

Sussex Miniature Locomotive Society



Wharfedale News. Issue 16

9th July 2020

Dear all,

It's that time again another week gone and here is issue 16. We watch with interest the news to see the latest information on Covid-19 and from we can see it was the big non event last weekend with many local bars and restaurants staying shut. For many of you now it is good to see that you can move more around within the family and close friends.

I have been undergoing a series of tests over the last few months for a pain in my right side and I got called into the Princess Royal on the 18th June telling me I had a problem with one of my kidneys. He followed that by saying we can operate on the 8th July to sort it. He was a little optimistic with that as I have had to have various tests and have to have 14 days with a guarantee I have not mixed with anyone and I have a Covid test on the 20th July, if all is clear I will have my op on 22nd July.

I aim to do next week's issue as normal and the following week an early limited version so if anyone has something they would like included please let me have it by Monday 20th July. This does mean then that there may be a short gap in my ability to produce Wharfedale news but we will see how it goes.

Stay safe

Mike

Brief club house NEWS

Little has changed in the last week and still awaiting a response from the MSDC and Trustees.

The gardeners I am told are going great guns and have shifted bag loads of leaves from the cutting to the tunnel, much appreciated and many thanks to Dave Mattingley, Graham Miller, Mike P and Andrew S.

I am sorry but we do not appear to be much closer with a plan to open the club house. I have heard that the bowls club have reviewed their current operation in the hope of using their facilities more but still find that they cannot open their club house safely.

All the time the social distancing is in place public running is still out of the question. Security is still going on and thanks go to Andrew S. Andrew B and Tom.

Wharfedale Article 13



Amey Boer Charity Day 27/07/2015



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Mike P.'s Musings No. 15

Les Clarke

Firstly, can I give my thanks to Graham Miller for doing all the paperwork and getting the club a £5,000 sum from the council in lieu of lost revenue this year due to the virus.

Les Clarke, not only built small steam locomotives, but produced a collection of stationary engines also. In his workshop he had a limited number of mostly older machine tools, some of which he had rebuilt himself.

When he was employed, he used to come home, have his dinner and go to bed. He would then get up again about 10pm, and go and work in his workshop until around 4am! Then, it was back to bed before getting up for work again. An unusual routine. During the daytime, his mum would clean the workshop and return all the tools to their place. Handy!



For what Les called his "Grand Finale", prompted it seems by his niece suggesting it would make a nice mantel piece job, he produced a smaller version of Planet X, a 3 ½" gauge sweet pea. Again, with loco type boiler and named "Nobby", this one went to Jack Pitt, and following Jack's death, has

come back to a club member again. Amazingly, Les built Nobby in 3 months! I guess he'd "got the hang of it" by then!



I have to say, having only built two engines in my life, what an amazing workload to produce 15, plus many other smaller items. I'm glad some of his engines are still at the club.

Mike P

Andrew Ellis.

Andrew is becoming a prolific supplier of paintings. This time an excellent painting of a lighthouse which was for Andrew an exercise in painting objects to show that the structure is curved. I think he has definitely achieved this. Well done Andrew.



Not only is Andrew working on his paintings he is also a very keen restorer of Dolls' houses. Below is an example of one of his more unique dolls house.



This is just a taster, to be continued:-

News From Afar - 14 .



Kookaburra



Weather. Mixed but no rain - yet. Again, cold starts, partly overcast days and many foggy starts.

Site works continuing.



The above left picture shows the near completed station being provisionally opened by the opposition leader of the ACT Government Alistair, accompanied by his young son Angus, both keen supporters of the railway. Below right is the lovely cake he brought along. He knows the way to our hearts bless him. I will give him his due, that is, that he has gone into fight for us on more than one occasion. Maybe he hopes he will get our votes in the coming Territory election in October this year. He may well do as well, as those in power are getting a little stale and full of themselves. Below left shows yours truly driving another of our gifts, an ageing but very back saving, Kubota tractor. Above right is it lifting one of our riding cars back on a set of bogies after maintenance.



