



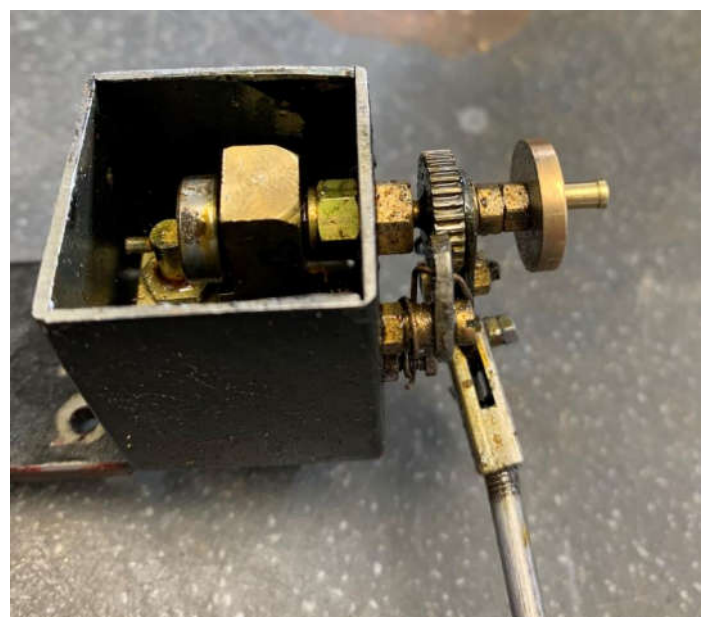
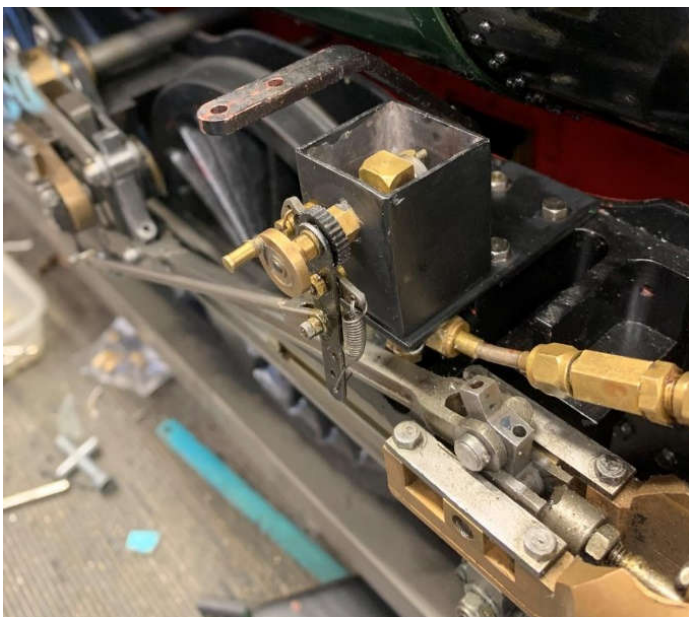
## July 2022 NEWSLETTER.

Welcome to my latest attempt at keeping our membership and visitors informed regarding the activities within our Society and elsewhere.

### **BRIAN DICKINSON's account of some maintenance completed on his Britannia.**

While the running boards are off my engine, I took the opportunity to service the lubricators. They would be impossible to remove with the boards in place. When the crank pushed to rotate them a notch on the ratchet wheel, they would move rather than rotate. This was because the brass spindle bearing was very worn in the bore. So much so that the spindle moved sideways rather than rotate. Working out how to strip them was a challenge as I had not made them. Screws and bolts were fine as these came off easily. However, I thought the ratchet wheel was pressed onto the shaft not so. The clever devils had machined them from one piece. In the end the crank with the pin was screwed onto the end. Once I had worked out how to grip it to stop it turning, it all came apart. The brass parts were a simple job to turn, bore and thread. I made them slightly larger in the hexagon section as the whole shaft assembly could float about 40 thou (1mm for those in metric) Re assembly was easy with a small amount of thread lock to stop the bits unscrewing in operation. New paint was then applied. All bolts were sealed with a bit of Loctite 504. Hopefully no more oil leaks or oil on the track, and the oil going where it should.

Thanks Brian



My little problems at home.

My shed/ workshop can get very hot unless I manually open the window and the door and I don't think I have an ingress of moisture from anywhere! Has any of our members witnessed their oil cans squirting out water instead of oil? On inspection my Reilang cans sometimes have an inch of water at the bottom. Even with a bung on the outlet, this is still a problem. My theory is having cooled off every evening, this causes condensate to form inside the can. Any ideas? My cure is to keep them outside.

