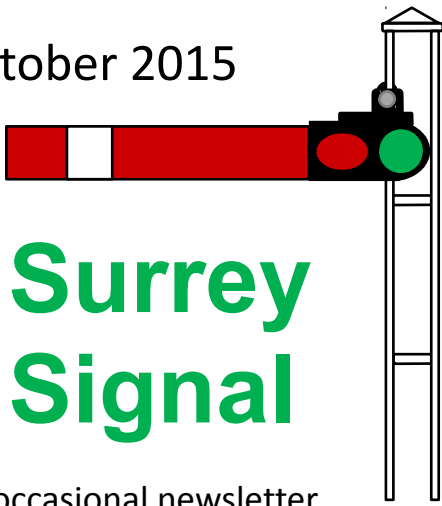


October 2015



An occasional newsletter
for the G1MRA Surrey Group



Surrey Oval in 2016

The Oval has had a quiet Autumn: with the move from Woking to Cambridgeshire the AGM organisers naturally relied on Anglia Roads this year, and the 2015 Model Engineer Exhibition sadly did not run.

In the event, though, there was lots of spare space at the AGM and another year I might suggest we hitch up the trailer and take the Oval along too.

MEX has now been reorganised and will run at Brooklands on 16th – 18th September 2016. The organisers are working with the venue to find us an indoor space for the Oval and I hope we will be part of what should be a great event.

We are already booked for 2016 at the G1MRA Spring show which this year is in Slough on Saturday 30 April, and at the Royal Holloway Science Festival on Saturday 5 March where we shall once again be running in the splendid Victorian boiler house.

First Surrey fixture at Guildford

Our October fixture was at GMES where two running lines are now available on the new permanent track.



By the time I arrived, everything was in full swing with engines circulating magisterially, lots of conversation and (thankfully) no rain. We had a bumper turnout, boosted by our good friends from GMES. We also welcomed G1MRA aristocracy in the shape of Geoff Uren (G1MRA chairman) and Peter Trinder who had travelled up from Amberley .

The track ran beautifully. There have been some concerns during the year about track movement and turnout geometry, but the team at Guildford (especially Jim Mander who has constructed some beautiful pointwork) clearly have everything under control. At tea time Peter Jackman got his camera out and took a commemorative shot to mark our inaugural run.



A particularly exciting feature of the new track is an opening gate. G1 folk are sometimes derided for running our engines at scale speeds of 100mph or more: perhaps we should make a virtue of this and fit a ski ramp allowing engines to circulate even if somebody has accidentally leaves the gate open...

Of course, since the gate is on a curve, a carefully designed skew ramp will be needed to ensure that the train lands accurately on the other side. Ambitious, perhaps but nothing that Peter couldn't knock out in a day or two on his 3D printer, I'm sure.

Alan England 21 March 1933 – 3 June 2015

Alan England, co-founder and Chair of the Surrey G1MRA group died in June after a long battle with cancer. Over 100 people attended the funeral, and there was standing room only in the chapel.



Alan was born in Greenwich. His father was a headmaster, and the school was evacuated to Chertsey. The family stayed in the area after the war; Alan was schooled at St Olave's grammar school near Tower Bridge and he had fond memories of travelling to

school by train: Lord Nelsons were his favourite engine. After school, he completed an engineering apprenticeship at Vickers-Armstrong on the Brooklands site, followed by national service before returning to work in the BAC wind tunnel. He left BAC to set up a Formula 1 racing team, which led to a wide variety of motor sport projects.

Although physically debilitated, Alan was otherwise himself right up to the last few days and we had many conversations about Gauge 1, the ongoing doings of the Surrey Group, and his memories of friends and colleagues. He took particular pleasure in the model of 30850 Lord Nelson that Bill Whiting completed for him this year, based on an LBSC Dot chassis of Alan's.

The Surrey Group was initiated in the summer of 1999 by Martin and Pauline Hulse who were editing the NL&J at the time and wanted to help develop the local groups. They invited all of the Surrey members they knew to a GTG, including Alan England, Art Walker, Bob Symes, Mike Bland, Peter Howland, Peter Trinder and Peter McCabe. They agreed to have a regular running programme, and Art and Alan volunteered to do the organisation. Alan's speciality was to telephone every new G1MRA member who could possibly be in our catchment area, and many folk (including me) got started properly in Gauge 1 as a result of Alan's encouragement.