The two pictures above left show the difference a couple of days make. Top was taken Sunday morning, a day starting with no fog, and under, today with early fog not clearing to around 10.00.

Members Day - Sunday 5th July 2020.

A beautiful but cold start moving to shirt sleeves later in the morning. Soup and other goodies for lunch enjoyed by all in the cloudless sky, in other words a fairly typical winters day for us in Canberra. A good day as we have not seen this many locos and in fact members at a member's day for a long time.

Below are some of the locos enjoying the sunshine.



Trevor with his cane locos for a run, with Michael with his steamer, a regular at members days.



Ian with, I am told a Gresley 'O2'?, and Eric with 'George' another regular.



A new member with a recently purchased loco undergoing a hydraulic test and his sons' diesel.

Apologies but I didn't note their names. The steamer requires some loving, and the diesel is I am told is a 'Victoria Railways' 'F' Class, similar, if not the same as a British '08'?



Mark above with his 3.5" railcar and on the right with his new, but very young learner driver on his sisters in laws lap.



Keith with our '81' out for a test before our Public Run, and Paul taking the politician for a ride. Usually it is the other way around if you get my meaning.



More gifts. This building material and so forth comes from a road construction project that has just been completed. Our Mick, the man who knows everyone on the planet, got onto it all and has saved us a few thousand dollars. They are steel reinforcing rods, galvanised, about 300mm long, a foot in archaeological speak. We estimate there a around a thousand. What we do not use we can always sell. A very heavy box.

We are still OK to have the first public run on Sunday but the weather at the moment does not look too flash, apologies, good. We live in hope and are prepared. Think of us.

Stay well. David - Canberra -8 July 2020

Part 2 Norman Payne

A Boilersmith's Apprenticeship.

Boiler washouts

Each working day we had about six engines released from traffic having completed work for 26 days and these needed the boilers washing out. The chargehand boilersmith would inspect the engine before work began. If he found any leakage or any fault he would write out a repair card and give it to a boilersmith advising them what kind of repair was needed. Boiler washouts were a very important job, though very unpleasant and dirty work. This involved manhandling high pressure water hoses with various shaped nozzles to gain access to all boiler parts.

An example of this was climbing into smokeboxes and accessing high positions on the boiler where washout plug holes were positioned. The nozzles were inserted into the plug holes to hose out and flush the internal waterways to ensure scale removal. At the lower position of the boiler, known as the foundation ring at the base of the firebox, scale would collect. At this position were elliptical mudhole door holes where the boiler washers would rake out the sludge during washout. Originally this process was carried out every 14 days but was extended to 26 days following the introduction of water treatment. This was a chemical that turned the hard scale deposits into sludge.



Above the parts of a mudhole door assembly:- The door , bridge and nut.



Above this tool is for holding mudhole doors to prevent them from dropping into the water space during removal and refitting. The 'Tee Bar' screwed end is screwed into into the end of the mudhole door stud so you can hold the door to install in the boiler and hold in place whilst positioning the bridge and securing the clamping nut.

Following the washout, the chargehand boilermaster would inspect the boiler internal water passages and if he found any scale or dirt he would make those boiler washing staff responsible to rewash the boiler as necessary to ensure cleanliness. On occasions I was allocated this duty of inspecting the boilers. Inevitably, all this work was very dirty and as readers can imagine the working conditions were quite tough. We aimed to make life as comfortable as possible. If you were working on, for example, a firebox for any length of time we would aim to hose it out whilst it was still warm thus enabling it to dry out clean.

This work was extremely important for the boiler's safe operation. Failure to carry out washout correctly could cause waterways to become blocked with sludge and scale between the stays and this could lead to the firebox being burnt, making the boiler plates thin and unsafe. All washout plugs and mudhole doors had to be removed and the boiler pressure washed until clean.

