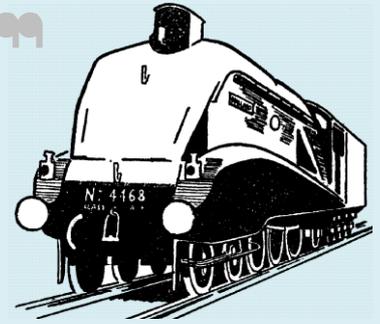


"THE SILVER JUBILEE"

The Newsletter of the OO Live Steam Club

No.6 March 2014



Is this the first OO Live Steam "THE SILVER JUBILEE" express train?



On Saturday 23rd November 2013 what is believed to be the first completed OO Live Steam "THE SILVER JUBILEE" express train to run in public was seen by visitors to the Club's roadshow at the Warley National Model Engineering exhibition.

Club member Stephen Mosley explains this significant achievement on Pages 16-19 inside.



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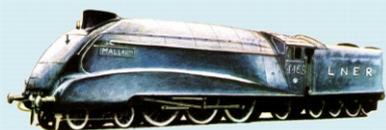
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General Information

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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Chairman:

Adrian Campbell

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Chris Oakes

Treasurer:

Eric Fenwick

Exhibition Liaison:

Jimmy Whitehouse

Hornby Liaison:

Charles Leekham

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Michael Marshman

Technical sub-Committee:

Richard Hallam

Jimmy Whitehouse

Eric Fenwick

Editorial

With the gradual increase in Club membership it is very pleasing to record that this is the first newsletter to include not one, but three, articles supplied by non-Committee members. Hopefully this is the first of a welcome addition on which future newsletters can build upon. Please keep them coming folks!

We also welcome back the return of some excellent artwork from Charles Leekham, with the BR Fairburn Tank illustration ideally complementing Eric Fenwick's build article.

The temporary repatriation of the 2 North American based A4s can be hailed as a resounding success, and brought lots of enjoyment to a huge audience of all ages. Following 'The Great Goodbye' at Shildon where the lucky few got to ride behind one of the active A4s at the weekends, the 2 North American A4s are to cross the North Atlantic westbound at the end of April for Nova Scotia, then travel by rail to Montreal for one last photo opportunity before returning to their respective museums. These NRM enthusiast-inspired events could now take a back seat with further budget cuts and possibly more job losses.

Autumn thro' to Spring is traditionally the busy period for the Club Roadshows in part due to the availability of Adrian's company van for easy transportation of the layout. These Roadshows are being mainly privately funded by the regular Roadshow operators, with few exhibitions providing any expenses. However giving the fair spread geographically of recent Roadshows it is somewhat disappointing that they cannot attract more Club members to take a more active part in helping to promote OO Live Steam to the wider audience.

Getting some of the Hornby OO Live Steam spare parts is now getting very difficult or expensive. Our Hornby Liaison officer, Charles Leekham, has recently been discussing this topic with John Humphrys at Hornby. Hopefully Charles can provide some useful feedback for Club members in due course.

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.7 - 15 August 2014.

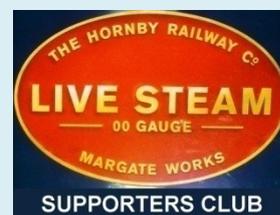
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Club News

Chairman's Chat

I first came across Steamcraft about 4 years ago when an OO scale King (or it might have been a Castle) sold for £300 or so on eBay when OOLS locos were going for £100 to £150. A couple of glimpses on YouTube including an A4 led me to do a bit of research and I found David Taylor, the brains and brawn behind Steamcraft. I discovered that he made several hundred OO scale models of various prototypes and I am delighted to say he is now part of our Club. He has very kindly contributed an article about Steamcraft for this Newsletter.

A couple of weeks before Christmas I was having my customary late night look at eBay just before going to bed. Staring me in the face was an OO Scale Steamcraft Gresley V2 and I hit the BIN button without thinking. £300 poorer I suddenly panicked - I hadn't read any description. If it was that rare and that good a deal why hadn't someone already bought it? Then I noticed it only got listed 5 minutes earlier.



It arrived and looked gorgeous in its gleaming brass. The 30 year old plus sales literature accompanying it was eye-opening; such an impressive range. It also looked like it had never run so I waited until the Ally Pally show when I could call in reinforcements to check it over. We got it going, first on the rolling road and then on the layout alongside Hornby A4's and A3's. It has nowhere near the control sophistication of the Hornby but the fact that several hundred were made using classic model engineering methods gives great hope to putting a version of Hornby's model back into small batch production.

You can see this V2 featured in this YouTube video at 05:57 - <http://youtu.be/31TCS4IHszw>

Adrian Campbell

Finance

Our new Treasurer, Eric Fenwick, is progressing with an application for a Community Account with the HSBC which offers free banking to clubs, societies & charities below a specific annual turnover. This will place the Club in a stronger position financially for future developments like the introduction of a membership fee, possible charitable status, and expectant sales of the advanced Hand Held controller when available.

Hand Held Controller

Although the preferred option for most Roadshow operators, the handmade operating lever of the Mark IV controller has proven too prohibitive cost-wise to be manufactured.

The Mark VI controller prototype has been built for the Club by member David Palmer, being handed over at the Warley 2013 Roadshow. It has been subjected to a review by 2 of the 3 Technical sub-Committee members so far, and needs some refinement and further testing. As it uses all 'off the shelf' components it is likely to be the design that the Club will progress with towards full production, however no final decision or likely time schedule have been made yet.

Specialist Tools



Eric Fenwick has now expanded his range of Specialist Tools to 4 – a Piston End cap spanner, a Piston Gland Nut driver, a Wheel Nut driver & a Relief Valve driver. These tools are precision laser cut in stainless steel, which Eric then hand shapes individually, finishes then polishes to ensure a quality fit. An ideal addition to any OO Live Steam toolbox. Further details are available in the Specialist Tools section of the Club Members Area. To obtain any of these tools 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 £399:45 (Feb 2014).



