

Sussex Miniature Locomotive Society



Wharfedale News. Issue 17

16th July 2020

Dear all,

Guess what I tried the Sussex Churdle this week.



This is what it looked like.

Could have glazed the pastry or put a sprinkle of cheese on it.

If you like liver and bacon it's a great little number, depending on your appetite it makes four of these which is a lot for two people depending on your appetite. Could be eaten as is but I think it needs a good bit of gravy and veg of your choice to make a tasty meal. I have been told I should have made the edge of the pastry pretty but it was only a trial run.

As you know hospitalisation is looming but I am aiming to do a limited 18th version next week so if anyone has something they would like included please let me have it by Monday 20th July.

The 19th Addition may be a bit delayed but we will see how it goes.

Stay safe

Mike

Brief club house NEWS

Great news.

We have had confirmation from the council that we can go ahead with the re-roofing of the club house.

We are now busy with finalising the specification with Kaycee Roofing Limited in readiness to place the order and confirm a re-roofing start date.

Opening the Track

We are well aware of the fact that some of you would like to get out on the track and have a fun run on your locomotives so we have started the ball rolling to allow this to happen.

We are in a public park so we have written to the MSDC to confirm with them if it is possible for us to allow members only run their locomotives for test and fun purposes. We are awaiting a response from them to confirm if there would be any MSDC regulations we would have to meet for us to proceed.

We have prepared a Covid risk assessment to cover the running of locomotives which will be issued to those using the track and this is available to MSDC to review if they require it.

Now that we have had permission from the council to go ahead with the new roof we are conscious that this could also have a bearing on the timings since if the start date is close it will have implications on when we can open the engine shed. We are in the process of verifying this start date.

Access to the club house will still be minimal, the use of the workshop, kitchen and seating area is not included in this initial access.

We are not looking at the possibility of opening to the public.

The gardening and security team continue to carry on the good work of maintaining and checking our site. Thanks go to Dave Mattingley, Graham Miller, Mike P and Andrew S, Andrew B and Tom.

Wharfedale Article 14



Christmas Special 05/12/2015



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Mike P.'s Musings No. 16

I thought I would take a break from my articles on club history, and tell you a little about my history with steam, and how I became interested in our small engines. Mike W. asked if I might like to do something along these lines, so here goes if anyone is interested. A trip down memory lane! All of my story today was in the glorious days, before "Health and Safety" was even heard of or worried about. Nowadays, we cannot avoid it, and no one wants accidents, but all the fun we used to have would be totally prohibited now. We learned to take care of ourselves from an early stage, and travelled around alone without computers, cell phones, or even money in our pockets... all at the age of 11 or 12, with a sandwich in our pocket and just the instruction to be home in time for tea!

My first contact with steam actually began with main line engines during the last days of BR Steam. In 1963 we moved near to the railway in a rented cottage, and so when I was around 10 years old, I used to walk to the railway crossing and sit on the concrete railings around the wicket gates and watch the trains go by. The railway had 3 employees who did 8 hour shifts in turn and worked from the little hut beside the gates, and they opened the gates to traffic between trains. During the day, they opened the gates after each train, but at night you had to wake the man up if you wanted the gates opened....not much traffic then!! Somehow, the little guy, who did most of the night shifts and was not as friendly as the day chaps, managed to leave the gates open to traffic 3 times whilst we lived there, with the result that there was a terrific crash in the night waking you up, and the crossing gate ending up about half a mile down the track...all mangled up! He never got the sack though! Those were the days!! Ha, ha.

There were train indicators on the side of the hut by the wicket gates where we perched and the familiar "ding ding", "ding ding" indicated the gates needed closing to traffic quickly! At that time there were still quite a few steam locos that came through amongst the regular 2BILS and 2HAL electric stock which themselves dated back to the Second World War. This was the stock I travelled to school on for 6 years until about 1970.

Armed with my Ian Allen ABC of Locomotives, I soon enjoyed collecting numbers and tracking down the remaining steam locomotives which became the most enjoyable part of the hobby. Summer and Easter holidays began with the purchase of a "Southern Rover" ticket, which went as far as Portsmouth,

Eastleigh, Southampton Central and up to Salisbury....all good places to find steam in 1963/4.

One of my favourite spots was at the Bournemouth end of the platform at Southampton Central, under the signal gantry. Here the steamers took on water and the drivers often oiled around. Whilst this was going on, I was usually allowed to climb up in the cab and wonder at the pent up power of this enormous piece of machinery! "Can I cab it please driver", was my question...sometimes it was "no"....but more often it was "come on up, but don't touch anything", then the driver usually disappeared to attend to something, leaving me up there to look around until the crew came back, and told me to hurry down because they were waiting "the off".

