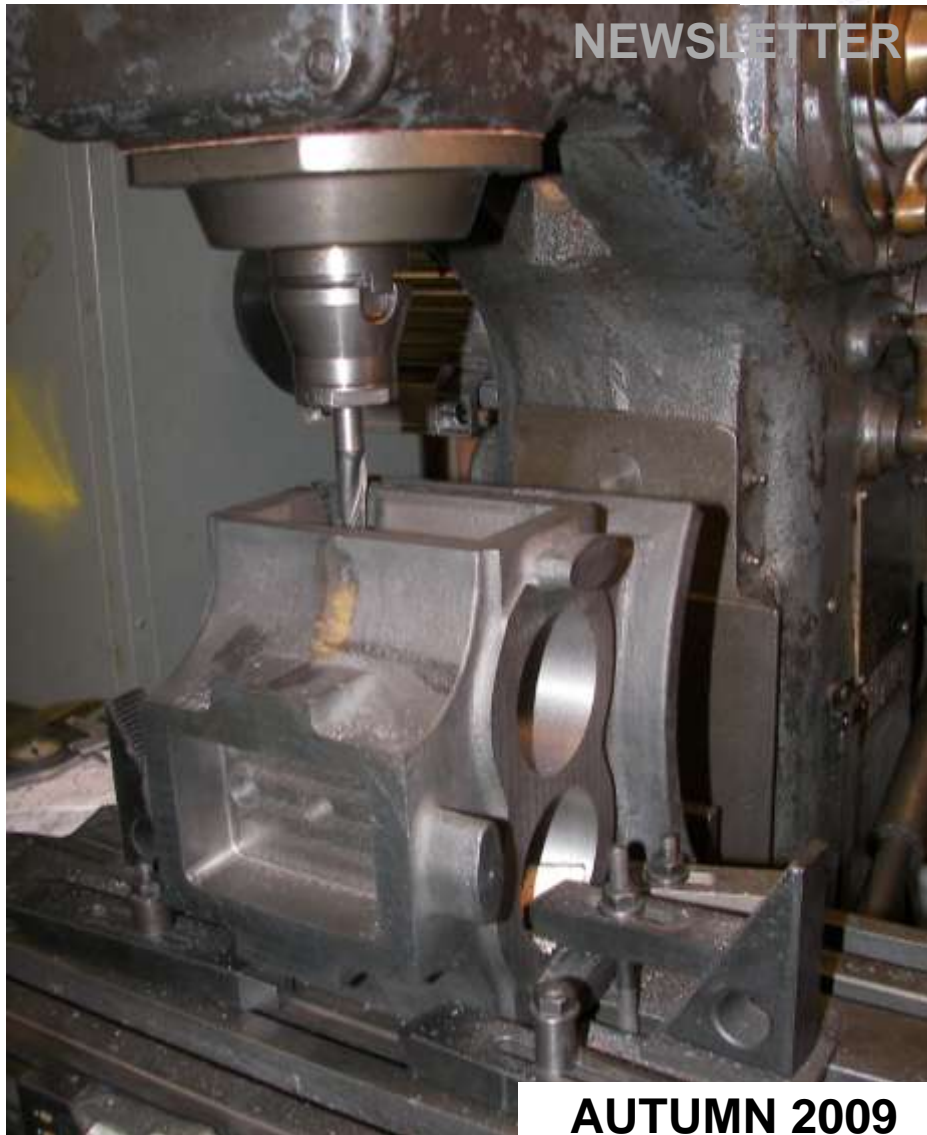


**HALESWORTH & DISTRICT
MODEL ENGINEERING
SOCIETY LTD**



NEWSLETTER



AUTUMN 2009

Management Committee

Chairman	Tony Stockman
Vice Chairman	Dick Barker
Secretary	Chris Walliman
Treasurer	Ron Day
Members	Bill Codling
	Don Black
	Vic Churchill
	Philip Hall
	Brian Sinfield
	Michael Ovenden
	Terry Fleet
	Gary Edwards

Newsletter Editor	Michael Ovenden
Web master	David Seaborne
Events Coordinator	Terry Fleet

Boiler Testers	Don Black
	Vic Churchill
	Keith Butcher

Driver Authoriser (locomotives)	Vic Churchill
Guard Authoriser (locomotives)	Philip Hall

Club web site www.hdmes.co.uk

Editor: Email M19419@aol.com Telephone 01502 560400

COVER STORY

Cylinder for a 4½" scale Foden Steam Wagon. The bores have been machined to take the liners and the valve chests are well under way.

