ESSMEE Newsletter

September 2026

Editors : Michael & Anne Malleson

Chairman's Chatter August 26

I looked at the last Chairman's Chatter to find I had been wittering on about rain, Now I feel about wittering about there being no rain. Actually, it's the heat that's the problem now, the marshalling yard is buckling into quite nice shapes if you like that sort of thing, whilst the mainline has been showing signs of distortion and one or two derailments here and there may well have been put down to this.

We are formulating plans for this autumn to alleviate some of this, such as replacing the cement base on the up line under the trees with ballast so we can more easily level the line. We are planning to replace the wood station floors with cement as the wood foundation is slowly giving way. The plan is to involve contractors, more than do it all ourselves, we will do the finishing off. This is just a plan for now. The fencing has yet to be finished off and materials for this are on order starting possibly late September just when the holidays are finishing. Robin Duijs is looking at this and will need volunteers. I must thank Paul Ebdon who is a very new member and excellent with a brush for painting the Signal box between heat waves, it is starting to look good. Speaking of new members, we welcome back Ed Short after a few years of house building, ED is taller than most, but shorter than RHC

Speaking of RHC, he and team about to start on the last old duffers coach, this one being blue in colour and will complete the task of giving us four 4-coach trains. Hope we all have a good time at Richard Ashdown and David Hales' tracks, I am sorry about the change of dates but things happen. (see report on Rimpton meeting. Eds.) We are going to have a BBQ for family and friends in the Autumn. Date to be fixed soon

See you down there is always something to do. Cheers

George

Incident Report from your Chairman.

Hi all. You may well have heard of a serious accident during New Wine.

This started off by two News Reporters wanting to do an interview with me during the Show. No problem I thought and so we started.

Using one of the new carriages with seats that face forwards **and** backwards, the three of us sat in a line with instructions not to move sideways.. As we went round the corner of the building, two of the Reporters moved sideways and the next thing we heard was the sounds of wheels running on sleepers followed by three whistle blasts and the whole carriage capsized on to its side. All very sedately with no screams at all.

When we sorted ourselves out the first aider came giving excellent service. The upshot of their investigation was one person in shock and one with a bloody leg (me).. A trip to the medical centre where we met a GP and A an E doctor and were looked after very well, although my request for a G&T was turned down.

All in all we were very lucky, this being only our third accident in 25 years.

The carriages, engine and track where examined minutely by Matt. The main cause of the accident in my opinion was heat exhaustion, tiredness leading to a lack of attention. We also found out that the reportable accident system no longer applies unless it is a serious accident.. All documentation has been kept in the PIC logbook and in the accident book, We even have a full video which we will bring out on a winter day.

The photographs show my leg a week afterwards and the coach immediately afterwards.

George





Progress on the Wren

A few words on where we are today on the Wren, about 2 or 3 weeks ago we steamed it up for the first time but unfortunately there was a few issues. (water feed to the boiler)
We thought the tender was not supplying the locomotive, so I had to strip the tender down and check that out. We also noticed that the regulator wasn't working so that needed stripping down and repairing. and the injector needed dismantling and repairing ,Andy Kiddell kindly volunteered to take that and reassemble it, we finished last week and put all back together. So on Saturday we started to re-steam the Wren, thanks to David Hale for his help, and we ran it round the yard for about half a dozen times, all went well, very pleased with her after a complete overhaul over the last 12 months. I'd like to take this opportunity to thank all the members of the club who gave me their support on this very large project. I'm looking forward to John Canning, seeing it running around the yard, I hope he's pleased with the work that I've done.

Graham.

Well done Graham, it looks magnificent and in the true spirit of model engineering tradition.

Eds.









ESSMEE Quiz No. 3

Which famous American politician and diplomat introduced from France into the U.S.A. the system of mass production and interchangeability of precision made parts, of muskets and domestic clocks such that this system to this day is referred as the American System ?

A new locomotive at Our Railway.

The 1st of July saw me bring my 5" Bulleid Q1 to the track for its first test run.

I am happy to say that it ran quite well and created a great deal of interest amongst the members at the track.

It even managed to pull me around on my driving truck but was defeated by the combination of the 'suspect' set of points to the spur for loco loading ramp.
I think that if the loco were heavier it would have managed to pass through these points successfully.

Now that the loco is back at the factory I need to check on the condition of the drive gears which are 3D printed directly on the main driving wheels.
It will be interesting to see how these gears have stood up to the running on Wednesday.

You can see it running on a YouTube video ttps://www.youtube.com/shorts/_ct2kWFsZbA

David Tompkins

Sunday Club

The club on Sunday, the 12th of August we had an approximately eight junior members and their parents and we had approximately four members attending. We got the two locomotives out, that was Centaur and Shepton and we did some training. Sue Lang turned up who is Gavin Lang‘s wife and she wanted to do some driver training so I took her out on Centaur and Shepton, and we believe she did a great job. Jerry says that she’s capable of driving Shepton without any more assistance I said the same about Centaur but I need Alan Bridger just to confirm that she is capable of driving it, one more to add to our list of drivers.

Graham Hayman



Welcome Sue, to the merry band of Bath and West Railway locomotive drivers.

Holmside Report no 12.

