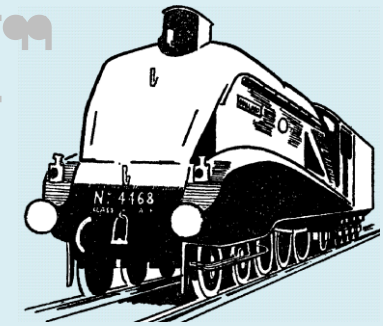
"THE SILVER JUBILEE"

The Newsletter of the OO Live Steam Club

No.7 September 2014



All you need is a Smartphone with the appropriate App

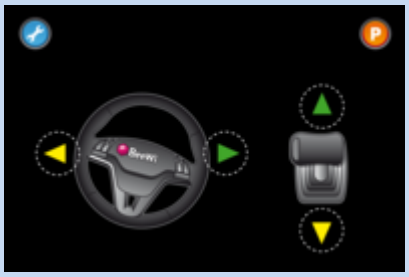
One of the drawbacks with Hornby OO Live Steam is the Controller with its built in onboard delays, which was not made apparent to those starting off with Hornby OO Live Steam in the somewhat misleading Intro video provided on the Operator's Manual CD & Hornby website.

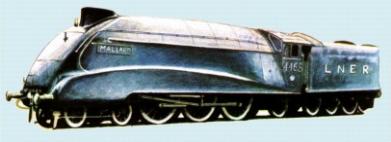
Whilst the Club is still developing an advanced hand held controller with Club member David Palmer for future sale to members, which will require no modifications to either the Controller or the locomotive, there have been two other more technically involved projects that we are aware of to date.

Club member Ken Sims has successfully added a radio control receiver within the Controller box allowing direct control of both the Controller & locomotive using the associated hand held transmitter - **http://youtu.be/kMl9QGa07C8**
(*I is a lower case L*)

In this newsletter we are privileged to share Club member David Price's development of a Bluetooth controller using an App on a Smartphone to directly control the locomotive's regulator.

Coming Up Inside





General Information

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.

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Richard Hallam
Jimmy Whitehouse
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Editorial

After a record breaking return 'home', LNER A4's "***Dominion of Canada***" & "***Dwight.D.Eisenhower***" have returned to their North American museums where hopefully their cosmetic overhauls will be enjoyed by generations of enthusiasts for many years to come.

Amazingly in just 9 months the new Gresley P2 build "***Prince of Wales***" has raised funds in excess of £1 million, proving that there is still a lot of money available to the Heritage Railway community if you know how to attract it. The Club now has some hard work ahead of them trying to build on this success by having an OO Live Steam P2 model manufactured.

It would appear that the Club has been somewhat quiet on the Roadshow front, and that in fact is a direct result of the Roadshow Policy agreed at the last AGM. Also to avoid a repetition of anticipations not being met, as was the case with Model Rail Scotland 2014, only Roadshows where attendance has been confirmed are currently listed in the Meetings section of the Club's website. Rest assured the Exhibition Liaison Officer is working on a very active 2015 season, and if current plans come to fruition should include the addition of regional Club layouts being used.

This will be the last newsletter I edit. I feel I have contributed as much as I can to the current '***virtual***' nature of the Committee environment, so it is time to step aside and let some new blood contribute new ideas. Thank You to all those members who have contributed to these newsletters and a special '***Thanks***' to those Club members that have downloaded these newsletters.

PS – The 2014 AGM should be at Peterborough on Saturday 18th October – look out for the official notice soon.

Chris Cairns, Editor

Please send all articles, contributions & comments for inclusion in the next newsletter to the Editor at ***mail@oolivesteam.com*** *– Deadline for inclusion in Newsletter No.8 - 15 February 2015.*

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Club News

Chairman's Chat

After I stumbled upon Hornby Live Steam in 2009 and loved it, anxious to learn more, I contacted a forthcoming model show and asked "how many live steam layouts are you having". The answer of course was "none" but with it came an invitation to demonstrate my loco. The public reaction was enthusiastic and I started to wonder why Hornby weren't promoting it and why the model railway fraternity were not beating a path to their door.

I started a 'Roadshow' with 2 aims; to show Hornby that the best way to sell it was demonstrate it and second, to boost the sales of what I had now learned was very slow moving stock.

The visitor reaction was 3 fold; predominantly delight and astonishment with most not knowing the range existed, an undercurrent of dissatisfaction mainly from 3rd party stories that it was difficult to control and thirdly, the odd enthusiast like me from which this club developed.

There was no reaction from Hornby who often had displays at the same shows but how naive it was of me to expect one. At the time Hornby were going through a most serious corporate crisis - supply problems in China - and the last thing on their mind was to reinvest in an apparently failed product line.

