

Sussex Miniature Locomotive Society



Wharfedale News. Issue 7

7th May 2020

Dear all

It seems not long ago I was doing issue 6 and here we are, Issue 7.

Hope you are still keeping well and surviving the lockdown.

I really want to give a big thanks to those that are presenting me with articles, for without it I would have to be researching through a lot of other material. Please keep it coming. I think it is especially great that David in Australia is joining in with his local news. I also owe David an apology as I missed out a couple of his photos. I will include them in the next edition.

I am not sure how much longer this weather is going to hold but let's enjoy it while we can before the cold spell promised hits. Hopefully it will not be too cold and destroy all the flowers that are out there blooming early.

Hope you will all have your flags up for VE day on Friday, it's the first time I have had a national holiday declared for my birthday! Sadly our original thinking was that we would do a Dads Army day as it was a bank holiday but now it seems we will have to celebrate at home instead.

Enough of me

Keep safe

Mike

Brief club house NEWS

The new security system installation This is hopefully next week so please ensure that you talk with Andrew Strongitharm if you need to get anything from the clubhouse. All current key holders will be contacted individually and told when the alarm is operational and all will be given a fob and trained on the new entry procedures when we are back in operation.

This will be a monitored system with entry by personalised Key fobs and if it goes off a call centre will be alerted and nominated members of the club will

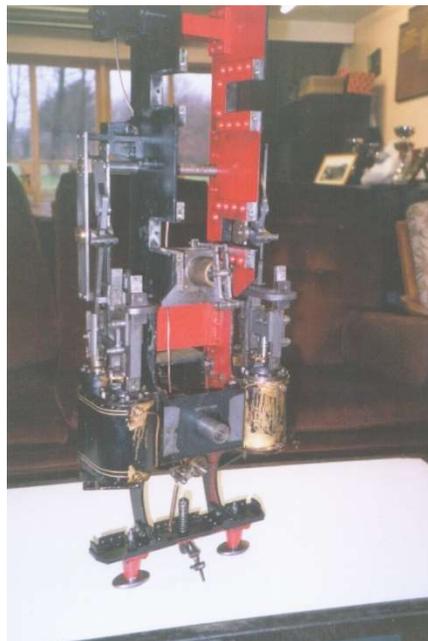
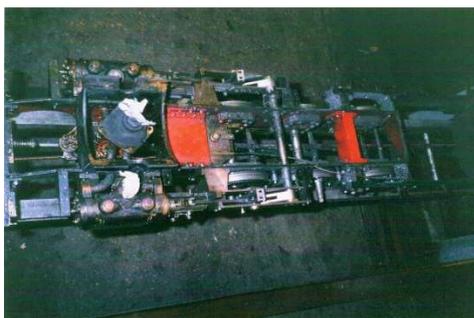
be notified if unlawful entry takes place.

Otherwise all is well at the club and the security team are still doing their rounds.

They are also adding a bit of weeding and gardening to their roles to keep the place from getting over grown. Many thanks Andrew, Andrew and Tom for continuing to do it.

Wharfedale Article 6

Circa 2000 rebuild.



Mike P's musings (6)



Les Clarke

Running with the theme of our club's founders, I thought maybe we would consider Les Clarke next.

Les (Nobby) Clarke was born in 1921, and was another member who had a great influence on our railway. When our club was formed in 1951, he was elected to the 1st Committee and then at the 2nd was voted on to the Track Sub Committee. He became involved in the hard work of building the original circuit, and remained on the council until 1970.

Les was a good engineer and liked things about right....in fact he spent a lot of time and effort perfecting the valve gears for the many engines he built in his lifetime. He was also both a fast and prodigious builder, often finishing a locomotive in 2 years, and ending up building no less than 15:-

No 1 - 3 ½" P.V. Baker , No 2 - 3 ½" Maisie (Never Painted), No 3 - 3 ½" Freelance - (Part Iris, Molly, & P.V.Baker, No 4 - 5in P.V. Baker , No 5 - 5in Maisie - (Steel Boiler) (Own design Stephenson's Valve Gear), No 6 - 5in 4-6-0 freelance, No 7 - 7 ¼" Hawksworth County - with own design Stephenson's Valve Gear, No 8 - 7 ¼" GWR 1500 Class, No 9 - 5in Whaddon Hall GWR, No 10 - 5in LMS Stanier Black Five(own design Walchaerts gear), No 11 - 5in SR Maunsell S15, No 12 - 5in SR Maunsell King Arthur , No 13 - 2 1/2in GWR Hall No. 14 5"G. Sweet Pea [Test bed for Gas Firing] (Planet X), No 15 - 3 1/2in Sweet Pea (Nobby) .