With the boiler removed, it was now time to fit the insulation. A paper pattern was prepared and used to cut a single piece of insulation material to size. This was wrapped round the boiler and secured with thin heat resistant aluminium adhesive tape.
The painted smokebox was bolted back onto the frame. This enabled the brass two part floor to be fitted after considerable trimming and fiddling. We were very pleased that this went well. The plates were then removed so that high temperature mastic sealant could be applied where required and the plates re-installed permanently. While admiring our handiwork it was suddenly noticed that the floor had been installed trapping the steam pipe union nut under the floor instead of above ! This must be corrected instantly as the mastic would start to set. The plates were removed PDQ and the union nut retrieved before re-installing the floor plated quickly. Fortunately this was all achieved before the mastic had set too much. Phew! The boiler was then replaced on the frame so that the brass cleading could be fitted.



Phew !!

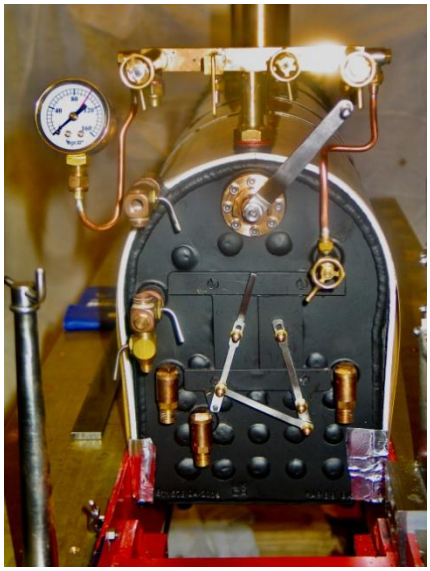
A new paper pattern was prepared to enable the thin brass to be marked out. We were very careful to ensure that holes for the dome and safety valves and turret bushes were in exactly the right place. This also applied to the small cutouts to go round the top water gauge fitting. The holes were all cut with hole cutters of the right sizes. The cleading sheet was then offered up to find that the holes were exactly right and a good snug fit round the various bushes, The sheet was then held round the boiler barrel while large jubilee clips were put in place and progressively tightened. The cleading round the firebox sides was then tucked inside the frames. Some small trimming was required, including forming a reverse bend in the sides where the cylindrical barrel meets the firebox.

All these minor improvements in fitting took much time as the four Jubilee clips had to be removed and replace to lift the cleading off for each small little adjustment. Eventually, the boiler was refitted in place for the last time. The steam pipe, blower and snifting valve connections were completed in the smoke box. Before a trial steaming It remains to make up and fit some pipework to connect up the pipework for one injector and the water feeds from the driving car to the three boiler clacks.

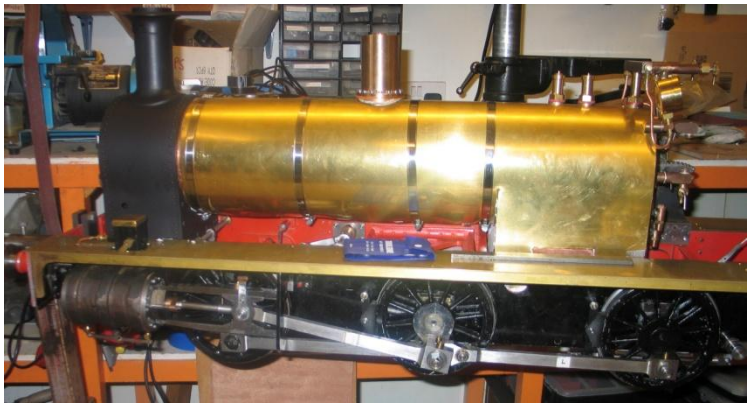
Work has continued intermittently on the driving truck to install an under-seat water tank together with an electric pump, plumbing and a battery with associated electric and water controls.

A trial first steaming will take place, after a hydraulic test to 1.5 w.p, on a rolling road here under the garage carport. We hope that this will be soon. But this may be delayed while we work out exactly how we are going to move the complete loco from the workshop inside the house down

some steps , across the lawn and down a slope to the carport and back to the workshop for completion afterwards.



A neat and tidy backhead



All ready for testing

Roy Procter.. 10 Aug 2026

Mendip News

The injectors and check valves on Mendip have problematical of late despite cleaning. The decision was made to replace them on Wednesday as they where over ten years old. A quick order to Blackgates and the gear arrived on Friday. They were fitted and tested by 1300 on Saturday. Well done to the team involved.





George.

Steam up with the Hales.

ESSMEE “SteamUp” at Rimpton, 27th August 2026

As I put these notes together at just after lunch on the 28th August we have just had a torrential downpour. So, weren’t we lucky with the weather yesterday? A beautiful comfortably warm afternoon with those attending sitting under the willow tree alongside the track.

In all we had a good gathering of about twenty two in attendance making it a pleasant social event.

As they live just up the road, Andy and Sam Kiddell were the first to arrive with their 5” gauge Alice Class Hunslet quarry loco, and Sentinel diesel shunter. Shortly after, Alan Bridger arrived with his LMS “Jinty” 0-6-0 steam loco, followed by Roy Lipscombe with his Class 66. My own Class 20 was also in attendance but remained in the yard until late afternoon enabling the visitors to make full use of the track. Through the course of the afternoon various members took the opportunity to drive one or more of the assembled locos until 16.15 or thereabouts when drinks were served followed by light refreshments of sandwiches and cakes. Thank you to Christine assisted by Helen Lipscombe.

Running then continued for a while until those with locos began winding down, and the Class 20 enabled several members to continue.

We trust that everyone had an enjoyable afternoon.

Christine and David.







From your Editors.

As usual, a quick reminder on how to submit words and pictures for inclusion in the Newsletter.

1. **Send text as an email, just like any other email you may send.**
2. **Send pictures as attachments to an email, either to the above, or a separate email.**

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Mike and Anne Malleson. Eds.