

Sussex Miniature Locomotive Society



Wharfedale News. Issue 15

2nd July 2020

Dear all,

Ok so was that summer?

Still plenty to keep me busy though inside as I have been in the man cave catching up on finalising some assembly issues on my Balsa wood model of the Brighton Belle prior to ordering metal.

I have also been sorting out a blowdown valve on an Aristocraft Radcliff 45 mm live steam loco for a friend who wants to sell it.

We managed to purchase some plants on line that arrived in boxes on Monday marked this way up but when opened they had obviously had a time upside down!

Got them planted though just before it rained so they all look fine at the moment.

Hope you enjoy this week's 15th edition.

Keep smiling and stay safe

Mike

Brief club house NEWS

Very little to report this week. The roof details are now in the hands of the MSDC and awaiting a response from them and the trustees confirming that we can go ahead.

The cables over the club house are being insulated this week. We are not being charged for this so have agreed that they can be done now as its one job we do not have to do once we get the go ahead.

We know everyone is champing at the bit to have a run on their loco and we have started to develop a risk assessment for that. Having spoken with the bowls club, they had to present theirs to MSDC who then visited the site before they could play. They have severe restrictions on the use of the club house at present only allowing entry one at a time to the toilets. All the time the social distancing is in place public running is still out of the question. Security and Gardening still goes on. Thanks to Andrew S. Andrew B, Tom, Dave Mattingley, Graham Miller and Mike P.

Wharfedale Article 12



Queens Diamond Jubilee Day 04/06/2012



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Mike P.'s Musings No. 14

Les Clarke

Les Clarke's engine No. 13 was a 2 ½" g. G.W.R. 4-6-0 "Little Wyrley" Hall No. 7913. This was bench steamed only and given to his niece as a "memento". It again took only 2 years to build, but was "very fiddly" and mostly "all built up stuff". We don't have any photos.



Engine No.14 was a 5" g. "Sweet Pea" and built to experiment with gas (propane) firing, ...not necessarily because Les was in anyway a fan of Narrow Gauge locos. It was fitted with a loco type boiler and steamed well. Les built it in just 6 months, but claimed the gas firing experiments and truck took longer! By all accounts, it was perfectly balanced, keeping pressure just below "blowing off" and was completely automatic. On the first day it came to the club, and with people gathered around, Les was asked why he called it "Planet X", to which he replied.." 'cause it looks like nothing on earth ! "