FROM THE EDITOR'S BENCH

To start with in this newsletter I have an appeal to make, if anyone finds the gremlins who keep pinching parts of my headings perhaps they would be kind enough to capture them and put them somewhere safe. Despite being proof read by two people they still managed to creep in and snatch a couple of letters!

If you were waiting for the Summer edition of the newsletter I am afraid it did not appear. The reason for this is a lack of articles to make a worthwhile read. So as the evenings draw in and your thoughts turn to spending a bit of time in the workshop.....STOP. Your editor desperately needs some articles for the Winter Newsletter! Articles do not need to be long, (although I will not complain) or particularly technical (unless you want to), however they do need to be of general interest, but not necessarily model engineering orientated. Put down a few notes on a scrap of paper about your latest project, restoration, repair or visit to a steam rally. If you are able to supply a few pictures this always makes an article more interesting (originals or files only please as prints done at home do not scan very well). Hey presto your name in print and a happy editor, its as easy as that!

Members who have access to the internet may have noticed a change to the HDMES web site. The reason for this is David Seaborne has taken on the role of web master and has been devoting his time to updating the photo gallery and making a few changes. We now have unlimited bandwidth (this means we can add unlimited videos and downloads to the site) so David is also after photos or videos to help keep the site up to date and interesting. We are currently looking at putting the newsletters onto the site to enable potential members to view these online. So dig out those photos you took during the Sunday steam up, or the pictures you took when you were machining that difficult part and let David have them, I am sure he will not complain if he gets too many.

If you were waiting for the final instalment to our Sinsheim adventure it will appear in the next edition.

As you can see from the cover picture I have managed to start on the cylinder. The number of individual parts I have machined is now growing quite well. However there a few more hours in the workshop before we will be on the rally field.....

Michael Ovenden

SECRETARY'S NOTES

A lot has happened since the last notes. The summer barbeque is now a distant memory but what good times were had by all who attended. As always the we were spoilt for choice with all the various salads, relishes, sweets and cakes. This was co-ordinated by Linda, Mary and Marion with assistance from too many to list. A huge thank you to all involved. The Barbeque was cooked by Andrew Cleveland with help from his family and was excellent as always. A huge thank you to Andrew et al. Thanks also to Jim Marshall for allowing us to park on his land.

The barbeque has been growing in popularity over the years and has now reached a point where the logistics in providing it are becoming more difficult. It will therefore be necessary to set a cap on numbers attending at the current level. The committee will have to devise a method of achieving this in a manner that will be fair to all members.

Ground Level Track

A couple more fishplate joints need making as well as help with routine maintenance. The station canopy is now erected, complete with station clock and the finishing touch is the frilly edge, carved from the solid by one of our members. The same glutton for punishment has volunteered to do the edging for the steaming bay canopy. Well done Gary.

Raised Track

A group have got together and are making progress with replacing the fixings. It's a case of keeping up the momentum and getting the hours in

Traction Engine Roadway

The roadway is complete apart from the construction of a new hardstanding near the water tank and a bit of road widening on the curve near the kitchen. See Dick Barker for details if you want to get involved.

Outings

So far this year we have been to Mini Wings and Wheels at Henham, Heveningham Hall Country Fair and most recently to the model railway

exhibition at St Felix School. They were all quite successful with no incidents although at Heveningham Hall there were a number of teddies thrown out of cots. Thanks to all those involved in setting up, running and putting away afterwards.

New Members

Two new members have joined the club. Welcome to Martin Hunt from Woodbridge and Mike Warnes from Gillingham

Boiler Testers

Keith Butcher has agreed to be a boiler tester for the club and can be contacted on 01502 565944. Don Black and Vic Churchill are the other two testers and their details are in the front of this newsletter.

All members are reminded that it is their responsibility to ensure that their boiler or model is fully prepared ready for the test with any necessary blanks fitted.

Boiler Test Code

The latest version of the revised boiler test code is now available. Contact Chris Walliman. This booklet which details the method of hydraulic and steam tests also details the pre-use checks which owners must carry out before each steaming.

Chris Walliman

RE CYCLED SHEDS!



When I saw that agreement had been received from the NDA and Station Lead team for the sale by 'sealed bid' of the obsolete bike sheds. I thought, with a bit of imagina-

tion, that looks like a potential station canopy for the Halesworth & District Society of Model Engineers. At the next meeting night I approached the committee with my idea and they were all for it and came up with a figure to put in for the bid. The bid was entered for the two obsolete sheds and was subsequently successful.