We already have reports on the Forums of some 2nd hand locomotives which have suffered from the use of inappropriate water causing blockages, etc. and a healthy discussion has taken place over the correct water to be used, although giving the different standards (& labelling used) worldwide together with vastly different costs it is not easy to give a definitive answer which would be applicable to all Club members – a 1 Litre bottle of Hornby R8207 Distilled Water is currently being sold for up to £11:99 (inc P&P) by profiteering UK eBay traders whilst Hornby are still selling it for £6:90!

Adrian Campbell has obtained a supply of economy TDS-EZ water testers which record the TDS (Total Dissolved Solids). Current opinion favours a TDS of no more than 10 ppm (mg/L) for use with our OO Live Steam locomotives. These water testers can be obtained from Adrian at a Club Roadshow, or by mail – cost £5:00 plus £2:00 P&P (UK) – profits from the sale of these water testers are going straight into the Club account. Either send Adrian (Forums username **AdrianC**) a message via the Forums, or an e-mail to mail@oolivesteam.com

Membership

The Club currently has 415 contactable members, an increase of 55 (15%) since Sept 2013.

Club Website

Errata – In the last newsletter the Editor's calculator misplaced the decimal point so the recorded percentages were wrong and not picked up in the proof reading. The reported active Club membership on the Forums should have read 5% and not 0.05%. New batteries have been fitted to the calculator for this newsletter!

Thanks to both the Webmaster & Secretary the measures implemented now mean the blight of Spam memberships are under control.

Start a New Discussion	
Categories	
All Discussions	488
Introduce Yourself	79
Live Steam Discussion	51
Show us yours	27
L Show your layout	8
L Show your Livesteam Locomotives	11
L Share pictures of anything else	8
Live Steam Tutorials/Help	64
L Train Surgery	24
L Building your own Live Steam Locomotives?	14
DCC and Live Steam	8
L How to DCC Live Steam	1
Events,Shows,Exhibitions	52
L Event Reports	2
For Sale/Wanted	97
L For Sale- OO Live Steam	24
L Wanted- OO Live Steam	16
L For Sale- General	8
L Wanted- General	2
L Ebay	48
General	85
Off Topic	0
Links	1
Members Forum	11

A Members Forum has been added to the website. For Club Members who are also Forum Members it is only visible when you Sign In to the Forums (it cannot be accessed by the 75 Forums Only members).

OO Live Steam	
Supporting Hornby OO Live Steam	
Aims & Objectives	
News	
Meetings	
Getting Started	
Maintenance	
Newsletters	
Forums	
Photos	
Member's Layouts	
Become a Club Member	
Club Members Area	
Members Forum	

For direct access you can either select it at the bottom of the Categories list on the RHS (which may not be fully visible on some smart phones due to software limitations), or select it as the top entry under the Club Members Area menu.

So far the Members Forum has had discussions contributed to by 20 Club members.

We now have 233 Club members (a very healthy increase of 140% since the last newsletter) who can access the Club Members Area of which some 20 are taking an active part in the Forums – which is still only approx. 5% of the Club membership. There has been a corresponding small decrease in the number of Forum Only Members now down to 75.

Website usage for the period 01 Nov 2013 – 01 Feb 2014 showed there were 49615 pages viewed, 73 Discussions with new activity & 791 Comments posted. This represents an average increase in website usage of approx. 56% for the 3 months reviewed since the last snapshot in July 2013. User visits averaged 80/day during February 2014.

Popular Discussions	Comments	Follows	Views
Silly prices ...	253	0	5,346
YOUR CLUB NEEDS YOU - Supporting the Club at Exhibitions	44	1	1,119
a new LS batch on the 'Bay	49	0	984
News	42	0	880
The LNER Silver Jubilee service	20	0	703
Hornby Great Gathering Limited Edition Set Telephone Sale	29	0	643
LS Distilled and RO water	28	0	466
Controller for sale	19	0	426
Good price Mallard just appeared	22	0	397
4464 Bittern achieves another 90 mph run	23	0	369

The Members Forum discussions were not sampled for inclusion in the above Table's statistics.

Steamcraft Limited – OO Live Steam

Whilst Richard Hallam was developing his electric powered OO Live Steam concept, another model engineer introduced a small range of gas fired OO Live Steam locomotives. Club member David Taylor traded under the name Steamcraft Limited (not to be confused with Graham Heavey's same named New Zealand based company).

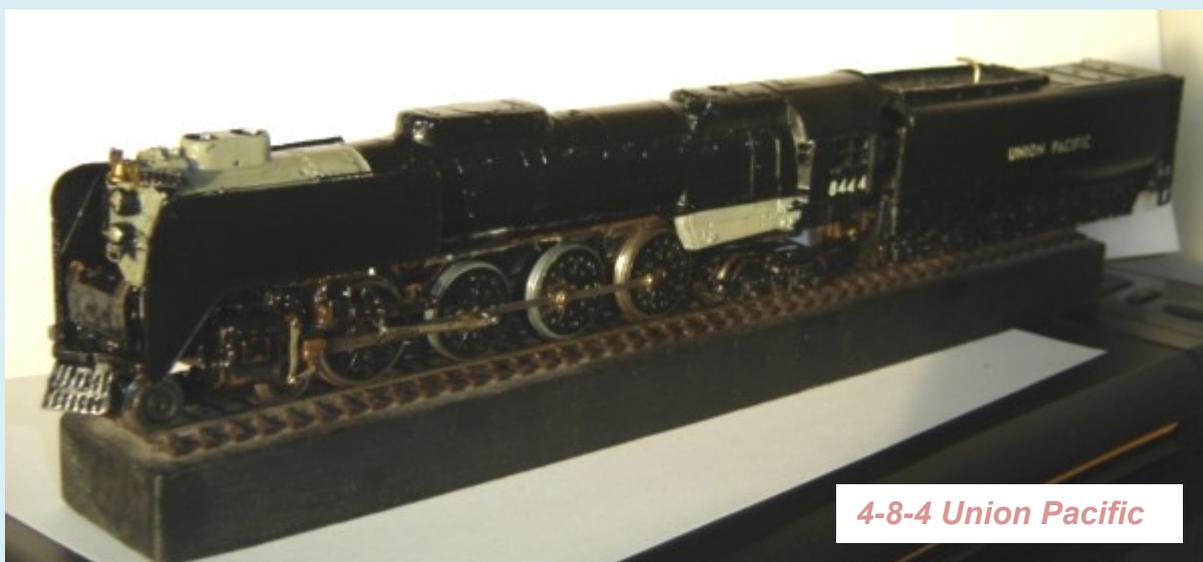
David Taylor continues the history:

"It all started in 1978 when a friend showed me a OO gauge brass model steam loco which he had recently purchased at what seemed to me a high price. It was a beautifully detailed model but was in fact driven by an electric motor which seemed to defeat the purpose. I asked him why he had not purchased a proper steam loco, and he replied that they were not available as OO gauge was too small for a live steam loco.

