

HALESWORTH & DISTRICT MODEL ENGINEERING SOCIETY LTD



NEWSLETTER



SPRING 2009

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COVER STORY

A weekend trip to Sinsheim. Story starts on page 3.

FROM THE EDOR'S BENCH

Not a lot report apart from a thank you to the members who continue to contribute articles. Unfortunately there are no Secretary's Notes in this newsletter.

A date for your diary is the BBQ which this year will be on Sunday 21st June, further details will be coming through your letter boxes in due course.

Michael Ovenden

PEPPERED COFFEE ANYONE?

(Alternatively a trip to Sinsheim)

Fancy going to Sinsheim in January? This was the question posed by Kevin Rackham at a club meeting last year. Silly question really, it's one of those things you think would be a good idea, but never get around to doing.....so I said yes. Kevin said "leave it with me and I will make some enquiries".

A few weeks later and Kevin came up with the plan that it was easier and cheaper to fly with Ryan Air than any other option and he had found accommodation a few miles from Sinsheim at a reasonable cost. We were going! (myself, Kevin, Gary Edwards and David Crowe). With our extensive knowledge of the German language what could go wrong. After all we had all watched the Great Escape and knew the Fawltly Towers script back to front.

Our flight was booked from Stanstead to Frankfurt Hahn, it seemed logical that this would not be too far from Frankfurt Airport. Well it was not too far, only just over 100 miles away! This was where David offered to check out the overland travel arrangements. Gary and I just did as we were told!

As our departure day in January got closer the weather got colder. We were due to fly from Stansted just after 7.00am on Friday morning. The weather now was freezing fog and so we left Lowestoft at 2.00am. Apart from the wiper blades sticking to their respective arms and not working, the trip down in Kevin's Disco was uneventful and we arrived in good time.

Before we could check in we had to pay the airport duties, which

somehow had managed to quadruple since booking the flight, that's inflation for you! Having been searched and processed we now had some time on our hands. Food and drink seemed to be a good idea, although a full English breakfast at 5.00am did not fill me with joy and so I went for the healthy option of a large sticky bun!

The incoming plane which was to be our departure flight was delayed due to the fog, which meant we were about 40 minutes late boarding. Once aboard about 15 of us had a plane to ourselves, despite the cheap price. Unfortunately because of the freezing temperatures we were told that we would have to be de-iced before take-off. This would mean a delay of about 15 minutes which meant we would miss our slot. After around 25 minutes we were at the end of the runway ready for take-off when the captain told us that all of the London radar system had gone down and nothing was taking off. To make matters worse he then told us that he could only stay in his current position for about another 20 minutes before he would have to return to the stand. At the eleventh hour everything started working and we were off. Only about 1½ hours late.

Once in the air and climbing we cleared the fog and saw the sun, the first I had seen for several days. The views from the plane were quite spectacular once we started to cross France. Snow covered the landscape below in between the fog patches. Plumes of fog were being pushed up from below by factories and power stations.

Landing at Frankfurt Hahn I soon appreciated my gloves and scarf, temperatures were well down on those in the UK. It was a very crisp day and everywhere was covered in snow. Unfortunately due to our delayed flight we missed the coach connection which was to take us to Heidelberg. The next coach was about a two hour wait, time for coffee, food and a chat.

The time soon passed and we were on our way. The journey was approximately two hours, but the views across the German countryside were very picturesque. The journey took us past many small towns and villages nestling in their snow covered valleys and we passed several vineyards. Personally I found this part of the trip very enjoyable, but I think everyone else was asleep!

We arrived at Heidelberg and did the touristy bit, walking along the river and exploring the old parts of the town before deciding that we ought to have a meal as we did not know if there was anywhere to eat near our hotel. We found a restaurant which looked reasonable and

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ROAD ROLLER WEEKEND

A Weekend for the Lads and Lasses

It's that time of the year again and off we go to the road roller A.G.M. weekend. Friday, Social gathering at the Swindon Marriot Hotel where real ales are available. Saturday, after a good nights sleep on to the Museum of the Great Western Railway, housed in a grade II listed railway building in the heart of the former Swindon works.

The Museum tells the story of the men and woman who built, operated and travelled on "Gods Wonderful Railway" A railway network that through the pioneering vision and genius of Isambard Kingdom Brunel, was regarded as the most advanced in the world.



Outside in the car park is the Aveling road roller which was in the film *The Titfield Thunderbolt*, complete with trailer and living van.

After a buffet lunch me and Mary left the boys to the A.G.M. and hit the retail therapy. Next to the Museum is Swindon designer outlet, which includes over 90

selected stores all in Grade II listed Railway buildings with large Iron machinery and bits left over from when the works were open. The centre piece is the full size loco King George 1. Armed with plastic we came out 4 hours later laden with bags and cards smoking, to find out that, OOPS, We had missed the film show at the end of the A.G.M. Bummer!!!

Back to the Marriot Hotel and a carvery dinner and a late into the evening social.