A regional boiler inspector would visit from time to time to carry out a full inspection of the boilers, especially after major repairs were carried out. On his visits, we removed seven tubes for him to inspect

their condition and then replace the tubes after having taken the opportunity to further wash out the boiler with improved access for scale removal. He would hammer test the stays to make sure none were broken. If any broken stays were found, we would be allocated the repair. This meant drilling out the broken stays and fitting new ones. This was very difficult work to complete.

There was an accident, I remember, when an engine that had been washed was stood in the yard for its steam test. It was leaking steam from a boiler washout plug. The person who had refitted the plugs back in thought he must have not tightened it correctly. However, the plug was cross-threaded and the boiler's steam pressure was at 150psi. When he put his spanner onto the nut to tighten it, the plug blew out and he was badly burnt. The fire was quickly thrown out to prevent damage to the firebox, as the water level had quickly lowered, risking uncovering the firebox crown sheet.

A regular job on wash out was to remove the fusible plugs and fit new ones. This would involve cleaning the threads in the roof of the firebox or sometimes the threads would be damaged and needed re-tapping to a larger size and bigger plugs fitted. Some fireboxes had two fusible plugs, others three and some six.



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

To be continued:-

Chat with the members.



This week our chat is with Andrew Strongitharm our current Club Secretary,

How did interest in trains start for you Andrew?

I blame my dad! Trips to Bluebell from a very young age and I suppose rides on the railway in the nearby Beech Hurst Park!

What was/is your professional career?

After delaying finding full time employment for an extra year by taking extra A-levels and staying on at college for a third year, I spotted an add during Christmas 2013 for a train planner with Southern based at East Croydon. I didn't know what train planning was when I started (and some may argue that I still don't) but I soon began to enjoy it.

What is your earliest train memory?

I don't know. I remember riding behind '92 Squadron' and 'Blackmore Vale' double heading at Bluebell with 11 or 12 coaches on but that was in 2001 when I was 7 which doesn't seem early enough.

How did you become involved in SMLS?

Like a lot of our younger members, I used to ride regularly with my parents and we could hear the whistles from our garden. After spending two years in the Bluebells 9F club I gradually got bored of doing the same limited range of activities each month. Therefore, joining Beech Hurst seemed logical and I began spending a lot of time in and around the park during the summer of 2005 when I was 11.

When did you finally become a member?

February 2006, as soon as I turned 12.

During your time with the club what locomotives have you been involved in the construction?

I've only built 'Dougal' from scratch although I have lost count how many other locos I've been involved in fixing.

Do you have a model railway at home?

Yes and no – There's always been a model railway of some kind when I was growing up, however I don't have anything now that I'm living on my own.

What other hobbies and pastimes do you have?

Railway photography (mostly only ever at Bluebell these days) and more recently running.

What's the funniest thing that's happened to you at the club?

There have been lots of laughs but I remember one summer quite recently when a steam loco had set fire to cut grass just outside the short tunnel. There was quite a bit of smoke and as I ran over with a fire beater, one of the bowlers shouted "Nee-naw nee-naw nee-naw"!

We've also done some mad things over the years. A popular one is the combination of Wharfedale, house coal and the long tunnel whilst some of our bonfires have also made memorable days.

B1 Wheel Lining Dave Mattingley.

First I must thank the Editors and contributors to the Wharfedale News, every edition has been a pleasure to read and has ensured club members have remained in touch during this lock down period. Well done to you all.

Like many of you I expect, I have spent a good deal of time in the workshop and am glad to say that excellent progress has been made on a number of fronts, namely the Simplex and the B1 restoration. The Simplex chassis and platework is now finished and painted and is waiting for the boiler, hopefully this will be ready before too long.