In December 2013 the group started planning for a portable layout. The first technical meetings were held at Alan's, and he offered his forecourt and garage as a construction base and for storage. Even though Alan was already rather infirm, he participated fully in the early stages, and he was well enough to come to the 2014 AGM at Woking where he was able to see the Oval in full operation. Alan will be very much missed for his enthusiasm, his skills and his company.

New member: Brian George



Please welcome Brian George, seen here in discussion with Richard Burkett at GMES. He joined G1MRA in 2011 after seeing Gauge 1 in action at SMEC. On (semi-) retirement, Brian

bought an Aster Bulleid Light Pacific (Winston Churchill, in Brunswick Green) which he built from a kit and is now running beautifully. He also has an Aster Merchant Navy kit to build: prototype not yet decided.

New member: Matt Scrutton

Please also welcome Matt Scrutton, seen here on the right at the GMES meeting with (L-R) Martin Hulse, Peter Trinder, Bob Boorman and Jim Mander.



As you may have deduced from his fleece, Matt is 1:1 scale train driver for South West Trains. He has been a member of G1MRA and GMES for some time, and has a G1 model of a WD 2-10-0 under construction. I had the pleasure of seeing one of the remaining prototypes at the Utrecht museum last year, and it certainly is an impressive beast which will make a terrific model.



The red thing behind, by the way is a tender for a 7¼ inch gauge Lion, also under construction.

Final meeting at the Blands'

Mike and Christine are on the move, in an effort to find a level garden. Their track has always been one of my favourites: the light always seems just right for photography.



After hosting their usual July fixture, we were offered a final run on 29 September. There was a great turnout, and much cake, tea and meths was consumed. We rounded everybody up at teatime, and Elizabeth took this shot for the archives.



Clockwork complexity

My childhood memories of clockwork locomotives involve a black plastic Hornby loco which after winding would shoot off like a rocket and only occasionally make it around the first bend – basically cheap rubbish... However, a year or two ago Michael Wrottesley showed me his clockwork Baltic Tank running on his own track, and I was astonished at the graceful and powerful way the engine pulled away.

Whilst researching the material for my history and technology of G1 talk I started reading up the

engineering that went into these grown up clockwork engines, and when eBay threw up an affordable engine I couldn't resist.



This is a Bing for Bassett-Lowke 112, named for the address of the 'new' BL shop on High Holburn which opened in 1910.

The engine is in jolly good condition, and after a bit of running and oiling has eased to the point where it will run light for about 80 – 90 feet (which is well over a complete lap of my track).



The mechanism is truly beautiful. An enormous spring which takes some winding, a complex gear train and a mechanical regulator (basically a brake) which keeps the speed down even when the spring is fully wound. Two rods at the back control a reversing gear and a lock which holds the engine stationary.

A feature of these early engines that was carried over onto electric and live steam versions is the track-switching mechanism: there are two levers underneath that can be tripped by raised platforms between the rails to stop and reverse the engine. One day I should set up an out-and-back clockwork layout so that I can stand at one end and let the engine run out, reverse, return and stop.

This engine was originally green but has been carefully overpainted in LMS colours, probably by BL themselves. After WW I G1 clockwork became hard to sell, and even in the 1930's they were still trying to shift them at the reduced price of 30 shillings, perhaps prompting the repaint into a more popular colour.

Swiss Group visit to Amberley

The Swiss Group come to the UK every two years to tour major tracks. This year they were focussing on the South of England, and Peter Trinder organised a day at Amberley Chalk Pits museum where he is a volunteer. The Surrey Group were invited along too, and several of us including Ian Russell, Tony Alderman and Elizabeth Scott went along. They had decked out the narrow gauge engine with Swiss flags in honour of the visitors as you may be able to make out in my badly focussed photograph.



Peter has suggested that it may be possible to run the Oval at Amberley during their model railway special event in 2016 if they can find a large enough covered space for us. Fingers crossed.

Ashford High Line final touches

Peter has made some Peco-sized track joiners to connect up my lift-out bridge section. He personalised them for me as you can see if you look closely into this truck. The picture was taken on November 1st by the way – still lots of colour in the garden. More on my track (if you want it) at

<http://www.cs.rhul.ac.uk/home/adrian/steam/AshfordHighLine/>



The Wrottesleys on tour

Michael and Francesca took a late season trip to Sienna and Luca, which included a steam special into the Tuscan Hills for a mushroom and truffle festival hauled by this Franco Crosti 2-8-0 – that's one of those feedwater heater systems that were tried out for a few years in the mid-50's on 9Fs.