My Chinese milling machine could well be suffering from the same heat. Having used the machine for quite a few weeks, I tried to remove my ER20 milling attachment (MT2) from my machine but this proved almost impossible. Having slackened the bolt at the top, it should have been a gentle tap and that was that. Not on your Nelly, even with a big hammer. Various jigs bolted to the bed and still no luck.

Finally, I fitted a studed bar from the bottom through my ER20 attachment, a spacer in the form of an old cylinder casting and an 18-inch Stillson wrench. Tightening the nut with tremendous effort didn't seem to be working, then all of a sudden, a tremendous bang. Success at last, even though it sounded as if a casting had cracked. Thank goodness all was OK. Although I was correct in not having lubrication on the Morse taper, Keith and Gary confirmed that tapers should be kept dry. My conclusion is, after every milling or drilling operation, I shall remove my ER20 or drill chuck every time.

### **SILVER CREST MODELS**

In the latest Railway Magazine, Silver Crest are offering a 5 inch A3 Pacific loco. The photo shows Flying Scotsman in BR colours. It looks magnificent. Anybody with a spare £14,995?

Their other latest offer is their first venture into Narrow Gauge in the form of a 5-inch gauge version of the Talylyn loco Tom Rolt.

If this model is the one based on the Don Young design, it certainly has a good pedigree. Don had his own quarterly magazine called - "Locomotives Large and Small". Each edition featured at least two of his model designs showing the drawings and how to construct these locos. Tom Rolt was one of the last designs featured before he passed away.

### **MEMBERS LOCOMOTIVES.**

ARCHIE our junior member has inherited a lovely Class 86 electric locomotive from his grandfather. This 5-inch gauge loco is quite a powerful beast. Recently it has suffered with a few gremlins on the control side of things. Frank has shown what benefits a member of a society can have in supporting fellow members, in this case, young Archie. Frank has changed this speed control, and now we have a very happy junior member clocking up the miles behind this fine loco. I'm reliably informed there is also a 5-inch gauge Stroudley Terrier in his motive power depot at home.

Having seen the model of the DUKEDOG our member Steve Broomfield from Tan y Grisiau has for sale, he mentioned that he also has one of these lovely little Terrier locos. I can't wait to see both of these at West Shore.

First of all, can I say how nice to see Brian Haseler back amongst ourselves at West Shore. We were discussing the quality of construction drawings and the benefits of other modelers having constructed models before you encounter any problems. For you who don't know Brian, he is constructing a 5-inch gauge Castle class loco. Having started and found a few problems of his own, he's managed to get in touch with another person constructing a similar loco. This person seems very competent as far as CAD is concerned, and has identified seventy, yes seventy problems with the drawings so far!

## Saturday 16<sup>th</sup> July West Shore Public Running Day.

A very warm morning, no wind and rain, quite unusual for West Shore. Tony Graham was on site quite early making sure the passenger trolleys and locomotive was ready for the day's work. For today, Tony had chosen the Clayton Class 17 battery loco. Bill Winter had other ideas! Mixing business with pleasure, Bill first of all spent some quality time at the model yacht pond with his model yacht. Following this, he was one of our operational staff. His presence and wit very much appreciated. Keith Jones had his Sweet Pea loco Tal-y-Fan in attendance.

Following my article in Model Engineer welcoming other clubs and individuals to sample our track, we were quite surprised to see a gentleman at our gate asking if he could run his loco. Having introduced himself and showed his safety documents, he was made welcome. His name was Alan Crossfield and was a member of the Leyland MES near Preston. A prolific model engineer, having constructed nine five-inch gauge locos, Alan was certainly a get up and go engineer. His choice of motive power for the day was a Large Western Prairie Tank. According to the Reeves catalogue, this is a super detailed model by Trevor Shortland, scaled from works drawings. The workmanship was superb I only hope my photos reflect Alan's workmanship.

Please pay particular attention to the rivets on the cab side, also the painting and lining. Most importantly, it ran like the proverbial Singer sewing machine, - faultless all day. This loco had the best whistle I've ever heard on a five-inch loco, having left the station area Alan would sound his whistle adjacent to our blue steel container. This caused people to take notice, even from the café area.







Hoping these photos have wetted your appetites and got you all back into your workshops.

#### NWMES SECRETARY - Vacancy

Our society is desperate for a secretary. Our AGM is in September (only a couple of months away) and we need a secretary urgently before then. If you are computer literate and have a few organizing skills, please think about it. If you are looking to join a Miniature Railway club in any capacity then look no further, our membership is Open. If you have any projects to share with us all, please let me know. Otherwise, I will have nothing to talk about next time!!

Regards,  
Harold.