

The "M.E." Tie

DEAR SIR,—Distrusting my own taste in ties, I have hitherto always "played safe" with the Regimental and the Old School kind. Any blame for the colour scheme in these does not rest upon my shoulders.

However, I bought one of the new "M.E." ties, and I suggest that there is a good deal to be said for it. It can be worn on almost any occasion—except a funeral—and whilst clearly recognisable by other enthusiasts, its meaning is sufficiently veiled to escape the would-be humorist among those many people who regard the builder of little engines as lucky to be at large instead of looking out at the world from inside the local looney bin.

I am quite certain that we pass by many people with similar interests and tastes who would be glad to get together and exchange ideas, simply because we don't realise that we share a common hobby. Sometimes, for instance, we find it out at the end of a long train journey, just as everyone is reaching for his suitcase.

I think you have really got something in this new tie, but only if a goodly number take to wearing it. The object of this letter is to suggest to others that they can safely do so.

Yours faithfully,

D. R. RICHARDS.

Llanddulas.

Oscillating Engines

DEAR SIR,—The article on the above by H. E. Rendall is very interesting. The type of valve-gear shown in Fig. 1 is similar to a design described in the *Mechanics Magazine* for 1848 and there suggested for use on paddle-wheel

engines. In 1875, the firm of Brinjes & Goodwin, of Whitechapel, appear to have marketed a series of little engines, mainly in the form of wall engines, and ranging in size from 4 in. bore to 8 in. bore, which had a similar type of valve-gear but arranged in each case for reversing. There appeared to be a mistaken idea that by shortening the valve travel in the intermediate positions of the link some degree of expansion was given, but the actual effect was mainly to reduce the port opening, though the already late admission was made slightly later and cut-off very slightly earlier, owing to the $\frac{1}{16}$ in. lap.

Many engines were made, particularly on the Continent, in which the valve, though operated entirely by the oscillation of the cylinder, did give an early cut-off. Alban, the German pioneer of high pressure steam, made oscillating engines of this type with very high ratios of expansion, as did Farcot and others in France. These engines, however, had no lead, and involved a loose expansion valve at the back of the main valve. Alban's engines were interesting also in the fact that he did not lead his steam and exhaust connections through the trunnion supporting the cylinder.

The picture of the ash hoist engine interested me, as the firm with whom I served my apprenticeship were at that time still making a few ash hoist engines having oscillating cylinders. These had two double-acting cylinders at right-angles, as shown, but the steam distribution was by port faces on the side of the cylinder, held up, as in small models, by a spring.

Yours faithfully,

GEOFFREY K. KING.

Norwich.

CLUB ANNOUNCEMENTS

North Wales Model Engineering Society

We recently held our first full-dress exhibition in the Town Hall, Llandudno. The chairman of the Council very kindly opened the show for us, and he was supported by the Mayor of Conwy. These gentlemen afterwards drove the first "train" to run on the 55-ft. track in the hall. The two main points about the proceedings were first that they were a great success and second that much of the success was due to the generous help and co-operation of other societies, notably the Deeside Club who not only lent us their track but turned up in force to do a lot of the locomotive work. Messrs. Mills, Devine, James and Hobson put in long hours driving for us. The Oswestry Society lent us several models and the Machynlleth Society most sportingly came 120 hilly miles with a nice display of members' work.

The locomotive element predominated. So many engines were shown that it was possible to arrange them in three groups, a representative show of engines which have worked the North Wales line from the "Lady of the Lake" class down to Class 55, a nice display of L.N.E.R. locomotives, and a selection of "L.B.S.C.'s," *Tich* predominating. Mr. Tucker lent his beautiful *Lady Anna*, but we are rather far off the Southern and so she was given a place of honour by herself on the stage. Several models were shown working beside her under compressed air, supplied by a plant made by our member, Mr. Churn. Mr. Griffiths' (Welshpool) perfect model of a Clayton & Suttleworth threshing machine driven by a traction engine of the period was very much admired, even by a non-farming audience.

The ship model section, whilst not so numerous included a wide variety of types and an unusual subject for modelling, a German destroyer, and an old battleship of the "Koenig" 1915 class. Messrs. Nadins, with Mr. Mellor's co-operation, showed a novelty in the shape of a "OO" gauge hump-shunting yard which worked perfectly and made a welcome change from the standard circular track. Mr. Mellor also showed in operation a small layout which had been made for a customer.

Hon. Secretary: D. J. R. RICHARDS, Cwymp Mill, Llanddulas, nr. Abergelle, North Wales.

The Junior Institution of Engineers

Friday, November 7th at 7 p.m. Townsend House, Greycoat Place, S.W.1. Film evening, "New Esso Refinery," Part I, "New Esso Refinery" Part II. "The Long Road" introduced by Mr. C. W. Odell.

Sheffield and District Local Section, Monday, November 10th at 7.30 p.m., at Livesey Clegg House (opposite Union Street Cinema) Sheffield. President's address "Smoke Abatement" by Prof. R. J. Sarjant, O.B.E., D.Sc., A.R.C.S.

Friday, November 14th at 7 p.m. Townsend House, Greycoat Place, S.W.1. Ordinary meeting, Chairman's address "Water Supply and Distribution" by N. E. Pillinger (member).

Saturday, November 15th, annual dance at Caxton Hall, Westminster, S.W.1.

Friday, November 21st at 7 p.m. Townsend House, Greycoat Place, S.W.1. Joint meeting with The London Steam Engineers' Circle, Paper: "Some Comparisons Between Shell and Water Tube Boilers" by J. N. Williams.

Meteor Model Race Car Club

The club will be holding its annual open event on Sunday, November 16th, 1952, in the canteen of Messrs. Rists Wires & Cables Ltd., Milhouse, Newcastle, Staffs. In view of the high speeds obtained today, and the small track available, in the interests of safety, the club has decided to run the 10 c.c. class only as an all British event. We feel sure that it will be appreciated that this is done in the best interests of all concerned.

There will be four classes of entry as follows:
Class 1. Cars up to 1.5 c.c.
Class 2. Cars over 1.5 c.c. and up to 2.5 c.c.
Class 3. Cars over 2.5 c.c. and up to 5 c.c. (British and non-British).

Class 4. All British cars over 5 c.c. and up to 10 c.c.
The track will be available for practice from 10.30 a.m., racing to commence at 1.30 p.m. prompt, beginning with the 1.5 c.c. class.

Hon. Secretary: NORMAN STANTON, 44, Peel Terrace Stafford.