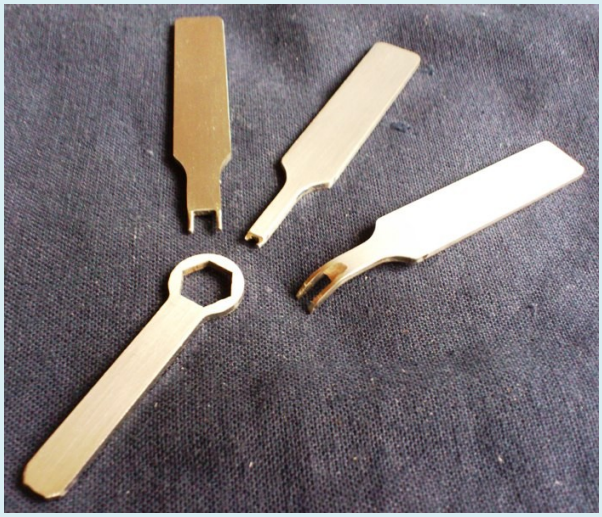
Now with an almost complete change at Board level we have caught Hornby's eye and they are impressed with our Roadshow and want to encourage us to expand it. They have invited us to provide a "wish list". But what should the Roadshow do now there is no stock left to sell and no imminent prospect of a relaunch?

I think our job is to find those thousands of dormant locos and help them into joyful use by either re-enthusing the owner or help move them on to more appreciative hands. How can we re-purpose the Roadshow to do it? What else should the Roadshow do? And most importantly what can Hornby do to help us that does not involve blank cheques!?

Adrian Campbell

Specialist Tools

To obtain any of these tools from Eric Fenwick, either send Eric (Forums username **Eric**) a message via the Forums or, particularly for those Club members who are not a Forums member, send an e-mail to the Secretary at ***membership@oolivesteam.com*** for forwarding to Eric.



Profits from sales of these tools are being used to fund a Club Roadshow layout to be based in Northern England. This fund currently stands at £581:00 (*June 2014*).

Eric is to lay the ceremonial 'first spike' on this new layout starting in September 2014

Club News

Membership

The Club currently has 453 contactable members, an increase of 38 (***9%***) since March 2014.

Club Website

We now have 260 Club members (an increase of ***12***% since the last newsletter) who can access the Club Members Area of which some 14 are taking an active part in the Forums – that is actually a decrease since the last newsletter and represents only approx. ***3***% of the Club membership. Interestingly there has been a corresponding ***8***% increase in the number of Forum Only Members now up to 81.

Some statistics covering the period 01st April to 30th June 2014.

Country/Territory	Sessions
United Kingdom	4,794
Australia	773
Cyprus	283
United States	277
Sweden	85
Canada	56
Germany	40
India	28
France	24
Brazil	23

Page	Views
Home Page	2,252
News	408
Meetings	427
Getting Started	402
Maintenance	466
Forums	8,757
Club Members Area	810
All Discussions	2,295

Website usage for the period 01 Apr 2014 – 30 Jun 2014 showed there were 33373 pages viewed, 63 Discussions with new activity & 391 Comments posted. This represents an average decrease in website usage of approx. ***32***% for the 3 months reviewed here, compared to the activity reviewed in the last newsletter.

The Club obviously needs to do more work for attracting more activity from the very large proportion of '*idle*' members online, but without any appropriate feedback, requests or suggestions from the membership it is a difficult task.

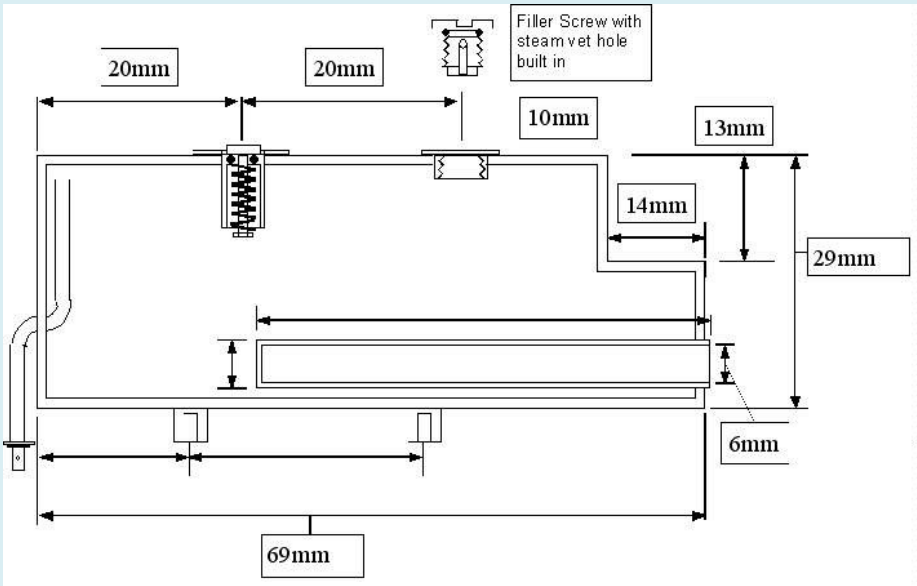
Popular Discussions	Comments	Follows	Views
eBay prices	90	1	1,090
LS Distilled and RO water	35	1	720
Chatham & District Model Railway Show	17	1	345
Flying Scotsman	16	1	244
ST Flying Scotsman Set for Sale	7	0	218
Mint Golden Fleece For Sale & Unused Controller Set	4	0	181
Midland Model Engineering Exhibition, October 2014	4	0	130
what is wrong with my train?	5	1	101
FAULTY train	2	1	96
Procedure for claiming Expenses From Exhibitions	13	0	88

Popular Discussions analysis for June 2014

Building a new OO Live Steam Boiler – Ken Sims

Editor: Ken Sims provided a very comprehensive illustrated 16 page report on his boiler build for the SR Schools locomotive. This has had to be edited down to a manageable size for inclusion in this newsletter so hopefully no relevant information has been lost during that process. The original article will be uploaded to the Club Members Area in due course

The boiler described here was one that I made for my SR Schools engine. Although the size and shape will be determined by the shape of the tender body we must still try to make a boiler that will hold as much water as is possible. In examining the available area we need to determine the available width and height and below is the layout achievable in the Schools' tender (note the step at the rear used to keep the boiler water capacity as high as possible.



