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Summer 2016



THE

SILVER JUBILEE

The Newsletter of the OO Live Steam Club

Number 10

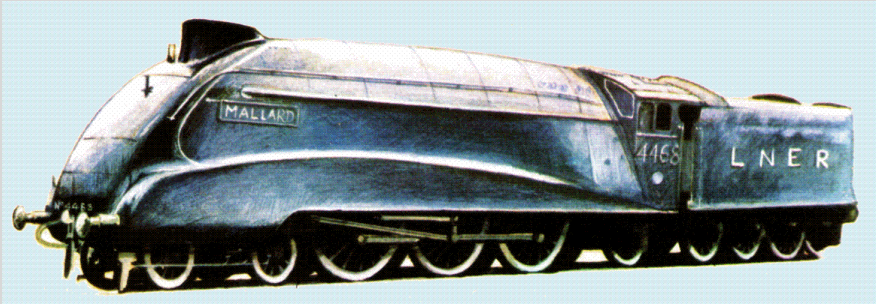
2016

81 years since the LNER express of the same name first ran

Visit the website - <http://oolivesteam.com/>



The Newsletter of the OO Live Steam Club



The OO Live Steam Club is dedicated to the collection and operation of the Hornby OO Live Steam range of locomotives. The name Hornby and the use of the Hornby Live Steam logo are with the kind permission of Hornby Hobbies Limited. All opinions expressed within this Newsletter are those of the contributors, and any information including technical subjects is provided in good faith. The OO Live Steam Club cannot be held legally responsible for any errors whether real or implied.

Your Committee:

President : Richard Hallam

Chairman: Adrian Campbell

Secretary & Membership Secretary: Chris Oakes

Treasurer: Eric Fenwick

Roadshow Manager: Maurice Rourke

Shop Manager: Nick Beard

Hornby Liaison: Charles Leekham

Junior Member: George James

Elected Members: Michael Marshman

Technical sub-Committee:

Richard Hallam

Jimmy Whitehouse

Eric Fenwick

The Silver Jubilee Newsletter

Newsletter Editor: Norman Woollons

Deputy Editor: Richard Schoenewolf

Editorial

This is the 10th edition of your club newsletter, although in the beginning it wasn't called *Silver Jubilee*.

But we have a question. What do you want from your newsletter?

It has been a while since one was published, simply because there has been no real material to include. When we asked last year for submissions, well, the response was rather underwhelming. Actually there was no response.

The *Silver Jubilee* newsletter is about getting the most out of the Live Steam club but we are not sure what you the reader wants, expects or would like to see in future issues.

Please contact us using the address at the end of the editorial and tell us.

The roadshows continue to be a thriving part of the work of the club, criss-crossing the UK and being present at all the big shows. As well as the new and expanded club layout, there is a shop selling hard to obtain supplies and the possibility of having your live steam loco checked out by one of the club experts.

There are still more taking place later this year. Do come along – you will be made most welcome.

Inside this issue there is a report on the Mid-Summer meeting which was held in July. Those who attended seem to have had a great time and already there is talk of a repeat in 2017. I am a few thousand miles away, otherwise I would have been there, but it looks as though it may become an annual event, so if you are close enough to travel, it would be worth your time and effort.

Also in this issue there is a piece about building a Live Drive hand controller. It's not hard to do and having tried the unit out, it significantly improves the driving experience. They are for sale in our shop. For those of a nervous disposition, the club will even offer help and advice if you get stuck.

Our email contact is:

[silverjubilee 'at' hvar-digital.com](mailto:silverjubilee@hvar-digital.com)

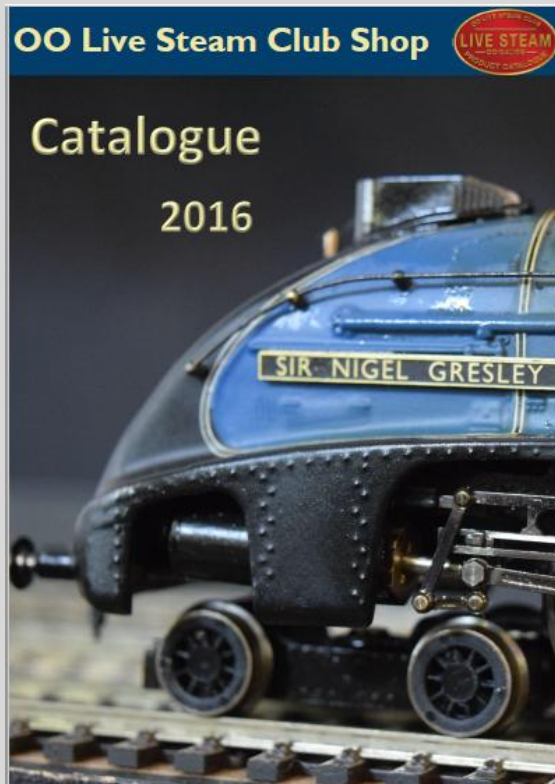
Just click on this link to send us an email.

