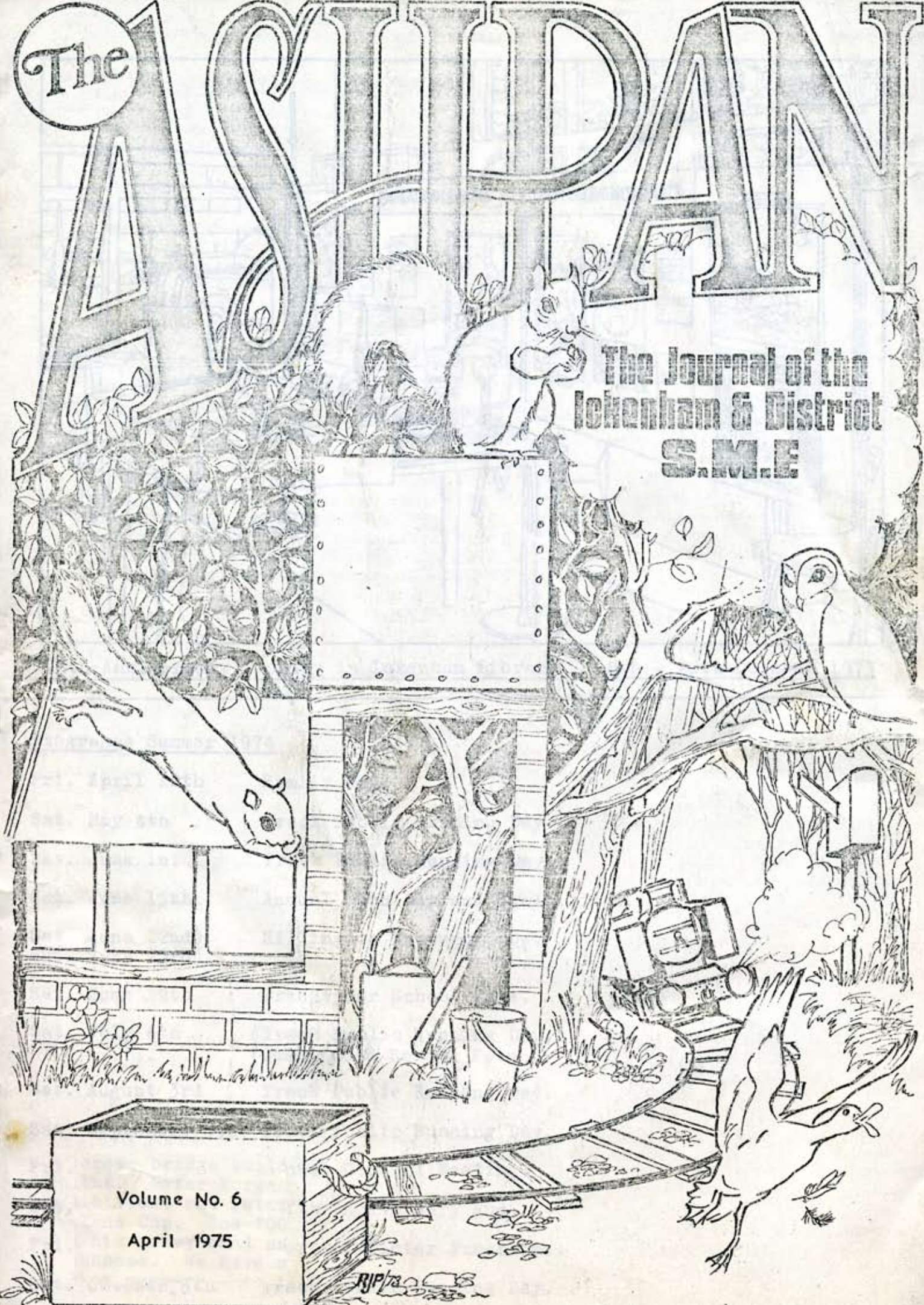


The

ASPEN

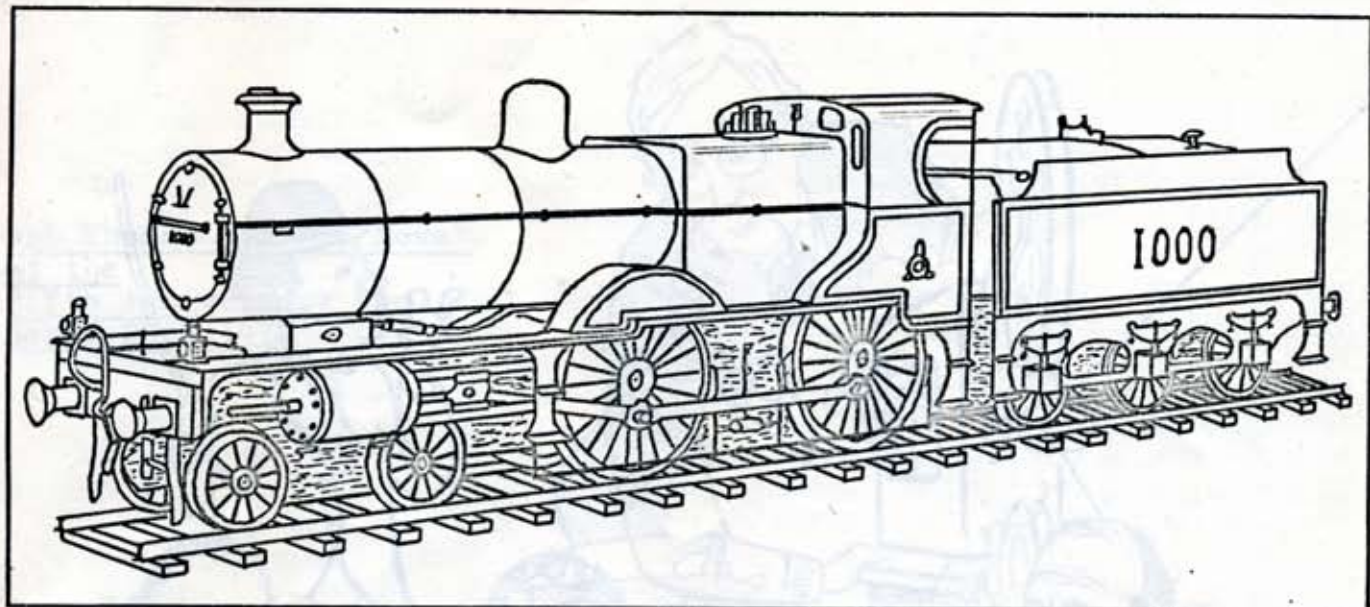
The Journal of the
Ichenham & District
S.M.E



Volume No. 6

April 1975

RJP/75



Peter Morgan's Award Winning Entry - Model Engineer Exhibition 1975

Programme Summer 1975

Sat. April 12th NMRC Exhibition
Fri. April 18th) Trip to North Wales
Wed. April 23rd)
Sat. May 3rd Track Public Running Day
Sat. June 7th Track Public Running Day
Sat. June 21st Annual Open Day and Exhibition
Sat. July 5th Track Public Running Day
Sat. Aug. 2nd Track Public Running Day
Sat. Sept. 6th Track Public Running Day
Fri. Sept. 26th Annual General Meeting
Sat. Sept. 27th 6th Anniversary Run
Sat. Oct. 4th Track Public Running Day

Editorial

Delegation by P.J. Pardington
Deliberation by M. Parsons
Punctuation by L.J. Greene
41, Hatherleigh Road,
Ruislip, Middx.

