



INSIDE MOTION

News and Views from the
TYNESIDE SOCIETY of MODEL and EXPERIMENTAL ENGINEERS
No. 30 November 2022

Preamble

If you were paying attention, you'll have noticed that there wasn't an issue of IM in October. If there had, it would have been a blank sheet ! Keeping this little missive going requires input from you, the Membership. There have been some outstanding contributions over the last couple of years, and perhaps some of you feel you cannot compete, or that your work is of little interest or not worthy of scrutiny or admiration. In this issue, there's a couple of examples of "small is beautiful" – a few words and a few photographs – the kind of thing anyone can put together in no time at all. So, whatever you're doing, do have a go. If you're not a natural writer, just send some captions for the photos – I'll do the rest. That's (partly) what your Editor is for ...

Club matters

Public Running Sunday October 2nd

A surprisingly fine day brought a goodly turnout of visitors. Three locomotives were in steam – Dave Henderson's "Ankor Thom", Lindsay Oliver's "Imp" and Adrian Morley's "Wren".

Garden Railway

With the track now closed to users, work has resumed on the extension. The curve nearest the hedge has been cut off and relocated at the western end to join in to the back straight. Steelwork to link the back straight to the eastern track panel is underway.



Christmas Party

For another year running, there will be no Christmas Party. With uncertainty surrounding the future course of Covid and Influenza infections this winter, and the rocketing cost of electricity to heat the Clubhouse, it is felt prudent not to risk it. However, there's nothing to stop any of you turning up on normal Club days in a silly outfit and snogging each other under the mistletoe (not supplied).

Diary Date - National Model Engineering Show, Friday 10th & Saturday 11th March 2023

The National Model Engineering Show returns to the popular Yorkshire Events Arena at The Great Yorkshire Showground in Harrogate. The dates have been brought forward to avoid clashing with similar events and the start of the outdoor show season. More details to follow.

