



Model Steam Road Vehicle Society Newsletter

November 2023

AGM

The AGM is scheduled for Saturday 7th December, 5:30 for 6:00 pm at Longford Village Hall, Longford Lane, Gloucester, GL2 9EL. Be sure to advise your attendance so that the caterers will know you need feeding. There will be lots to talk about so be there for 5 pm start to the AGM then the party will continue until 10 pm. Come along and air your views, it's your club, so let off some steam!

Chris England, our current Secretary feels that she needs to step down and so we are looking for a volunteer. Please consider standing, it's not too arduous and the rest of the Committee have been around for a while so there should be plenty of support for a newcomer.

Diary Dates

Rallies

A number of people have commented that they don't always know about rallies that include miniatures until it is too late, either to simply attend, or to enter an engine, which inevitably involves a bit more forward thinking. Since I too have missed a few things by not thinking ahead I have included a list of events with miniatures, together with their 2024 dates.

I am aware that it is a bit southern focussed and there are almost certainly some which I have missed. Get in touch if you know of good events for miniatures which I can include in the next newsletter.

Lechlade	4-6 May
Castle Coombe	18,19 May
Highnam Court	Not yet known
Stoke Row	8,9 June
Banbury	29,30 June
South Cerney	Not yet known
Heddington and Stockley	Not yet known
Fairford	17,18 August
Northleach	31 August, 1 September
Stoke Prior	21,22 September
Frome	28,29 September

MSRVS Meetings

Third Tuesday of each month, so - 21 November, 16 January, 20 February, 19 March, etc at Longford Village Hall.

MSRVS Rallies

The dates for the two 'own' events are confirmed:

Blue Lias 25-27 May 2024

Tewkesbury 22, 23 June 2024

MSRVS Club Night Talk 17th OCTOBER 2023

The Real Cost of Oil – Loss of the Piper Alpha

Tuesday night's talk was back on a technical theme. Oil, and the thousands of products and services that we take for granted in a modern world, has to be won from the Earth by human effort and ingenuity. Extracting oil from the ground is tough enough, and as the finite sources become scarcer, it becomes necessary to extract from more remote locations, such as under the sea, which adds to the cost of the final product, in both financial and human terms.

Paul Barnett spoke in detail about the discovery of high grade crude in the North Sea, and how this came to be claimed by the countries around that area. For Britain, this would become about 10 per cent of North Sea oil production, and so economically important. The 1974 Health, Safety and Welfare Act was suitably in place to cover the operation of British extraction of oil and gas, although this Act was not sufficient to prevent the July 1988 disaster at the Piper Alpha platform that took the lives of 165 crew and 2 rescue workers, as well as destroying the platform.

Health and safety often appear sufficient until a serious incident shows up the short comings in the system. In the case of Piper Alpha, a whole series of incidents contributed to create one of the costliest man-made disasters of all time. Total insurance loss of £1.7 billion (equivalent to £5 billion in 2021) and the loss of 167 persons that in hindsight could have been prevented. The Cullen enquiry (published November 1990) concluded that short comings in the owner's procedures (Occidental Petroleum Ltd) had led to the disaster, and recommended 167 new procedures, including design of platform and information to emergency services, be installed. No criminal charges were raised against Occidental Petroleum Ltd.

This was a new talk by Paul Barnett, and MSRVS were the first audience to hear it. Consequently we received the full contents of technical, political and human material, which lasted an hour and 45 minutes. Paul will tailor this talk to suit his various audiences. Naturally our questions were based on the technical issues, as well as the political and ethical issues. Plenty of content for everyone to comment on, and a talk worth hearing again.

Midlands Model Engineering Exhibition

12th to the 15th October saw the latest staging of the Midlands Model Engineering Exhibition at the Warwickshire Event Centre. MSRVS had a stand, arranged by Chris Stubbings, manned throughout by members and displaying a number of larger scale engines. There was plenty of interest and a good number of membership application forms were taken so perhaps we will pick up a few new members – always a good thing.

As in previous years the field outside the hall was occupied with engines given free license to trundle around as they wished. The field is flat and the surface is good so a decent opportunity to show off engines.



A line-up outside.....





'our' stand and some glorious Autumn sunshine

It seems that we are likely to be asked back next year, possibly located in the main building so plenty of warning – Chris will be looking for engines and volunteers next year. Its not too arduous. At least two people need to be there each day so that there is always someone on the stand and remember you get in FOC.

Prior to visiting the exhibition I had heard that a number of regular exhibitors would not be there. Was it true? Unfortunately there were a few gaps with the organisers having had to spread things out a bit and allocate more space to seating areas. Many of the regulars were there but noticeably Warco, Chester, the Steam Boat Association and a few others weren't.

As always though there was some spectacular modelling on display, plenty of opportunities to spend a little bit of cash, and the bacon roll that I had was excellent. Even with the gaps I had a good day and will go again next year. It's a good opportunity to meet a few friends, see some superb work and stock up on things you need, and a few things you didn't.