On this early drawing before the boiler was finished I stated that there will be no air space and that starting might be a little wet. In fact there was no noticeable difference between the Schools engine and the stock Flying Scotsman.

I started by using some 1" brass tube cut to the length required to fit the tender body. It is best to build your tender body first so you can see just how the boiler will fit but remember keep the body top unsoldered from the chassis as we need to separate these parts for assembly of the boiler and the wiring and later servicing, so on completion screws were used to fix these two parts together.

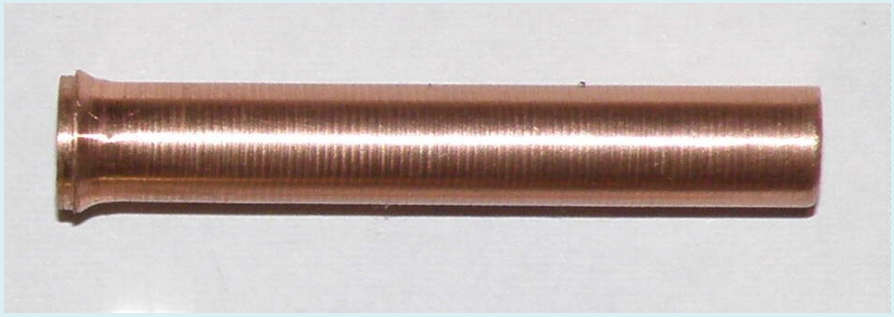
The tube that I had was thick walled but thin would have been better say about 1" x 20 swg. Having worked out how long we needed the boiler to be I cut it to length then my first job was to face off the ends and then machine out the inside to reduce the wall thickness.

After I was happy with the wall thickness I made a counter bore in both ends so that the end covers will sit in the recess and not disappear down the tube when soldering them in place.

Counter boring the boiler tube end, and the 2 end covers

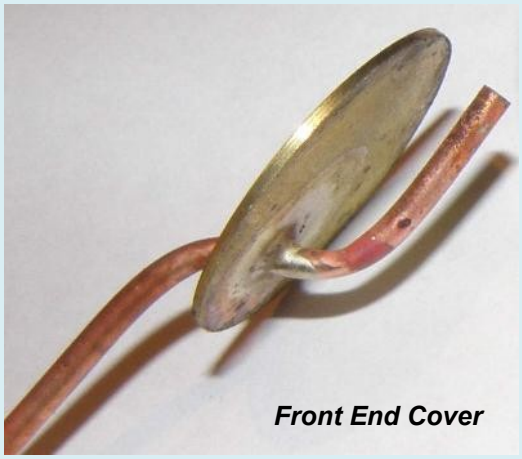
Building a new OO Live Steam Boiler – Ken Sims (Cont'd)

The 2 boiler end covers were cut from 20 swg brass sheet, the large hole is for the heater tube & the small hole is for the steam outlet pipe. These covers need to be a good push fit into the ends of the boiler.



This is the heater tube housing made from copper and as can be seen it has a small machined end with a step in it. Fit this into the large hole and rivet it over to stop it falling out when soldering.

This is the water filler which is not the same as the Hornby design. Note the small hole in the side of the screw - this is to let out any steam pressure should someone unscrew it with pressure still in the boiler.

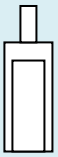


Front End Cover

A small length of 3mm copper tube needs to be soldered into the front end cover before soldering this cover into the boiler making sure that the tube is almost to the top of the inside of the boiler. Then clean all dirt and flux from the cover as all parts need to be clean at every soldering stage.

Make up the fixing feet 2 off and mark out where they are to be located on your boiler if you make a small pip on the end this will help keep them in place when it comes to soldering.

You can make up your own design of fixing the boiler to the chassis.



Fixing Foot

Solder the heater tube into the back cover, then fit the complete assemble into the rear end of the boiler and solder in place. Once this is done the step was cut out and a brass cover bent up to fit but if your boiler is just a straight tube like the Hornby type then this will not apply.

Mark out the 2 holes in the top for the safety valve and water filler.

Solder the last end cover and the 2 screw type fittings in place. If you are good at soldering then you can do this in one heat up using the same high melting point solder. But if you are unsure buy 2 different melting point solder sticks and use the higher one on the first stage then finish with the lower melting point.

Building a new OO Live Steam Boiler – Ken Sims (Cont'd)

The final soldering was to make the small outlet fitting from some brass bar, which will go on the end of the copper tube.

Place the boiler in a cleaning solution. There are many available on the market, I use acid from old car batteries.

Clean everything once more and wash out well in running water.

Building a new OO Live Steam Boiler – Ken Sims (Cont'd)

Just a point of interest the coal space needs a removable cover.

To make this first cover the boiler top with foil pressing it around the fittings and down the insides of the tender body. Then crunch up some real coal.