When our original track was completed on Easter Saturday 17th April 1954, Les performed the “Ceremony of Driving the Last Spike” along with Mr. Whittington and Harold Lovell. This having been done, Les raised steam on his 5” gauge Atlantic (his 5th loco!), and together with Ron Bostel and his 3 ½” “Fayette” , they spent a happy afternoon circuiting the new line. (Later, it was discovered a nail was missing....so the “last spike” wasn’t, ha,ha!).



Les was not only the first member to run on the new line , but at the official track opening ceremony, (3pm on Saturday 8th May 1954), he had the honour of leading the parade and broke the white ribbon with his newly finished 4-6-0 freelance 5” gauge loco. (engine number 6!). (In May 2004, we did a recreation of this event ...50 years to the day and the hour exactly! I gave a short speech marking the occasion at our station and Allan Killick (as our longest serving member) drove “Wharfedale” through the tape), but I digress!



Back to 1954, two weeks after the official track opening, on the 22nd of May, an attempt was made to run 100 miles non stop with a 5” gauge loco., the BBC being notified. The engine chosen was a L.M.S. 4-6-0 5XP named “Centaur”.



On the previous Wednesday, at a “dress rehearsal”, Mr. Austen-Walton drove for 128 laps without any faults, a distance of 28 miles. On the big day, starting at 8.15am all went well for 24 laps (5 miles) , then, mysteriously, the tubes appeared to block and the run ended. A new start was made with his 0-6-0T, but this also failed! Mr. Whittington then persuaded Les to run his 4-6-0 and try to save the day. At 11.45, with no prior preparation, the third attempt started.



They ran until 6pm 276 laps, a total of 60 miles, at an average speed of nearly 10mph! Les’s locos were to prove superbly well built and reliable over the years and (along with those of John Seymour, and probably Ian Thompson’s class 37), have hauled a huge proportion of our passenger total.

Towards the end of his life, Les was not in good health and could not attend the club. Sadly, when he died in April 1992, at the young age of 71, Les was the last of our founders, but thanks to the quality of his engines, he is not forgotten at our club. Three of his engines remain with current members.

Next week, I will give more details about Les’s engines.

News From Afar 5.



Sunday 3rd May

.....
Snow on the tops of our close range. Much more noted on the main range which gets up to 1600m.

From the garden. Again work on the grounds continues at the track, probably not so illegally now due to softening of restrictions, but.....

In the workshop Saturday the 2nd May was a day from hell, icy cold and strong westerly winds which has bought us snow on the ranges this morning. However the wind and the front have moved on and left us with a beautiful day today after a somewhat cold start.



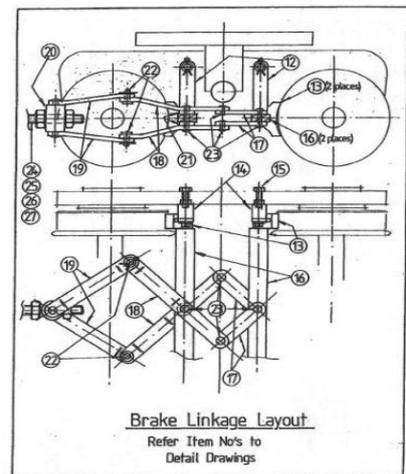
The covered wagon. Carried out some minor trimming today but covered again as a frost is expected this evening (Sunday).

.....

The picture below it shows my initial riding truck with what is considered a somewhat controversial braking system over here. As you can see the system brakes on the track and not on the wheels. Did not get a straight answer when I asked whether it was illegal or 'just not the way we do it', so to speak.



Anyway, I am looking at this method of braking on the wheels as per the original design of these bogies, but they are in no way as easy to construct.





Away from trains for a while.

One upon a time , along long time ago, 1990 to be precise, I was invited along with a now deceased friend of mine to have a look on board the Paddle Steamer Enterprise. What can I say. Hot oil and wood smoke and I was hooked. Following over the years I have become one of its engineers and skippers.

https://floataboat.com.au/Newsletters/2012/FAB_Dec_2012.pdf

< See article page 5



In around 2005 I believe, I thought it would be a great idea to build a near scale model of the boat at 1/12. Due to many things, including a fairly major farm accident that put me out of the workshop for many months, and walking away from time to time to solve 'challenges', I finished it in around 2013 according to photos. The result is pictured left.