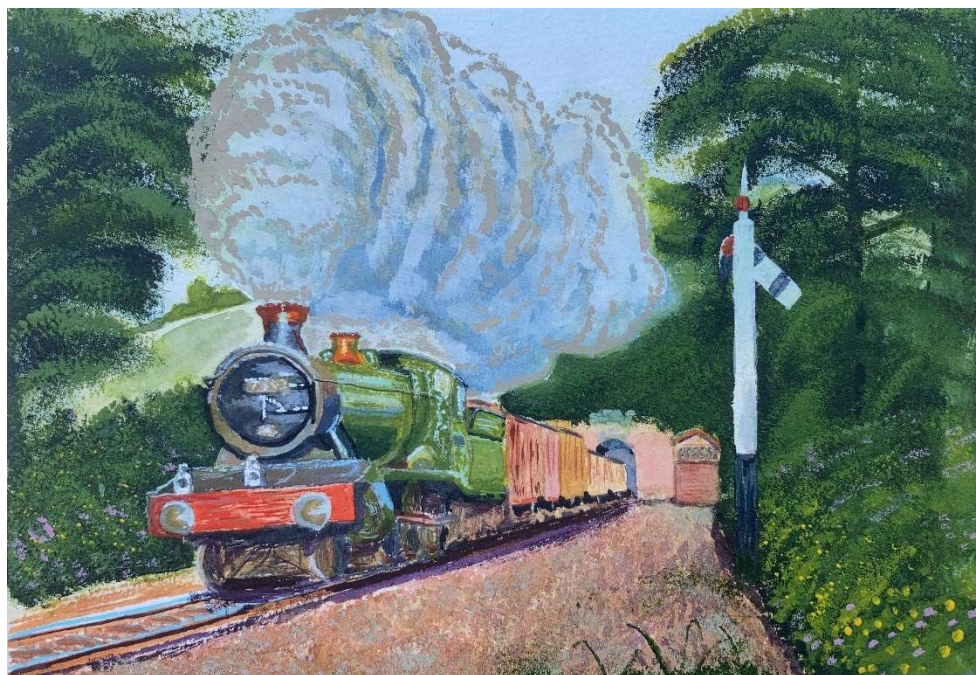


Ray Parsons had this engine for a while and then it passed to John Ely, and along the way, it was changed over to coal firing which was an improvement on the “poison gas” emissions from the chimney when running on gas. Having seen it working on many occasions, it is a very efficient and powerful loco. capable of pulling 4 cars at Beech Hurst.

Mike P.

Andrew Ellis painting

Below is Andrews latest painting which is his first attempt at steam engines.



I say well done Andrew E. keep up the good work.

News From Afar - 1.3 .



Rainbow Lorikeet



Weather. Again, cold starts mostly overcast days.

Site works continuing.



I was down the coast when we had another win. We were given 7 truck loads of road base that is from memory around 84 tons for the donation to the operator of the price of the diesel, \$240.00. The cost of the material if we had to pay for it is about \$3,500.00. Quite a saving! The above pics tell a story where the driver did not listen to advice given. The last edition shows the amount of water in the spot where these pics were taken Saturday last. Driving a total of truck and load, say 16 tons on that area was not a good idea. Luckily one of our contacts was between jobs and was able to get on site within half an hour and pull the truck out.

Below is shown more donations, not the signal box , but that all around. All adds to our collection of 'come in handy one day' material, with more promised from a site closing down'.





Station works, with 3 cubic meters of concrete laid by Ivan and myself today, 1 July. A tiring day.

Good to see it near completion. I will remove the form work on Friday, give it a wash and

brush up and with a bit more paint on the fence it will be ready to go.

What's next? I will tell you soon.

From a previous Chapter in my life - Aerial Camera Operations This Chapter begins in 1978 and continues till 1983. During this period I was an Instructor at the School of Military Survey at a place called Bonegilla. The camp had a previous history as such ... *"The Bonegilla Migrant Reception and Training Centre was a camp set up for receiving and training migrants to Australia during the post World War II immigration boom. The camp was set on 130 hectares (320 acres) near Wodonga at the locality of Bonegilla in north east Victoria."*

During my Military careers both in the British and Australian Armies, I was trained and employed as a Survey Photographic Technician working on all the photographic processes from the aerial photography to the printed map or chart. At the school, part of my time was flying as well as instructing aerial photography using the *Wild RC 10* aerial camera shown in one of the pictures. The aircraft used were, the Pilatus Porter, my favourite, and a leased Beechcraft Queen Air. We also used various military helicopters for 'spot' photography.





Shown below are a couple of Indonesian students looking worried or maybe suspicious? They didn't even trust each other most of the time. The Philippino students always believed that there was a Secret Police member among them keeping an eye on them. Neither groups were good fliers. The actions involved in the camera operation were a challenge and I might add not only to them. Looking frequently through the navigation site vertically at the ground, looking at the map, looking sideways out of the window all became too much at times with horrible results. In such a confined space that was not good.



These pictures must have been taken on low level training flights as none are on oxygen.