Being an engineer with some interest in steam locos, I decided to design and make a live steam model loco for the OO and HO gauge. I have found that simplicity is the best approach to most engineering tasks, so produced a simple single cylinder engine between the frames driving a crank axle with a gas fired pot boiler. This 0-6-2 tank loco worked OK but lacked pulling power at low speeds. The whole loco was difficult to handle as the pot boiler heated the whole body.

The next attempt was a 2-6-2 tank loco with a single cylinder engine with gear drive to the axle with a pot boiler and gas firing. This worked well and would pull six carriages at a reasonable speed. However it was too hot to handle without burnt fingers.

The third model was a single cylinder geared loco with a gas fired boiler with an underside fire tube. The gas burner fired horizontally down a square heat exchange tube silver soldered to the underside of the boiler. This design had the advantage of retaining the volume of the boiler barrel for water and containing the gas flame in the heat exchanger. This was a 4-6-0 tender loco with the gas burner in the tender firing in to the heat exchanger, and it worked well pulling six coaches for about ten minutes at a reasonably slow speed.



4-8-4 Union Pacific

The fourth model was a twin cylinder gear driven loco with a steam reversing/control valve, a boiler with a horizontal heat exchanger and the gas burner in the tender. This was a model of a 4-8-4 Union Pacific loco and it worked well and controllable being able to stop/start/reverse with speed control.

Steamcraft Limited – OO Live Steam (Cont'd)

This was further refined by putting an N gauge electric motor in the tender which operated the steam reversing valve via a cable. The wheels were insulated so by using a normal electric controller to loco could be remote controlled.

I gave my friend the 2-6-2 tank loco and he enjoyed running it on his layout clocking up many miles without any mishaps. I was then contacted by enthusiasts asking to purchase a loco. Initially I made a few to order such as GWR King, GWR County. LNER A3, LMS Coronation, but soon I decided to set up a small scale production on a cottage industry basis.



GWR King

This required the selection of a small range of locos then producing a design for a common steam engine and boiler etc. The types chosen were the LNER A4 pacific, The Bullied Pacific, and The Royal Bavarian pacific. Later the Union Pacific 4-8-4. The machined parts were made in the Isle of Wight by a retired tool maker. The bodies were lost wax cast brass which was made in Birmingham. The boilers, gas tanks etc were made by a copper smith in Birmingham. The fitting and assembly took place in Stockport in an electronic works. I checked each model and dispatched them and managed the far flung operation.



LNER A4

I was contacted by American enthusiasts who were prepared to pay for finely detailed scale models. I then made contact with Samhongsu a Korean producer of fine scale brass HO and O gauge American locos. They were producing a batch of HO 2-10-2 freight locos at the time. I modified the body and fitted my steam engine and boiler etc to make a live steam version. These were sold in modest numbers in USA and in time a Steamcraft club was formed and run for many years by Al Sadler of Cincinnati. He ran his Steamcraft locos at most of the Model Railroad fairs and created quite a following. At the same time Steamcraft clubs were formed in Australia, and Switzerland creating more demand for the models.

Steamcraft Limited – OO Live Steam (Cont'd)



Royal Bavarian Pacific

The Model Railway Constructor magazine borrowed a OO gauge LNER A3 Pacific to test and they published their report in the issue of October 1980. This gives a good idea of the performance of these locos which seemed to find favour with them.



LMS Jubilee

The cottage industry was struggling to keep up with demand so when a Japanese importer placed an order for 100 models I decided to ask the electronic firm in Stockport to take over production. This was a mistake as the quality became inconsistent and soon I had dozens of returns causing a financial problem so I decided to close Steamcraft in 1987."

Editor's Note: We have extracted the relevant OO Live Steam content from an illustrated history of Steamcraft Limited that was provided by David Taylor. The full illustrated history, including Live Steam products made in other gauges will be uploaded to the Club Members Area for your reference in due course.

Editor: Here we reproduce the content of a letter that Club member Andrew Carter sent to Hornby about his first experiences with a Mallard set, which was sent out to interested parties in the form of this Fax.

The Delights of Live Steam

I have recently finished laying the track to my latest layout, just in time to coincide with my wife's wish to move house! At least I have not ballasted it yet.

Anyway, I thought what should I put on my inaugural run. Well, it could be my Coronation with red and gold matching coaches for the LMS, it could be my Merchant Navy with its Bournemouth Belle Pullmans, or even my Castle with its Cambrian Coast Express stock.

My single LNER representative is the Live Steam 'Mallard' (yes, I have rigged my layout to run both live steam and 12vDC). Anyway, I thought it would be prudent to test 'Mallard' before the grand opening.

My first runs with her had been very successful and I thought (wrongly) that this live steam lark was a piece of cake. So I put 'Mallard' on the track and, in the absence of the Gresley 'teaks' she will pull, I put a mixture of MK1s and Collets behind her to give a bit of effort. Water in the tank, superheater on, wait for her to heat up.

Live steam is, in equal measures, therapeutic and frustrating. The safety valves start blasting away so I ease the switch (regulator) over and that beautiful chime indicates we are ready to go. The cab light is green so flick the regulator as described in the manual and nothing happens! The smell is wonderful, it really does smell like a real steam loco, but there is no movement. Enter a big hand from the sky with a little encouraging shove and 'Mallard' moves off gently, at first, then accelerates like a dragster down santa pod raceway.

She negotiates the first bend at about a scale 200mph and the record books are about to be thrown out of the window as I estimate she reaches between 3-400mph down the back straight. I am frantically flicking (more like wrenching) the regulator over to try and close the valve. Too late, 'Mallard' leaves the track on the next bend along with the coaches.