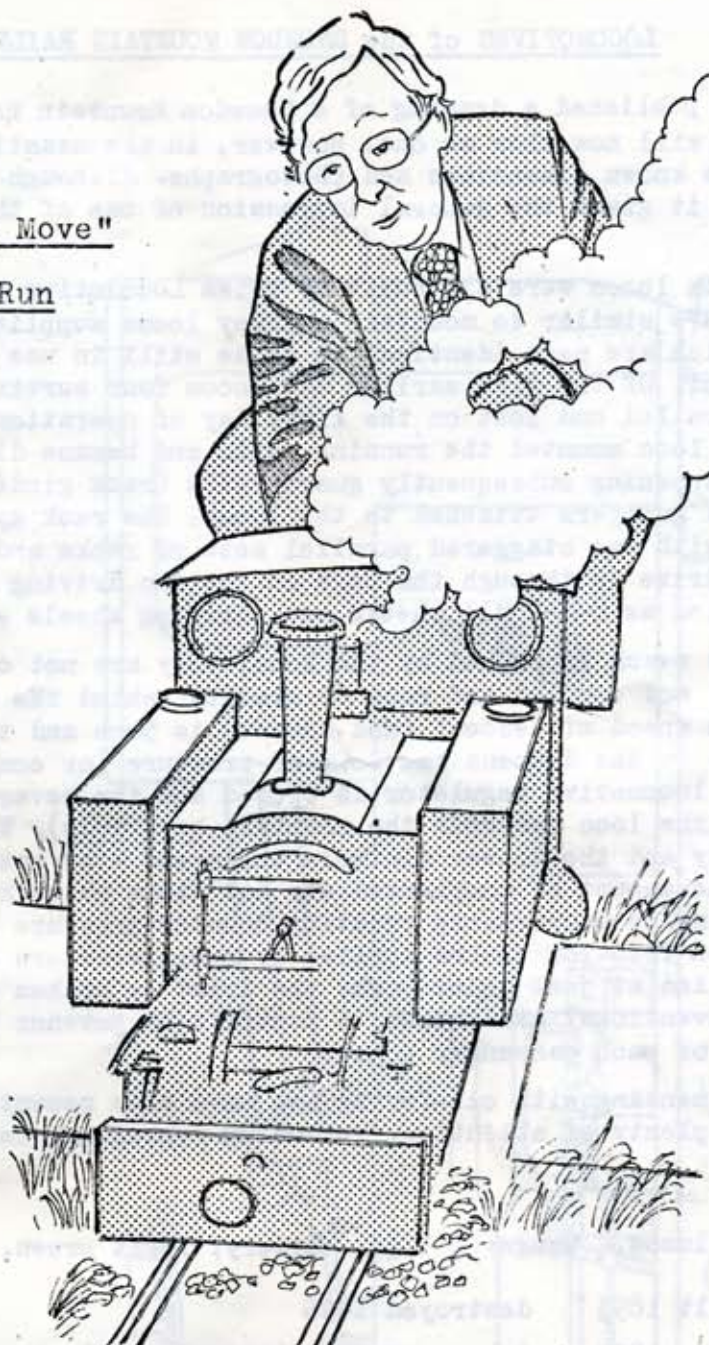
Looking back over the past few months a great deal has been achieved by the Society. Certain members paid a visit to the Welling Society last year, most members attended three social evenings (Bonfire Night run, Welsh film night and the Grand Supper Buffet) and many members supported working parties for tree topping, clubhouse decorating, concrete bridge building and point and track relaying during the Winter months. Peter Morgan and Fred. Matthews both exhibited at the ME Exhibition, and Peter received a "Commended" certificate and the New Zealand Cup. The "OO" section has been reinvigorated by Jock Weeks and his merry band and now meets regularly on Sunday mornings at the clubhouse. We have welcomed several new members - including some junior members - to the society in recent months.



GO ON THEN, LAUGH

Peter Morgan's "1000" was marked "Commended" at the ME Exhibition and he was duly congratulated at the subsequent club meeting. Some three or four weeks later, however, the organisers informed him that he had been awarded the New Zealand Cup! He naturally queried this, but later received the cup itself as confirmation, so congratulations were again offered for this excellent double achievement. Also, as a result of Fred's and Peter's locos. being at the exhibition we had a full page (except adverts.) spread of pictures and information on the back page of the local paper - the second time we have achieved this in less than a year. Who says we get no publicity?

Bob Thomas "On The Move"
at the
Fifth Anniversary Run
Sept. 28th 1974



The Grand Supper Buffet (Fred's Nosh) was a great success despite dire predictions from certain quarters. This was the first time we have attempted such a venture since a "Ladies Night" in the days of Chairman Allchin, and several members have enquired about a repeat next year, showing the predictions to be entirely unfounded.

The Welsh film night was another occasion when we received guests at the clubhouse, and this also went down very well. Another trip to North Wales will take place shortly after this edition of "Ashpen" goes to press. This time it has been planned a little more in advance - we hope such "organisation" does not detract from the formula for success. Other diary dates this Summer are the NMRC Exhibition at Ealing Town Hall on 12th April (with I&DSME display) and our Annual Open Day and Exhibition on 21st June. This year Malcolm Sadler hopes to organise a competition of exhibits, providing sufficient entries are received.