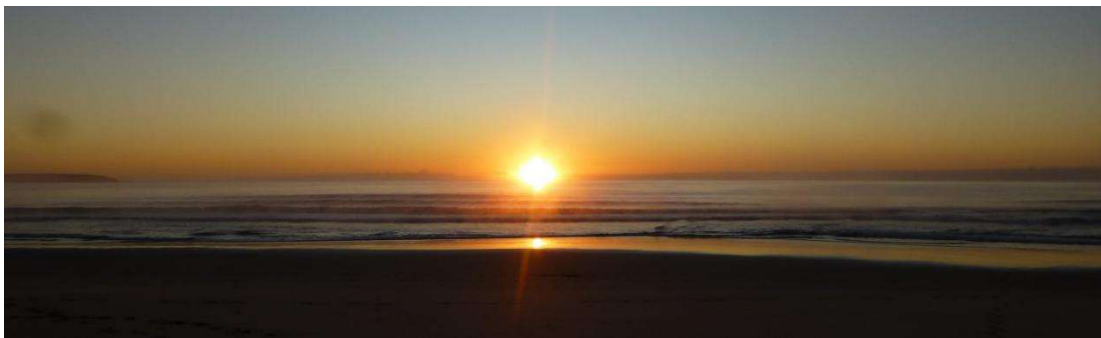


The picture above looks like me when I had dark hair, yes I did once, but I am not 100% sure as I cannot remember that watch. Let us just presume it is. If it isn't, it doesn't really matter. Reading a map, directing the pilot, (we had to give him directions as we had to keep within 400 m of the flight line, and his vision over the nose was limited to around 5km) "left left, steady, right right" and so on, along with rudder turns to keep the aircraft flat, he had to be a patient man. Character building for the younger pilots. No crashes, but a few engine failures which again were character building and educational for us. During that time we all had to get the basics of how to fly the aircraft in case something happened to the pilot. When flying map photography, we usually flew at 20,000ft on oxygen all the time and in such conditions, freezing in the unpressurised aircraft, we had to keep an eye on each other for Hypoxia issues. Again, character building. The chapter ended in 1983 when I was posted to a map production unit in Bendigo, Victoria..... Enough of my ramblings.

Pumbula Beach - South Coast NSW - A few days off..



New friends come to lunch, uninvited.
Another feeling left out. We do not feed
the Kangaroos and are indeed told not to.
They can be a little bit like Sea Gulls.
Hemorrhoidal.



Sunrise - Pambula Beach

***We have Government confirmation that we can start public running again,
and will begin on the second Sunday in July. Some rules apply of course. Good
stuff. The good thing is that we have been ready for quite a while now.***

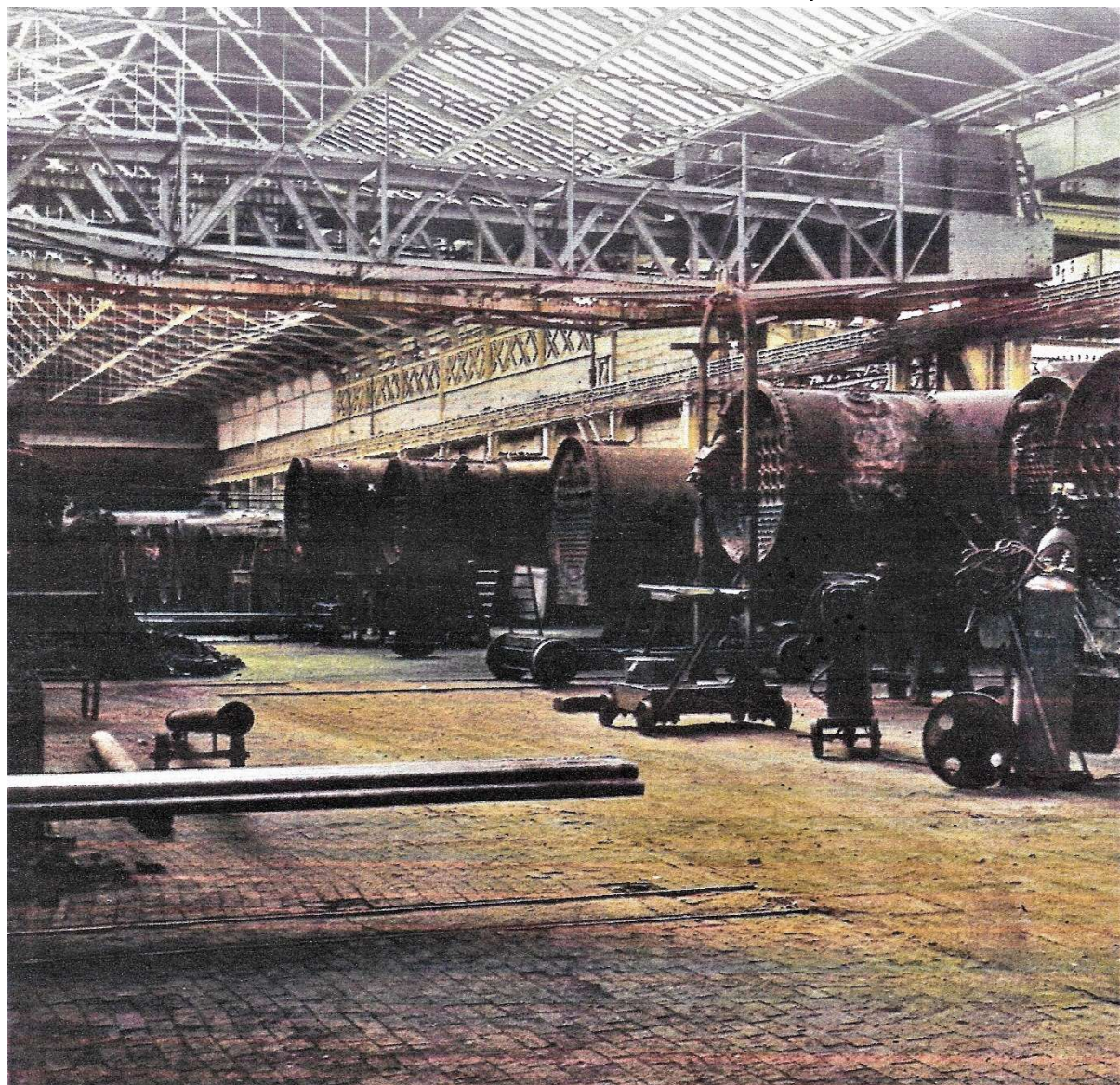
Stay well. David - Canberra - 1 July 2020