Sunday. After a full English we are privileged to be invited to the private steam collection of David and Michele Goddard, This was a dummy run to being opened, maybe, to the general public.

There are steam rollers, traction engines and stationary engines in sheds, lean-tos, greenhouses in all sorts of states. The owner's son was steaming up an Aveling "Coffee pot roller" which is supposed to



be for sale, but I think seeing him have so much fun it might be one of the other engines which is sold instead.

In a shed out the back is a Sentinel steam lorry with a Showmans' "caravan" which has engraved windows in the roof and sides.

As well as a nursery with greenhouses full of primulas this is also an engineering

firm repairing and rebuilding all sorts of steam engines.

After tea and biscuits, our next port of call is another engineering firm down a long drive, again this place is full of engines parked everywhere. In the back of one barn are 3 aeroplanes next to a grass runway.

There was a traction engine which had been in a collision with a Discovery, (the Disco lost). Photo's show it had knocked the front wheels off the traction engine and pushed them under the boiler and the Disco had come to a stop at the back wheels. The water clack valve supply pipe broke off and lucky for the car driver it didn't break off the clack valve itself otherwise it would have filled up the car with steam!

The fire was dropped, luckily the engine still ran to enable water to be put into the engine, The fire, police and ambulance service arrived. Fortunately the ambulance wasn't needed. As the fire engine was the wrong side of the traction engine the traction engine driver phoned friends and the traction engine was returned home at midnight by way of the hoist on the back of a skip lorry. No action was taken against the Discovery driver.

Also here was a 4" foster upside down having some work done on it. Gary Edwards had a good look round and spoke to the person working on it about tubes. So you never know he might get "OLD PARTNER" up and running again by a Christmas !!!!!!!.

We head for home stopping in several antique shops in which Kevin decided he wanted a very large cast plaque which had come off a rebuilt bridge somewhere. The only trouble was they had built the shelving around and in front of the plaque, so late on a Sunday the poor man had to pull apart his shop and after we had left rebuild it. *"They like people like us last thing on a Sunday!"* and not a Bilston Knight* to be found anywhere.

Again we had a very enjoyable weekend, the hotel and itinerary were well organised and all information was spot on. We look forward to next year.

*Gary and Mary collect Bilston Knights!

Marion Rackham

FUNDRAISING EVENTS FOR 2009

The Societies outgoings on day to day running costs are like everybody's, on the increase and to keep up, we need to run at public events to boost our income. The money made at these events benefits all Society members and helps to keep subscriptions to a minimum, as well as putting a smile on the Treasurers face as he clutches the bag.

However to run the railway and the traction engines takes quite a few people and so does the muscle work setting up the track and safety barriers etc and packing it all up again. Since I have been involved with this wonderful organisation on these showcase days it seems to be the same crew that do the work all the time resulting in members taking money, acting as guards and other essential jobs for hours on end. The girls do a superb job keeping spirits up by serving tea or coffee and cake, and with these rewards in mind it would be nice if a few more members made themselves available on the day as relief workers. This would alleviate the problem of taking money with one hand whilst eating cake with the other and it would also allow time for workers to wander around the show.

Four events are planned for this year, so please put the dates in your

diaries, and please let me know as soon as possible if you are willing to help as passes etc need to be organised.

It would also be nice if we had a few more locos and traction engines available for running so that a rota system could be put in place instead of the few doing all the work all day as usual.

These are the events already settled:

1. WINGS AND WHEELS at HENHAM, on Sunday 10th May. The show opens to the public at 10 a.m. The track and barriers etc will be set up from 12 noon on Saturday 9th May. Everything must be packed up and removed from the site on Sunday evening.
2. HEVENINGHAM HALL COUNTRY FAIR, on Sunday 5th July. The show opens to the public at 10 a.m. The track and barriers etc will be set up from 10 a.m. on Saturday 4th July. The show closes at 6 p.m. and everything must be packed and removed after that time. Entry is strictly by pass only and parking adjacent to the track is strictly limited.
3. MODEL RAILWAY EXHIBITION at St FELIX SCHOOL Southwold on 8th and 9th August. The show opens to the public at 10 a.m. both days. The track and barriers etc. will be set up from 10 a.m. on 7th August.
4. 35th GRAND HENHAM STEAM RALLY at HENHAM on 19th and 20th September. The show opens to the public 10 a.m. on both days. The track and barriers etc. will be set up at 10 a.m. on 18th September.

Weather permitting these events should be good fun for all, so please put these dates in your diaries and if you are willing to help in any way at all, maybe sponsoring the coal, baking a cake taking money or loading the track, please let me know. My phone number is 01502 565349. My address is 9, Marsh Lane, Carlton Colville, Lowestoft. NR33 8BW. My 'E' mail is terry.fleet@tesco.net or I think I could still read semaphore.

TERRY FLEET

ALL YOU EVER WANTED TO KNOW ABOUT GEARS

This rhyme is taken from the book 'Gears and Gearing' by Capt. S. Bramley-Moore, M.C., M.I.Mech.E., M.I.A.E. dated 1921.