I re-read the manual and try again and, yet again, she screams off like a banshee!. I get similar a result - steam and coaches strewn everywhere.

The first thing I have learnt is that it does not seem to matter how many coaches you put behind her, she has power to spare. Patience is a virtue and one that was getting sorely tested now.

Try it without coaches. Off we go again, the crew of a jumbo jet look on amazed as 'Mallard' passes Mach 1 before taking off down the hall; these live steam locos will run on anything once they get going and the hall carpet was no obstacle. My dog, which had been an inquisitive onlooker, was now faced with a hissing steaming loco charging at her, she barks at it but on it goes, so she turns tail and runs off down stairs to the safety of her basket!

I sit and ponder my errors and find that one has to have a very delicate touch on the regulator and a good memory to remember how many clicks you have done. After one more semi successful run I decide it is time to take some lessons in loco driving so I have purchased the Hornby rolling road so I can sit 'Mallard' on its bed and re-learn the basics.

It is, as I have said, frustrating and therapeutic, but I am convinced it is terrific fun. It may take some getting used to but, by the time I receive my teak Gresleys, I will be ready and 'Mallard' will proudly pull my inaugural express at scale speeds more akin to what she would have in reality (I hope).

I see no rivets, I have flushed my glazing, the sun is rising from beneath a Class 40 bogie and the 37 has tumbled home drunk, what more can I add other than I have just had a couple of hours of good fun with 'Mallard' and not once worried about any small detail. To see the smoke and steam was all I needed.

Enjoy the hobby.

Andrew Carter

Eric Fenwick's LMS Fairburn Tank No.2245

In the last newsletter we featured Eric's 3rd locomotive rebuild, BR Standard Class 8 "Duke of Gloucester". The 4th rebuild to come from Eric's Locomotive Works is the LMS Fairburn Tank No.2245.

Designed by Charles.E.Fairburn, 277 of the 2-6-4T locomotives were built between 1945-1951 at the LMS/BR Derby Works & BR Brighton Works. It was based on the earlier LMS Stanier 2-6-4T locomotive, and was the basis for the later BR Standard Class 4 locomotive. No.2245 was built on 31/10/1946 at the LMS Derby works, and was withdrawn on 31/10/1964 at the 66D Greenock Ladyburn shed being cut up at McLellans, Langloan on 31/12/1964.



Fairburn Tank BR 42078 hauls a mixed goods train on the Southern Region of British Railways

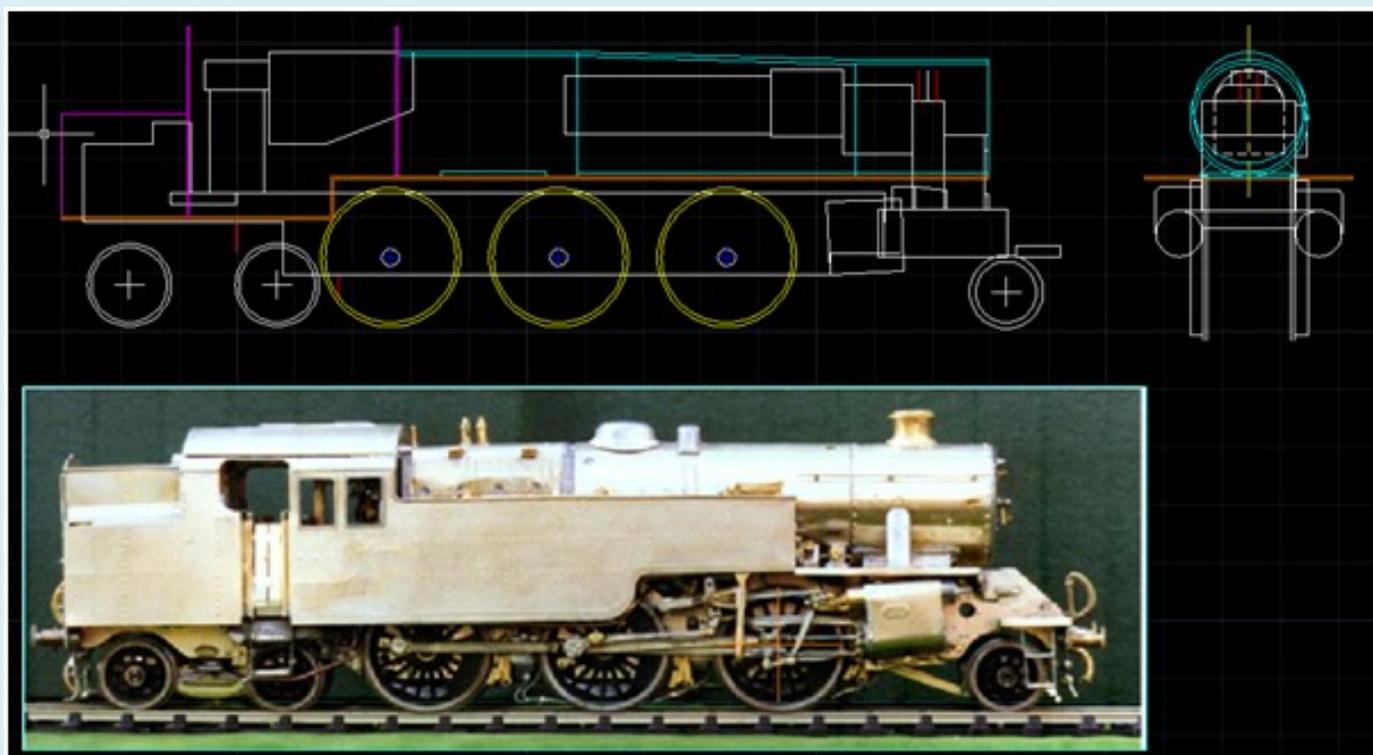
Eric continues: "This conversion would be very difficult on two counts. The first that it was a radical move away from the Pacifics and second that there is nowhere to house the boiler."