The Newsletter of the 00 Live Steam Club

NEWS..NEWS..NEWS.. NEWS..NEWS..NEWS.. NEWS..NEWS..NEWS..NEWS..NEWS..NE

The 00 Live Steam Club Shop went live at the start of April 2015. Our shop manager, Nick Beard has written about its history, on page 11.

Have a look at the latest catalogue, available



for download on the club website at

<http://goo.gl/zQk88X>. There will probably be some things in there which you just might need, and certainly things you might like to have.

The 00 Live Steam website forums and the 00 Live Steam club are two separate entities so please be aware that to access the Club Members Area you must be both a registered member of the club and have a valid forum username and login.

If you are not a forum member and would like access please go to this link <http://oolivesteam.com//Forums/> and then select the "Join the Forums button".

You will need to provide a username and password, along with the same email address registered with the club.

Once you have joined the forum, please contact the club secretary again with your new username and he will update our records and enable your access to the members section. Once access has been granted, first log into the forum and then access the Club Members Area.

For those members who do not wish to join the forum a link to the shop catalogue is included below:

Hornby news

Few will not have heard of the difficulties that Hornby have faced over the past 18 months.

As someone whose first train was a Hornby clockwork 0 gauge on pressed steel tracks, aged about 5, I have always felt an affinity with the company, through its many different guises.

At a special General Meeting on 8th July, the company was able to persuade its shareholders to allow the raising of £8 Million through an issue of 30 million shares.

I hope that this measure will allow the company to weather the current storm and to once again become the modelling powerhouse that it was, in the very recent past.

[OO Live Steam Club Shop Catalogue](#)

Just click on the link to see the catalogue.

Visit the website - <http://oolivesteam.com/>

The Newsletter of the OO Live Steam Club

From the Chairman's Desk



Our Club continues to grow and develop and the time and effort being put in by several of our Officers is more than a credit, it is humbling.

Our public faces are the Roadshow, the website and the Newsletter and all 3 are key to the growing success of our Club. We can be proud of our new Roadshow, both the new look and the new operation. A lot of work is going on behind the scenes to expand and improve the website - watch this space - but the Newsletter continues to attract the biggest numbers.

Technical developments centre around the new Live-Drive controller but also the work done helping members with errant locos, often at Roadshows but also in 'home workshops'. Behind the scenes there is work with Liverpool University on loco improvements.

That we do all this without charging a membership fee is astonishing but helped enormously by our growing

shop which needs more than simply administering, it means sourcing and approving products.

The only area of disappointment is that our champion at Hornby, Nat Southworth, has just left and with them undergoing "restructuring" we do not yet know if they will continue to support us.

So, maybe it is our turn to support them. We have never been in a better position to take on some product support for users and we do now have a dialogue with the key people there.

We have now surely achieved our main aim of supporting users of these model engineering marvels and will be able to for years to come.

Adrian Campbell
Chairman

The Newsletter of the OO Live Steam Club

Building a Live Drive unit

The kit comes in a smart cardboard box, which looks really professional.



Opening it, there is a folded A4 sheet of instructions on top, and all the various parts neatly packed underneath.



I had already downloaded the PDF instructions from the club website. There is a photo tutorial created by our member Nick Beard. It can be found at this link <http://goo.gl/bSwlRI>.

Nick has put a lot of development into the tutorial and I found it more helpful than the sheet which comes with the kit because of the step by step photographs. I am a visual/spatial learner so the more pictures the better for me!



How do you drive your locomotives? You may of course be one of the 100+ members who have bought one of the club Live Drive units. Of the 110 which have been sold, quite a few will have been made up but I'll warrant that there are a few which are in a draw or cupboard somewhere, waiting for "some time" or getting a "round Tootit" to do it. (The club shop are out of round Tootits at the moment)

I have followed the threads on the forum and how users say the unit greatly improves the handling of Live Steam locomotives, so I ordered one from the club shop.

It was delivered in short order and this is my experience of building the kit. I should say at the outset that I only solder at a basic level. I have three different size irons, no adjustable voltage soldering station and am completely self taught. But that said, I can generally create joints which don't come apart, even if they are perhaps not the neatest looking in the world.

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To make sure I really understood the wiring layout, because in the pictures, wires cross each other and it is not always completely clear where they run to, I drew a new diagram.

Taking an A4 sheet of plain paper and some coloured crayons, I drew the component parts and then joined the connectors with coloured lines. This gave me an understanding of which connector is connected to which, and with which wire.

I built the hand controller first. With just two components to solder, it was an easy first task.



The advice in the instructions is to drill pilot holes. What I also did was to measure very carefully, and then accurately mark the location on the plastic covers where holes

were required and finally using a small pointed centre punch and a pin hammer, I marked the plastic before I even drilled a pilot hole.