A Traction Engine Tale Part 7 - the bit by bit story of my attempts to complete a part built 3" Marshall 7 nhp Traction Engine

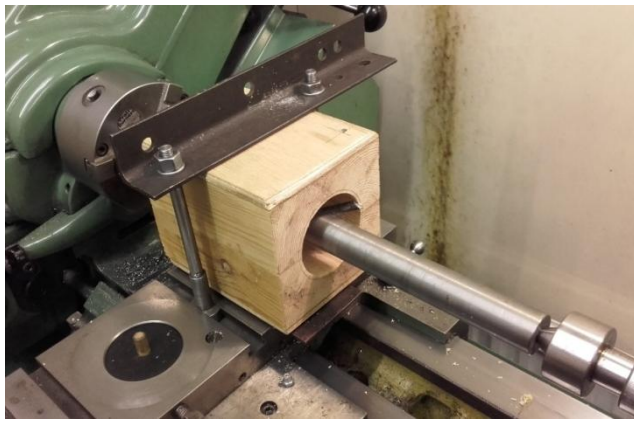
November 2019

During the Midlands ME Exhibition I had a word with Andrew Jeffery of Live Steam Models who confirmed that they could rivet my wheels for me and gave me what I thought was a reasonable price. I had considered doing them myself but I would have needed a press and the associated gear which all seemed a bit tricky. I was also told that it is possible to pay to use LSM's spin riveter but since, at that time anyway, I'd never seen a spin riveter let alone used one I thought that discretion might be the better part of valour. I delayed slightly so that

the trip to Long Eaton could coincide with a trip to relatives in the Midlands and duly took all four wheels to LSM in late November. Andrew gave me a bit of a tour and I now know what a spin riveter looks like although I suspect it's a big step from recognising one to actually using it, especially on wheels which now have quite a lot of time and material invested in them. The expectation was that the wheels would be done in January or February – fine with me since there was plenty to be getting on with.

I also started to think about tackling the casting problem and so did a careful listing of castings and patterns I had got. This suggested that I had got patterns for just about all the castings I needed so I just had to find a foundry.

One of the castings that would soon be needed was the chimney base. I had got the pattern but no core box so onto my first venture into the world of pattern making. I hadn't really got any suitable wood but I did have a couple of old pieces of pine which were about the right size. I made a couple of locating pins to hold them relative to each other and chain drilled the bulk of the material out of the middle before machining the bore on the lathe.



Boring the core box

December 2019

With a bit of spare time available I made a bit more progress with the smoke box items. No photos unfortunately except for the one showing the collection of bits so far. Oddly the front ring didn't pose too much of a problem since it seemed to fit better with the four-jaw and the gap in the bed than the boiler spacer ring.



Smoke box parts

The casting problem solved! An MSRVS member (yes more support from MSRVS) gave me a number to ring which led to a trip into darkest Gloucestershire with a bag of patterns (including my home made core box). A price was agreed and Santa came slightly early because I collected the castings on Christmas Eve. They looked good to me but the Christmas/New Year activities prevented me getting any machining done to find out if they were as good as they look. However there was just time for a quick skim off one face of one casting – excellent!



It was a good feeling to get my hands on these because it does now seem that I have patterns or castings for almost everything I need and a small amount of pattern making will resolve the rest.

January 2020

The New Year saw more progress on the smoke box. Marking out the locations of the holes round the front and rear ends of the smoke box itself was done by carefully stepping round with dividers since my dividing head isn't big enough. All a bit tedious but I got there in the end and did the drilling on the mill after carefully setting up for each pair of holes.

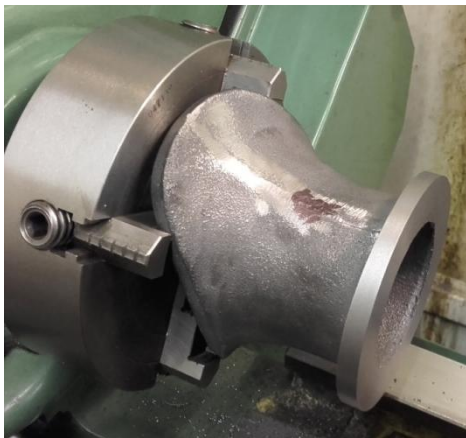
Many more hours of work saw the door hinged to the smoke box ring and the assembly more or less complete. Getting the hingeing right was a bit tricky (or I thought so anyway) because of the 'V' shape of hinge on the door. Its characteristic of Marshall but it does need to curve in two planes and end up with the bits on the end in line with each other.



Drilling 44 holes in smokebox and rings

The bits temporarily screwed together

The next logical bit was the chimney base, which would also give a real test of the quality of the castings. The casting only fitted in the 4-jaw by abusing the chuck but with light cuts I seem to have got away with it. It helped that the pattern had produced a nice true casting, although perhaps a bit tight on machining allowance.



Well I never promised good practice did I?

Assistance required

The following has been received via our website. Can anyone help?

Hi Folks

This is a bit of a long shot. I am trying to trace and acquire a copy of the article "Pride of Penrhyn - A Model Steam Lorry" by Mrs. M. E. Owen. It is reputed by Google Bard to have

been published in 1984, but Bard is almost always wrong about both dates and publications. I have checked Model Engineering and it is not there so my suspicion is a Club magazine piece.

This search has also turned up Julia Old who is a fairly widely published model engineer. She has built a Pride of Penrhyn, so there might be an article by her, but again in a Club publication rather than something that is available to find online.

If any of your enthusiastic members can help I would be most grateful.

Regards, Pete

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Advert - Casting Supplier

If anyone needs to get castings done it may well be worth contacting Mark Prior on 07534 620886. He is a one-man band, located near Yate and can cast iron and gunmetal, and presumably other metals as well. Since it is a small operation you may have to wait a bit until he has a 'batch' to do.

Mark has done a number of castings for me in iron (see article above), and gunmetal (from my patterns) and the ones that I have machined so far have been of excellent quality. GS

And Finally...

Even temporary editors need to appeal for material – please send in anything you have which may be useful, and perhaps suggestions for the type of things you would like to see in here.

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