Eric Fenwick's LMS Fairburn Tank No.2245 (Cont'd)

Bearing in mind that, from the outset of deciding to make these conversions, the philosophy would be that the loco could be converted back to its original configuration. So any modifications to the original steam pack could not be carried out and that the driving wheel diameters and centres would be as the original A4 that I used. Sacrilege! - Many would say, and they did. But for me the Fairburn Tank is a firm favourite and to see it in OO Live Steam, even just resembling the prototype, would be enough.

I had thought about how to do it for many months before actually trying it and I had gained more experience and skills from my previous conversions. I had also thought of a solution to house the boiler which was the addition of a wagon to house it. So with these fundamental ideas in my head I purchased a white metal kit from DJH and set about figuring out how I would build the loco kit around the steam pack and worry about the boiler later knowing that it wouldn't be too difficult, relatively speaking, to build into a wagon.

Before starting I collected a number of photographs, in some cases even drawings are available. In this case I found a side elevation photograph of the loco and was able to make an AutoCAD drawing and work out how I could build the kit around the steam pack.



As with all of the conversions I had done previously it was a case of building the etched frame around the steam pack and then the smoke box and loco body on top of it. In the case of the loco body I decided to make one out of brass rather than risk using the white metal one provided with the kit. So I set about forming the body from brass tube and including the bandings. Then modify the frame onto which the smoke box and body are mounted so that it mounted onto the loco chassis and around the steam pack. I also had to consider the PCB and ensure it would be housed inside the cab. The final step now was to find out how this part of the assembly could be securely screwed to the loco chassis.



Eric Fenwick's LMS Fairburn Tank No.2245 (Cont'd)

Once this part was complete it was then a relatively simple case of building the rest of the loco onto the frame, around the smoke box and body as the pictures show.



I found I could not fit the loco body to the frame with the whistle in place, the final assembly was too compact, and so it had to be left off. OK, so it had no whistle but there was steam issuing from the loco when moving to reverse or forward which gave a new effect. Quite pleasing when operating in my cold layout room.

Another consideration was the location of the chimney and how could I easily top up the steam oil. The chimney provided with the kit was white metal and of poor quality so I made a new one from brass. In order to locate it I soldered a length of copper tube into it so that it passed through the loco body and fitted snugly into the steam exhaust hole in the steam chest.

Access for the steam oil was not so easy. I could have cut another hole in the loco body and made an additional cover for it. But I chose to make the whole body removable and it would be secured with only one small screw sited on the front end just under the smoke box door. A neater solution I thought and it provided better access for general maintenance.

On completion of the major components I then had to decide how to disguise the A4 pistons. This wasn't too difficult as there are valances fixed in this area to cover part of the pistons. And when the white metal castings of the kit cylinders were mounted the outcome was probably the best I could achieve as the picture below shows.



Eric Fenwick's LMS Fairburn Tank No.2245 (Cont'd)

As with the other conversions I'd done I soldered or mechanically fixed as many components as possible. Where I could not do this I pinned and glued them using high temperature super glue. Despite the deviation from the prototype the overall outcome was quite pleasing to me and final painting with the application of the decals would finish it quite nicely.



At this point I turned my mind to the boiler.

Of course the material construction of a wagon to house the boiler would have to be metal as opposed to plastic for obvious reasons and I chose an etched brass horse box. I had already drawn the positions of the steam pipes for the boiler and the loco in my AutoCAD layout drawing and knew that the distance between their centres was too great for the standard Hornby flexible pipe. So I had to acquire some silicone tube to make my own. I did this in a similar fashion to the OEM using homemade banjo fittings; I have to admit that these still need perfecting as the pipes tend to fail after several steamings.

Other than that issue the building of the wagon was very similar to that of building a tender where the main difficulty as always is the construction of the chassis to mount the boiler and the power collection system. However, instead of soldering the wagon together it had to be screwed together to make it easy to remove the boiler and components for maintenance."



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.

THE FLYING SCOTSMAN EXPRESS TRAIN & LOCOMOTIVE

A1 4472 'Flying Scotsman' hauls the non-stop "FLYING SCOTSMAN" express service towards London King's Cross



If you were to ask everyone in the world what is the most famous train, the top answer would probably be the "Flying Scotsman", remembering that some cultures/societies refer to a steam locomotive as a train.

In 1860 the North British Railway, the North Eastern Railway & the Great Northern Railway established the East Coast Joint Stock for through services using common vehicles, and from this agreement the "Flying Scotsman" express service was established.

The first "Special Scotch Express" ran in 1862 with simultaneous departures at 10:00 from GNR's London Kings Cross & NBR's Edinburgh Waverley taking 10 ½ hours including a half-hour stop at York for lunch.

THE FLYING SCOTSMAN EXPRESS TRAIN & LOCOMOTIVE (Cont'd)

With increasing competition and improvements this timing was improved to 8 ½ hours by 1888, the year of the 'Race to the North'. From 1896 the train was substantially modernised including corridors between the carriages, heating, and dining cars. Now that luncheon could be taken onboard the train the York stop was reduced to 15 mins but the service timing of 8 ½ hours remained.

In 1923 the railways were grouped into the 'Big Four', with the three members of the East Coast Joint Stock becoming part of the London & North Eastern Railway (LNER). In 1924 the 10:00 expresses in both directions were renamed as the "Flying Scotsman", its unofficial name since the 1870s. To further publicise this service GNR A1 No. **1472** (built 1923) was renumbered **4472** & named 'Flying Scotsman' and displayed at the British Empire Exhibition, Wembley in 1924 & 1925.

Following modifications to the valve gear it was found that the A1 Class could run this service non-stop with one tender full of coal. 10 locomotives of Class's A1 & A3 were initially provided with corridor tenders allowing footplate crew changes without stopping. A1 **4472** hauled the inaugural non-stop "Flying Scotsman" service from London to Edinburgh on 01 May 1928, setting a record at the time for a scheduled non-stop service of 392 miles. By 1938 the timing was reduced to 7 hrs 20 mins.

In the British Railways era the service ceased to be non-stop with stops at Newcastle, York & Peterborough, and in 1962 the Class 55 Deltic diesel locomotive took over from the steam traction.

