



INSIDE MOTION

News and Views from the
TYNESIDE SOCIETY of MODEL and EXPERIMENTAL ENGINEERS
No. 29 September 2022

Preamble

Nothing of any great note has happened since the last issue. With September now upon us, there won't be many more Club days where being outside is an attractive option. Make the most of them while they last.

Club Matters

Scrap Drive

This netted the Club a tidy sum, so many thanks to those who donated materials and Steve Lowe and Ken Johnson for taking it to the scrappy.

Garden Railway

More progress has been made on the extension. The "back straight" along the hedge is now fully decked with treated timber slats and ready for track-laying.



Public Running Sunday 4th September

After a dismal start, the weather picked up nicely as the day progressed. Numbers of visitors was well down on previous events, but there was a large children's birthday celebration group that kept things busy. Locos in action were Lindsay Oliver's "Imp", Adrian Morley's "Wren" and the Club's electric.

Park Closure **AGAIN** - Sunday September 11th

With barely a week's notice, Urban Green has announced there will be no vehicular access through the Park as there is a Children's Football event taking place.

Erratum

In the August issue Open Weekend Gallery, I incorrectly identified Chris Cubbitt with his Club loco as Phil Barber with his Ajax. My apologies to both for the error. Unfortunately, I didn't get a picture of Mr Barber or his loco.

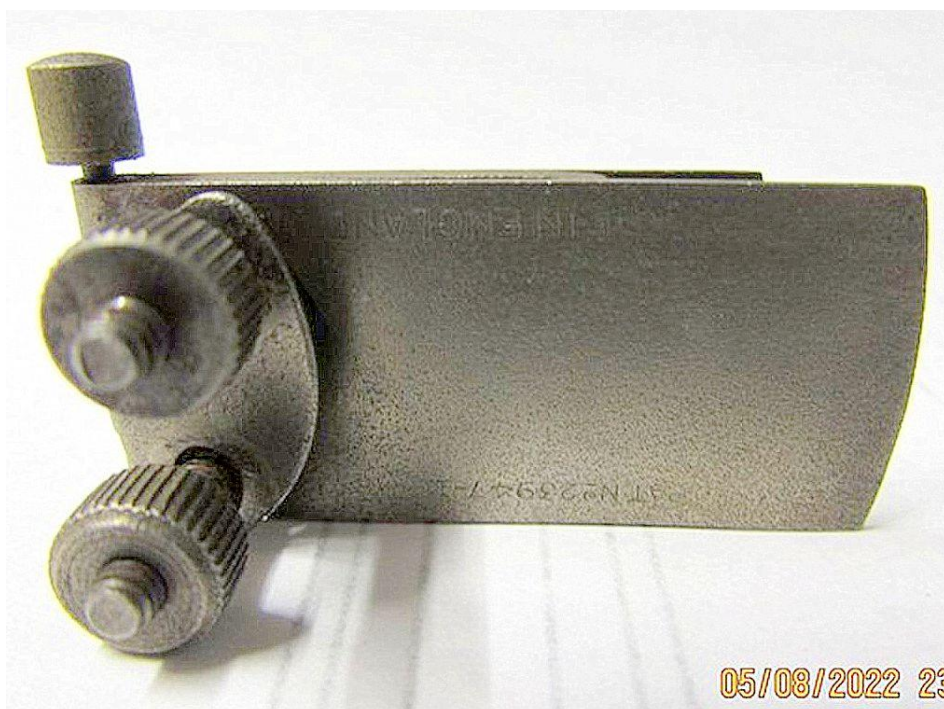
Member's Musings

An Interesting Tool

Eddie Gibbons

Joe recently bought a part-built loco from the family of a deceased model engineer. With the loco came boxes of parts and castings to complete the loco together with sundry materials and other bits and pieces, amongst which was the "Unique". Basically it's a small plunger-operated measurement tool with a range of 15 thou. It can be attached to the lathe or mill with a small integral clamp. I suspect it is quite robust and whilst limited in its range, it takes up much less space than a conventional dial gauge or DTI.

I've never seen a tool like this and was wondering if anyone else in TSMEE has ever seen or used one. The internet doesn't have any references to it, and it would be interesting to know when it was made and by whom, as it only bears the name "Unique" and "Made in England" with an illegible patent number



Train Mountain 2022

Jim Nolan

Train Mountain, located near Klamath Falls in Oregon, is the largest hobby railroad in the world with over 35 miles of track. Every three years they have a triennial meet, bringing together locomotives from all over the USA in the 7.5" gauge world, and often visiting locomotives from outside the US as well.

I have been visiting this meet since 2000. Over the years the track has expanded and new owners took over. But, most controversially, a ban was put in place on coal- and oil-fired steam locomotives as the area is heavily wooded and prone to fires in the summer. Usually when I visit the warning signs always categorise the risk as extreme.

This has meant that LPG was the only combustion source allowed for steam locomotives. This didn't go down well, but after looking round the aftermath of a wildfire this year it would seem to have been a prudent decision.

It also meant that there is a lot less steamers at the meeting. This year there were 300 locomotives there but only a small percentage, probably 10 to 15%, were steam and they tended to be mostly narrow-gauge.