Part 1 Norman Payne.

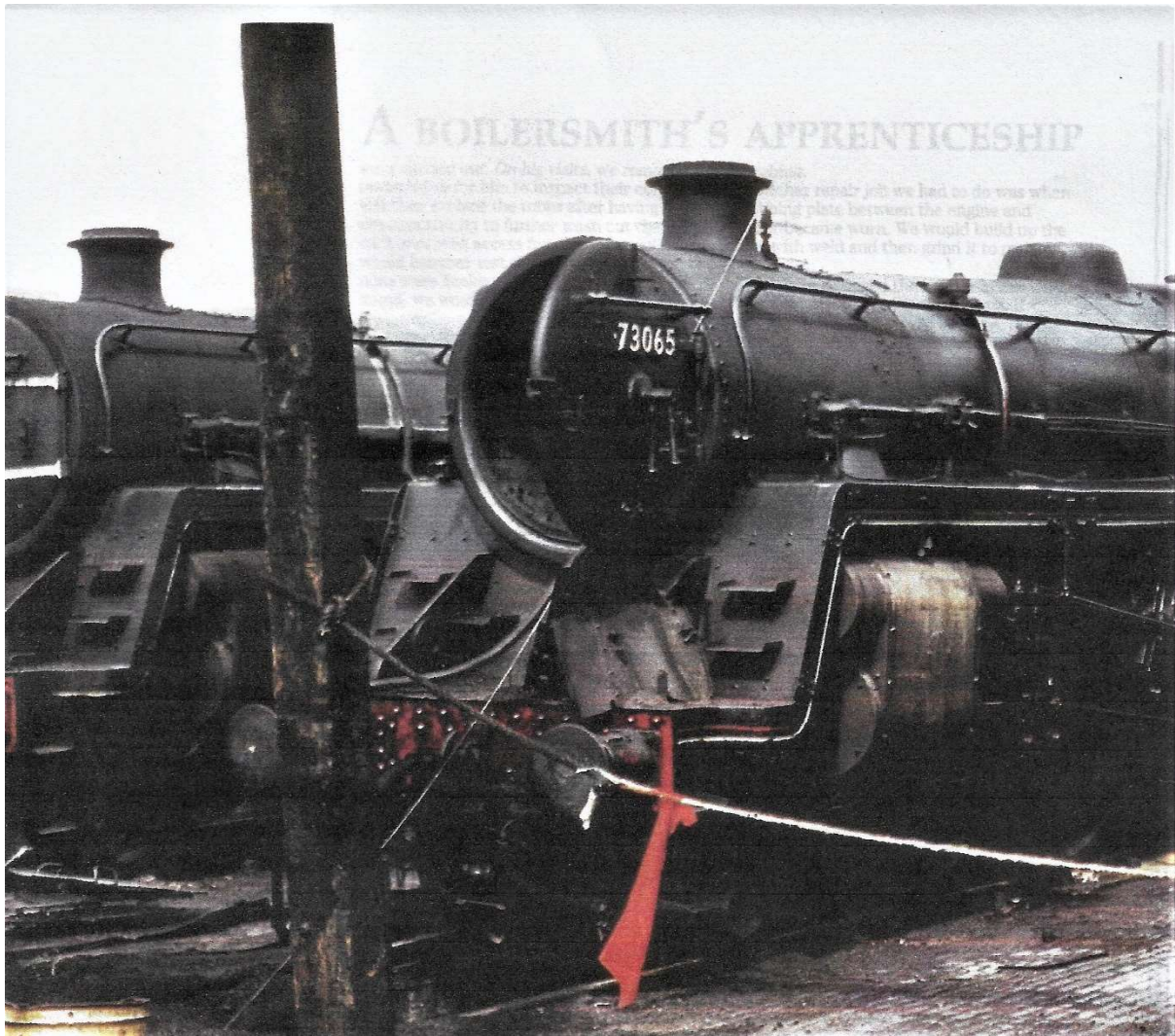
A Boilersmith's Apprenticeship.

