



17th September 2020

Dear all,

As always I hope this edition reaches you when you are all well.

I must start with an apology for an error in the Wharfedale section of last week which was spotted by Stephen Hutton. Stephen felt that the early picture of Wharfedale that I had included and claimed to be John Gange was doubtful, to quote "but more likely Mike Williams. (I'm pretty sure that was his name). He was a dentist from Kent. Also with Dick Burge standing behind him, it's probably too early for John. The other thing that makes me suspicious it's not John, is that I believe Vince had already done the major Wharfedale overhaul when it lost its green and was repainted black before John appeared on the scene." I have discussed this with Steve Turner and he is in agreement with Stephen and has corrected our historical data accordingly. Thank you Stephen.

I have just had one of my most active weeks of getting out since lockdown. I managed to get up the club on Monday to speak to the guys up there keeping our site and track in good shape. I have also had to visit the optician as I had found the road signs were getting blurred!

Today Lorema and I decided to have a day out to enjoy the great weather we are getting again. We visited a Sussex garden for the first time, it's called the Sussex Prairie Garden near Henfield. It's been there for 10 years but we have never visited it and our friends had said they had been there for the first time a couple of weeks ago and said it was a different style of garden to visit. It was walking on grassland the whole time and there was plenty of space to maintain social distancing. We did it today Wednesday and found it a very enjoyable walk.



Brief club house NEWS

Little to report again this week. No change re the roof and still awaiting start date.

The latest government guidelines just issued, now come with a fine so even more important that everyone communicates with Andrew S if they are going up the club.

We have just been notified that the organiser of the Ally Pally London Model Engineering Exhibition have taken the difficult decision to cancel the January 2021 show due to the ongoing impact of the Covid-19 pandemic. People are beginning to accept that this could be with us for some time yet and we all need to plan accordingly.

We are scheduled to discuss the general effect of Covid - 19 on the club now

that autumn is approaching to see what we can continue to do once meeting outdoors is not an option.

I have left a message with the lighting company but not had a response yet so need to chase them.

Tom on his tour with Dan have just raised the point that the crack in the long tunnel looks to be getting worse so we will check it out and get it fixed as this is the time to do it if needed.



Thanks again to the working teams and to Tom and Andrew S and Andrew B for continuing to maintain the security patrols.

Mike W.

Mike's musings No.24

We are having a bit of an Indian summer whilst I write this, with temperatures up around the 30 degree mark for a few days. What good weather we have had this year, only to be unable to make the best use of it with our hobby. Such is life!

It has been a little too hot and dry for some of our trees, many of their leaves have been hanging limply and some are already falling. On our Monday gardening session, Graham Miller and I raked up some big bags of leaves in the north cutting of the long tunnel.

Meanwhile, Roy and Mick changed some suspect sleepers around the track where the nails were not holding. This used to happen a lot when we had normal pine sleepers, mostly in hot summers where the timber dried and shrank. Once the rains came, it was possible to bang the nails back and they would hold as the sleeper wood swelled again. It's all never ending! I took a couple of photos and sent them to Mike.





As I write, we are again in semi lockdown, as the covid numbers are on the “up” again, only 6 people are to meet together if you want to avoid a 100 pound fine! What a strange year!

Back to my list of locos, that I built, or came my way over the years, most were steam, as that is my main interest. However, occasionally I was side tracked into modern traction. Around the turn of the last century, the two Dicks (and I mean that in a caring way!) , Dick Burge, and Dick Simmons, locked themselves away in the carriage shed workshop at the club, and put together a couple of “08” shunters, made from Blackgate’s kits I believe, a blue one and a red one. The idea was for them to work together, double headed, and pull 4 of our Pullman cars. In fact, eventually they did, although not without teething problems and many derogatory remarks from “dyled in the wool” steam members!