The platform was curved, if I remember correctly, and the guard used to walk far out to the side to be seen, and to whistle up...then leisurely walk back and hop in as the engine tried to get away.

The "Bullieds" always struggled to get their feet. Regulator out, in a bit, slip, close, open again, slip, open again, to which the wheels would spin, grip, spin. Finally, the often 12 coach train of mixed colours and regional coaches, would very, very slowly pick up speed. Often late passengers had time to open the door catches and hop in because of the meagre acceleration rate. In fact, by the time the last coach passed the end of the platform, you could still run as fast as the train.

By comparison, the standard class 4-6-0's used to just march away, and were not half as much fun to watch!!

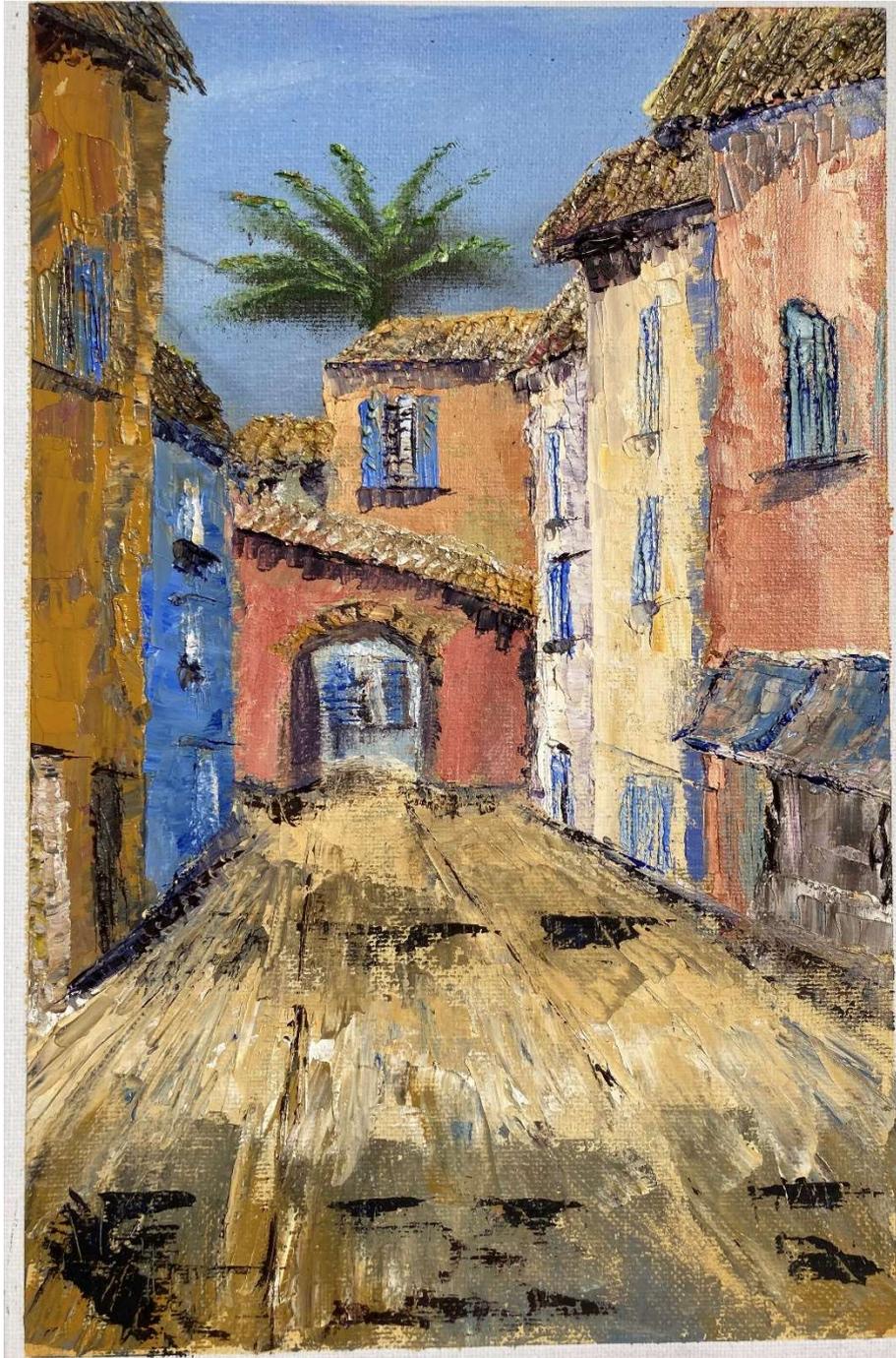




I had only a cheap little camera 2/6d from Woolworths (that's 12p in new money). It had only a shutter and a winder,...so apologies for picture quality! Only black and white too, and as you can see, the light used to get in sometimes when you wrestled with getting the film in and out!! Any of you still remember that? I once took a whole roll of pictures, or so I thought, but when I opened the camera, I found I'd forgotten to put a film in.....remember that too? Ha, ha, ha. Happy days...or not?