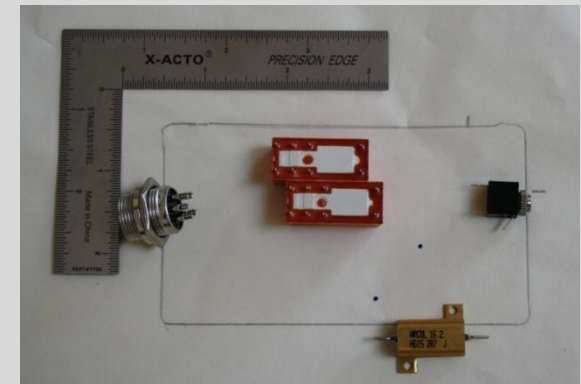
The small indentation in the plastic ensures that the following holes are exactly where you want them to be.



The finished unit looks very smart.

Turning my attention to the electronics box, I realised it was a very small working space for me as a non expert in the art of soldering, so putting a layer of paper on my modelling board, I drew round the outside of the box, to get the outline.

Into this I then placed the components on the outline to see how they fitted.



It gave me the idea that quite a lot could be soldered outside the box, and only the final installation needed to be soldered in the confined space of the casing.

I also decided that I would vary the location of the wire exit ports, so they were not in the horizontal centre of the sides, as per the

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printed instructions, but were in line with the internal connection points. I also altered their vertical heights, so that they were closer to the level of the components, or in the case of the Hornby controller link cable gland, the hole was close to the solid base, so the wires ran under the others, reducing work and conflict between wires in the finished article.

They were also positioned in relation to how I use my Hornby transformer and control units so wires do not cross.

Once these positions had been determined, and measured with a digital calliper for accuracy, I again used the steel punch to make an indentation in the metal casing, before the pilot holes and final dimension holes were drilled.



I positioned the resistor in place on the bottom and marked the holes to be drilled with a fine felt tip pen.

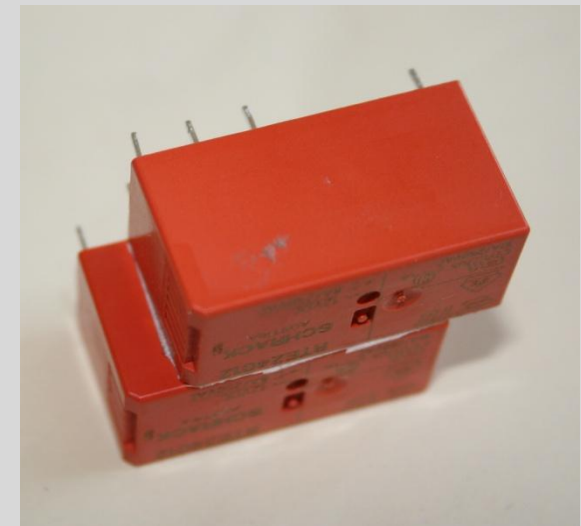


I did a dry run with the various cable clamps and grommets to make sure the holes were the correct size and in the right places.

I spray-painted the metal casing and lid before doing anything else. I couldn't get any of the Halfords textured liner paint that was recommended, so used a grey auto primer as the first coat followed by a silk black finish. Before painting, the inside surfaces and the various holes were covered with masking tape to ensure they stayed paint free.

With the A4 printed instructions on the workbench, together with the PDF instructions on my laptop and my hand drawn large scale

wiring diagram next to the paper layout, the first thing I did was to join the two orange relays together, side by side with a small piece of double sided carpet tape, cut to size.



They were joined offset, so that the lugs which

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were to be connected with wire were all in a line. I also cut the redundant lugs off at the same time.

I went back to the PDF guide at this point and started cutting wires to size, so that I had a number of parts cut and ready for tinning.

Once again, I know the principle of tinning, but found some excellent online resources which explained in clear detail the best way to tin contacts and wires before soldering them together. I have listed the links at the end of the article.

Having drawn the position of the holes on my paper outline, I could cut all the wires I needed while the metal box paint was drying.

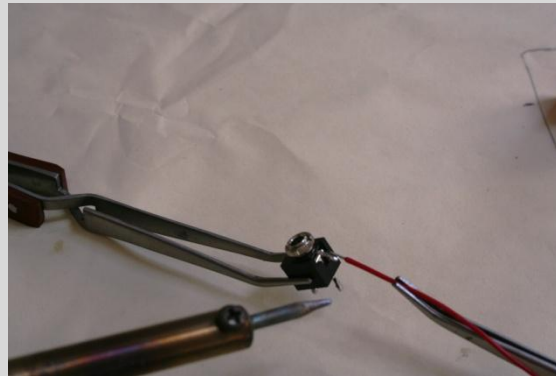
Once I was completely happy with the layout, I tinned all the wires and the component contacts in one go.



With the tinning completed, I then started to assemble parts. The first were the three resistors, with heat shrink tubing to protect areas of bare wire as required.