Under Privatisation the service was operated by GNER (subtitled The Route of the Flying Scotsman) from 1996 to Nov 2007, then by *National Express* East Coast until Nov 2009. From 23 May 2011 the "Flying Scotsman" brand was relaunched by publicly owned East Coast as a special daily fast service at 05:40 from Edinburgh to London only (no north bound equivalent service) taking just 4 hours including a stop at Newcastle. Electric Class **91-101** locomotive was turned out in a special promotional "Flying Scotsman" livery.

A1 No. **4472** emerged from the Doncaster Works as A3 No. **103** on 4 Jan 1947. It ended its service career with British Railways as No. **60103** on 14 Jan 1963. It was purchased by Alan Pegler and after running in the UK it went to the USA in 1969. In 1971 Alan Pegler was declared bankrupt but **4472** was saved by William McAlpine & returned to the UK. In 1988 it travelled to Australia & on 08 Aug 1989 it set the record for a non-stop run by a steam locomotive at 679 kms (422 mi). It was sold to Dr Tony Marchington in 1996, but he was also declared bankrupt in Sep 2003, and so it was bought for the Nation on Apr 2004. It is currently still being overhauled with a likely return to steam in Summer 2015. It now has an A3 boiler fitted again.

Hornby produced 2 x OO Live Steam A3 'Flying Scotsman's, a single tender version which is probably modelled on the preservation period 1974 – 1975, and the double tender version which is modelled on the preservation period 1966 – 1969.

John Humphrys, Hornby's Customer Service OO Live Steam engineer has recently confirmed that the original OO Live Steam 'Flying Scotsman's were fitted with a one piece chimney and integrated long screw. After problems experienced with seating the 'O' ring seal the design was changed to a separate chimney & shorter screw.

"THE SILVER JUBILEE" – A Dream Fulfilled

Editor: The Club was very privileged when member Stephen Mosley arrived at the recent Warley 2013 roadshow to 'unveil' his OO Live Steam "THE SILVER JUBILEE" express train to the public. Here Stephen explains how his dream has reached fruition



The completed "THE SILVER JUBILEE" train

"The story regarding the purchase of my Hornby Live Steam locomotive, and what it led to, starts 37 or so years ago. I grew up in a railway family which had a small active part in the nascent preservation movement. My childhood is consequently defined to a large part by days out watching steam specials and visits to various preserved railways. The rolling out of the sectioned 35029 'Ellerman Lines' before her move to York, the Midland Railway Centre when it had only one small engine shed at Butterley, 71000 'Duke of Gloucester' being restored at Loughborough and so on. At the age of about 9 I also developed an interest in Art Deco and the between wars period, so naturally the streamliners of those days became particular objects of fascination. Although family ties (to the Midland Railway and LMS) saw a natural leaning to the Coronations, the A4s were for me impossibly elegant with none more so than the original grey liveried locos with their carriage sets. I could also not help but admire how the practicalities of keeping greys and silvers, hauled by steam, clean were seemingly sacrificed in the name of cool sophistication. They were innovative too, something that I grew to appreciate ever more as I established and followed a career in engineering. Consequently I hoped that one day I would be able to own a complete model of the Silver Jubilee.

Fast forward to the launch of the Hornby OO Live Steam model (of Mallard) at Goodwood (05 Sep 2003). Seeing it there I was hugely impressed once more by the aesthetics coupled with engineering brilliance, just applied on a smaller scale this time. A subtle modification was made to the dream; surely the ultimate OO model would be a live steam one? I knew I would have to buy an example but the price was such that I would wait until exactly what I wanted was available rather than consider modifying something close. By this stage I had moved a little away from railways as a hobby and I had different calls on my time, so I merely "kept a weather eye open" without actively tracking new releases. A few years later my wife and I were holidaying in Snowdonia and called into the excellent little railway museum at Betws-y-Coed. There on a shelf in the shop was Silver Link for, if memory serves, £300. Still a lot of money for me but I knew that finally this was the time to invest. To make it even more remarkable the note on it said "discontinued line" so I felt especially fortunate to have happened across this example. We had lunch there whilst I patiently explained to my wife how "it wasn't just a toy" and, indeed, it would be a constant source of regret if we didn't make the most of the opportunity. I returned to the shop and bought the loco, still not quite believing my luck. The lady behind the counter said "You will need the special controllers," to which I replied "it's alright, I shall buy them later." She then dropped the bombshell, "No, they're stopping all the live steam stuff."

"THE SILVER JUBILEE" – A Dream Fulfilled (Cont'd)

A moment's hesitation and then I was handing over a cheque for £500 instead of £300.



With no permanent layout our Silver Link has only been run a couple of times, but the idea from the start was that she would only be brought out for special occasions when she would steam around a simple loop as a thing of wonder and beauty. I purchased a set of the Hornby "Railroad" teak carriages for her to haul but of course, although prototypical, it just didn't seem quite right somehow. Amongst the smell of steam and hot oil there was also the air of unfinished business.

This is where Rupert Harper enters the story. Rupert bought our local model shop and my visits there inevitably came to involve lengthy conversations about everything from the flying characteristics of the Sopwith Camel to Futurist art. After the shop sadly closed we kept in touch, a shared professional involvement with engineering being common ground as well as Rupert's continued career – and my interest - in the model railway world. I invited Rupert and his wife out for a drink hoping to inveigle him in the plot I was hatching, for creating a Silver Jubilee rake, by the liberal application of booze. It seemed to work and the final, not insubstantial step to achieving my goal was underway! Our starting point was to completely dismiss the available kits as being too expensive for my meagre budget and the Hornby Silver Jubilee carriages as being hopelessly inaccurate. This left us with the old Tri-ang Thompson carriages as being the best basis for it. Originally we just talked about turning the oval toilet windows into square ones, joining them up into the articulated sets and repainting them but I could not ignore that this would probably be my one chance to get a really nice set together. Another pint and I raised the stakes with suggesting the possibility of "cutting and shutting" the carriage bodies to get something closer. Although this was something I really wanted to pursue as an idea I was willing to back off from it as I fully realised the amount of work it would need. Thankfully the challenge proved irresistible for Rupert and he agreed to give it a go. A suitably eccentric deal was struck where I would pay a moderate amount of cash and create a Futurist picture of Rupert on his BSA in return for the carriages.