Andrew Ellis.

This week Andrew has included a couple of paintings. The first one is he says was a bit of fun using some old oil paints creating textures.





Lovely water colour painting of our Kingfisher.

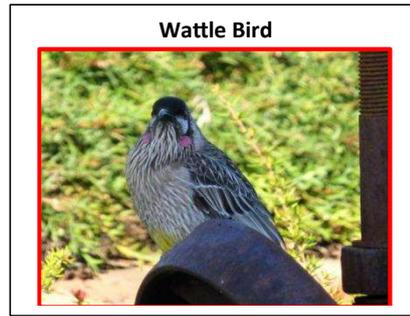
Dolls House Continued:-





Andrew E. To be continued:-

News From Afar - 15 .



Weather. Cold, overcast with some early fog. Snow on the high range the last couple of days..

1st Public Run - Sunday 12 July 2020.

And the People Came - Great Stuff.



Looking at the picture above you would think we are about to get drowned, but it didn't happen. We finished running at 2.30 and it started to rain, just a little, at 2.31. Somebody must have been on our side. It was cold though, especially if you were a guard. Custom was constant till around 1.30 when it tailed off somewhat, but it was a successful day all in all. We had six trains running most of the day. Three on the 7.25" and three on the 5" including Paul's steamer. That sounds great, and don't get me wrong, it was, but bear in mind numbers on trains were limited due to our 'social distancing' requirements. Everyone behaved themselves with all the restrictions they had to put up with. Sanitising seats and the like after every run. A bit of a pain, but if you didn't do it

somebody would let us know very quickly and not always to our faces. We don't want a mention on Facebook for the wrong reasons. Our kiosk did a good trade also.



The first train with passengers at the new drop off station.



Alan returning with his first load on the 5" driving 'Jumbuck' which is Mikes' loco purchased from DNC Systems Technologies. He had his Victorian Railways 'T' class along which initially had an electrical issue traced to a faulty 'Anderson' plug. This was remedied and he later ran with passengers on it. To the right Paul with his steamer, a favourite on the day as it was the only steamer in action, followed by 'Jumbuck', and unseen behind that is Alan's 'T'.

The new station in the pictures is used as a drop off and has proved itself without question. There was some discussion about it in the past but eventually with a new committee it was decided to go ahead with the build and

it has made loading and unloading a dream, with no congestion at the other station where people were getting in what could be called a mess when loading and unloading trains. We had a similar system at our old site at Kingston, but for some reason, probably cost, it was decided not to build one at the new site initially.

Johns' 7.25" 'T' Class is shown over. It has wonderful sound system.



The car park. We usually get a few public driving in that have seen the cars from the highway and have just had to come to see what was going on. We don't mind of course as long as they have a ride or two.

Another win.

This time steel roofing iron, and lots of it. I don't remember if I told you, but a few months ago parts of Canberra experienced a major hail storm. The insurance companies are still catching up.

One result of this was that one of our members, a builder, has been employed repairing storm damage to parts of houses and the like. In this case a large house with a steel roof. The whole roof had to be replaced. We are now the owners of the old roofing iron. Damage? We cannot see any, but that's not our problem. I have estimated that Monday morning we picked up around 50 lengths of iron, averaging 5m in length. Say 250m at \$12 per meter on average makes a gift of \$3,000.00, all of which will come in very handy for some projects on our wish list.



Making things pretty.



Some beautification.

Some containers from our 'stuff'. Originally, I am told that they were used to cast some part of the building at our New Parliament House, which opened I believe in 1988. Doesn't really matter as they make good plant tubs.

Many positive comments from passengers Sunday last. The outbound side of the station, where the tracks get closer together, normal pots have been used. The wire over the top is to keep the rabbits off. It has worked so far.



The above shows where we removed a block wall today Wednesday, and added road base to get a better alignment into the cross over on the right. This is on the 7.25" track. This current alignment has caused a few anxious moments in the past and it has been decided to 'just fix it'. This is one of the two parts of the track that are being adjusted due to tight radii. Another reason for doing it is that we have a new member. So what you say. Well this new member has a 4 - 8 - 2 American loco (I am not sure which class), but we know that it is around 3 meters long. Huge. With this in mind, we thought we would make the change now to save even more 'moments'.

Stay well. David - Canberra -15 July 2020

Part 3 Norman Payne

A Boilersmith's Apprenticeship.



A tool for cleaning fusible plugs. This consists of a reamer section that cleared the char and scale to examine the lead core.