The top picture was taken on the old slipway and is dated 4 March 2014.

The bottom at the local clubs exhibition. What year, again apparently September 2013 according to the meta data. The model was well accepted but no prize. The fancy tall ship modellers seem to be the peoples favourite. No taste. D

Paul Gugger is now making new slide valves for his PB15, correctly out of bronze and not brass. We wish him well. Until the next time with some train news I hope, stay well and more importantly, sane. Cheers. David - Canberra.

Some nice pictures to brighten up the days from Roy Preston

In these difficult times, I thought I would share with you some nice pictures. We are very lucky to have a fairly large garden and at this time of the year our rhododendrons and wisterias are a splendid sight. As well as overall pictures of part of our garden, there are close-ups of some of our special hybrid rhododendron varieties. Of particular interest is the picture of the pure white rhododendron which is one of our Loderis. The flowers are large and have a lovely scent. The species was developed by Sir Edmund Loder, who owned Leonardslee Gardens just South of Horsham on the A281.

If the lock-down continues, the next instalment will be our roses and Olina's flower beds and if we get into June/July it will be soft fruit, raspberries, strawberries and cherries.









Memory Lane

I was so desperate to join the society (and the Independence away from my parents it brought) that I began getting to know a few members in the summer of 2005 - some 6 months before I was old enough to join the club. I specifically remember after trains stopped running for passengers one Wednesday evening, all 5 trains were coupled together and the track cleaning wagon was added to help shift the oil that had built up on the rail head. I was invited to sit behind John Gange, who was driving Norman's Class 47, as this unique formation made several laps of the track.

Towards the end of the season I got to know Phil Creelman's son as we were a similar age. Phil had just finished the overhaul of his SR 'U' Class and they used to both come down together. I remember the loco running quite regularly for the last month of the season and one Sunday evening Phil was letting fellow members have a drive. I was busily loitering (with intent) around the steaming bays and low and behold, he invited 11 year old me to have a drive. I distinctly remember Dan and Josh Bowyer-Frost accompanied me and that the tunnel gates had already been locked so it was two part laps reversing back after each run. This was the moment I had waited all my life to achieve: 'drive a steam engine' and is one that I will always remember.

The accompanying photo was taken in the spring / early summer of 2006 and I think this illustrates my second drive of a steam locomotive with Mike P and his (now Nick's) B1.



One interesting thing to note is in those days I (and I know the same goes for a lot of the younger members) is that I would hang about at the station desperate to get a drive on anything that moved and now fast forward 15 years I'm desperate for someone to give me a break after driving for a hour....

Andrew S

Recipe Corner

This week's recipe is another favourite amongst the members at our New Year's Lunch.

Olina's Apple Cake recipe from Saratov in Russia

Ingredients for 24cm baking bowl:

3-4 apples; 1 glass (200ml) of sugar; 1 glass of eggs(4); 1 glass of flour (white - plain or); baking soda or something similar.

Additional - raisins, Vanilla sugar (I use sugar), cinnamon, nuts...

Switch oven for 200C approximately

Prepare baking bowl: grease it with oil or lay it with greased parchment.

Apples: core them, cut the skin off and slice in pieces 2-3 mm thick and 1-3 cm sides. Put it out to the baking bowl freely, do not press them, leave the space between pieces of apples - for the pastry.

Add raisins and nuts, if you want. Sprinkle with cinnamon.

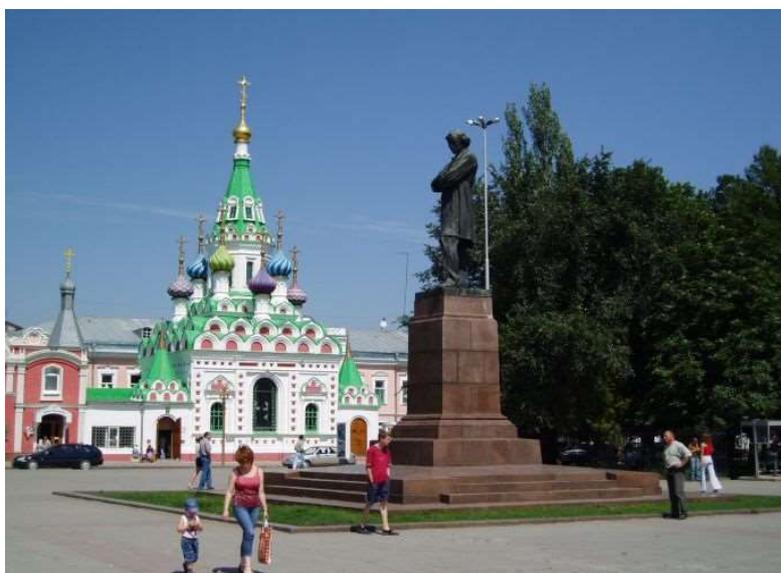
Put sugar to the mixing bowl, add eggs and mix well. Add flour, vanilla sugar, baking powder and mix very well until the pastry became smooth and runny. I do it in my electric mixer.