Around that time, I took over on” operations” and used them on standby, and sometimes in service. They were really the first “club owned” electrics, although Dick Burge and Jack Pitt had a Bo-Bo and 08, respectively, that had run in passenger service before. Anyway, to get to the point, I found them useful. One day, Dick B. came to me and said, “you like electric locos, don’t you?” Well, I couldn’t be rude and say otherwise, as Dick was always kind enough to let me drive his locos, 7 F and Bo-Bo. He said he had had a “33” chassis, unfinished, in his garage, for a long time, which he had intended to build up for his grandsons. However, he didn’t think they were interested in

railways so was going to sell the chassis, and would I like to buy it? After some thought, I said ok. Never having built an electric before, I made the main body sides from timber and aluminium sheet, and fortunately, there were two bare, straight “off the mould”,(and very rough), fibre glass cab ends which I could make fit and look “something like”. The chassis, I believe, was built by Steve Stephenson, with help from Ron Harris on gear cutting. Roller bearings are fitted throughout, and it is powered by two Sinclair C5 electric motors. The electrics were, originally, hand built to a design by a friend of Dick’s. My main difficulty was fitting everything around 2 large 90 amp hour leisure batteries, without it looking too over scale. In total, it weighs in at around 200lbs.

All this was built up over one winter on an old coffee table in the kitchen. The garage workshop was hard to heat in the winter months. My wife at the time was very forgiving! The loco was finally hand painted in Precision paint’s BR Blue, and transfers added.



It has proved to be an excellent machine, regularly pulling four cars, and used on nearly all summer Wednesday running over 20 years, and carrying thousands of passengers. I ran it myself for many years and now it is in the capable hands, and ownership, of another club member. When we are all finally allowed out again, it should run for many more years.

Andrew Ellis

The latest painting finished last week.



Part 2

I never considered working on the railway as a career. I never even knew how that could happen.

At school I was pretty good at biology and enjoyed science in general. I had had all sorts of ideas about what I wanted to do “when I grew up” but nothing

concrete. My cousin was a Senior Chief Medical Laboratory Scientific Officer in microbiology at Barts hospital and he suggested I did my work experience in his lab. Thinking back, the journey by train was interesting as I had to catch a train from Tulse Hill to Holborn Viaduct which no longer exists on, I think, an EPB which also no longer exist. I had an interesting time at Barts learning about bacteria, growing them, identifying them etc etc and thought that's what I could do. I managed to enrol on a weeks course at Kings College hospital for teens to learn about histopathology. There I learnt about post mortems and various organs floating in formaldehyde including organs that teenage boys were bound to find highly entertaining.

Well after this I just had to pass exams. Sadly I wasn't as hard working as I should have been and after a kick up the behind from failing some the first time round I passed with flying colours the second time.

I was lucky enough to get a 1 year job at Hammersmith Hospital with 3 months in each pathology discipline which also included haematology and chemical pathology. My 3 months in chem path were pretty dull for my mind. It involved putting tubes of blood into a machine and looking at the numbers that came out the other end. Not for me so at the end of the year I asked the Senior Chief of histopathology if he'd have me and he did.

We had a lot of fun in those days. My boss loved to do magic tricks and we all played games at lunchtime. It was a very sociable department and everyone got on well. We used to get a case on a patient with accompanying specimen either from the operating theatre or from the mortuary (which we usually had to collect). If they were post mortem specimens we would take samples for processing otherwise a doctor would do it for theatre specimens. These were processed to remove all the water content and replace it with wax so that we could cut slices a few cells thick to make microscope slides. We would stain these to show various structures, organisms or nuclei (useful to determine how malignant tumours are). We would do all the testing for the case and look at it with the consultant to discuss it to aid our learning.

When "The Boss" retired a few years later we were amalgamated with another hospital and from then just worked a production line doing the same thing hundreds of times all day. I became very bored.

Around this time my grandmother who had sold her flat in Trinity Court in Clapham to a semi famous actor and moved to Hove, suggested that I really should visit the Bluebell Railway near Brighton. We arranged a day out with my dad my uncle and my grandmother. I was blown away that such a place existed. The next time I felt this was on visiting Beamish many years later. I joined that year and every weekend visited. I would catch the train from West Norwood to Croydon, change for Haywards Heath and then catch a vintage Southdown bus from Perrymount Road.

