They agreed and accommodation was booked. During the holiday, we duly arrived at Ravenglass to catch a train to Dalegarth. Much to my delight, "River Esk" headed the train. After it had been turned and set back on the train for the return journey, I made my way to the locomotive, observing the 'telltale' secondary air vents in the side of the firebox. I got into conversation with Peter, who was the dedicated driver for the loco, and obviously asked the right questions as I was invited onto the footplate for the return journey! Having duly informed the others, I had an enjoyable trip back to Ravenglass. When the fire door was opened, the firebed was evenly covered by short blue flames. Being downhill for the return trip, the loco was being lightly worked, only requiring to be 'opened up' for starting away from the passing loops. The line pioneered the use of 'radio control' for single line working, all controlled from the 'nerve centre' in Ravenglass signal box. As the train arrived in the passing loop, the driver reported to control of his arrival.

Hewastheninstructedwhetherhecouldproceedorhadtowaitfor passingatrainortrainscomingintheoppositedirection. The positionofalltrainswereindicatedonanindicatorboardatall times. Whenwearrivedback,therewasverylittleashin theash pan, whereasbeforeitwouldhavebeenchoked,asitsufferedfrom ashallowashpan!ImetPeteragaininFalmouthat' Setec2001' organisedbythe'TrevithickSociety'forthe200thAnniversaryof the"PuffingDevil"!

In Memoriam
John Denton Light
1927 – 2013

Itiswithsadnessthatwemustrecordthepassingofoneofour veryseniormembers, JohnLightwhodiedonthe18thNovember attheageof86.

JohnwasborninNewbury,Berkshirebutwaseducatedat DunstableSchool –aGrammarSchool. Onleavingschool,hewas employedforashortperiodbyalocalAeronauticalCompanyasa traineeengineer. Hedid,however,leavethatemploymentaftera shorttimetosignonintheRoyalNavyonasevenyears engagementandserveintheFleetAirArmasanAirframeFitter. Oneofhisshipswas"H.M.S. Glory",anAircraftCarrier,involved intheKorean conflict.

OncompletionofhisserviceintheRoyalNavy,hereturnedto engineeringemploymentfirstofallinBedfordshire, buthethen movedtoAvimoinTauntonbeforemovingonagaintoWestlands whereheworkedforsometwentyyearsuntilhisretirement.

His main hobby and interest over the years was in Gliding, but on the model engineering side, he was keenly interested in steam powered model boats.

John never married and we extend our sympathy to his brother Gerald.

**Larcombes Coal
Coal and Solid Fuel Supplies
Suppliers of fuel to Taunton Model Engineers**

Telephone—Chard 01460 221217

The Society is very grateful for their sponsorship.

Subscriptions

Ordinary Membership is £30 with a further £5 for spouse or partner.

Junior Membership —£5

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

Notes subscriptions for 2014 are now due.

Vivary Park Running Days

2014

April

Sunday6th PublicRunning
Sunday20th PublicRunning(EasterSunday)

May

Sunday4th PublicRunning
Tuesday13th EveningMeeting 6pm
Sunday18th PublicRunning
Sunday25th PublicRunning (Bankholi day)

June

Sunday1st PublicRunning
Tuesday10th EveningMeeting 6pm
Sunday15th PublicRunning

July

Sunday6th PublicRunning
Tuesday8th EveningMeeting 6pm
Sunday20th PublicRunning

August

Friday1stPublicRunning(Fl owerShow?)9am —6pm
Saturday2ndPublicRunning(FlowerShow?)9am —6pm
Sunday3rd PublicRunning

Tuesday 10th Evening Meeting 6pm
Sunday 17th Public Running
Sunday 24th Public Running (Bank Holiday)

September

Sunday 7th Public Running
Tuesday 9th Evening Meeting 6pm

Tuesday 9th Wellington preschool (provisional) 9am —noon.
Tuesday 16th Wellington preschool (provisional) 9am —noon.
Thursday 18th Brean Steamers (provisional) 9am —4pm

Sunday 21st Public Running

October

Sunday 5th Public Running
Sunday 19th Public Running

December

Sunday 22nd Public Running
Santa Special 12noon -3pm

Working Parties

On occasion are by advice from Phil Mortimer
If you would like to become involved, then contact him
Details inside the front cover.

Public running will normally take place between
2.00pm. and 5.00pm. Weather permitting.

Crezech Running Days

2014

April

Sunday13th	PublicRunning
Monday21st	PublicRunning(Bankholiday)
Sunday27th	PublicRunning

May

Monday5th	PublicRunning(Bankholiday)
Sunday11th	PublicRunning
Tuesday20th	ClubMeeting 6.30pm.
Monday26th	PublicRunning(Bankholiday)

June

Sunday8th	PublicRunning
Sunday22nd	PublicRunning

July

Tuesday1st	ClubBBQ
Sunday13th	PublicRunning
Sunday27th	PublicRunning

August

Sunday10th	PublicRunning
Monday25th	PublicRunning(BankHoliday)

September

Sunday 14th	Public Running
Sunday 22nd	Public Running

October

Sunday 13th	Public Running
Sunday 27th	Public Running

December

Sunday 22nd	Public Running
Santa Special	12 noon - 3pm

Working Parties.

Meet on site Thursdays and Sundays from 9.30 a.m.

Public running will normally take place between 2.00pm and 5.00pm. Weather permitting.



You have to drink a lot of coffee to run Club LEC!

Meetings Programme

2014

Tues21stJanuary	Stationaryenginight
Tues4thFebruary	Talk&Demo.JacobsGearCutting Machine - TomDomine y
Tues18thFebruary	Brakes—BobBranson
Tues4thMarch	L&Bpast&present —JohnHancock
Tues18thMarch	“Timewasting”Illu stratedtalk MarkDavis
Tues1stApril	AGM
Tues15thApril	TrophyNight
Tues6thM ay	TheNational2.5”GaugeSociety. DesAdeley
Tues20thMay	VisitNewberryRail
Tues3rdJune	AneveningatCreech
Tues17thJune	VisitShuteRailway
Tues1stJuly	BarbecueatCreech
Tues15thJuly	AneveningatVivaryPark
Tues5thAugust	VisittoLauncestonSteamRailway
Tues19th August	VisittoIsleAbbotsRailway MartinRickitt
Tues2ndSeptember	Bitsandpieces –workinprogress
Tues16thSep tember	
Tues7thOctober	
Tues21stOctober	
Tues4thNovember	AuctionNight –MarkDavis
Tues18thNovember	QuizNight - DickWhittington
Tues2ndDecember	Slideshowandtalk -PeterTriggs
Tues16thDecember	MincePiesandNatter

**MeetingswillbeheldattheVillageHall,StokeSt.Mary,
Taunton,commencingat7.30p.m.unlessotherwiseindicated.**



Getting up steam before ClubLEC.



Ian Grinter and his Royal Scot at speed.

Phil Mortimer's winning Britannia

All ClubLEC photos by Barry Baxter