Pour the pastry out over the apples, cover it all.

Put to the oven for approximately 40 minutes.

Grateful thanks from all to Olina for the many cakes.

Saratov is a large city located in the southeast of the European part of Russia, on the right bank of the Volga River. The capital of the Saratov region, it is located about 840 km south-east of Moscow. It is an important cultural, economic and educational centre of the Volga region.



A Trip to the National Railway Museum in York

Last summer I had a trip to York to visit the National Railway Museum where I spent a lot of time in the north shed, which is crowded with small items donated to the museum. It took me a lot of time to find the 5" model of the L.B.S.C.R. Baltic Tank no.333 'Remembrance' made by 'Bert' A. E. Perryman, who was a very early member of this club. I remember having the fun of driving this loco before its cab was completed and it ran very well. Once the cab roof went on, it was no longer possible to drive it, so Bert completed it with an excellent paint job, put it in a glass case and presented it to the museum.

Realising that all newer members of SMLS probably will not know of Bert or his model, I thought a letter for the news would be a good idea, so that if any of you visit the NRM you can ask for the location of this exhibit. Bert was an apprentice at Brighton Loco works and in his retirement made several 5" gauge locos as well as being an active member of this club. For an interesting read about his works apprenticeship and the models he built, try reading one of the books he wrote, namely 'When Steam was King at Brighton' by A.C. Perryman which contains a photo of this model.

My trip to York this time was by train both ways and was a real 'memory lane' for me comparing the journeys with previous ones on the East Coast Main Line as a boy. Since steam days, I have only once travelled from York to King's Cross, about 20 years ago by diesel in the dark, which although reasonably quick was hardly memorable! This time I went up on an 'Intercity 125' diesel, non-stop in 1h 50m and came back on a brand new electric 'Azuma' in 2h 5m. Compare this with my memories of 2 trips during World War 2, first during 1941 in a 19 coach train hauled by 2 locomotives, namely a K3 2-6-0 and a J39 0-6-0! Totally crowded out, all seats taken, corridors full of kit bags, luggage and people standing or sitting on kit bags and even laying in the luggage racks in the compartments! Mostly service personnel! My Mother got a seat but as a small boy I was to stand in the corridor, which suited me fine because I could open the door window to hang out and see all the wonderful really big engines (after the Southern) and got their numbers to know their classes, but what a different speed. The journey took 6h 30m King's Cross to York. This was partly because of the weight of the train and partly because of the numerous air raid warnings. Whilst air raid warnings were in operation all trains had to reduce their speed to 15mph (it is much harder for a plane to 'shoot up' a slow train than a fast one). We stayed with my Aunt in Harrogate for a couple of months and when we came

back I was delighted to return behind A4 'Mallard' with 15 coaches. These trips were through normal farming country from Peterborough to Doncaster. But when we went up a second time during 1943 it was just like travelling through a giant airfield as all the flat lands were used as airfields and covered in bombers in dispersal bays, so once more lots to see by hanging out of the open window! Because both of these trips were between 5h – 6h 30m long the recent runs were quite an eye opener for me.