This is the time of year we normally elect next Winter's programme secretary. In accordance with the discussion earlier in the year there will soon appear (it may have already appeared) in the clubhouse a list of the dates in the next session. Each member is asked to adopt two dates and to try and fill them with a lecture, film or outside speaker, etcetera. As there are already several fixed items in the calendar we should end up with a surplus to carry over to 1976/7 - how is that for forward planning?

LOCOMOTIVES of the SNOWDON MOUNTAIN RAILWAY

I have never seen published a drawing of a Snowdon Mountain Railway locomotive - doubtless someone will now show me one. However, in the meantime this drawing has been prepared from known dimensions and photographs. Although its accuracy isn't guaranteed I feel it gives the general impression of one of the earlier batch of SMR locos.

The eight SMR steam locos were all built by Swiss Locomotive and Machine Works in Winterthur. They are similar to mountain railway locos supplied elsewhere especially the last three which are near identical to those still in use on the Brienz-Rothorn-Bahn in Switzerland. Of the five earlier SMR locos four survive - No. 1 being the loco which was derailed and lost on the first day of operation. This accident occurred when the loco mounted the running rails and became disengaged from the rack. To prevent this happening subsequently guard rails (rack girders) were laid alongside the rack rails and grippers attached to the locos. The rack system used is that developed by Abt with two staggered parallel sets of racks and engaging cog wheels on the loco. All drive is through the cogs on the two driving axles - although the locos are classified as 0-4-2 all wheels are carrying wheels only.

When ascending the coach is pushed by the loco, they are not coupled; on the return the coach is still not coupled and runs by gravity behind the loco which acts as a brake. The maximum speed of descent (and ascent) is 5mph and there are three braking systems available. On the descent the counter-pressure (or compression) brake is usually used. The locomotive regulator is closed and the reversing gear set to full forward position (the loco descends the mountain backwards). The loco tends to run downhill by gravity and the driver controls the speed - or rather, the amount of resistance - by the amount of compressed air and steam which he allows to escape; the cylinders acting as compressors creating counter-pressure opposing the engine's motion. In addition friction brakes applied by speed governors are available and are automatically applied at just under 5mph; the friction brakes can also be applied by the crew using conventional handwheels. A centrifugal governor brake is also fitted to one of the bogies of each passenger coach.

The SMR are experimenting with oil-firing and have also recently acquired an ic loco but this requires plenty of attention, including regauging, before it will be of use as a works loco.

SMR locos. Gauge: 2' 7½". Livery: light green.

1	Ladas	built 1895	destroyed 1896
2	Enid	" 1895	in use 27.4.74 (IDSME visit)
3	Wyddfa	" 1895	in works 27.4.74. Converted to oil-firing 1972
4	Snowdon	" 1896	not seen 27.4.74: presumably on PW train up mountain
5	Moel Siabod	" 1896	in parts in works 27.4.74
6	Padarn	" 1922	in shed 27.4.74, not in use but appeared serviceable
7	Aylwin	" 1923	in works 27.4.74
8	Eryri	" 1923	in use 27.4.74. Converted to oil firing 1972