We would sometimes have to replace rivets in the firebox seams. The heads had burnt and corroded away, particularly at about the fire level. This was extremely difficult in the confined space of a firebox. To do this, the rivets were removed by oxy-acetylene gas cutting and punching out the remaining shank. Then the hole was tapped and countersunk to accept new special screws fitted and the copper seams fullered to ensure they did not leak.



Boiler washout nozzles and rake for pulling out dislodged scale.

Firebox steel roof stays would also wear thin inside the water space by necking near to the copper firebox crown sheet due to electrolytic corrosion and require replacement. These jobs took considerable time as all the lagging needed to be removed to gain access to the boiler. Quite a proportion of work involved dealing with leaking stays

in the firebox. Some stays were screwed and their head riveted and some were screwed and a nut fitted on the protruding thread. The nuts became burnt with the action of the fire (particularly about the area where the stays were in direct contact with the coals and fire) and required changing regularly. To reseal the leaking stays, the riveted head type were re-riveted and the nutted type had the plate adjacent to the screwed shank caulked prior to refitting a new nut. The threads needed cleaning up, having suffered from corrosion, and we had special tools that had an adjustable die stock to re-cut the threads so a new nut would screw down on the boiler plate easily. Fire door ring and rivets would also wear due to constant use with fire irons and shovels when firing the engine. These would be welded or the rivets replaced.



A selection of air tools of the trade.

One day a driver asked an engine cleaner to put his engine into a shed but he drove too fast and could not stop before he went through the buffer stop, a brick wall and ended up with the front of the engine in the canteen. The front was badly damaged and we had to remove several parts before the engine was safe to move to Ashford works to be rebuilt.

Another repair job we had to do was when a rubbing plate between the engine and tender became worn. We would build up the wear with weld and then grind it to make it smooth.

We never removed the boilers from the locomotives at Bricklayers Arms. If the repairs required this to be done, the locomotive would be sent to Ashford Works for major work to be done.

Occasionally a boiler stay required changing for which there was no access for repair from the outside of a boiler. This meant that the drilling out and tapping had to be done from inside the firebox only—a formidable challenge!

The replacement stay had a tapered threaded end and would be screwed in from the firebox. This enabled the stay to be screwed into the outer shell where it was positioned behind the main frame. It had to be screwed tightly into the outer plate to ensure steam tightness by interference contact on the thread, as riveting and caulking the outside was inaccessible.

Another of our jobs involved smokeboxes. If an engine had been working and had a loose or ill-fitting smokebox door, the ash would burn inside and damage or distort the door. The boilersmith would weld a piece of steel replacing the damaged section. Some engines had a gasket fitted around the door and we often renewed the gasket ring with an asbestos material.

Tenders and tanks would spring leaks due to rust and we welded new patches on. Tenders were very difficult to work inside due to baffle plates being fitted to prevent water from surging forward. The entrance to a tender was very restricting and difficult to get in and out.

At the end of my apprenticeship I was given a trade test by the boiler inspector. This test involved repairing a crack in the firebox. The crack was about six inches long. I had to drill and tap along the crack and fit studs overlapping and then caulk them. Sometimes the repair was called stitching. If you passed you qualified as a boilersmith.

The job of a boilersmith was very interesting because you never knew what you would be called upon to do. Sometimes we would get a call to go to Cannon Street station where an engine had worked in from the Kent coast. The crew would clean the fire but would not be able

to open the ashpan doors. This was caused by a build-up of ash behind the doors which had caught fire and bent the doors. We used oxy-acetylene to cut the bolts holding the doors. If the ash built up it would prevent the air from flowing under the grate and the engine would not steam. Sometimes the fire grate was jammed. This was very hot work as it was done by working in a pit under an engine. We also had other odd jobs such as fixing hinges on engine toolboxes and cab doors when they got broken.

To be continued:-

Puzzle Corner.

Lorema's last week's Challenge:- 10 Questions 55 answers.

1. Minecraft.
2. Kelvin Fletcher and Oti Mabuse.
3. George, Charlotte and Louis.
4. William Shakespeare, Michael Faraday, Edward Elgar and Adam Smith.
5. Charlie bucket, Augustus Gloop, Mike Teavee, Berucca Salt and Violet Beauregarde.
6. King, Queen, Rook (castle), Bishop, knight and pawn.
7. Grumpy, Dopey, Happy, Sneezzy, Sleepy, Bashful and Doc.
8. Prancer, Dancer, Donner, Blitzen, Dasher, Vixen, Comet, Cupid.
9. William, Henry, Stephen, Richard, John, Edward, James, Charles and George.
10. Hydrogen, Helium, Lithium, Beryllium, Boron, Carbon, Nitrogen, Oxygen, Fluorine and Neon.

Lorema's this week's challenge: - Maybe you need a bit of revision!



My thanks go to all who keep sending me the material.

If you have something for the NEWS please contact me

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