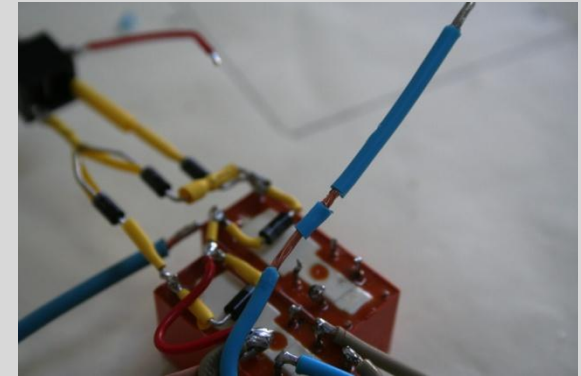
I have a set of "Helping hands" the little crocodile clip clamps on the end of a bar, but I found it was difficult to get the parts together, held on the work table. So I used another tool in my arsenal, self grip tweezers, both curved and straight. (Squires Tools code TW0080)

These held the components and wires, so I could use my hands to manipulate the solder and soldering iron.

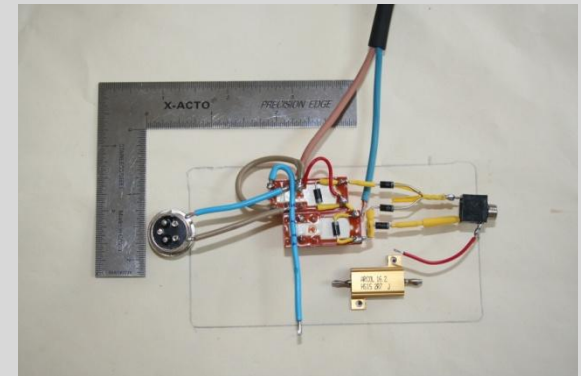


I kept checking all the instructions, making sure the rectifier diodes were facing in the right direction before joining them, then

cutting some 1.5mm blue sleeved lighting cable to fit.



The soldering was all done with the components inside my outline box on the paper, so I knew everything would fit when it was time to assemble it inside the painted case.



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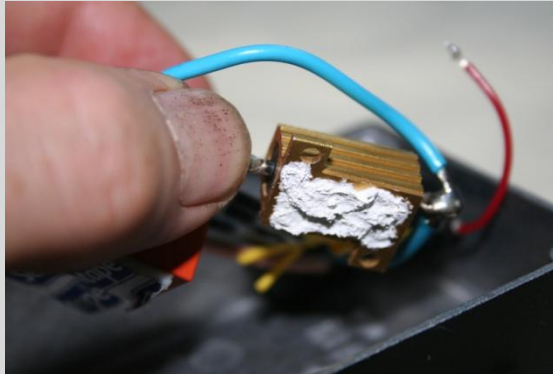
There are some connections which can only be made once the 5 pole socket and link cable grommet components have been assembled.

These pieces pass from the outside to the inside of the case, whereas the jack socket, resistor and relays are all fixed from the inside.

I used a small plumbers adjustable tap wrench to gently tighten the nuts on the externally fitted pieces, then passed the link cable wire through the grommet and soldered the ends in place.



The next job was to fix the connected components. First job was to attach the double sided sticky pads to the base of the two relays, then I used a small amount of heat sink paste (from Maplin) on the base of the resistor.



Then I pushed the bolts through from the outside of the base and slid the resistor over them and fixed it in place with the supplied nuts.

Using a pair of fine nose pliers, I pulled the other side of the sticky pad cover off the bottom of the two relays and pressed them into position on the case base.

With everything fixed, the last job was to solder the brown and blue lead to the 5 pole socket, which had already been tinned.

When all assembled, this is what it looks like.



Before closing the lid, I checked the wiring once again to make sure I had everything connected correctly, then gently tested the solder joints to make sure none had come away during assembly.

Finally, I cut a piece of polypropylene foam to fit inside the case, over the components to protect them, before fitting the lid and screws.



I have left my case with the screws on top, so stuck the feet on the bottom. Once it was finished, the next was an operational test.

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Contrary to the admonishment in the Hornby manual not to, I run my locomotives outside. I currently do not have a permanent layout, so use set track on the only semi flat area I have.

Setting up the track, I connected everything and I am pleased to say it all worked first time!

My experience with the Live Drive has certainly altered how I run my three Hornby Live Steam locomotives.

The control of the regulator is much finer. Of necessity I use third radius set track corners on a rectangular concrete area of 3 ½ x 2 ½ meters, which has a slight slope up, away from the control position. With an effective track length of just over 10 meters, I need to accelerate to get a loco and 6 Pullman coaches up the slope away from the transformer box, then decelerate on the level before turning the corner for the run down slope to the control position.

This was not always achieved using just the Hornby flick lever regulator, but was easy with Live Drive. If you haven't tried one yet, I recommend you do!



“How to tin” links: [Strip and Tin wires like a pro](#); [How to use a Soldering Iron: A beginners guide](#); [How to solder electronics](#)

A friend and railway author Željko Halambek, called round at the end of August to try Hornby Live Steam first hand. He uploaded a [video to YouTube](#) and included a [report](#) on the local [Modelling forum - Male željeznice](#). There are pictures but you will need Google Translate to read it in English though!