Member's Musings

Building my V1

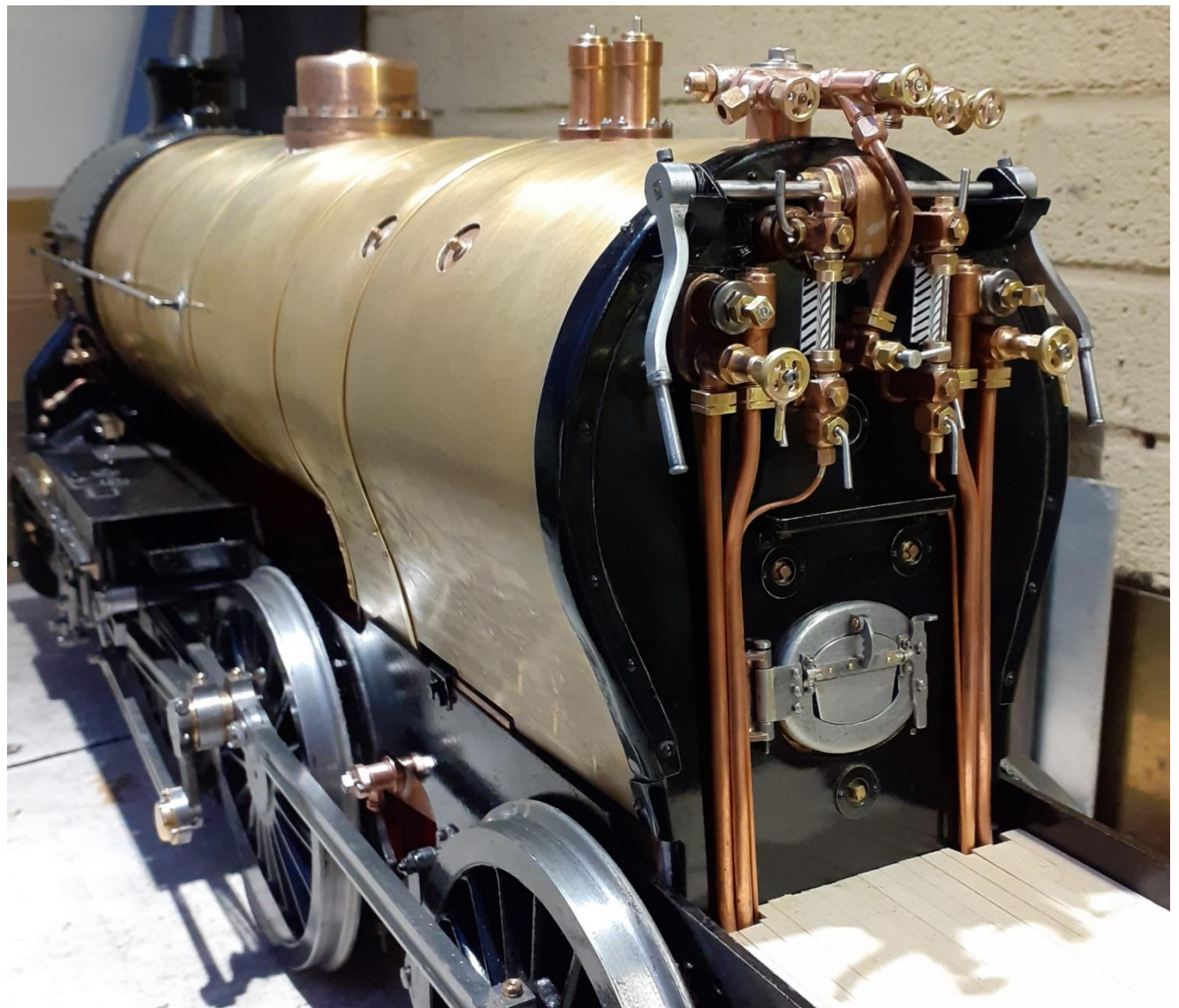
Keith Pardey

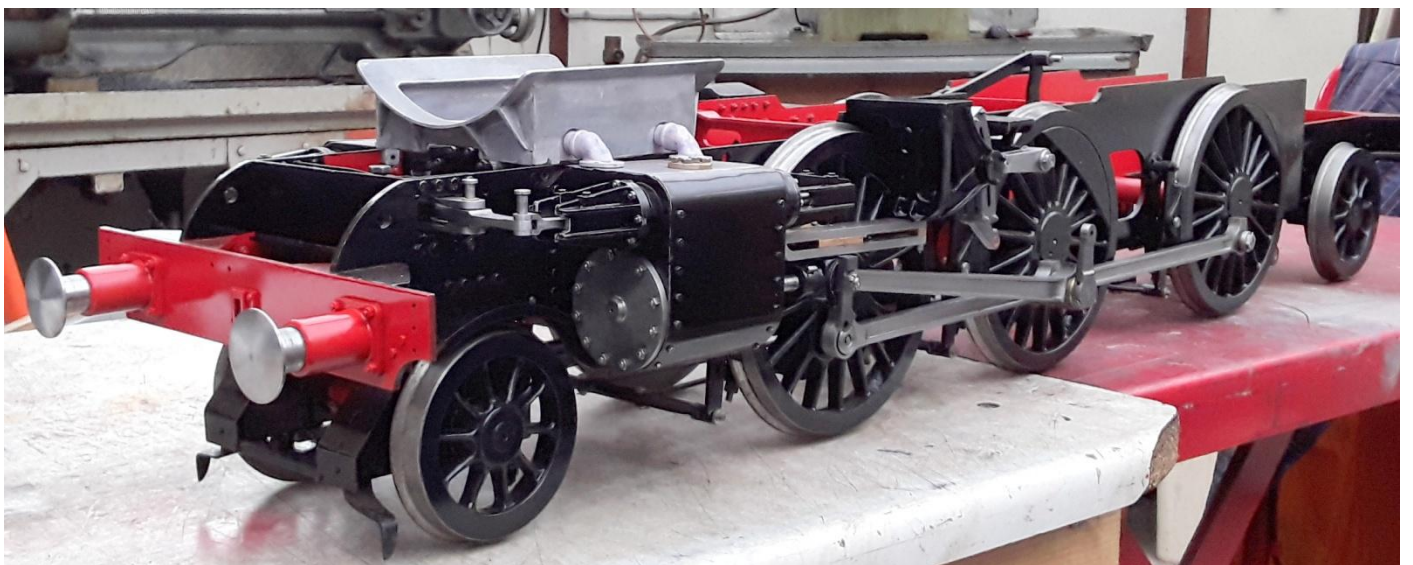
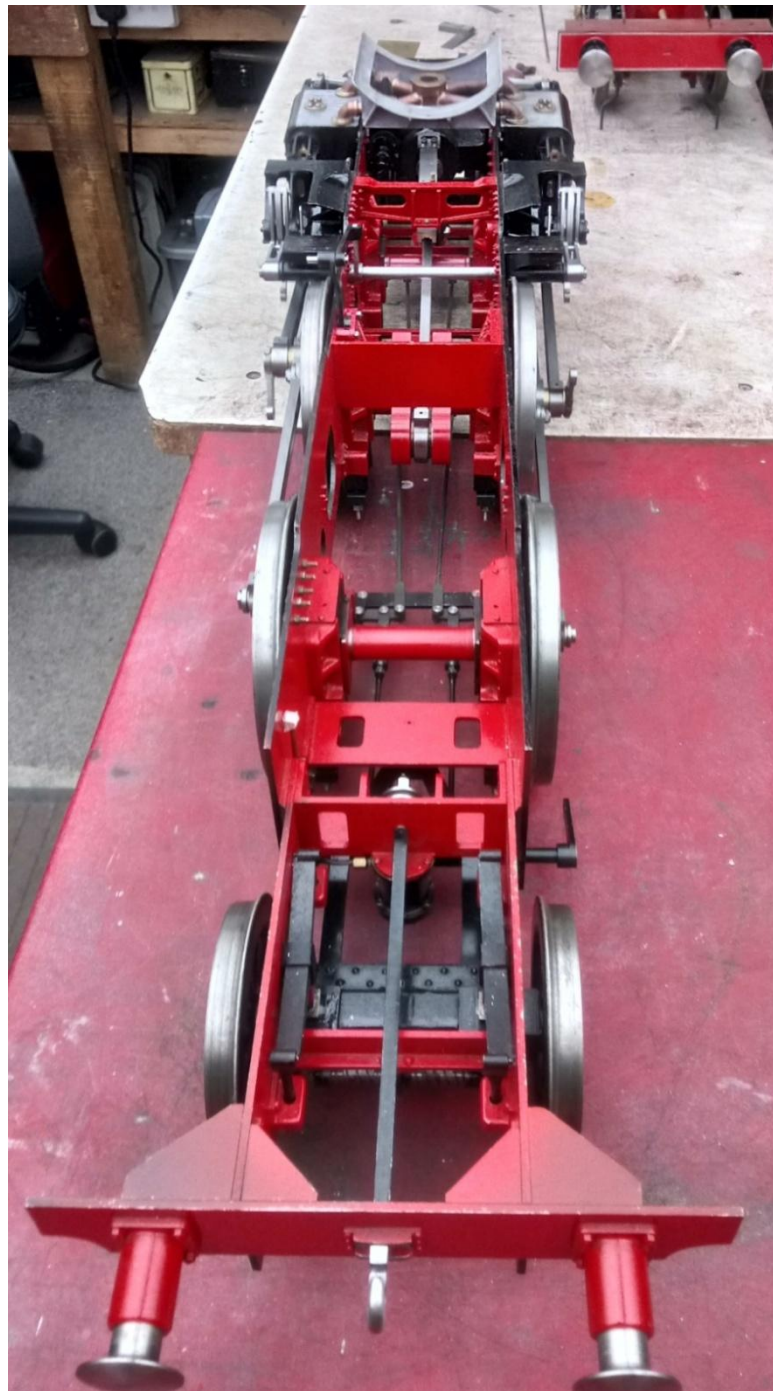
Just thought I would give some news on my V1 No.67639. It started off to Martin Evan's drawings, then I was loaned a general arrangement of a Gresley V1, and I thought "why not try and do justice to Gresley's handsome tank?" So with a lot of photos, supplied by fellow Club member Dave Dunn, I set off on my quest.