My regular day was to get a few trips in first class (I was a life member at 21) and then sit in the field outside Horsted Keynes watching the trains go by. I sometimes recorded the sounds on a cassette tape. I have them somewhere. After a summer of doing this the younger guys on the station at Sheffield Park got chatting to me and persuaded me to volunteer. At that time I was desperately shy so it stretched my comfort zone to speak to the public. After a few years of volunteering first becoming a Horsted Signaller (which was strange even then but I could be there for the weekly shunt) and then a Guard and a Booking Clerk I got to know a few of the guys who worked on BR. As I was unhappy at work I thought this could be an option but I didn't know what I wanted to do or even could do.

Around that time BR started looking for customer facing people from outside and an advert on for Booking Clerks for Herne Hill and other stations was put in the local newspaper. It just so happened that the Line Supervisor used to visit the Bluebell regularly (and still does). I remember having a good old chin wag in the interview with him and the Station Manager and I got the job.

My dad wasn't exactly happy at the time but it proved to be a very good career move. My salary doubled within a year and I got promoted quite quickly. I was very proud to wear the double arrows.

It was again a fun place to work. The Chief Clerk and the Ticket Office Manager used to sit behind a partition out of sight and earshot of customers at the window. When we had rude or awkward customers we tried to keep a straight face as they called out what we should tell them to do with themselves. There was a bakers around the corner and we all chipped in for lunch. The Ticket Office Manager would pop out to buy a warm loaf of bread and cheese or ham and make us sandwiches.

I remember one morning I was to start at 0600 but overslept. I got there at 0700 with a huge queue outside and a very angry Ticket Office Manager who had been getting complaints for the last hour. After that I always had two or three alarm clocks set.

We were quite competitive and took pride in being able to sell a yearly season ticket (including calculating the fare using the old manuals) in less than 5 minutes. APTIS was the machine we used and only had a selection of local fares so everything else had to be looked up and calculated.

We used to get 50p commission for selling Network Cards and we saved this up to buy all our tea and biscuits. I used to always buy Jaffa Cakes so got the name Captain Jaffa.

One week I was sent to Penge East as the clerk was on leave. While there I was asked for tickets that I knew weren't allowed and got several comments when I wouldn't sell them. It turned out that the clerk there had been on the fiddle

and that I had been sent so that they could see the difference in sales. I imagine it would be much easier nowadays.

I remember that they found an enthusiast who wasn't even in uniform had been relieving Drivers at Herne Hill and driving their trains. I was amazed at the time but I can think of several Drivers who I have known over the years who would do it if they could get away with it.

After a year I could afford to and wanted to leave London. A Bluebell friend had a spare room in East Grinstead and in the days of the national BR vacancy list I found a Booking Clerk job at Lingfield.

I remember regularly seeing trains slide through the station and coming back again. Apparently it was always slippery there. One morning, still blurry eyed I walked on the platform to unlock the station to see a sheep standing on its hind legs leaning on the ticket machine. Looking around there were sheep all over the track. The local kids liked to lift the nearby crossing off its hinges and let the sheep out of the adjacent field. Luckily I got trains stopped before any one got hurt.

While I was at Lingfield I regularly got complaints about ticket errors and worked out that the local travel agent was responsible. From then on I put up a sign advertising my services. The previous clerk didn't have much knowledge of seat reservations, ferrys, etc etc but it was all new to me. On a strike day with no trains running I had a little queue selling holiday tickets. It was all very jovial with everyone talking about their plans I suppose.

Takings at Lingfield went up by 50% and the Area Sales Manager arranged for me to cover East Grinstead as well. It was a very happy time.

I arranged for one of the kids from Bluebell to have work experience. He wore a BR uniform and the local ladies loved him. I was on holiday for the second week and the local manager arranged for him to have a cab ride. He told me quietly afterward that he even got to drive! That certainly wouldn't happen nowadays.

One of the Station Masters at Sheffield Park was also a Station Manager at Paddington. They were having a reorganisation and looking for staff called Welcome Hosts who would provide information, sell tickets and assist passengers. It was a promotion to CO3 so I put in for it and got the job. When I left Lingfield I received many very kind messages and several lovely gifts.

Paddington was an exciting move but that's another story.....



Couple of room box photos of a seaside tea room and ice cream parlour I made years ago.

Andrew E. To be continued.

News From Afar - 16 Sept.