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The Newsletter of the OO Live Steam Club

The rise of the OOLS Club shop - The back story!



An introduction

My fascination with trains like many, runs way back to my childhood days and although steam was being 'run out of town' in the 60s, especially on the already electrified Southern region that I was accustomed to, growing up in

Balham, London, little did I know my 'Steam fix' was yet to come!

Many years later, around 45 to be exact, in December 2011 I stumbled across a Live Steam Mallard set on EBay. That jogged my memory of its release back in 2004. I remembered its hefty price tag of £500 but this set on the Bay was new and I duly bought it for £350. At about the same time I also Googled "OO Live Steam" and immediately discovered a newly formed bunch of enthusiasts known as the OO Live Steam Club.

'Bring along your loco for a test on our club track' was the invitation which behoved me to pack it all up and head off to the Ally Pally, London. There I met the friendly team who taught me from the start, how to tame all things Hornby Live Steam, Never was I to discover the ambiguity of Hornby's instructions and crash off on the first bend!

After pleasant introductions, Jimmy sat me down at the rolling road, all set up on a little table alongside the mother of all Live Steam layouts and said 'you might like to show people how it all works on here' and left me to it.

Little did Jimmy know that I had not actually run one of these beasts at all, ever!! So after a little surreptitious Q & A session, I duly coaxed a loco into life with a further little question here and there, suddenly I was beaming at a hot, steaming loco thrumming away on the rollers never to crash and burn, just for me to look and learn....

.....Well, I wind forward a couple of years and after many more visits to the club layout at various venues, and a few 'wine filled' and 'well fed' weekend trips away to help run the OOLS RoadShow, so enthusiastic had I become, I was invited to become a permanent part of the 'Crew' and was voted onto the 'Committee'

What now could I bring to the table as a new committee member was my initial thought, as sitting around twiddling my thumbs (or Flicking Levers) is just not me!!

From the early days I could see a need for Club support through spares, consumables, water, oil etc and at that point, it seemed right to bring up the subject of perhaps an online Club shop. A central place for the Club populace to come for all and anything Hornby Live Steam.

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Although Hornby serviced locos and some spares were available randomly on the internet from various outlets, we were dealing essentially with an obsolete product which many dealers were growing tired of stocking bits for, so if one could bring together a local collection within the OOLS club 'House' so to speak, this would be a positive move forward.

The upside to all the hard work involved would also mean a small income to the club to offset any cost incurred with exhibiting the RoadShow layout as many of the venues we exhibit at do not help with any financial support whatsoever.

At the 2014 AGM at the Peterborough Show Ground, the idea of a club shop was raised, discussed, passed and accepted, and onto my well padded and broad shoulders it fell to create such an attractive sounding chapter for the OOLS Club.

With my previous 12 years trading on eBay I had some idea of how this shop might run, so on 7th Feb 2015 I happened to be in Doncaster, the birthplace of many a good Railway idea. Therefore, I sat at a Lakeside Beefeater restaurant table and penned my thoughts and ideas for the Club shop rules and code of practice.

The next day they were passed over for scrutinising and with a 'nip' here and a 'tuck'

there we had a working solution to the club shop.

The next step was to set up an easy means of payment as not all folk have cash on the hip at shows and online sales would require a transparent way of making sales allowing for credit/debit cards to be used easily. Enter here the phenomenon known as PayPal.

Paying the Club Shop is a facility made available through PayPal to enable customers to pay for goods via cash, debit/credit cards and even PayPal to PayPal in a nice clean transaction with receipts, packing slips, postage all nicely in one place. I was able to create a shop PayPal account with an ever growing list of items, all pictured, bar-coded and a record of all sales details, all securely logged for easy cross reference.



So, on March 1st 2015 we had our OOLS Club Shop door flung open for business!!

The first items in stock were the special tools made lovingly by Eric Fenwick. He had developed these tools as the need to service locos was evident and no easy solution was currently available on the market. These are now available in a nice boxed set of 4 tools.

Then we had various special length interconnecting leads and the useful Curly lead which allows flexible controller to track connection.

The next item to come was the 'new and improved' mk2 DVD from Adrian Campbell, explaining the 'Right' way to do it.

This was followed by the Distilled Water supply and Water Testers, so important to ensuring a clean, pure supply of distilled water for the locos. All water supplies are hand bottled and tested in house.

'O' rings and Water seals followed in the summer and November 2015 saw the launch of a very special and long desired item, the Live Drive Controller.

This was as a result of careful development by club member David Palmer of Train-Tec fame

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and as promised we had a supply of 50 made available for the Warley 2015 show. Needless to say, these all sold out rapidly and another batch was duly ordered. Elsewhere in this publication is a review on this marvel so enjoy it there.

By now the shop was truly up and running with a constant stream of enquiries with only September 2015 being a dead month. Maybe everyone had to pay for their summer holidays!!

We now have a range of Oils and Servicing Lubes and Syringes to help keep the locos in tip top condition.