Adrian in reliable engine shock

I think it was after the Reading show that Mike mentioned, only partially in jest, that Peter and he had been talking and decided that what I really needed was a *reliable* engine.

Fair enough I suppose. After a while, my usual track-side fires, flying engines and double-headed fireballs are bound to lose their entertainment value. So, I have decided to go from the ridiculous to the sublime and have taken on Alan's Tom Barratt-built Bulleid Q1.



The engine was originally made for Bob Boorman who told me that it could pull everything he had. He sold it on to Alan, and it was the last engine we tried to run together at Peter Jackman's meeting in September 2014 (sadly without much success).

It is certainly a serious piece of kit: twin cylinder, fully sprung and heavily built. I had trouble getting a decent fire going at home so I spent some time experimenting

with the wicks before taking it to GMES in October. I still wasn't having a lot of luck with my rather asthmatic fan, so Jim Mander lent me his FanZilla which has a speed controller that goes up to 11.

Up came the fire, and quite quickly the engine was running on its own blower. We hung five coaches off her and sent her round.



Great success; I think I got about an hour's running in. Bob Boorman was there, delighted to see his old engine in action. There is power to spare: with a barely open regulator she was rushing around rather quickly with the safety blowing off making a rather indiscreet noise.

Elizabeth's J65: first air run

Elizabeth has a Barrett Engineering GER E22 under construction (that's an LNER J65 to you post-grouping types, also known as a Blackwall Tank). Apart from their allocations in East Anglia, E22's worked the Blackwall line. As you can see, they often ran as 2-4-0 with the front coupling rods removed.



Liz and I both have kits. Mine is unstarted, but Elizabeth has been working away with her customary eye for detail. By October the chassis was painted and ready for an air test. We couldn't get the timing right at first, or so it seemed.

Liz stripped the steam motor down and found an errant piece of liquid gasket had got into the steam passages. After she reworked the sealant and tweaked the timing the new engine burst into life. After some oiling and running in, we got to the point where it would self-start at 12psi, which I think is pretty good going for a new block.



Oval developments

Now that the trailer is fully kitted out it has moved to Guildford. We're very grateful to GMES for allowing us to park the trailer there. Here's Peter after we got the trailer in position with its immobiliser for the first time.



Peter has done some rework on the internal racks to hold the boards securely when we wheel them up the ramp after we had some excitement when reloading after the Reading show. Two boards are currently in Peter's workshop whilst the last of the pointwork is constructed and fitted.

A note on the Signal

Very kindly, nobody has asked me why there hasn't been a Surrey Signal since April... Pressures of day job, work on the track etc etc. Hope to get back to bi-monthly publication now.

Frontpiece

Halloween on the Ashford High Line as a Terrier works its way past 32:1 scale cobwebs.



SURREY G1MRA GROUP

2015 fixture list



Surrey group meets second Tuesday afternoons

Please refer to your membership list for venues

Tue 13 Jan	Sutton MEC	13.00
Fri 16 Jan - Sun 18 Jan London Model Engineer Show - Invicta Track - Alexandra Palace		
Tue 10 Feb	Ken Lowes	13.00
Sat 21 Feb	Bacon Butty Bash, Durrington; Salisbury and Stonehenge Group	
Sat 7 Mar	Royal Holloway Science Festival	All day; setup Friday evening
Tue 10 Mar	Mike Bland	13.00
Sat 28 Mar - Sun 29 Mar Festival of Model Railways - Anglia Roads - Alexandra Palace		
Tue 14 Apr	Martin Hulse	13.00
Sat 25 Apr	G1MRA spring meeting, Shepshed near Loughborough	
Sat 9 May	ALSRM show, Reading	All day; setup Friday 15.00
Tue 12 May	Michael Wrottesley	13.00
Tue 9 Jun	Ken Lowes	13.00
Sat 4 Jul - Sun 5 Jul GMES rally Guildford - running on new permanent track		
Tue 14 Jul	Mike Bland	13.00
Sat 8 Aug	Lionsmeet 2015 at GMES rally - running on new permanent track	
Tue 11 Aug	Bob Boorman	13.00
Tue 8 Sep	Peter Jackman	13.00
Tue 13 Oct	Guildford MES	13.00
Sat 24 Oct	G1MRA AGM, Woodgreen Animal Centre, PE29 2NH	
Tue 10 Nov	Sutton MEC	13.00
Tue 8 Dec	Bob Boorman	13.00

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