The Sheds were picked up by members one weekend and transported to the club track.

The sheds were sufficiently large to enable both a station canopy and also a smaller canopy over the steaming bays to be constructed. As we were not going to use the fibreglass ends or the back, additional legs and supports were fabricated and painted. We then arranged a working party and a fine weekend to assemble the station canopy. All went well with the main canopy erected in one day rather than the two days planned. The steaming bay canopy was done on another day.

PVC fascia board was purchased and one member volunteered to cut the fancy edge on all of the 50+ metres. This was duly attached to the canopy. The canopy really looks the part and is ideal when on the rare occasion we have inclement weather on a steaming day.

It is good to know that another small bit of Sizewell has been recycled and will continue to be used for many years to come.

Kevin Rackham

CHARITY DONATION

The club charity donation for this year was once again given to the Salvation Army, Lowestoft Citadel. Below is a copy of the letter sent to the club.

Dear Linda,

Further to our recent email exchange, we would like to acknowledge the donation of £125 from your club towards the cost of crockery. We value your ongoing help to us, and we would like to convey our appreciation to your fellow members.

We are regularly involved in catering for large numbers and, although our kitchen is quite small, we take pride in the way it is equipped and maintained. Your support helps us to maintain these high standards. If

we can be of assistance to you, please don't hesitate to contact me.

Thank you again for your interest in our work,

Yours sincerely

Barry Willson
MAJOR

WALSH & CLARK STORY Part 2

In part one of the story I told of my luck in buying a 6" model of a Walsh & Clark. The previous owner had not completed the dummy water cooling system although he had made and fitted the radiator. To enable me to finish off the model I needed to see the full size engine and I was able to do so when I visited the 'Woolpit' rally where the full size engine was available from the Stowmarket Museum of East Anglian Life.

The team of people operating it along with the museum curator, Lisa Harris invited me to take photos and measurements etc. Lisa also invited me along to look through the literature they had on the Walsh & Clark at the museum. I went along and she kindly photocopied enough of the facts to enable me to construct an information board to stand along with the model at rallies etc.

I was also invited to attend their rally held at the museum on the 8th and 9th August. This gave me a very short time to complete the works, but with some late night oil burning I managed to complete the task. I attended the rally and if I say so myself it did look the part standing beside the full size machine. Not only that but in scale terms it sounded the same when ticking over.

Next came the Lincoln rally with the display board proving very useful for the members of the public who fall into the category of the 'ignorant kind'. This is especially useful when you get comments like "oh look someone has bolted a petrol engine onto the top of a traction engine, that's cheating". A quick 'point' to the board with the suggestion that they read it before commenting was met with 'sheepish' and apologetic banter.

At least some people of the older generation knew what it was, with

one gent telling me “it runs better than the real one”. “Yes” I said, “and it doesn’t leak water either because the water system is all dummy as the engine is air cooled”. “Cor blast boy I wunt ha known” he said. I shook his hand and said “You’ve made my day” and off into the ring we all trundled for a fantastic line up of models.

In part three I will give a brief history of the engines of Walsh & Clark.

Brian Read

THE HISTORY OF MY ELECTRIC LOCOMOTIVES

Continued from Autumn 2008 newsletter

BIEL—For 6 years I lived in Saudi Arabia where I was Harbourmaster and Pilot for the Royal Saudi Navy. During that time I had a wonderful pen friend who lives in Biel in Switzerland. Hence the name of the engine.



Biel is my first electric locomotive. It has a 0-4-0 wheel arrangement with side rods. It is fitted with an integral motor/gearbox from Parkside Electronics and is 12 volt 200 watt with a final drive of 180rpm. It is chain driven. Power is supplied by 2 12

volt batteries in parallel each battery is 18ah. It has a headlight and horn. The body is from thick plywood and it has a sloping roof and has been christened ‘the shed’. Controls are simple which I have copied for all my other engines.

KENNIBUNKPORT—In 1960 I suffered an accident in Maine USA. I was transported to Eastern Maine General Hospital in Bangor—hence

my Hunslet steam loco is named Bangor Maine. I have revisited it twice since and on one occasion had a day with an acquaintance who has over 3600 feet of 7 1/4" (7 1/2" USA)



I drove a large electric loco he built. This engine is a scaled down replica of the full size and I was very impressed with the power. As a result some months later back here after the seed had been well and truly sown I decided to start on one for myself. These engines are known as 'steeples cabs' and had either one

or two poles to collect the electricity, similar to our trams. They had 4 axle hung motors and they ranged from 30-100 tons depending upon the routes required. Some had wooden bodies, some steel. There is a full size loco in Kennebunkport Transport Museum.