"THE SILVER JUBILEE" – A Dream Fulfilled (Cont'd)

I wanted the early 7 carriage rake consisting of articulated sets in a 2 -3 -2 configuration, the service having proved so successful that an extra carriage was soon added by the LNER. From memory we sourced 6 ordinary carriages and 3 brake composites, these coming from model railway meetings and E-bay. As an added bonus Rupert got hold of a set of Bachmann Gresley bogies. Total cost of raw parts probably came in at about £70, compared to £50 for each carriage as supplied in kit form if we'd gone down the conventional route. There then followed a large amount of research online and in books collected over the years. One particular revelation for me was that only the in-unit articulated carriages had the rubber sheeting between the carriage bodies, there being no sheeting between the sets themselves. The actual carriage configurations were easy to establish but the colours proved more tricky and indicated that an awful lot of expensive models of the Silver Jubilee seem to be inaccurate. Although the carriages were repainted early in their life I have yet to find a photo where they have the same finish as the loco. Thankfully the generally available "LNER light grey" is a different colour to the Hornby A4 so that worked out quite well. The carriage roofs were originally aluminium over white so we ended up compromising with aluminium paint from Halfords.



Coach A – Brake First

To create the carriage bodies Rupert mapped out the number of windows and spacing for each vehicle. The donor models were then sliced up into appropriate sections to make up the body sides as required. Our biggest fear was the potential distortion of the carriage bodies when the internal stresses were released during the cutting part of the process but thankfully this appears to have been unfounded. Two brass strips were mounted on a board as a fixing jig, the distance between them corresponding to the height of the body sides. Each new side was then built up by placing the sections in this and bonding them. The windows were also modified where appropriate to remove glazing bars – if you are going to get it right these really are quite a complex set of carriages to build. The bogies were turned into twin pivot versions for the articulated sets and the valances were hand formed. The roofs and chassis were cut to length, end panels added and the articulated sets assembled. One final piece of research revealed the shape for the blanking board over the end corridor connection and we finally had a brown Silver Jubilee! The carriages were then painted and decals from Fox Transfers applied with the chrome strip, which was produced especially for this model, really finishing it off a treat.

My Silver Jubilee carriages were finished just in time for the Warley National Model Railway Exhibition at the NEC in November 2013. I picked Rupert up in the early hours of the Saturday and we aimed North from our homes on the Channel coast, along with the boxed carriages which I didn't actually see until we unpacked them at Birmingham. To say I was pleased is something of an understatement. Admittedly not absolutely perfect scale replicas, they definitely have the right feel and are close enough to pass anything less than a thorough inspection against reference material.

"THE SILVER JUBILEE" – A Dream Fulfilled (Cont'd)

I started out as somewhat defensive about this as an approach (although never about the execution) until it became apparent that everyone seemed to agree that this was the perfect solution when operating on a tight budget. I was also rather keen to see if anyone else had managed to get a grey OO Live Steam A4 and the Silver Jubilee carriages together, to which the answer appeared to be "No". This is of course in itself entirely inconsequential but after pursuing the dream for so long it is rather nice to, as far as I'm aware, be the first to achieve it. Now I'm thinking how much better it will be when someone else gets their set built up and we can have something the LNER never had, 2 Silver Jubilee trains running - or even more!



Before I close I must take this opportunity to thank all of the OO Live Steam Club members present at the show for making us feel so welcome and helping me move beyond nervous ham-fisted operation to semi-competent driver and fireman. We had a splendid day and it was great to see all the locos and trains running, although I hope I will be forgiven for being mainly mesmerised with my own. It wasn't just me taken with Rupert's hard work either, Railway Modeller magazine whisked us off to their temporary studio for some photos. These will be used with an article that he is writing for them about the details of construction. If you want to head down this route I suggest you keep an eye open for it being published. You may also like to know that he is still in the model railway game and his products may be found here – www.locomotech.com In conclusion? It is true that some dreams take a while to realise, but this confirms that it is all the sweeter when you do get there."

Editor: The Contents Page of Railway Modeller is available at www.exacteditions.com/read/railwaymodeller
The above mentioned article has not been published yet (up to Mar 2014 issue).

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.

22nd & 23rd Mar 2014 **The London Festival of Railway Modelling**
Alexandra Palace, London, N22 7AY
www.model-railways-live.co.uk/Exhibitions

19th to 21st Apr 2014 **York Model Railway Show**
Knivesmire Suite, York Racecourse, YO23 1EX
www.yorkshow.org.uk/

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

Recent Club Roadshows

19th & 20th
Oct 2013

The National Festival of Railway Modelling, Peterborough

This was the Club's fourth year of attendance at this exhibition. Traditionally the venue for the Club AGM, that had to be rescheduled to the later Warley show due to time constraints & sickness. The Mark V version of the hand held controller using a joystick for control was in use but received mixed reviews from the operators. Roadshow suffered a little from a lack of available operators, and 5 locomotives required repairing by the end of the show. Illustrated show report available in Club Members Area – Show Reports

19th Oct
2013

Exeter Garden Railway Show

This was the Club's second year of attendance at this exhibition, and again Jimmy Whitehouse hosted the Driver Training Experience table assisted by another Club member.

23rd & 24th
Nov 2013

Warley National Model Railway Exhibition

This was the Club's third year of attendance at this exhibition, for which the Club had to pay a charge for electricity used with no expenses being paid by this organiser, highlighting the Club's current weakness with little available income (retained expenses & donations only). The Mark VI hand held controller was handed over by Club member David Palmer and is now the subject of a full review by the Technical sub-Committee. A successful AGM was held after the show on the Saturday, although it was a bit influenced by the venue & time available. AGM 2013 minutes available in Club Members Area – Minutes, Notes & Discussions.



CCTV demo of the Rolling Road at Warley 2013

17th to 19th
Jan 2014

The London Model Engineering Exhibition

This was the Club's third year of attendance at this exhibition. Being a Model Engineering exhibition it was good that Richard Hallam had attended to help answer those tricky technical questions. Some problems were experienced with the layout, the outer circuit requiring a few controller resets, and the inner circuit suffering electrical problems in the storage loop. The Rolling Road demonstration also suffered repeated controller trip-outs, despite using a different rolling road & controller, so probably a problem with the locomotives being used. Several new members signed up. Illustrated show report available in Club Members Area – Show Reports, and link to a video available in Club Members Area – Video Links.