Coat the inside edges of the body with steam oil on a brush to stop the fibre glass sticking, then cover the foil with P40 fibre glass and while still wet push the coal into the fibre glass

Once set remove and clean up all the sides. Any coal that falls off leaving a hole can be glued back in position.

The finished coal cover

The underside of the coal cover

Building a new OO Live Steam Boiler – Ken Sims (Cont'd)

Fix the boiler in place. If you are using the Thermostat for low water level protection then a small amount of heat transfer grease needs to be applied to the boiler where it comes into contact with the Thermostat. You can buy this from the likes of Maplin, etc.

Once the boiler is assembled and wired up reconnect it to your engine and test. Try running it round the track a few times for about 5 minutes then stop the engine and leave it steaming with the safety valves lifting. Leave it like this for about 10 minutes looking around all the time for leaks of steam or water. If everything is OK then finish off your engine and tender.

Editor: See this SR Schools locomotive running here: - **http://youtu.be/QbInjet2iMw**
(*I is a lower case L*)

Eric Fenwick's LMS Coronation Class 6228 '*Duchess of Rutland*'

In the last newsletter we featured Eric's 4th locomotive rebuild, LMS Fairburn Tank No.**2245**. The 5th rebuild to come from Eric's Locomotive Works is LMS Coronation Class **6228** '*Duchess of Rutland*'.

Designed by William Stanier, 38 of the 4-6-2 locomotives were built at the LMS Crewe Works between 1937 – 1948. They were the most powerful passenger steam locomotives ever to be built for the British railway network. Several examples were initially built as streamlined but were all later converted to conventional configuration, which was referred to as **Duchesses**, though to enginemen they were often known as **Big Lizzies**.

6228 '*Duchess of Rutland*' was built as a streamliner in June 1938, losing the casing and instead being fitted with smoke deflectors in July 1947. It was withdrawn from service in October 1964. 3 **Duchesses** survive in preservation with '*Duchess of Sutherland*' currently still active on the main line network.

Eric continues: *"This is the fifth of my conversions.*

Eric Fenwick's LMS Coronation Class 6228 '*Duchess of Rutland*' (Cont'd)

The Duchess Class is another of my firm favourites that stemmed from my childhood running Hornby 3 rail when the Duchess of Athol was my favourite in that collection. I was also motivated by Richard Hallam's first ever prototype OO live steam loco that inspired Hornby to create these marvellous models.

Once again the construction was such that I could convert it back to the original A4 donor loco that I used if I wanted. And, again, I would need to re-build the tender chassis to accommodate only three wheel sets instead of the four on the A4. The main complication in doing this is making the brass plates to mount the tender wheels. I use the original plates as a template to pick up the mounting holes centres then mark off and cut the square apertures for the square wheel trunnions so that they match their location for this loco type.

All other parts of the A4 tender chassis are re-used including the boiler mounting with the thermostat cut-out and of course the boiler. I worked the brass side plates using only hand tools and a Dremel to drill the required holes. The DJH kit I used has an etched brass tender. The parts of this that needed modification were the base plate of the tender which was modified to fix the boiler assembly in place and the fixing points for the boiler cover with the coal. The boiler cover is a brass sliding plate onto which I fix real coal ground up in an effort to match the scale of the loco.

Eric Fenwick's LMS Coronation Class 6228 '*Duchess of Rutland*' (Cont'd)

Having developed the skills on previous conversions the loco itself proved much easier than previous ones and I was able to improve the build quality. And again I mechanically fixed as many components as I could rather than using the easy way out by gluing which can't be relied upon due to the heat generated.

My painting skills had also improved somewhat where preparation and following certain rules is absolutely necessary when using an air brush. The decals and name plates were provided by Fox Transfers and were their usual excellent quality. A lesson previously learned about their application was to apply several coats of varnish after their application so that they are not easily damaged when using and handling the loco.

She ran first time without the usual shorting problems I had previously experienced with other conversions and she has been run numerous times on my own layout and alongside Richards' prototype at exhibitions.

Eric Fenwick's LMS Coronation Class 6228 '*Duchess of Rutland*' (Cont'd)

Eric recently shared some excellent photos showing how the skeletal structure of the streamlined casing was built up during his rebuild of his SR Merchant Navy Class "Cunard White Star", previously featured in Newsletter No.4 March 2013.

Editor: Do you have a rebuilt OO Live Steam locomotive or one that you've renamed? If so, please consider sending an illustrated article for inclusion in a future edition of the newsletter.

Smartphone Bluetooth Locomotive Controller – David Price

This article is somewhat different from the normal mechanical modifications, as it mainly concerns electronics. However, electronics is easy, provided you can remember Ohm's law (V = I x R). I promise not to go into any more detail than that.

The original idea for investigating Bluetooth came after last year's Peterborough show when we had been discussing the drawbacks of the Hornby controller and whether it would be possible to do something with radio control. We had also been wondering how to get more younger people interested in live steam. Sometime later, I finally got round to doing a search for small radio controls and came across some model cars and helicopters which used Bluetooth. Thinking about it, it seemed to be the right kind of answer, with a range up to 10m (not many layouts are larger than that) and a small size (used in phone earpieces) and potentially bringing live steam into the Smartphone world.