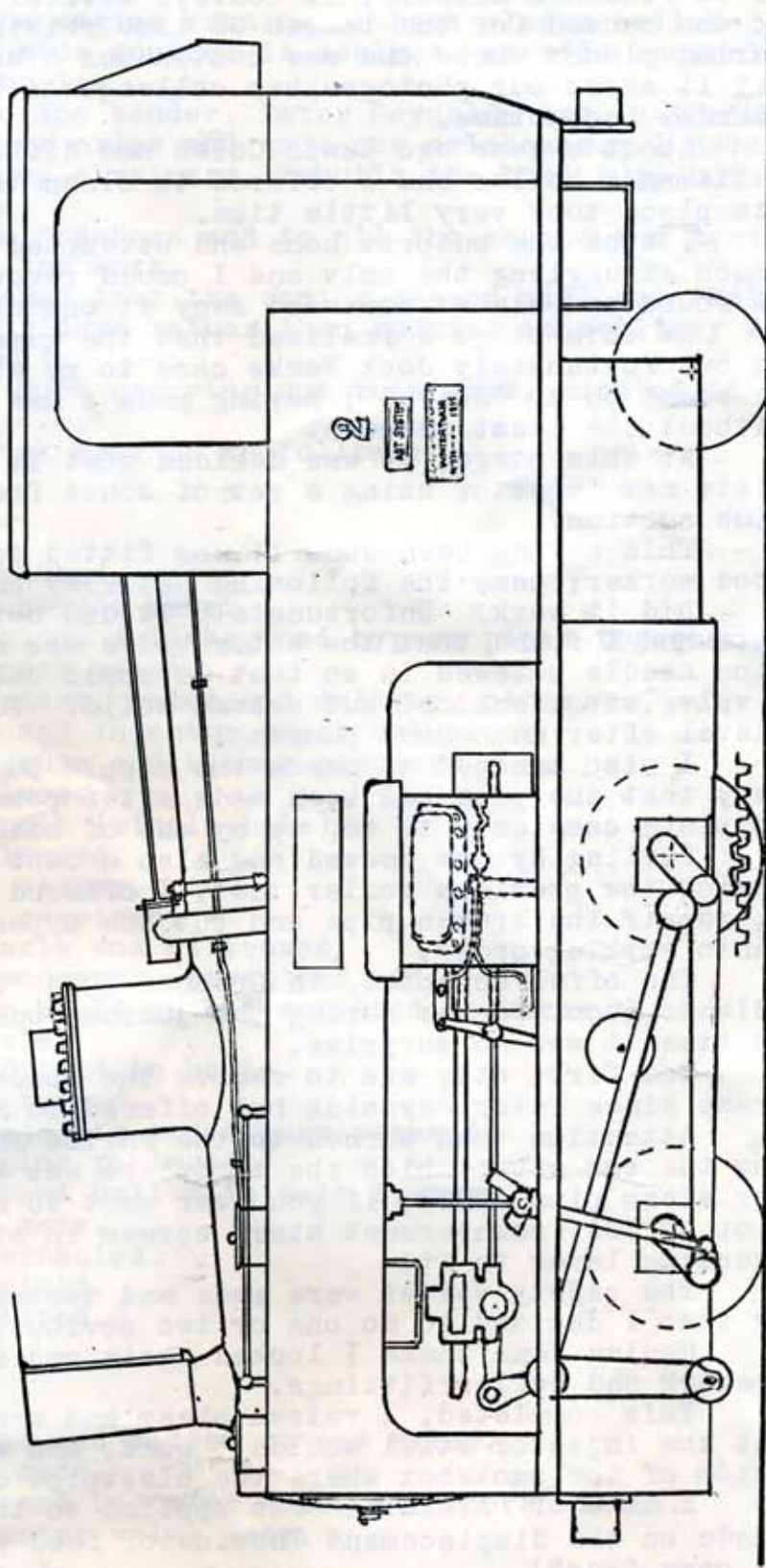
The internal-combustion loco is a four-wheeled diesel mechanical machine built 1949 by Ruston and Hornsby. It is 2' 10½" gauge and arrived at Llanberis in late 1973.

Much of the information above is from a booklet on the Snowdon Mountain Railway published by Ian Allan at a worthwhile 25p.

Malcolm Parsons.

SNOWDON MOUNTAIN RAILWAY

LOCOMOTIVE N^o 2



SCALE: 12mm to 1ft (1mm to 1inch)

BASED ON PHOTOGRAPHS
AND KNOWN DIMENSIONS.

The word "Talisman" means different things to different people; a charm, to the literary student a novel by Sir Walter Scott, to the holidaymaker sailing the Clyde a diesel electric paddle steamer! However to Ickenham members, it conveys several other things; for example the record for the length of time raising steam, and for discovering places where the new continuous track was not to gauge: in short it means our photographer colleague's three and a half inch gauge tender locomotive.

About a year ago Lewis Coles had difficulty in getting water into Talisman's boiler and I offered to clean the injector, removal from its place took very little time.

I took the culprit home and attempted to remove the cones; after much struggling the only one I could remove was the steam cone which I found had almost corroded away at one side!

At this stage I realised that the pipe connections used $5/16" \times 40$ threads but fortunately Jock Weeks came to my aid and I made pipes to fit the beast on my "Juliet"; having made a new steam cone this was done without the least success.

At this stage, it was decided that it would be easier to make a complete new injector using a set of cones from those which I bought at a Club auction.

This having been done it was fitted to "Juliet" and proved to be a good worker; came the following Saturday and a test on "Talisman".

Did it work? Unfortunately it did not! During the next hour my helper and I found that the water valve was a plug cock with an extension handle screwed in so that it could only turn one way; the bypass valve was identical but seized solid! We could only recover the water level after much hand pumping!