By the end of February 2016, just 12 short months from the start, our total sales was over £4,964

To date, sales have topped £6,603 and we now have 34 items available in the Club shop.

Chris Oakes our secretary has been working extremely hard on various club endeavours including troubleshooting the new RoadShow layout and is about to release shop catalogue version 11 to the world so keep a look out for this as it has many new and bespoke items to keep 'em running !!!

We always have a good stock at shows so always ask if you cannot see what you need as we keep stock nicely tucked away.

The shop is steadily growing and we hope to be able to stock a wider range of A3 and A4 loco spares in the coming months, something that is taking a little time to work on. Some things will have to be literally 'handmade' as the numbers required are small and bulk manufacture is attached to prohibitive costs.

Was a club shop a good idea?? Was it all worth it??

It has certainly been a bit of fun, and helped many members to get to grips with servicing and maintaining their Live steam Locos, many of which have been scraped through the dust, lying on the top of their wardrobes and attic boxes, to be brought back to life and enjoyed, the way Mr Richard Hallam, the inventor of the OO Live Steam concept intended. Meet him at any show and let him know your thoughts and experiences. (He's the nice quiet chap on the right hand side.)

It has also helped to bring the club a little much needed income to help with Roadshow running and repair costs.

Pop along to the next show we are exhibiting at and while you're there give the shop

doorbell a hard press, we will be in and we might just have what you need!!

Nick Beard - OOLS shop manager



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Roadshow happenings

Our new Roadshow – it is the Mk VI - has finally brought together all the elements of our objectives and has had half a dozen outings so far including a private club members only Midsummer Meeting.

A lot of time and effort has gone into the construction of the layout so that:

- It shows that Hornby OOLS is easy to run and fun
- It attracts people to come and 'have a go'
- Hornby OOLS impresses the viewer
- The entertainment element means we get expenses paid by shows
- We can do service, repair and training on an adjacent table
- We can usually sell Club products to boost income
- We look professional and authoritative
- We have fun ourselves and enjoy camaraderie beyond show hours

We may not be able to rely on Hornby cash support in the future and it would be a shame to cut back on opportunities to exhibit so if members have any ideas how to increase our Roadshow programme the committee would be pleased to hear them.



Some of the Roadshow team from left to right

Eric Fenwick, Maurice Rourke, Charles Leekham, Chris Oakes, George James, Adrian Campbell, Nick Beard, Richard Hallam, Jimmy Whitehouse.

There are still two more exhibitions where the club will be this year, and already one booking for 2017, so if you can, why not come along?

The National Festival of Railway Modelling
Saturday 17th October 2015 to Sunday 18th October 2015

East of England Showground, Peterborough,
PE2 6XE

The Club AGM will be held on Saturday 18th October, after the show has closed.

The Warley National Model Railway Exhibition
Saturday 28th November 2015 to Sunday 29th November 2015

Hall 5 at National Exhibition Centre,
Birmingham B40 1NT

Tyneside Model Railway Exhibition 2017
11th and 12th November 2017.
Gateshead International Stadium
Nielson Road, Gateshead, Tyne and Wear
NE10 0EF

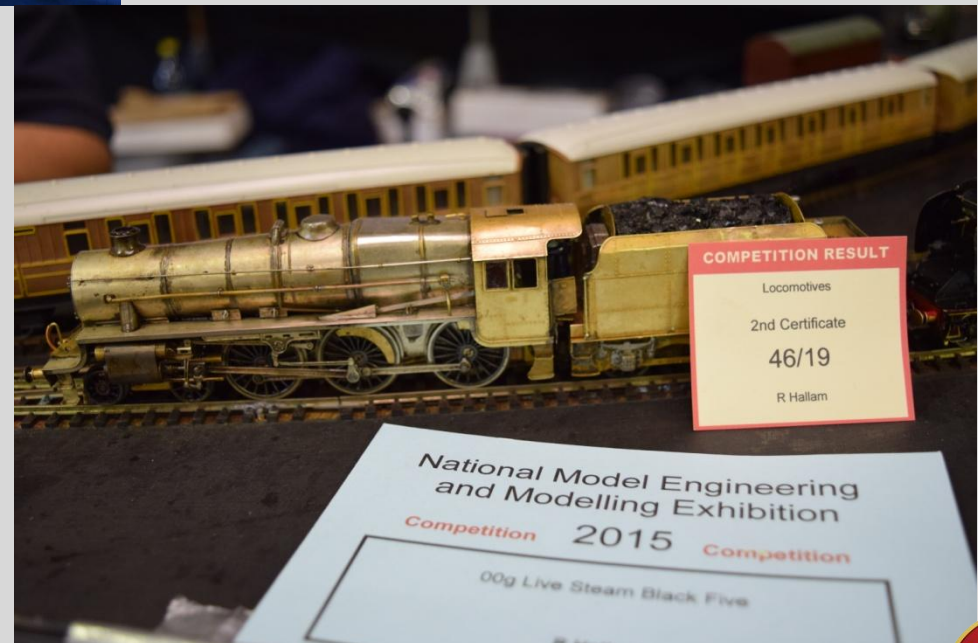
The following is a selection of photographs taken at recent roadshows

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Richard's Black Five received a 2nd Certificate at the same show. If it had been painted it would have been a 1st Certificate!