I had only scant information from an American Railroad magazine and a few photos. I built it over a period of six months or so. The body is from MDF and the roof is steel with a rubber edging. The floor is 3/4" thick pine with drillings through lengthwise for wires to the motors. I decided on chain drive and use two 400 watt 24 volt motors driving on two bogies of my own design. Each motor is situated above the bogies, front and rear drive through layshafts to the axles. I also made the engine dual gauge – 5"71/4". This is made possible by using split collars secured by special clips on one side of the wheel. To change gauge the clips and collars are removed, the wheels slid along keyways and clips and collars placed on the other side.

The two motors (made in Essex) are from Parkside and the controller from 4QD. I was extremely lucky in obtaining two 12 volt/50ah batteries which fit inside the body. These batteries are lead acid gel, sealed and made in the USA. The engine has twin horns, interior and exterior light. The front light and cow catcher are as full size. I fitted two poles to complete the appearance. It has windows all round.

This engine has given me much enjoyment and has attracted a lot of attention. It has the Stars and Stripes (USA) on a brass flagpole on the

left side and the Australian flag (where I lived for some while) on the right side. It has made a good income for the Norwich Society. It has also run at Henham for the Halesworth Society. It was because of its success that I was asked to build the 7 ¼" electric loco for the new track at Norwich.

NELSON—The outline for Nelson is something similar to Kennebunkport but the latter is American and the outline of Nelson is based on a picture I have (entitled Hochzeitsreise-1st class trip) of a Swiss locomotive pulling three 1st class carriages. It has the standard two pantographs as used on the Swiss Railways (SBB). I have made a similar roof from curved steel and the body is from MDF. There is enough space inside to take two 12 volt batteries in series which feed four axle hung motors gear driven to two bogies driving all eight wheels.



Each motor is 24 volt, 250 watt at 3000rpm. To fit the motors I made up eight bearing housings which are secured to the frames with cross ties. The small drive gears (19T) are made from steel and the large gears (80T) fitted to the wheels are plastic (Delrin).

The frames are aluminium and GLR and I swung them in the lathe in pairs to bore out the axle bearings. Supply to the motors is via two 24 volt 18 amp plugs and sockets obtained from Panks in Norwich. Auxiliaries (horn, lights etc) are 12 volt and supplied by a separate battery. The floor is ¾" thick pine. The horns are under the front apron and the controller is under the rear. The floor is reinforced with tie rods between the plates which sit on the bogie bolsters. Two charging sockets are fitted at the side using 3 pin DIN plugs for 24 volt and 12 volt. There is a double acting spring coupling fitted to the buffer plates front and rear. It is a heavy engine. I would have preferred to use chain drive but it would not have been possible with these motors. The engine so far has performed well.

SOUTHWOLD—For HDMES I was called into the premises one Saturday morning. All the committee were in attendance and I had the feeling that something was up?? It was put to me that as Nelson was performing well at Norwich would I build another one – in other words sign this !!!

The committee were 1st class and informed me, like Nelson, I would be free to get on with the engine without any interference. The design and layout is similar to Nelson using the same motors, bogie frames and mountings. The batteries are rated slightly higher and I have made the body come right to the sides to give more space. I did not fit pantographs but took some pictures at Norwich Station of the modern pick up and made one to suit which comes down into a recess on the roof. Buffer arrangements are different consisting of large blocks of hard wood with red painted steel circular plates screwed on. It has the same charging arrangements as Nelson. It is a real club loco and I am pleased that members can come and go as they please and drive at the club track. It has also been used at the public events attended by the club.

Peter Lewis



Honestly Peter the battery is charged up!

ALL FIRED UP!



A view into the firebox of Geoff Veary's "Sweet William"

FOR SALE

5" track, 80mt straight, 42mt passing loop, spring loaded points, manual points etc. All this and more for sale at the end of the year. Anyone interested welcome to come along And view.

Contact Brian Read 01379 676316.

Myford Super 7 lathe with power feed, on bench. 2 x 3 jaw chucks with spare jaws, vertical slide, Burnard 4 jaw chuck, slitting saw on arbor, keyless tailstock chuck, tailstock die holder, tool bits etc. £1950 ono.

Contact Barry 01953 888567

Please note that the opinions and views in the articles published in this newsletter are those of the contributors and may not necessarily be those of H&DMES or its members.