The B1 restoration is proving to be an enjoyable task. The frames have been completely stripped and re-painted as have the driving wheels. The valve gear has been cleaned of years of 'grime' and the cylinders dismantled, cleaned, refurbished, re-painted and are about to be re-assembled. Looking at the pile of bits that are almost ready for re-assembly to the frames it was clear that the

lining of the driving wheels was on the 'critical path'. I had been putting off doing this it was likely to be one of those tricky jobs. But with the wheels off the frames there was now the opportunity of coming up with a fixture to make the job easier to do. With 6 driving wheels needing to be lined there was an incentive to mechanise the job. The fixture I came up with can be seen in the accompanying picture.



With a centre in the base of the drill stand and one in the drill chuck this provided the ideal rotational set-up. Having mounted the wheel set next came the problem of rotating it, no the electric drill did not do that !!! I reckoned that a speed in the order of 1 to 2 r.p.m. was required in order to keep the lining at a reasonable pace. I purchase a windscreen motor on ebay that had a worm and wheel drive. Driven at 12v the output shaft rotated at approximately 104 r.p.m. much too fast even with a 6:1 reduction on the belt drive. So the next move was to reduce the voltage to the motor to reduce the speed, this is where John Baldwin came in. Chatting to him about my need for an adjustable power supply he offered the perfect solution, a power supply that could be stepped in 1 volt increments in the range 1 to 20 volts, I was now ready to make a start. With the supply set to 4 volts the peripheral speed at the wheel rim was just about right. Using an 'Easy Liner' lining pen fitted with a 'yours truly' adjustable fence the white lines at the rims were done in a trice. I allowed them to harden for nearly a week before adding a black line against

the white. With the adjustable fence I was able to step the pen out and put a second black line against the first, this gave a reasonable border to allow the remaining area of the rim to be painted with a small chisel pointed brush. In the picture showing one of the finished lined wheels can be seen the template used when adding the white line around the axel end. This was placed over the centre pin in the drill chuck and the pen held against it. So now all driving wheels are back in the frames and looking pretty good and only the bogie wheels left to do!!!



One further thing. Prior to wheel painting I had to re-axel the front and rear driving wheel sets. I've always favoured oiling wheels through the centre of the axel and then via a cross hole that appears in the middle of the axel box. This time with the cross holes drilled I milled 2 very shallow grooves in the axel centred about the drilled hole for $\frac{3}{4}$ of the width of the axel box in order to get an even spread of oil. With the wheels now back in the frames I've been able to oil them and watch a thin film of oil to appear at either end of the axel boxes so hopefully this scheme will work well in practice. Fingers crossed!

Dave M

Puzzle Corner.

Lorema's last week's Challenge:- Logos Quiz.

- 1. Subaru.**
- 2. BAFTA's.**
- 3. Nation Wide.**
- 4. Penguin books.**
- 5. Hallmark Cards.**
- 6. Raleigh Bikes.**
- 7. UK space agency.**
- 8. Brighton and Hove Albion.**
- 9. Cancer research.**
- 10. Great Ormond Street.**

Lorema's this week's challenge: - 10 Questions 55 answers.

1	Launched in 2011 and selling 180 million copies by the end of 2019, what is the world's number ONE best-selling computer game? Ans:-
2	Who were the TWO winners of the 2019 series of BBC's "Strictly Come Dancing"? Ans:-
3	What are the first names of Prince William's THREE children? Ans:-
4	Which FOUR historical figures have appeared on the back of the English £20 note? Ans:-
5	What were the names of the FIVE children who win golden tickets in Charlie and the Chocolate Factory? Ans:-
6	What are the names of the SIX different pieces on a chess board? Ans:-
7	What are the names of the SEVEN dwarfs featured in the Disney movie "Snow White and the Seven Dwarfs"? Ans:-
8	What are the names of Santa's EIGHT reindeer, excluding the one with the red nose? Ans:-
9	What are the NINE first names used by English Kings since 1066? Ans:-
10	What are the first TEN elements in the Periodic Table? Ans:-

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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