Mystery Object

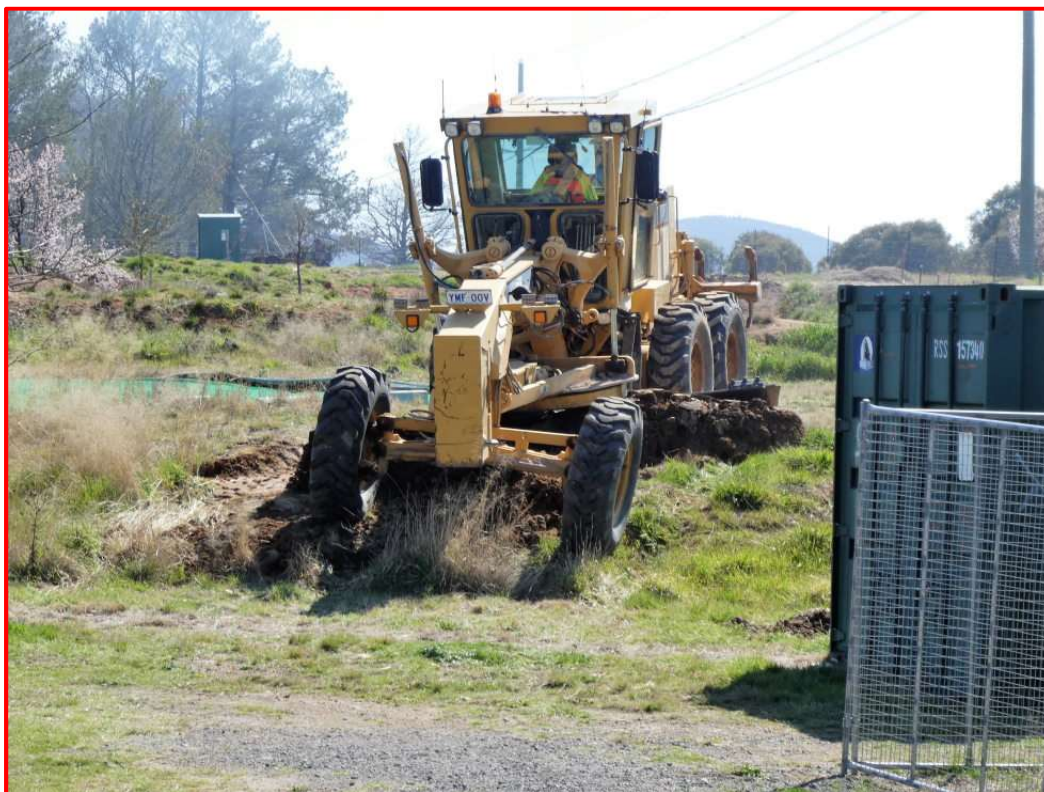


Public Running Day - Sunday 13 Sept 2020

Let us start with today, Monday. A beautiful sunny day with 20C. But, and there is always a but, yesterday, Sunday was a challenge. Cold, overcast with enough rain and showers to make it totally miserable driving trains. With the weather on your back, tolerable, but in your face a real challenge. The public still came though albeit not in the previous running days numbers. We still had an acceptable take though, the only thing was the people didn't stay long.

No pictures from the day though as it wasn't really the weather for it and being a little thin on the ground operator wise I was driving trains for far too long in that weather.

Minor Works - Friday 11 Sept.



Minor work in front of what is quite a major project. The grader seen here is making a ramp to enable easier access for trucks with fill. The fill is to bolster that previously dumped for the 7.25" track extension. This project is expected to start in around a

week. It is being carried out by a company I believe as a training exercise for their grader operators and is part of an agreement that is, words to the affect, “ We will take your fill if you put it where we want it, and how we want it”. This saves the company much cost in taking it to the tip. We win and they save money. A good deal. More will follow in due course.

This machine came and was finished in about ten minutes, in what would have taken us more than a day with our little tractor and bucket. Love their work. Amazing what can be achieved with the right machine for the job.

...

A Visitor to our Street.