08th & 09th
Feb 2014

The Festival of British Railway Modelling, Doncaster

This was the Club's fourth year of attendance at this exhibition. Again it was run by the usual regular Committee members together with one non-Committee Club member. A relatively trouble-free weekend was achieved including Eric Fenwick running a couple of his locomotive conversions. The refined Mark VI controller was in use providing more useful experience & feedback regarding the different switch controls fitted.

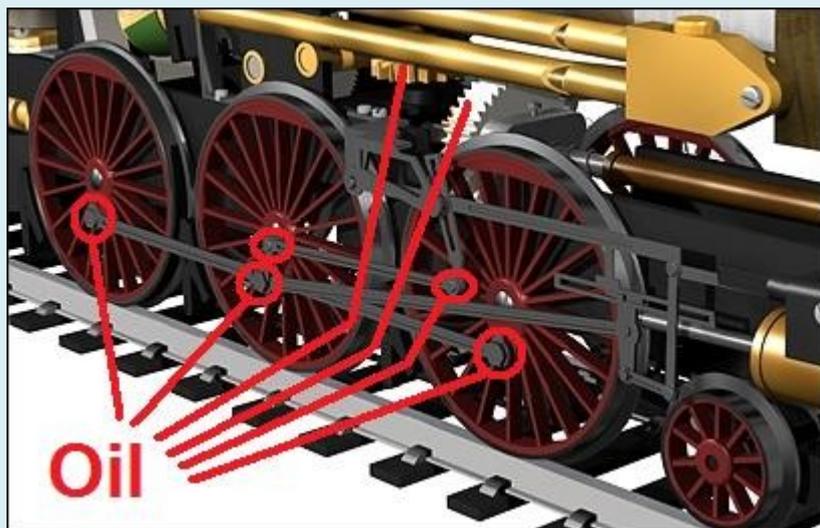
21st to 23rd
Feb 2014

Model Rail Scotland 2014, Glasgow

Due to a couple of factors the organiser, AMRSS, advised the Club there was no space available for the Club's Roadshow in 2014. Possibly in 2015 or 2016 instead. A noticeable absence at this exhibition was the lack of the usual large Hornby Roadshow.

OO Live Steam Technical Tips - No.2 Lubrication

With many moving parts proper lubrication is important for effective running of your OO Live Steam locomotive. All locomotives & boxed sets were provided with a 2.5ml syringe and a bottle with 50ml of steam oil (still available as Hornby spare part **R8210**). Due to a design/manufacturing fault with the displacement lubricator if you fill it with 0.5ml of steam oil as listed in the Operator's Manual most of it will be exhausted over the body early into the 1st run and it will not last the 4 to 5 steamings. Thus it is recommended to only fill the lubricator with up to 0.1ml of steam oil for each run or two. A drop of steam oil placed on an extended piston rod will help initially lubricate the piston gland 'O' ring seal at the beginning of a run.



Light machine oil should occasionally be added to the pivot points of the con rod & coupling rods and on the exposed gears. Ideally it should be applied with the use of a precision oiler, but a few drops of oil can be applied using a fine piece of wire (like a bent paper clip).

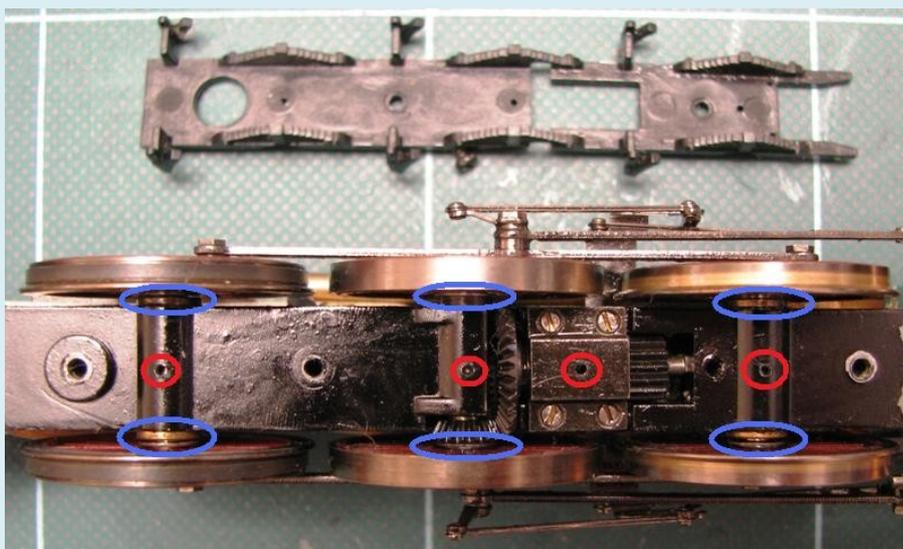
DO NOT OVER OIL as this can affect the running of the locomotive particularly where the excess oil has come in contact with the driving wheels which can then cause excessive wheel spin. Excess oil can

be removed using a lint free absorbent cloth or cotton bud, taking care not to leave any threads of the cleaning material which could then become entangled in the moving parts.

One area that tends to get missed out is oiling the 3 driving axles and the timing shaft axle driven gearbox.

The best way to lubricate these is to remove the front bogie, the rear pony & the plastic axle leaf springs and brake blocks detailing piece from the upturned chassis. This then allows you to clean up the residual steam oil that gets trapped under this detailing piece.

There are 4 oiling holes (red) for the axles & gearbox, and a drop of oil should be added to the ends of the axles as well (blue), again using a



precision oiler or a few drops of oil on a fine piece of wire. The front bogie axles, rear pony axle & tender axles do not need lubricating, but should be regularly checked for free running, particularly the 3 front tender axles through which the electrical power is transferred from the track to the locomotive. See Eric Fenwick's **How To** 'Refurbish your Tender' PDF file in the Club Members Area – How To for more details on your tender.



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