Initially, I looked round at the home robotics suppliers, with various open source phone applications, but nothing immediately came up. There are plenty of motor drives around, but even with the likes of Arduino and Raspberry Pi computers, circuit boards to drive DC motors were rather larger than I wanted.

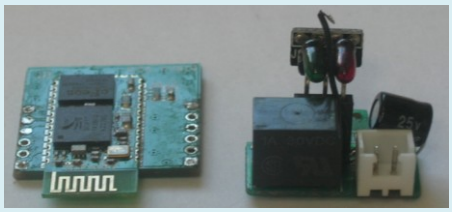
Eventually, in my searching, I found BeeWi, who offer various Bluetooth products. In the end I invested £20 and bought myself a Bluetooth model car as a Christmas present. It's not even close to 4mm scale, but that wasn't important.

After driving it round the floor for 20secs, I took it apart. The car uses 3 x AA batteries for power (4.5Volts) and has two identical DC motors, one for steering and one for the forward/reverse driving. It also happened to have a separate Bluetooth receiver board and power board. How convenient!

Editor: David has uploaded 2 unlisted videos of this Bluetooth Controller working here:- http://youtu.be/XDHY3NmqFlc & http://youtu.be/Mlr6z2b47Jc (*I is a lower case L*).

Smartphone Bluetooth Locomotive Controller – David Price (Cont'd)

And the Bluetooth receiver board was just small enough to go inside a locomotive cab, even though it is larger than the standard Hornby board.



It was a simple decision, I will build a new power board to drive a single motor and work from the track power provided by the Hornby controller. Therefore I needed to understand exactly what the Hornby controller provides and what the BeeWi board needs, and then all I need to do is fill in the gap. A few minutes with a volt meter showed me that the BeeWi board needs a 3V supply, which makes sense given they start from a 4.5V battery. The board provides a pair of outputs for each motor (one for each direction) which switch from 0V to 3V when the motor is operated. The motors are powered directly from the 4.5V battery using an H-bridge configuration.

As an aside, an H-bridge configuration is commonly used for driving DC motors forwards and backwards from a single polarity voltage supply. They use a set of 4 transistors with one pair used to drive in each direction.

The Hornby controller was the real problem. It provides track voltage which is turned off for some of the time to maintain a known current through the heaters. Then to run the motor in the engine, it drops the track voltage to around 8V and switches polarity depending on which way you "flick" the control lever. The meter on my controller often shows around 12.5 to 13V when running on the lowest heat setting. We know it starts from 17V, so that means the power is only on for 73% of the time (12.5 out of 17). Also, don't forget that if you put a loco on the track facing the opposite way, the loco sees the voltage as effectively having swapped polarity. One thing I do know about electronics is they don't like voltages applied backwards – it tends to let the smoke out.

The requirements for the new power board drop out as follows:

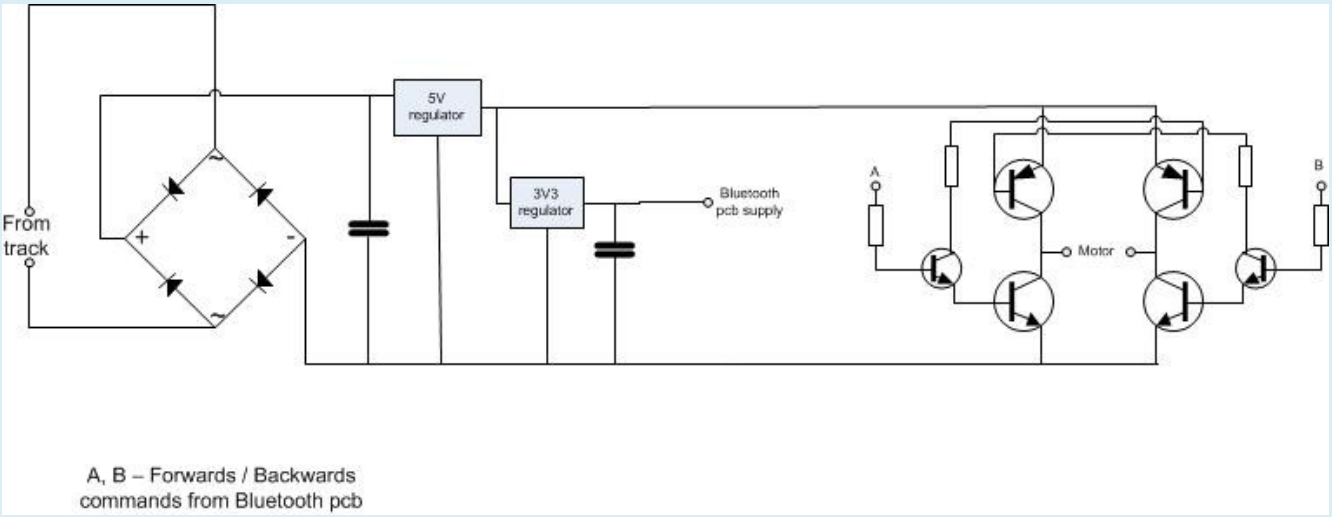
- *Maintain a fixed voltage polarity, regardless of track polarity*
- *Provide a 3V supply for the Bluetooth board*
- *Provide another voltage level for the motor, let's try 5V*
- *Keep everything alive even when the supply is off for 27% of the time*
- *Provide an H-bridge drive to the motor switched by the 0-3V signals from Bluetooth board*
- *Some LEDs for the lights, but I hadn't worked that bit out yet.*