Courtesy of Terry Fleet (*I am sure Terry has got the copyright details sorted Ed.*)

GEAR RHYMES

(For automatically memorizing Gear Formulae)

Those who belong to the trade engineering
And wish for success must understand gearing.
Wherever you go where machinery's fixed
You are bound to find gear wheels, all sizes, all mixed.

Diameters then shall be called letter D
It shortens the word, so I hope you agree.
Big D is measured right over the teeth.
Pitch D is measured a little beneath.

From one tooth to the next, if measured it be
Along the pitch circle and not on big D,
Will give us the circular pitch of the gear,
A word you will probably frequently hear.
The number of teeth in a gear wheel you see
Depends on the circular pitch and pitch D.

If two are but known, you can find out the third
With the help of a rather peculiar word.
PIE it is called—it's a valuable key,
Three point one and four one and six it must be.

If you're given the circular pitch and the teeth,
Put these on the top, and put PIE underneath ;
Work out this fraction and you will obtain
The answer, pitch D ; now let me explain
That if you require any other relation
It's easily got from this simple equation.

If pitch D, and PIE, are both multiplied,
To get circular pitch, by teeth you divide.
Reverse the last two, and the answer will be
The number of teeth in the gear wheel you see.

The height from pitch D to the top of the tooth
Is called the addendum ; it's really the roof.
To reckon addendum you just specify
The circular pitch and divide it by PIE.

Gears and Gearing

With this information big D can be had,
Just twice the addendum to pitch D you add.
The opposite part is dedendum you know,
It's the height of the tooth, not on top, but below.

At bottom of tooth a space is left empty—
Take circular pitch, and divide it by twenty.
This space, known as clearance, will plainly become,
The whole depth of tooth, adding twice addendum.

Now the circular pitch should not be confused
With a more simple method, more frequently used.
Diametral is better than circular pitch,
The figures are shorter, no chance of a hitch.
Let us call it D.P.—it saves waste of time,
It's not only correct but it's easier to rhyme.
It gets over the use of those troublesome PIES ;
Moreover its value at once signifies
The number of teeth for each inch of pitch D.
Large D.P. means size of the teeth become wee.

The number of teeth—over D.P.—will at once
Give the answer pitch D, unless you're a dunce.
The other way round, teeth over pitch D,
Will obviously give you the answer D.P.

For number of teeth—now kindly take heed,
Use pitch D and D.P., it's their product you need.

For addendum take one, and divide by D.P.
From this you can easily work out big D.
If it's the clearance you're anxious to know,
Write point one five seven, with D.P. below.

To convert D.P. into circular measure
Is so easily done that its really a pleasure.
Divide PIE by D.P., that is all you need do,
The thing is so simple it hardly sounds true.

If you want to convert these the other way round
The answer is quickly and easily found.
Divide PIE by the circular pitch and you then
Get the answer D.P. with a stroke of the pen.

FOR SALE



5" Gauge Sweet Pea and tender, built by the late bespoke engineer, Len Evans. Your chance to own the engine that opened our club on September 9th 1984.
Engine to be sold with all current boiler test certificates. Tel: Brian Read on 01379 676316

fair prices, although it was empty. Being adventurous Gary and I went for steak and chips, while Kevin and David opted for traditional mixed grill. Traditional Bavarian mixed grill is not quite the same as ours! Our steaks arrived and looked normal, whereas the meat in the mixed grill all looked very pale. I am not sure how David looks when he is enjoying a meal, but I do not think that was what we were seeing!

Fed and watered it was time to re-trace our steps and look for a taxi to take us to our hotel. At the taxi rank the front vehicle had a female driver who all the other drivers were most insistent we should take. She could speak English fluently, almost as good as our German. Having programmed our destination into the sat nav, we were off, like a bat out of hell. I did not realise the speed limits in the town were the same as the autobahns.

Unfortunately a fatal accident on the main road to our hotel meant we were stuck in traffic for some considerable time. The topic of football came up, strange really because none of us are particularly football fans. At the back of my mind I could hear something about the '66 world cup. Sure enough the conversation of the world cup came to the fore and Gary had to remind her that we won in '66, but had failed ever since. As quick as a wit she came back with the comment that ever since then had been revenge. In my mind now I had the sketch from Fawlty Towers and I was just waiting for Gary to ask her if she had watched any episodes. Thankfully the traffic started to move and we were on our way.

Something strange happened on the journey which nobody could explain. A car pulled alongside us two lanes away, the passenger wound down his window and took a flash picture of us. He then cheered, waved and they drove off. We now had a taxi driver who is not sure whether her passengers may be famous or a stupid German passenger. In addition there are four Brits sitting in a car completely bemused by the whole episode.

Our hotel was warm, basic and comfortable, what more could you want. A quick walk around the town confirmed it had no restaurants or bars, good job we ate in Heidelberg. After ordering a taxi for the morning and checking the time for breakfast, it was time for some sleep.

to be continued.....and an explanation of peppered coffee!

Michael Ovenden

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.