A view along the twenty-two steaming bays



The busy unloading area adjacent to the steaming bays



This year I had planned to meet up with Erne Beskowinne from last year's Canada trip. Unfortunately his wife had been ill and he was unable to attend, so it was back to sticking my thumb out for a ride.

I was also meeting up with Ed Sarber who brought his Berkshire, but due to burner problems it didn't run.



Ed's Berkshire which never made the ready track.

I tended to be mostly around Central Station where most of the steamers were parked. The back shops were where most of the diesel or electric outline locomotive were staged. One of the most interesting was the Little Joe. Twenty were built by GE for the Soviet Union after the WW2, but due to worsening political relations none were exported. Fifteen were used in America and five went to Brazil.



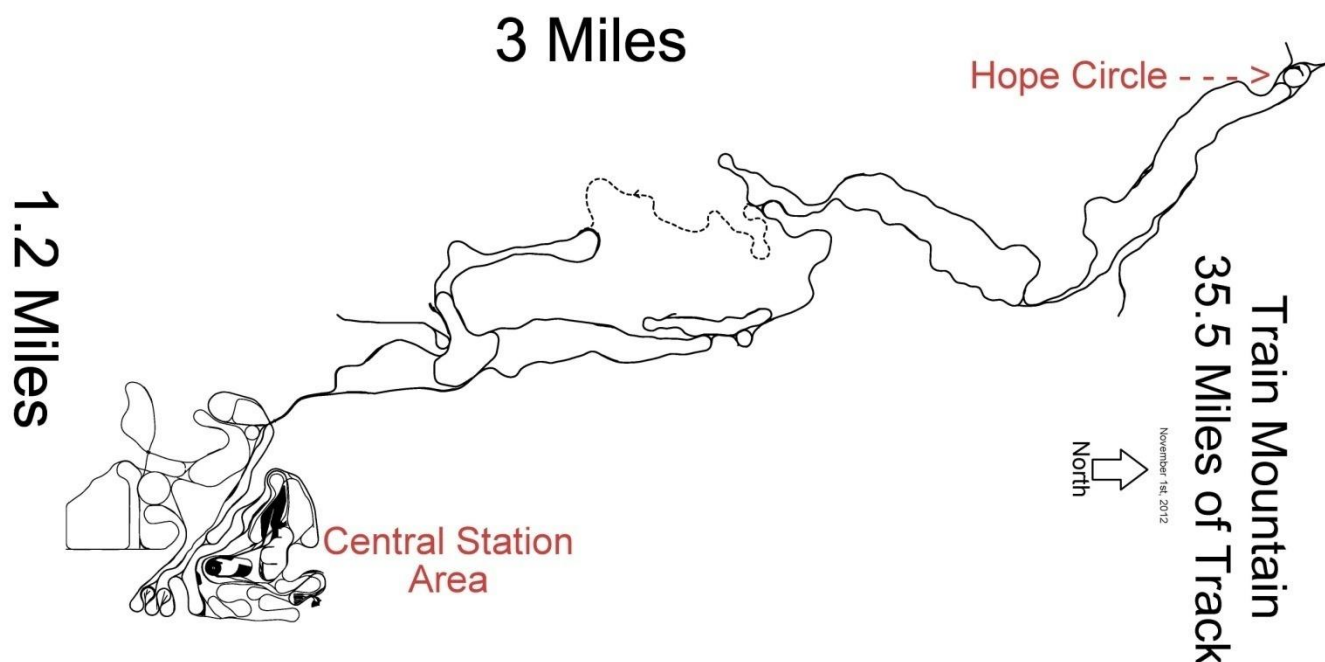
They were capable of 4300KW which was comparable to a UP Big Boy and given the factory classification GE 2-D+D-2. To start with they were not a success in use as the pre war substations found it difficult to provide the power needed to operate successfully. Later some of the substations were converted to deliver 3300Kva and this provided the power needed to make them a success in the home market.

For most of my trip I rode behind a scratch-built, quarry-outline NG locomotive, I have to admit only its mother would love it. On the first run it blew a superheater tube, so it went into the back shop for some repairs. After that it ran successfully for the whole week.



The locomotive was one of three built - two were at the meet - the other was decked out as a WW1 Army supply train. The owner had fitted three car seats to his passenger car. That resulted in the most comfortable trip imaginable behind the locomotive, especially when you are on the two- and three- hour trips and my knees are not what they were.

One of the places I wanted to visit was Hope Circle at the far North of the track. This had been hit by the devastating wildfires that ravaged Oregon a couple of years back. While damage to the track was minimal, the landscape had changed dramatically



Hope Circle is a good three-hour round trip at track speeds from Central Station so it's a bit of a marathon for the driver and passengers, but a place you have to go. Loaded up with plenty of drinking water we took off early in the morning as temperatures were expected to be in the 30's.



Near Hope Circle in 2009



Two views of Hope Circle in 2022



As there is now no shade, a pergola is being built.

I would guess it would be a hard argument to make that the coal and oil ban should be lifted seeing the devastation wrought by this wild fire. Train Mountain was lucky that it wasn't in a more populated area around Central Station and that there are no private dwellings on the property as they would all be surrounded by forest.

Postamble

Many thanks to Eddie and Jim for their articles. By the time the next issue is due, we will be well into the "season of mellow mists and fruitfulness" Note "fruitfulness" – not "listlessness". The editorial fruit-bowl is presently empty – please help fill it.

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