Smartphone Bluetooth Locomotive Controller – David Price (Cont'd)

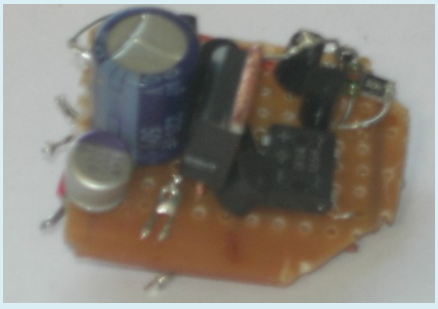
At this stage I don't really know how much current the motor in the OOLS loco needs, but I guessed it was probably less than 0.5Amp, maybe as low as 0.25Amp. A slightly lower voltage will make it turn slower, which is no bad thing when trying to get decent position control, so I was happy with 5V instead of the Hornby 8V. As it turns out, the motor seems to spin at about the same speed. Maybe a slower motor would give better accuracy in the positioning – another thing to try when I get chance.

In the end, the circuit was relatively simple - start with a rectifier to deal with the track voltage changing polarity, add lots of capacitance to overcome the "off" periods, provide two voltage regulators and copy the motor drive H-bridge section from the BeeWi car.

Circuit looks like



Time to go shopping and put an order in to RS Components. I've no idea how much capacitance I will need, but I'm happy that the Hornby controller switches in the kHz range, so a moderate amount should do. I'll guess the rest! I also bought some of the components as surface mount to save space. These are really fiddly to solder, and given that I'm only using Veroboard, I'm not sure how much space they actually saved.



And so, the Mark1 power board was born.

After much frustration, one or two wrongly specified components and some bad soldering, I got it running. I should pay much more attention when buying components – check the voltage ranges on the data sheets very carefully!!! I actually had more problems with the superheater wires – they want to be directly connected to the two black power wires from the tender, but they were a bit short to allow me to position the new circuit boards where I wanted it. I ended up having to extend them initially to run under the Bluetooth board, although this was later revised to run over the top instead.

Smartphone Bluetooth Locomotive Controller – David Price (Cont'd)

In the end, the Mark1 board was a bit too big to fit comfortably in an A4 cab, so I cut down the capacitance to a smaller size and also cut down the 5V regulator. I built a Mark 2 board, but in my haste, fitted the 3V regulator backwards and fried the BeeWi Bluetooth board. I told you they were fussy about their voltage supply. BeeWi customer service were brilliant and sent me a replacement board, even when I confessed that it was my fault. This time I checked the voltages before wiring up the new BeeWi board.

Again, after some dry joints and plenty of cursing, we are up and running. This time both boards fitted in the cab and on the whole are not too obtrusive. The BeeWi Bluetooth board goes in first, then the power board gets squeezed in as well.

Now I had some more time to get the hang of the control using BeeWi's Control Pad application.

I only use the "forwards" and "backwards" buttons to open & close the steam valve, which is very similar to normal operation. Valve control can be quite fine, so with a bit of practice, I can run a light engine, position it much more accurately and even move it forwards or backwards an inch or so at a time.

Smartphone Bluetooth Locomotive Controller – David Price (Cont'd)

Again, I find myself using the "flick" technique, only this time it's a touch of the screen. Every now and again, I touch the screen for a little too long and the loco accelerates or slows a lot more than I had anticipated. But the fantastic thing is that now I don't have to wait for the delay in the Hornby controller and so I can immediately tap the opposite button.

The other nice feature is that forwards is always forwards, no matter which way you put the loco on the track. So you feel a bit more like driving the engine, rather than the track.

Last thing to get sorted are the lights. They are a bit of a problem because they use the loco chassis as a return path. Given the potential shorting between the cylinder and front wheels, the loco chassis may be connected (for a short while) to ± 17V. I don't want that sort of voltage anywhere near the Bluetooth circuit. Also, I wanted to use LEDs, but they have to be the right polarity to operate. In the end I used the regulated 5V with a couple of smaller resistors (47Ω) to the LEDs and then off to the front of the loco and the wiper/circuit board. I retained the idea of a separate link wire to the chassis as used on the A4 loco, but now I have replaced that wire with a resistor (I used a 560Ω) back to the ground on my circuit board. The resistor does two jobs, firstly, it controls the current through the LEDs, to keep them below 10mA and secondly if there does happen to be a short between the chassis and the track, at least I now have a decent resistance in the way to help prevent sparks or any other damage to my circuit board!

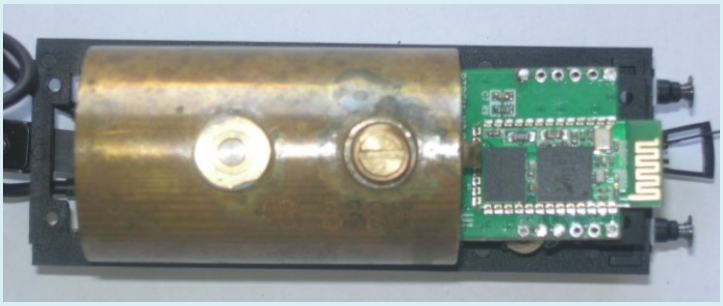
To be honest, I rarely use the lights at all, unless I have got the motor completely out of position and am building up steam from cold.