I also managed to crack the nipple on the steam pipe, and the discovery that the pipe had been made after passing through a hole in the footplate came only to top up my cup of bitterness!

Feeling by now peeved and also a debt to the owner and remembering the previous boiler test, I offered to make two new safety valves, repair the broken pipe and put the bypass and injector water cocks into working order.

The offer accepted, in October 1974 "Talisman" was transported to Woodlands Loco. Works; during the journey one tender buffer fell off! By this time it was no surprise.

The first step was to remove the tender tank from the underframe since Peter Reynolds had offered to re-gauge the wheels.

Attention then turned to the engine and work started by removing the cab after which the footplate was tackled (to get the injector steam pipe off!); if you ever want to fix a plate in position use a lot of 7BA. countersunk steel screws in steel frames, and then fix the reversing lever to it!

The safety valves were made and tested on "Juliet" but before fitting them I decided to do one or two obviously needed boiler repairs.

Having done these I looked again and started to overhaul all the pipework and boiler fittings.

This completed, I raised steam and was pleased with the boiler work but the injector still wouldn't work, and water was running from the bottom of the smokebox where the blastpipe entered!

A dose of "Araldite" was applied to this and a new running joint made on the displacement lubricator feed pipe. (Is that where all the oil came from?)

Having done so much, I felt that I should do a complete repair and therefore the sagged grate and ashpan which rested on the trailing wheels were scrapped, to be replaced by a drop grate and open ash deflector plate.

Turning to the running gear, the worn axleboxes were tackled first, at this stage, I found that horns were not in the same place each side, and of different sizes.

The axleboxes were built up and remachined to a larger axle size; the driving being built up by silver soldering sleeves on and remachining.

rod. A new leading axle was made as was a new eccentric strap and

all reassembled. A set of new coupling rod and big end bushes were fitted and

The trailing wheels, refitted to a new axle, were carried in new axleboxes.

Having seen the engine running, I have always believed that a leading bogie without side control is useless, so side control springs have been added to the bogie.

Turning now to the tender, Peter Reynolds has re-turned the wheels, fitted the two new axles and made new axleboxes. I have fitted new injector and feed pump strainers, rebuilt the hand pump and made a new injector water valve.

Repairs to the drawbars and to all the engine and tender footsteps will complete the work.

It is to be hoped that the coming season will see "Talisman" at work on public running days rather than running in solitary state, even the "wrong way round".

I have learnt much carrying out this work, much of it is unprintable.

The list of work done is as follows:

Engine

All glands repacked.
New regulator handle made.
New feed, suction, delivery and bypass pipes together with new bypass valve.
New injector steam, water and delivery pipes.
New hand pump and injector check valves.
New pressure gauge and blower pipework.
New safety valves.
New blower nipple (single hole).
Water gauge cleaned.
New grate and ashpan.
Firehole door repaired.
New trailing axle and axleboxes.
New feedpump eccentric strap and rod.
Main axleboxes built up and refitted to horns.
New leading axle.
Side control fitted to bogie.
All wheels re-turned.
Coupling rod and big end bushes renewed.
Driving crankpins replaced.
Reverser quadrant bolted to main frames.
New footplate made.
Lubricator overhauled.
Footsteps repaired.
New whistle fitted.