While footplate crews enjoyed most of the glamour, without skilled maintenance staff the locomotives could not have run.

Norman Payne, with Lawrence Donaldson explains the vital skills of the boilersmiths based on Norman's Career on British Railways.



Above: Boilersmiths such as Norman Payne were responsible for local repairs to boilers, but some jobs required the attention of the main works. This is Eastleigh Works on February 21 1960 showing a variety of boilers needing attention.



Many features have been written for the heritage railway magazines by people who worked on steam locomotives in their heyday, *writes Lawrence Donaldson*. However, many people were involved on the operating side such as drivers and fireman. There has been relatively little written by the artisan staff responsible for the maintenance of locomotives. As years passed those involved are becoming fewer and this article is an attempt to capture the recollections of a boilersmith.

Norman Payne has had a varied and interesting career from the commencement of his apprenticeship on British Railways in the 1950s to working in commercial engineering and at various preserved railway organisations. Many in preservation have asked Norman to relive some of his earlier experiences to ensure the record exists for the future. In this article, we now have the privilege to read some of Norman's recollections, starting from the beginning of his career.

I began work with British Railways on the Southern Region in 1952 at Bricklayers Arms locomotive depot, near New Cross, London, *writes Norman Payne*. Initially this was not to be my chosen career as from school at the age of 14 I worked on a farm. My mother did not want me to be a farm labourer and spoke to my uncle Albert Longhurst who was a driver at Bricklayers Arms. Uncle Albert spoke to the shedmaster, who secured me a five-year apprenticeship as a boilermith, following a successful interview.

My first three years were at Bricklayers Arms with one year at Ashford Works in 1954. My time at Ashford was divided up into three-month periods working with the following gangs: boiler shop, plate and pressing forming, plating shop, gas welding section and general boiler shop carrying out tasks as staying, caulking joints and re-tubing. I remember being somewhat irritated that some of the work was duplicated from that which I had been doing previously at Bricklayers Arms.

During the part of my apprenticeship in Ashford Works I worked with a team cutting out frames for the new British Railways Standard engines. We also made ashpans which all went to Eastleigh and other works for the engines to be assembled.

Part of my final year was spent at Eastleigh Works to be taught pressure welding. This was completed to the high standard required for boiler welding using gas and arc techniques followed by completing test welds in accordance to British Standard 4871 and ASME 9 standards. If you passed out you would become a boilermith but would need to be tested on pressure welding every six months thereafter to ensure the required standard was maintained.

During my first year, I attended night school. This was particularly difficult as I felt tired after a hard day's work already. The following four years I was on day release once a week. The local technical college at Lewisham offered a City and Guilds course of Technical Development and Fabrication which I attended. This was the nearest available course allied to my trade available at that time. In the course of events, the knowledge gained became useful when developing parts for carrying out repairs to fabrications such as ashpans.