And that's about it – it works. I can control the engine nice and precisely and even go walkabout with the phone while staying in control, rather than having to leap across the room back to the controller if anything untoward happens.

What next?

If we want to take this idea further, we could build a bespoke circuit board and refine the design to use smaller components. That's just natural design evolution. I am looking at a small H-bridge IC, but haven't completed the board for it yet.

As an aside, I have investigated other locations for the circuitry. One being the space behind the water tank in the tender – unfortunately, the BeeWi circuit board is just too long.



This experiment was just to prove the point that we could leap into the 21st century with Smartphone control of live steam. So really, that's the conclusion of the work. It is now just a question of what we actually want to do with it.

Forthcoming Club Roadshows

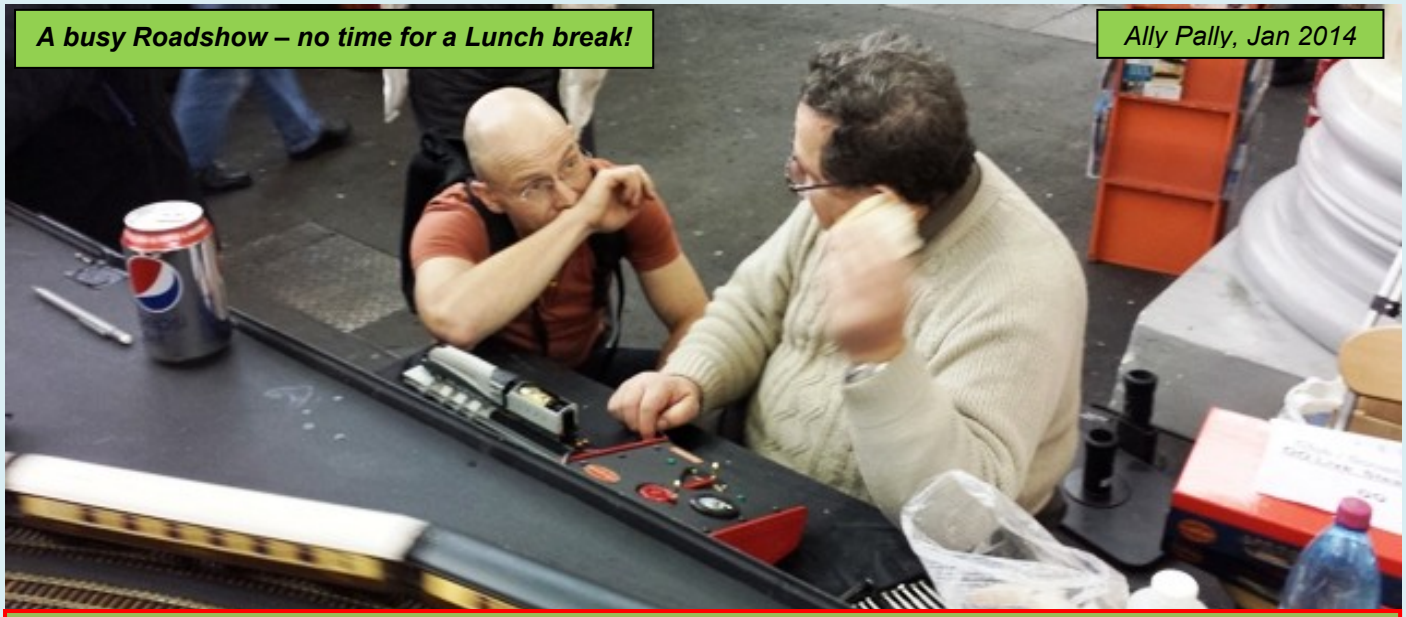
Club attendance at the following exhibitions has been confirmed at the time of issue of this newsletter. Please refer to the Club website for any updated information prior to travelling.

13th & 14th Sep 2014	**RMWEB Live** Ricoh Arena, Coventry, CV6 6GE www.model-railways-live.co.uk/Exhibitions	
16th to 19th Oct 2014	**Midland Model Engineering Exhibition** Warwickshire Exhibition Centre, Fosse Way, Nr Leamington Spa, CV31 1XN www.midlandsmodelengineering.co.uk	(Driver Training Experience only)
18th & 19th Oct 2014	**The National Festival of Railway Modelling** East of England Showground, Peterborough, PE2 6XE www.model-railways-live.co.uk/Exhibitions	(AGM 2014 17:00 Cambridge Suite 18 Oct 2014)

The Exhibition Liaison officer is actively pursuing future Roadshows & new venues. Up to date information will be posted on the Club website when available.

A busy Roadshow – no time for a Lunch break!

Ally Pally, Jan 2014



Editor: Rupert Harper's article on building Stephen Mosley's "The Silver Jubilee" carriages has still not been published in Railway Modeller (up to the September 2014 edition)

Ally Pally, Mar 2014

Doncaster, Feb 2014

Recent Club Roadshows

Ally Pally, Mar 2014

The Club President discussing OO Live Steam with some young visitors

York Apr 2014

Eric Fenwick's 'Great Gathering' awaiting their running turns

Chatham Jun 2014

The Club President preparing his 'Duchess' & 'Black 5' for running

Recent Club Roadshows

The London Festival of Railway Modelling

22nd & 23rd Mar 2014

This was the Club's fifth year of attendance at this exhibition.