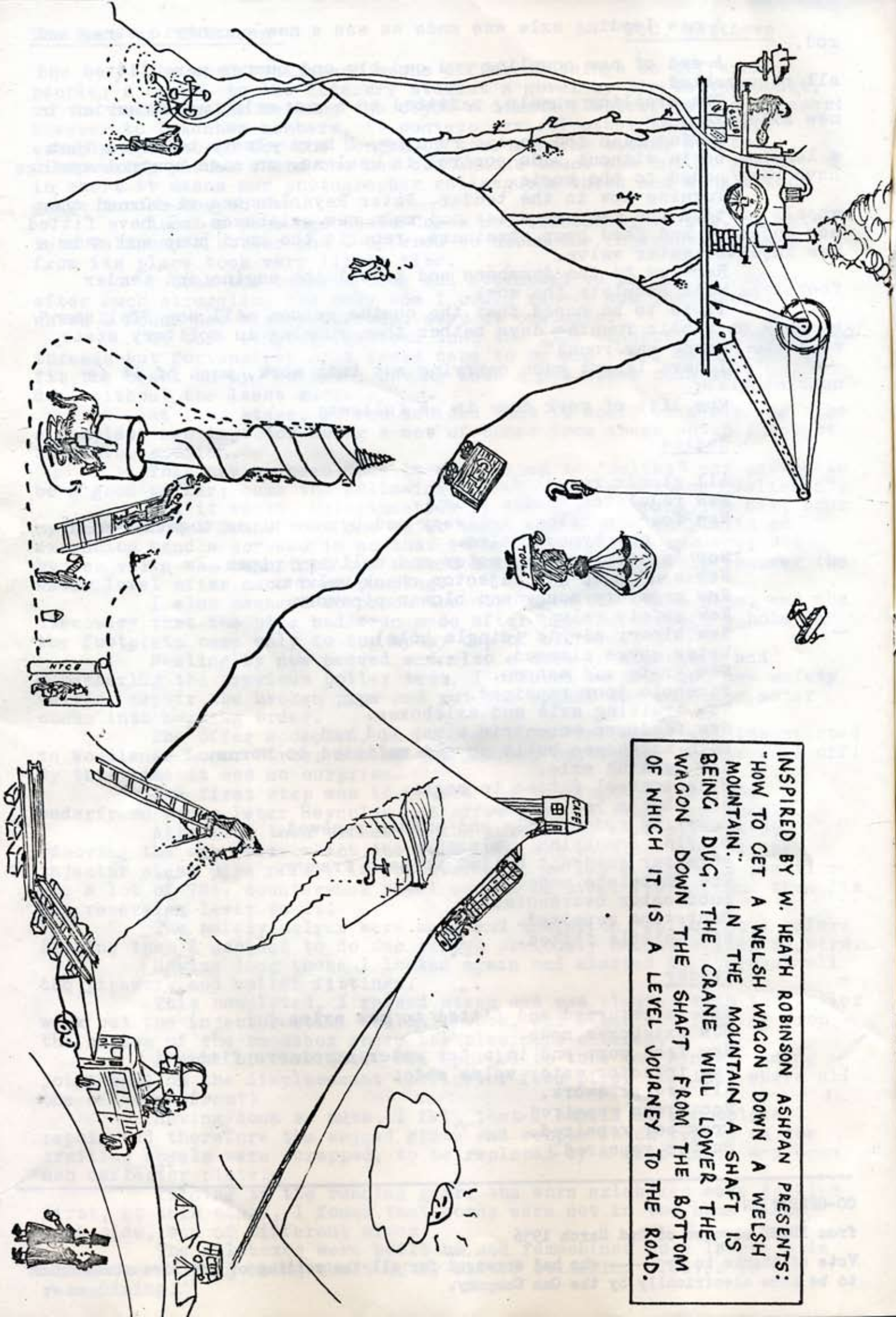
Tender

Wheels returned and fitted to new axles.
New axleboxes made.
New feed pump and injector water strainers fitted.
New injector water valve made.
All new pipework.
Footsteps repaired.
Draw bar repaired.
Buffer repaired.

CO-OPERATION

from IDSME minutes of 2nd March 1956

Vote of thanks to Mr ——— who had arranged for all the welding of the live steam track to be done electrically by the Gas Company.



INSPIRED BY W. HEATH ROBINSON ASHPAN PRESENTS:
 "HOW TO GET A WELSH WAGON DOWN A WELSH MOUNTAIN." IN THE MOUNTAIN A SHAFT IS BEING DUG. THE CRANE WILL LOWER THE WAGON DOWN THE SHAFT FROM THE BOTTOM OF WHICH IT IS A LEVEL JOURNEY TO THE ROAD.

1) Members wishing to enter the competition should submit their models on the morning of Saturday, 21st June 1975 at the clubhouse, for judging prior to public display in the afternoon.

2) Models awarded trophies need not be complete but must show the use of good engineering principles and craftsmanship.

3) Members may have their names and the year engraved on trophies but it is suggested that this be done at members' own expense.

4) All trophies are to be returned to the society after twelve months.

The trophies and their categories are listed below:

Tankard

Inscribed -

"Ickenham & District Society of Model Engineers"

"Temple 00 Trophy"

For the best model of railway equipment in 00 gauge or any scale below gauge 1.