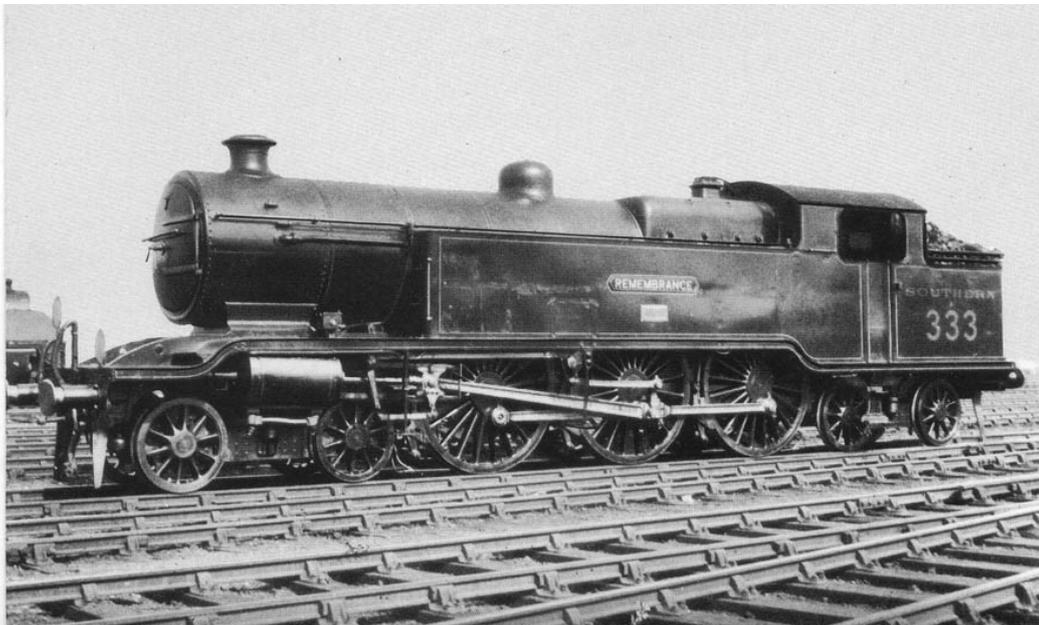
I hope this was of interest to our younger members who have not had the fun of travelling on the real steam railways. Travelling was much dirtier back then but much more interesting!

Ray

Rays article above prompted me to do a bit of research on the L.B.S.C.R. Brighton Baltic Tank no.333 “REMEMBRANCE”

Pictured below in its original state the locomotive was built in LBSCR works at Brighton. It carried a plaque that read.

IN GRATFULE REMEBERANCE OF THE 532 MEN OF THE L.B. & S.C.RLY WHO
GAVE THEIR LIVES FOR THEIR COUNTRY 1914-1918



Designed by Lawson Billington these tank engines first appeared in April 1914, They were built to handle the heavy passenger trains between London and the south coast.

Only two were built before the onset of World War 1 with the next 3 being built after the war in 1921. “REMEMBRANCE” was the last of 7 “L” Class tank engines built and appeared in 1922.

It was a very fast and powerful engines but the original two engines suffered from an instability problem caused by the water surge in the side tanks when the tanks were half full.

They redesigned the post war engines by adding “well” tanks between the frames and making the side tanks very shallow. They also added underslung laminated springs to the leading and trailing coupled axles.

These modifications lead to a very steady locomotive.

These locomotives continued to operate on the south coast lines to Brighton until 1933 and Eastbourne until 1934 as Southern Railways adopted the 660 VDC third rail system.

‘REMEMBRANCE’ pulled the last ‘Southern Belle’ from Victoria to Brighton on the 31st December 1932 departing at 3.05 pm.

In 1934 they started to be rebuilt by Maunsell into 4-6-0 tender locomotives and 333 became class N 15 X renumbered 2333 retaining its memorial plaque and ran on the South West Division until the 1950’s when REMEMBRANCE was finally withdrawn from service on 4th April 1956. The memorial plaque is now held by the NRM York.



‘REMEMBRANCE’ as No 2333 Class N 15X
In what is believed to be SR black wartime livery.

Mike W.

Tools Explained.

Mole Grips : Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of the hand.

John Richardson to be continued.

Puzzle Corner.

Ray Parsons last week's quiz answers.

1. Swansea.
- 2 Oxford.
3. Redcar.
4. Oldham.
5. Bakewell.
6. Dartmouth.
7. Warrington.
8. Bolton.
9. Liverpool.
10. Biggleswade.

Lorema's Challenge

Hope You enjoyed last week's challenge here are the Answers.

- 1 Can pull ring.
2. End of a Banana.
- 3 Garlic Press.
4. A pear.
5. Stapler.
6. Potato peeler.
7. Corkscrew.
8. Oh dear a stapler again.
9. Apple corer.
10. Whisk.
11. Door catch.
12. Pepper Grinder.

This week's Challenge.

BIRDS OF BRITAIN.

1	Royal Angler	
2	Outlaw Bird	
3	As bald as a ...	
4	Evening in high wind.	
5	Greedy person	
6	Gulp	
7	Steam engine noise perhaps	
8	Chess Piece	
9	Shaving invoice.	
10	Two under par	

My thanks go to all for sending me the material.

If you have something for the NEWS please contact me

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