I decided that, as I would be building the boiler, I may as well try and make it look better than Martin Evan's one. Making alterations with the Boiler Inspectors approval, I went down the route of making the construction similar to my Don Young-designed A4 boiler - stay spacings and crown with rod stays, sloping back-head and layout as per full size.







Making a Vertical Boiler

Mick Jordison

I am making a vertical boiler for a Cockeral Type 4 Tram locomotive. To comply with the Federation of Model Engineers current boiler test regulations, boilers have to be designed to a published drawing. This one is based on a coal-fired boiler in the K N Harris book "Boilers & Boiler-making". (Photo 1, below left)

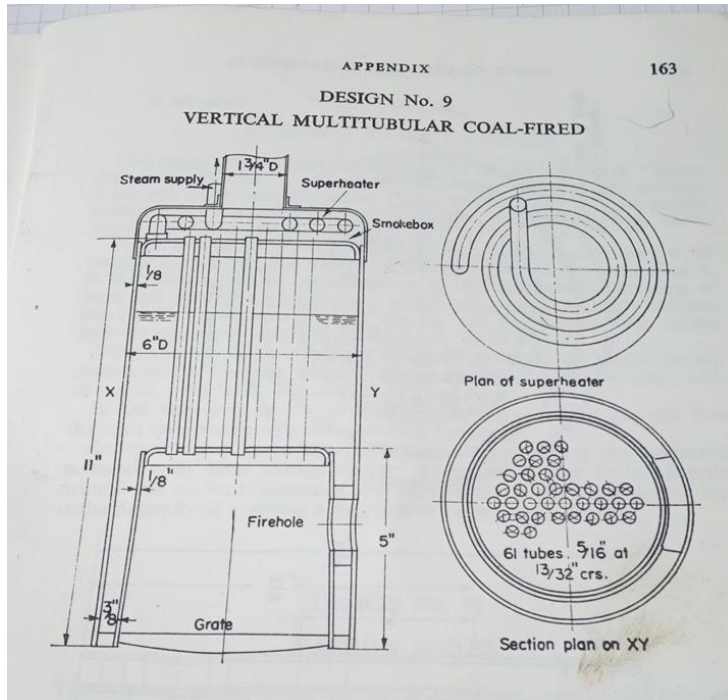


Photo 2, (above right) shows the firebox with fire-hole door. This is 5" high with a 5" diameter, rolled from flat. The foundation ring was rolled from 12mm square copper, silver soldered and machined to 3/8" square.