No Feedback summary has been provided from those that attended

Doncaster, Feb 2014

York Model Railway Show

19th to 21st Apr 2014

Having tried for some years the Club was finally successful in being invited to this exhibition which this year was held over the Easter Weekend. The layout was located on the 1st floor in prime position adjacent to the lift. Being a little short staffed two Club members (one each for the Sun & Mon) were recruited '*on the day*' to run the Driver Training sessions. Nat Southworth of Hornby Hobbies Ltd was suitably impressed with the operation of the Roadshow leading to the offer of support from Hornby which will hopefully secure the Roadshow's future.

What could have been?

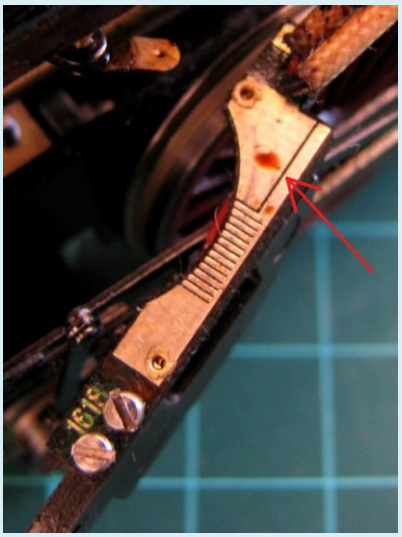
Chatham & District Model Railway Show

14th & 15th June 2014

Another 'new' venue for the Club, being added to the Meetings Section after the last newsletter was published.

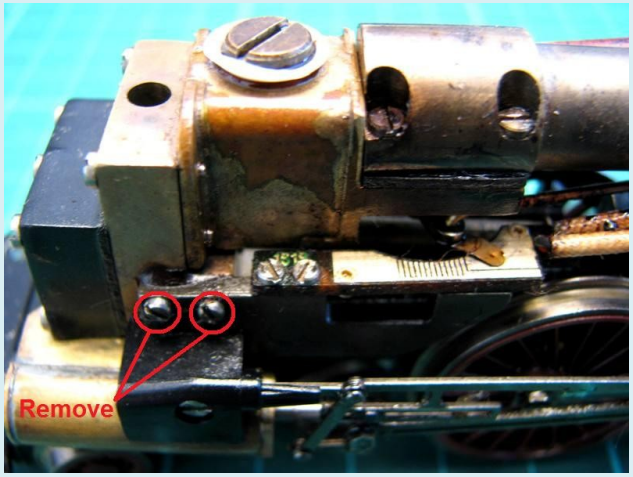
No Feedback summary has been provided from those that attended

OO Live Steam Technical Tips - *No.3 Lights*

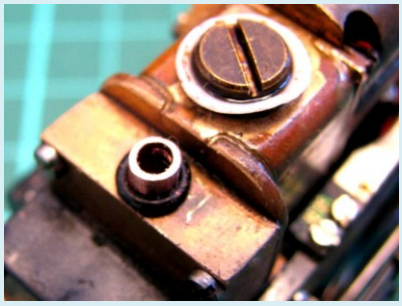


The regulator lights, or more importantly the lack of them is a common occurrence on the Hornby OO Live Steam locomotives. A lack of lights means that you have no visual indication where the regulator is but does not prevent the locomotive from running – red indicates regulator in neutral position, green indicates regulator in open/running position. No lights generally occurs either when the contact board which detects the position of regulator wiper arm gets contaminated with steam oil residue, or the mounting screws have worked loose allowing the contact board to sag down causing intermittent or no contact with the wiper arm. Although it is easy enough to clean off the steam oil residue with the contact board in situ that does not get at the steam oil residue trapped under the wiper arm as illustrated here on the left.

A4 – The A4 contact board is located by 2 screws to a bracket which is mounted on the side of the steam/exhaust block by 2 more screws. Remove these 2 screws and gently ease the contact board down from the wiper arm and away from the chassis for cleaning. Wipe the contact board down with a suitable cleaner (e.g. isopropyl alcohol) and the bottom of the wiper arm to remove all traces of steam oil residue. Check the contact board screws are secure to the bracket then relocate the contact board underneath the wiper arm and ensure that it is positioned vertically by holding it up so the wiper arm is under tension on the board and tighten up those mounting screws.



To reduce the amount of steam oil residue affecting the A4 locomotive chassis you can add a simple extension to the exhaust block hole so that most of the exhaust exits via the chimney.



Take a piece of thin walled 1/8" copper/brass tubing approx 1/4" long, place an 'O' ring on the outside and insert it into the exhaust hole pressing down to the raised ledge inside. The corresponding hole on the bottom of the removable chimney may need opening out (in the case of the single chimney it will definitely need opening out) so that it mates alright with the top of this exhaust extension.

A3 – Access to remove the A3 contact board is difficult without removing other components as well, so for loose mounting screws you will need to use a long flat blade sideways to gently tighten them up. The lights board is located into the relay board by 4 pins which can work loose (photo on the right shows the lights board purposely pulled out to demonstrate this). So also check that the lights board is fully secured into the relay board.