Club President Richard Hallam is presented with a 1st Certificate in the Locomotive category at the 2015 Harrogate show



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Way back in the wilds of February, when snow was on the ground in many parts of the UK, a

note appeared on the Club Forum asking who would be interested in a Summer Club event.

The result was an excellent weekend at the end of July, in Cambridgeshire.

Midsummer Meeting

The end of July was our first members Club meeting at the home of Committee member George James and very generously hosted by his parents Rebecca and Steve.

The location was Chatteris, Cambridgeshire, not far from Peterborough, the home town of former European Welterweight Champion Dave "Boy" Green.

We were blessed with fantastic weather, most of the committee were able to attend, Jimmy and Mike not being able to make it and Charles arriving late on Saturday directly from his holiday (there's enthusiasm for you!).

Chris and Richard arrived with the layout

about 11am on the Saturday.

It was an easy job putting the Roadshow layout together as we're getting somewhat practised now and we did not need to attach the drapes and backdrop as we were not at an exhibition.

Members soon began to arrive with their malfunctioning locos and Eric and Richard were able to fix most of them.



We then got them all running on the layout.

Eric post-show, fixed my DDE which had a broken reversing arm and at the show did the

same for Charles's Papyrus, odd to get this problem twice in one weekend.

We also saw for the first time club loco Doncaster, this was formally a Scotsman and donated by Adrian. It was decided to change the name and numbers as Doncaster was the first exhibition the club attended. Eric has done a great job with the re-naming.



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Rebecca put on a superb barbecue on Saturday evening, it was delightful sitting in the garden with a glass (or two) of wine and discussing all things "Live Steam".



Eric, Adrian and I stayed in local hotels, the rest of the gang staying with Rebecca and Steve and also I believe Rebecca's Mum! **Very kind of the James family.**

After very a good night's sleep Rebecca laid on a superb breakfast, we were then up and running with the layout and more members' locos to fix. Joe, real name Mark, brought along some superb cakes, the Victoria sponge being quite exceptional all baked by his partner, a very lucky man indeed, has she got a sister Joe?

Finally Rebecca laid on another barbecue which ensured all went home with a contented smile.

So as you can all see we had a great time, got to know some of the members face to face always a bonus and even more good news Rebecca has said she would be prepared to do it again next year, aren't we lucky!

Maurice

Maurice Rourke



Above:
Troubleshooters!

Right: Night running



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Kick the tyres and light the fires



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Getting ready to steam

There is a phrase used in aviation to indicate that someone is about to carry out the pre-flight checks and then go flying, rather flippantly referred to as going to “kick the tyres and light the fires”.

A favourite check of mine is the “Blood test”. On older helicopters, like the venerable Bell 47 (of M.A.S.H. fame), which has several long exposed stranded spiral cables from the cockpit controls to the tail. The pre-flight check requires the pilot to lightly grip each cable in turn between finger and thumb and run them along its entire exposed length.



Any fraying will immediately draw blood - and ground the aircraft. There are of course a lot of other things to check too and the

experienced pilot will always follow a checklist to make sure nothing is missed.

It becomes more important and the inspection is much more intensive after a period of not being used. Things deteriorate when they are left.

What then about your **Hornby Live Steam** locomotive? Depending where you live in the world, as summer progresses in the north and the nights draw in, you may well be getting your Mallard or Flying Scotsman out of its box and preparing it for steaming. So what should you be checking before you fill the tank with water, add a few drops of oil and apply power?

There is some information on the club website- <http://oolivesteam.com/> – but we don't have a start-up checklist. The Technical sub-committee has produced a comprehensive document, Report No. 3, all about servicing points, which can be found in the club members area at <http://goo.gl/YFchz9> but it is more to do with some intense maintenance rather than pre-steaming checks.

Quoting Richard Hallam, the designer of these miniature marvels, *“These little models, being real steam engines, will benefit from a little nurturing, with special attention to lubrication*

and regular inspection for loosening bolts and developing faults.”

I have a bookshelf with a dozen Aircraft Flight Manuals in my library, one for each helicopter type I have a rating to fly and before going flying in an aircraft I haven't been in for a while, I always review the manual.

But do we do the same with the Hornby Live Steam Manual?

Probably not but we should, even if it is only Section 4, Maintenance.

I posed the question to members of the committee who run the exhibition layout, asking what should be checked before every run and what are the more in depth checks after a locomotive has not been used for a while. I received a comprehensive response.

Start with a visual check, working from front to back along each side. Check the free movement of the driving and bogie wheels. Make sure none of the crank nuts have worked loose.