Tankard

Inscribed -

"Ickenham & District SME"

"Marine Trophy"

For the best model of any item connected with ships, boats, shipping or dockside equipment.

Cup

Inscribed -

"Ickenham & District Society of Model Engineers"

"Gazeley Challenge Cup Presented 1950"

For the best model with the emphasis on locomotives above 2½" gauge, but also for workshop equipment.

Cup

Inscribed -

"Ickenham & District SME"

"Piggott Junior Challenge Cup"

For the best example of Model Engineering or Workshop Equipment by a member still of school age or full time at college.

Your Attention, Please

L.J. Greene

As a result of the ME Exhibition in January 1968 I met George Chaplin of the Malden Society and we subsequently exchanged visits between homes and societies during that year. George visited Ickenham at the Open Day in June and while being impressed by the magnificent display of model engineering exhibits said particularly nice things about a warning notice that decorated our walls in the clubhouse in those days. This was a copy of one seen some time before by Derick Jenkins on a Southend Society stand at a Model Railway Exhibition which, although very appropriate to our hobby may not, I suspect, have had a modelling origin.

A subsequent visit by myself to Malden showed that George had been sufficiently inspired to produce a similar notice for his own society's clubhouse, except that he had made it about ten times larger than ours and had included a translation for the benefit of those not versed in the German tongue! Fully appreciating this literary masterpiece, I have always regretted not having taken a copy at the time. Nevertheless, the contents were not lost to posterity but published in the Journal of the West Riding Small Locomotive Society. (The notice is in the form of a letter from an imaginary visitor to

their Blackgates track.) It found its way into "The Blower", the quarterly journal of the Derby Society of Model and Experimental Engineers, and then the "PLS Journal", between whose covers it recently arrived on my doormat.

And so, with due acknowledgements and thanks to all concerned, I am pleased to reproduce the two notices below.

ACHTUNG!

Alles Lockenpeepers -

Das Instrumenten is nicht for Gefingerpoken und Mittengraben, ist easy schnappen der springenwerk blowenfusen und poppenkorken mit spitzensparken ist nicht fur gewerken by des Dummkopfen, das Rubbernecken sightseeren keepen hands in das Pockets - relaxen und watch das blinkenlights.

HERREN,
Gentlemen,

ICH BIN MODEL ENGINEEREN. ICH HABE EIN ITZYBITZY
I am a Model Engineer. I have a 2½" gauge

FLIEGNDER HAGGISBASCHER. ER IST KLAPT.
Flying Scotsman. It is guaranteed perfect by the dealer.

ICH LEIN ON DER KNUTTIESCHLACK-UND-WASSERBIN, GEFINGERPOKIN IN DIE
I lean on the tender, making small adjustments in the

HERRLOCOMOTIVEDIREKTORDONNERUNDBLITZEHAUS.
cab.

ICH FITTL MIT DER FEUERBREITNER, DAS PIDDLER UND DIE KOMMENGOHENWERE.
I attend to the blower, the drain cocks and the reverse lever.

ICH BLASTE DER BARENSPLITTENSHRIEKENPYP, UND FORVARTS FLINGEN DER
I blow the whistle and open the

SCHARTENHANDL. ER SCHARTET!
throttle. We're off!

DIE SCHNUFFLER GESCHNIFTET, DIE KLANKENBITZ THUMPEN UND BANGABOUT, UND
DIE SCHNORTUBEN SCHPITT FEUER, MUCK UND GOTTKNOWSVOTT.
Everything is working smoothly.

ICH BELTER LIVINDAYLEITZ ARTEVIT. ALLES IST WUNDERBAR.
I increase the speed a little. It is all very pleasant.

ULLO, ULLO, VOSDIS? IST KOMMEN DAMROTTENSTINKENMOTOR!
What th- There's a diesel coming towards me!

KERDOINK UND TINKL, TINKL!!! VOTT DER BLUTTYELAZAPNDERE?
Kerdoink and tinkle, tinkle!!! Whatever has gone amiss?

DER DAMSTUPID SCHWARTZGATEN ENGLISCHPIGS RUN DER WRONK VAY ROUNT!
Our kindly Blackgate friends rightly drive counterclockwise!

ICH WILL HAVE DER GUTZ FUR GARTERZ!
I will also enjoy my next visit!

AUFWIEDERSCHEN,
Till we meet again,

(signed) Pseudo Schmitt,
Ersatz, Germany.