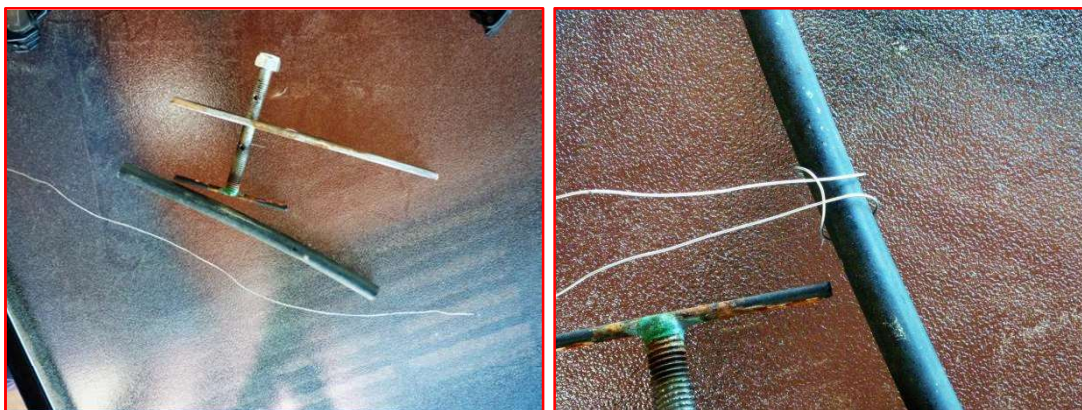
I appreciate it is hard to see as the picture is a frame taken from Dash Cam footage, but within the circle is a Kangaroo. Rarely seen in the area and a first in in our street, from our knowledge anyway. We are about one kilometre from the nearest bush land so the young animal is on quite a journey. Unfortunately, unless it is very lucky, it will be its last. Kangaroos in this environment tend to cause road traffic accidents in which they are the losers, I might add so are the vehicles, as hitting an animal that can weigh up to 80kg plus does not do a lot of good to the body work. Around 2,000 kangaroos are hit by cars in Canberra alone most years. Panel beaters delight. I have personally hit two in the last 12 months but luckily managed to see them coming, and although hitting them no damage was sustained. The dirt on my car was smudged but apart from a few loud noises and it being an “ Oh, Sierra, Hotel, India, Tango” moment, no damage, to me anyway. Kangaroos have a certain mind set.

They want to cross the road. They see a vehicle coming, but they cannot change their mind. You can guess what happens next. Below typical 'Roo' damage. (Not my pic).



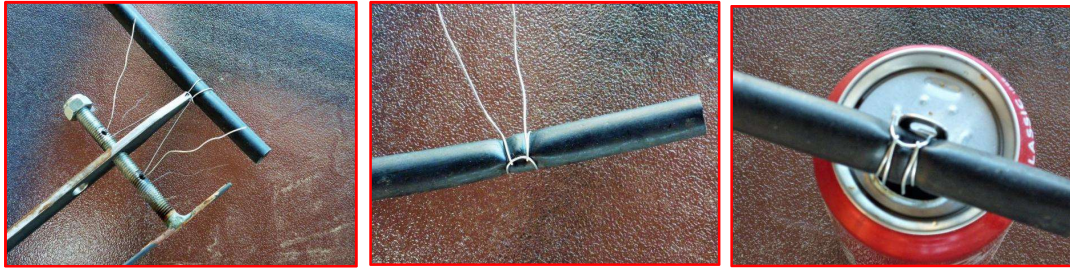
Mystery Object. - Device for making hose clamps from wire.

If you are aware of such an object, I apologise.



Left, the pieces, pipe, tie wire and object. Right, making the loop.

Below, the wire threaded through the holes in the machine with the cross piece of the loop in the notch of the front part of the machine. The wire is then tightened by turning, pushed back over the loop to secure. Trim wire.



Works - Wednesday 16 Sept.



The picture above shows a section of 7.25" track removed for, let us say, re-manufacture. This section has always been under scrutiny, and inspection after the running day on Sunday showed that we had to admit at last that something drastic had to be done. The inspection revealed wear on the outside of the left hand or lower rail. This confirmed what we thought, that that rail was leaning inwards.

The picture below shows that rail cut out. Not an easy job for David. Much cutting with a grinder and hammering to release the stubborn pieces from the ties. My back will feel sore on Thursday for sure, but nothing unusual.

The ties and rail will be cleaned up somewhat with the grinder or more likely a 'flap disc' (much easier), and then replaced in position In readiness to be re-welded.