Resting the locomotive in a cradle, look at the hoses connecting the tender to the locomotive. Check the tightness of the securing screws for the bodywork. Check for oil leaks.

Visit the website - <http://oolivesteam.com/>

The Newsletter of the 00 Live Steam Club

Remove the loco body and check regulator can be fully rotated. There are service sheets in the members section of the website, telling you how to do this for both the A3's and A4's .

Clean off excess oil and check the oil and water filters.

Check the tightness of all screws, common faults here are as follows:

1. The screws under the front bogie on the A3's that secure the steam chest and rotary valve housing to the chassis, two screws.
2. The lights board and wiper on the A4's + clean the wiper and board.
3. On the A4's don't over tighten the rotary valve housing screws. It is plastic and prone to cracking.

With small screws and other parts, I use a small piece of wide, low impact adhesive tape, sticky side up on the work surface. Each screw that is removed is placed on the tape in the order it comes out so the same screws go back in the same holes. Where small washers are involved, they go on the tape at the threaded end of the screw.

This way, I neither lose anything, nor have any parts left over at the end!

Check the tender wheels are clean and rotate freely.

Check and clean the front and rear pony truck wheels.

Look for anything which is loose or simply does not look quite right.

Lubricate the loco axles with the plastic plate removed.

Replace the bodywork, making sure all the screws are replaced in the right order.

Flush out boiler with fresh distilled water. Fill with 20ml water and add 0.1ml steam oil in lubricator

Check and replace the seals on these two components as necessary. They are subject to wear.

These are really the bare minimum of checks. The more you use your Live Steam locos, the more in-depth the checks should be.

Before steaming, clean the track. What you do not see is that every time the pistons

move, small amounts of oil are sprayed around. The track gets very dirty, very quickly.

Use a piece of white kitchen paper and rub the rail head with any proprietary cleaner. Check to make sure there is no residue, and the track is left clean and shiny.

When Eric Fenwick is Carrying out maintenance, he carries out a "Draw bar pull" test, although few will have a spring balance available to carry out this check at home. He also pays close attention to the voltage on the controller when the boiler is heating.

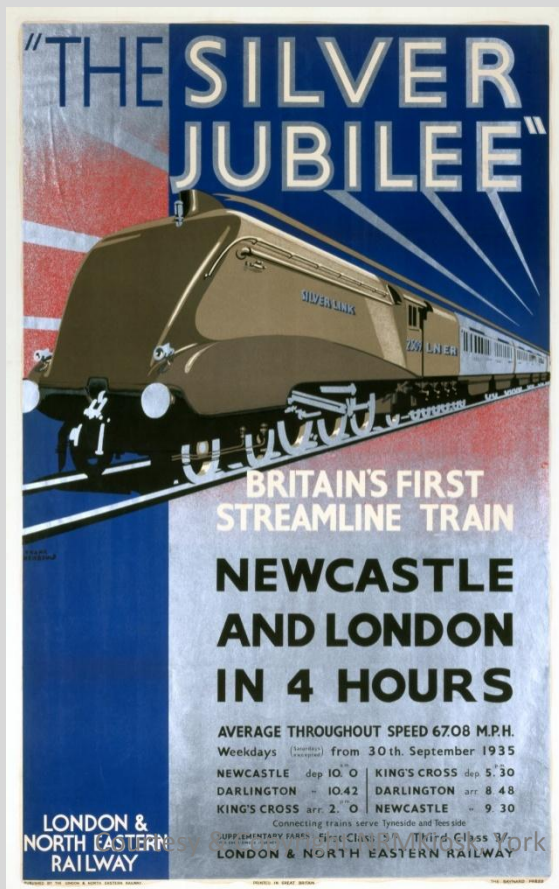
On Setting II, if it is above 12 to 12.5 volts, it is an indication that high resistance is developing somewhere, and the tender wheels are a favourite point to check.

There are of course many more in depth things which need to be checked periodically too.

If there is enough interest, the news letter may return to this subject in the future.

But now, the pressure valves are lifting, so it is time to enjoy your Hornby Live Steam!

Visit the website - <http://oolivesteam.com/>



The Newsletter of the OO Live Steam Club Afterthoughts.....

part of the LMS Coronation Scot trains on the West Coast Main line, no ready to run Silver Jubilee coaches have been made.

Live Drive in action



Here is the 7 car set, owned by our member Actuarius.

There is a short video by Nick Beard available on YouTube.



[Click here to watch](#)

Do you check eBay?

I use eBay to source things which are hard to get from conventional shops. I do occasionally search for "Live Steam" to see what comes up.

One item on my wish list for a while has been the articulated LNER coaches which would go with the "Silver Jubilee" A4 Pacifics. But whilst Hornby produced the blue coaches that were

I did recently spot a full set of the brass version by [Golden Age Models](#) for sale on [eBay](#), at an eye-watering £2,205 (and that is with a 10% reduction).

That tidy sum would purchase a substantial amount of Live Steam equipment!

Perhaps I need to keep buying the Euro Millions lottery tickets....

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