My basic hours of work were 48 per week (Monday to Saturday) and an occasional eight hours' overtime on a Sunday if there was a breakdown or we were behind in the repair schedules. The working day started at 8.00am. Tea break was at 10.am, lunch from 1.00 to 2.00pm, with finishing time at 5.00pm. At Bricklayers Arms, there were 10 boilermiths working on a variety of repairs on steam locomotives with whom I learnt much. It was dirty work in difficult

surroundings but I worked hard. One day I needed a chisel so I was told to go to the stores obtain a suitable piece of tool steel bar and make one. This taught me forge work and how to harden and temper steel to keep a good cutting edge. I built up my tool kit by making tools and through the generosity of the boilermasters who gave me spare tools they had.

Work was varied and different in many ways. Many jobs arose as a result of incidents. One day an engine came in with a bent buffer beam. First you needed to remove the rivets with an oxy-acetylene cutting torch to get the damaged buffer beam detached for repairs. The buffer beam was a large thick plank of steel and was placed into a large coke-fired forge. Once red hot, it would be moved to a thick steel bench and straightened using heavy hammers. Once straight it would be riveted back onto the main frame. The main frames were sometimes bent and needed to be straightened.

It was the fitter's job to fit buffer beams and draw bars. This work was heavy and hard to complete. The locomotive paint shop would then send someone to paint the finished work. This type of work could take up to four weeks to complete, after which the engine was returned to service.

Other boiler work included re-fixing brick arch studs when they had burnt away, repairing or replacing fire grates, re-tubing boilers and so on. Some work, such as brazing copper ends onto steel boiler flue tubes, was sent to Ashford Works to complete and returned to Bricklayers Arms motive power depot for refitting.

To be continued:-

Puzzle Corner.

Lorema's last week's Challenge.

Food Quiz.

- 1. Stratford upon Avon. 2. Mercury. 3. India Pale Ale. 4. Rhode Island. 5. Northumberland. 6. Estonia. 7. Mongoose.**
- 8. Netherlands. 9. Kings Cross. 10. Impressionism.**

Lorema's this week's challenge: - *Logos*.



1.



2.



3.



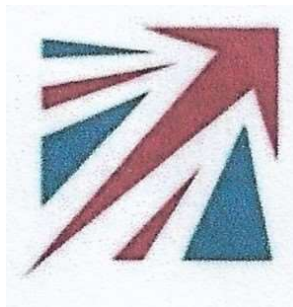
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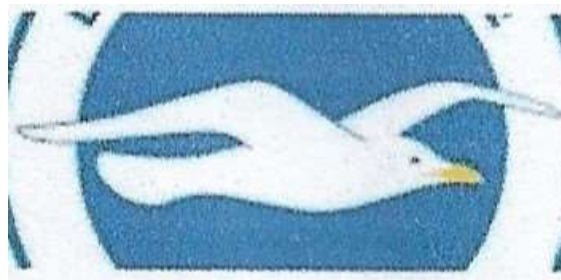
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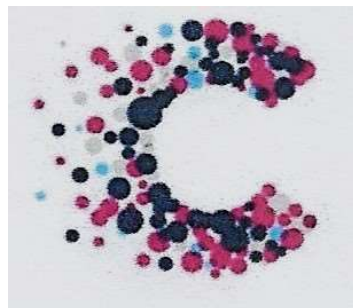
6.



7.



8.



9.



10.

Last week's space filler riddles.

I have lakes but no water, I have mountains but no stones and I have cities but no buildings. What am I? **A Map**

There are two numbers whose product added to the sum of their squares is 109, and the difference of whose squares is 24. What are the two numbers?

5 and 7

5 squared is 25

7 squared is 49

(5 x 7) + 25 + 49=109

49-25 =24

Rays last week's challenge

1	Bob's card game?	Robertsbridge
2	Fifty female sheep?	Lewes.
3	Female horses home?	Maresfield
4	Arsenal 1 Chelsea 2?	Winchelsea
5	Dried grass and what bees do?	Hastings
6	Equestrian measure annoyed	Handcross
7	Holy Basin and feeling fit?	Fontwell
8	A church emblem clutched.	Cross in Hand
9	A shrub at loggerheads?	Crossbush
10	Decaying church official	Rottingdean

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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