Photo 3 shows the firebox tube plate inserted into the firebox



Photo 4 & 5 show the main barrel with the smoke-box tube-plate inserted. It is 6" diameter and 11" long, rolled with a 30mm butt strap. Holes are drilled for bushes for fittings and mounting brackets



Photo 6 The punch and die were machined from MDF to create the 3mm thick copper dome, pressed between the punch and die with a vice and clamps. It was annealed four times to get the finished product



Photo 7 (above left) The finished dome is mounted on a smoke-box top ring of copper that sits over the barrel. The chimney base was machined separately from the chimney and screw-cut 1 1/2" x 32 so the chimney screws into it. Photo 8 (above right) The barrel with bushes in place

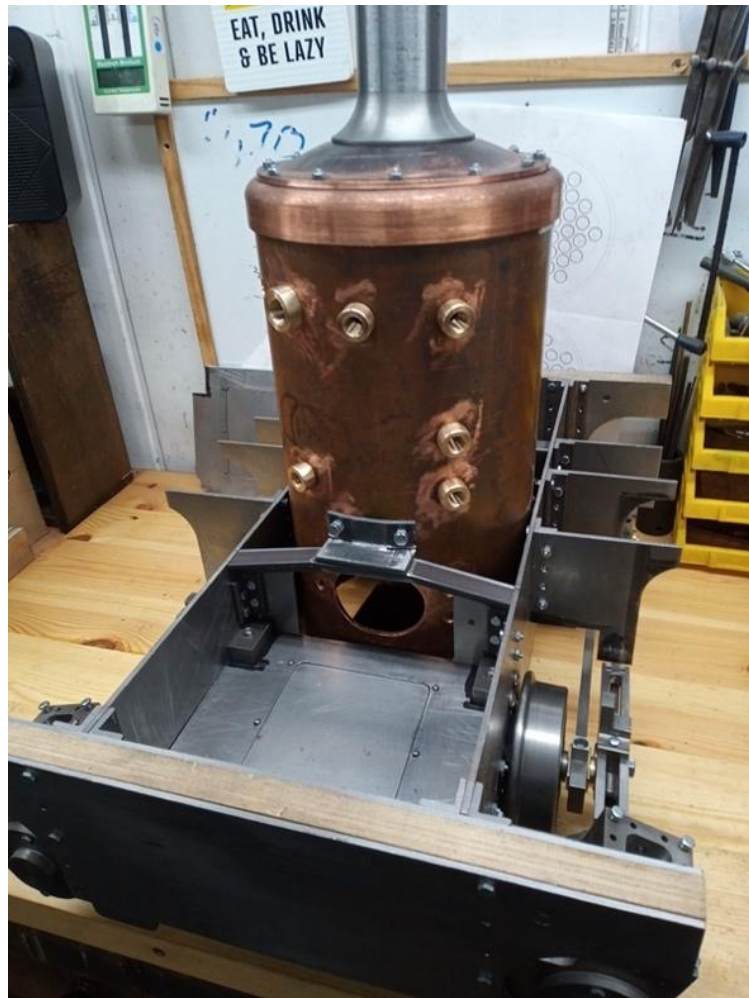


Photo 9 The boiler needed to be complete to position it in the frames before motion and other work can be started

Postamble

Many thanks to Keith Pardey and Mick Jordison for their contributions to this issue and Linda Nicholls for editorial assistance.

What they demonstrate is that a brief account of “work in progress” can be just as (or even more) interesting and revealing than the description of a finished project. They certainly showcase the astonishing skills and ingenuity of the authors (and model engineers and engineering in general) as so much of this intricate detail eventually disappears behind frames, cab-sheets, wrappers and paint.

It's worth remembering that there are many members who cannot attend the Clubhouse regularly, but would be glad to see this level of detail – perhaps they will find a solution to a problem by seeing what others have done in similar circumstances, or be inspired to “have a go”, or just admire the craftsmanship.

Next month is December, and another bumper Christmas edition is in preparation. This doesn't mean that the Editorial cupboard is full to bursting – far from it - there is 2023 to start thinking about.

Over to you ...

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Last Train 'til Spring '23



Roundhouse “Hercules” with a rake of Hudson tippers and workman's wagon