The plan is to set the super elevation before finally welding the rail. I believe when initially installed, the rail was placed in flat on the rail bed and the the super elevation induced after welding. This way we hope the super elevation will remain, and not go

the opposite way as encountered prior. The track gauges have been inspected also and maintained to ensure the rail remains upright during welding.

An expansion link has also been added in a short straight section leaving the station which is also expected to reduce the expansion stress in that section.

My hope is that this work will be completed in the next week, but the weather forecast from Friday and over the weekend may cause me to have to re-think that expectation. Not unusual I might add. Our next public running day is on the 27th so will have to wait and see. The track on the right of the power cord can be used instead if the work is not completed.



- To be continued. -

...

Stay well.

David - Canberra - 16 September 2020

Chris Saunders. The Stauffer lubricator

One of the headaches I had with Sharpthorn was the proliferation of small wick feed lubricators.



Try as I may I could not find anything off the shelf, so I had a bash at making my own.

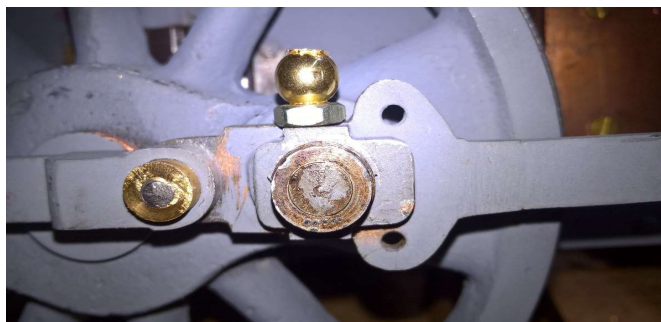
The majority of the lubricators on Sharpthorn have been damaged and lost their brass pots. I managed to make these using a short length of copper tube threaded 4BA with a brass half nut screwed on.

The brass pot was not impossible to find, I needed a ¼" hollow ball with a small hole each end.

Available from China with a minimum order of 1,000,000 units! I really don't need that many.

A couple of weeks ago I had one last attempt to find what I needed with the internet finally coming up trumps. Not from a jewellery supplier as I expected but a fishing lure company in Northern Ireland!

This is the end result;



Not an exact copy but nearly.

Squashing the balls to get the onion shape resulted in every attempt splitting the balls apart.

Progress;

With the boiler nearly finished in dry assembly form, I turned to making a carrying box to keep it in.

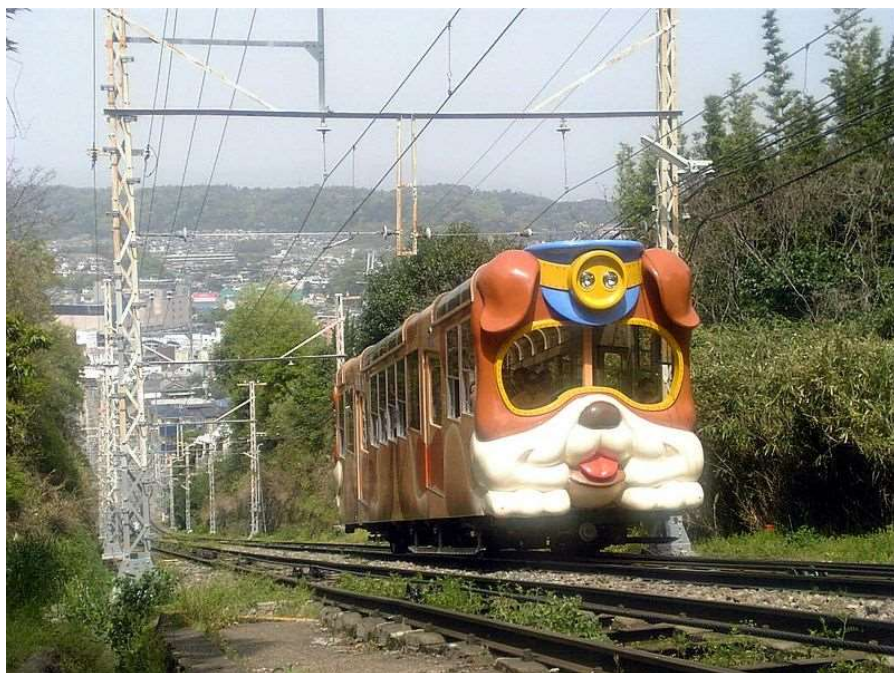
Wood from B&Q and metal straps from Wickes.

All I need now is a bigger workshop to keep it in.

Chris Sept 20.

Special Trains

In my search for something special trains I came across this article on the Kintetsu Ikoma Cable Line in Japan which is about 40 Km outside Osaka. The line was built in 1928. The original cable cars were fairly standard, until they were replaced in 2000. This changed into what must be the most ridiculous looking train you've ever seen.



Believe it or not, it's used by local commuters every day of the week. It's known as the the Kintetsu Ikoma Cable Line in Nara Prefecture.

It connects Ikoma Station with Hozan-ji Temple, but it's also used by local residents. Two cars run up to Hozanji Temple. The cable cars run about every 20 minutes

From Hozan-ji Temple, you can change to another funicular to reach one of four stations further up Mount Ikoma, but only if you can bear to ride in a carriage in the shape of a cake or a piano.



Right at the top of the mountain is the Skyland Ikoma Sanjo amusement park, The Amusement Park is at an altitude of 642m and it overlooks the Osaka Plain and Nara Basin.

Puzzle Corner.

Lorema's last week's challenge.

Trains, Boats and Planes:-

No	Question	Answer
1	What is the main train station in Liverpool?	Lime Street
2	What were the names of Titanic's two sister ships?	Olympic and Britannic
3	Named after the mother of the pilot, which plane dropped the first atomic bomb in 1945?	Enola Gay
4	Which two cities formed the termini of the original Orient Express?	Paris and Istanbul
5	Who was the Captain of HMS Bounty, whose crew famously mutinied?	Captain Bligh.
6	What was the World's first supersonic passenger airliner?	Concorde
7	Which steam locomotive was the only one to complete the Rainhill Trials in 1829?	Rocket
8	In which US city can you find the USS Arizona Memorial?	Honolulu (Pearl Harbour)
9	Which was the Allies only jet fighter to see active service in WW2?	Gloster Meteor
10	In which country does the train service known as The Indian Pacific operate?	Australia
11	Which battleship gets credit for firing the first shots of the Russian Revolution in 1915?	Potemkin
12	Which Boeing airliner was grounded in early 2019 after concerns regarding two major accidents?	Boeing 737 MAX 8
13	Often transporting Hollywood stars, what was the name of the train that ran between Chicago and Los Angeles?	Superchief
14	What was the name of the first Royal Yacht, gifted to King Charles II in 1660?	HMY Mary.
15	What was the name of the plane in which the Wright Brothers made their first successful flight?	Flyer

16	Which is the only metro rail system in the UK that operates entirely underground?	Glasgow
17	What was the name of the raft on which Thor Heyerdahl travelled across the Pacific in 1947?	Kon-Tiki
18	Established in 1919 which is the oldest airline that is still operating today?	KLM.
19	As at 2019, which are the only two stations on the London underground system that start with the letter "V"?	Victoria and Vauxhall
20	On which stretch of water would you expect to see a Norfolk Wherry?	The Broads

Lorema's this week's Challenge:-

Find 20 Hand Tools hidden in here:-

M	G	F	W	A	Z	X	T	P	O	L
A	I	V	K	R	E	B	I	R	C	S
L	X	C	J	P	S	R	E	I	L	P
L	H	D	R	L	E	S	I	H	C	I
E	Z	Y	U	O	S	D	G	K	O	N
T	A	P	L	K	M	H	D	A	U	S
F	I	L	E	Q	I	E	L	M	N	S
L	L	I	R	D	C	N	T	U	T	C
R	S	T	H	J	L	A	K	E	E	R
E	A	D	Z	H	A	M	M	E	R	A
N	P	O	C	G	M	F	W	F	S	P
N	G	N	Q	Z	P	L	P	D	I	E
A	U	R	E	B	A	U	Q	S	N	R
P	B	W	A	S	K	C	A	H	K	C
S	U	Y	V	E	R	N	I	E	R	B

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

If you have something for the NEWS please contact me

mike.wakeling@btinternet.com **Mobile** 07921819724