

Sussex Miniature Locomotive Society Ltd

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BEECH HURST NEWS



Cover picture: -

New Locomotive: Having visited Beech Hurst on many occasions, Chelmsford and SMLS member John Dalton brought along a couple of different locos on 11th June, including an impeccable 5" gauge 0-6-0 tank engine painted in London Transport livery, as pictured above.

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Editor's Notes

Another 2 months have flown by and what a lot has happened. We have now passed the longest day and approach the midway point of our season too. Since the end of April, the 'UK has decided', our footballers have yet again flopped at a major championship and now attention turns to another famous ball game on the courts of SW19! Back in RH16, May and June have for the most part been quite mixed with reasonable enough temperatures but a good scattering of heavy showers and even some thunderstorms too! In fact I cannot remember a recent year where we have had so many showery days during these months. That said, and as are the nature of showers, you do not always catch one and some days have been very pleasant indeed. It is just a pity that on our planned special days, all have been interrupted by rain at some point during the proceedings! Hopefully the rest of the summer will be better but do not hold out too much hope because planet earth has been under the influence of 'El Nino' for the first part of this year and this climatic phenomenon could well spawn its sister phenomenon 'La Nina', which is liable to bring further wet and stormy weather our way – what joy!

On a brighter note, I would like to thank Dave M for his excellent write-up in the April edition on the 'Bits & Pieces' evening and I must thank him once again for another excellent article for this edition, on the construction of the injectors for his 'Britannia' locomotive. Also inside, there are a couple of pieces from the Committee and Steve T, write-ups on the social events held during June, together with a fully updated Diary to the end of September, so please read on and enjoy...

Andrew

Chairman's Notes

Well, we are nearly half-way through the running season! So far, so good! The weather has been cool through May but has at last warmed up, occasionally! Our fares are much in line with previous years. I have noticed this year how many adults are riding the trains, often more adults than children! Our engines certainly have to work harder!

The club now has a second steam locomotive again. We have purchased Brian Joyce's LNER Gresley Tank, which Brian has kindly allowed the club to acquire at a very reasonable price. This is an excellent machine, well known to the club, which just 'purrs' along! Steve Steer, with back up from Steve Turner, will be its custodians. Brian had been thinking of making this his last year with steam, but we hope to see him 'having a drive' for a while yet!

The club surroundings are all looking very tidy, thanks to the Saturday morning gardeners. We have the grass, bushes and hedges under control, but they are growing fast now, so any help would be much appreciated.

It is visiting season too! At the beginning of June we entertained a small group from the Lavender Line and had a pleasant club night evening, thanks to Val & John for providing a nice spread. Norman put out his new 'Motor Luggage Van' and Marc provided 'steam' with his 'Sweet Pea'. Only the temperature failed us..., it was freezing..., like a winters evening!

We have also entertained a group of 'Beavers'. No, not the little furry animals..., but a mixed boys & girls young scout group. Thanks to Mike W & John B for providing the educational aspect and tour of our 'works', and to Graham Mundy for running the '33' as motive power..., 7 trucks full of very lively kids..., quite an interesting and substantial load! They were, of course, very excited and noisy, so thanks to Norman too, for enduring several 'animated' laps of the track, as guard. Thanks to all for helping out with a pleasant and successful evening, which, weather wise was so much nicer, warm and humid.

Finally, the weekend of June 11th / 12th was a busy one. Saturday saw a visit from the Chelmsford chaps. Thunder was rumbling around mid afternoon and the passengers disappeared. We closed up about 16:30 and unfortunately the rain came down shortly afterwards as the Chelmsford lads were clearing up!

Sunday 12th June, being the Queen's Birthday Celebration day in Beech Hurst Park, it naturally rained hard! The council organised sports events were cancelled, and we decided not to run the planned double-heading arrangement. British weather! So, we just ran a limited steam afternoon for a few passengers. Let's hope we get a few fine days again soon...

Mike

Training Classes for the Workshop

Mike Wakeling & Steve Turner are thinking of arranging some training classes for members wishing to learn how to use the equipment in the workshop. Each class will be a small complement of 4 to 6 members held on a Sunday afternoon from 2pm till about 5pm every Sunday.

If any member is interested in this training please contact Steve Turner, or one of the other Committee members, by e-mail for consideration at the next Committee Meeting on the 23rd July 2016.

Selection (if more than 6 members) will be by 1st come 1st accepted.

Committee

Club Equipment For Sale

The Samsung CLP-320 Colour Laser Printer (**see picture next page top**) (new cost £169.80 & replacement toner set £82.96).

The Canon FC-210 Black & White Photocopier (**see picture next page bottom**)

If any member is interested in purchasing either of the above items please contact Steve Turner, or one of the other Committee members, by e-mail for consideration at the next Committee Meeting on the 23rd July 2016.

If more than 1 member is interested they will be sold for the best price.

Committee

Second Hand Lawn Mowers Required

I am thinking of building a Coal Crusher for the Club using parts from mowers.

So if any of you have a Hand, Electric or Petrol Lawn Mower you want to get rid of and would like to donate it to the Club then all will be considered and I will build it out of the parts I get!

Steve T



Picture Top: The Samsung CLP-320 Colour Laser Printer

Picture Bottom: The Canon FC-210 Black & White Photocopier

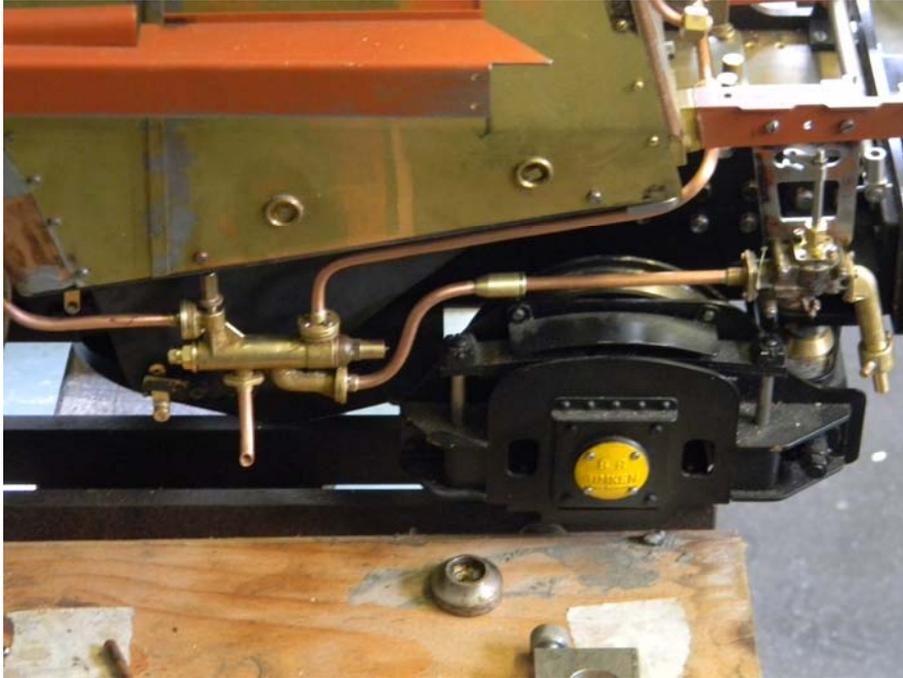
'Before and After'

BR Standard Class 7 engines, 'Britannia' being the first in the class, were fitted with 2 injectors, a live steam injector on the driver's side, a '10X', and an exhaust steam injector on the fireman's side.

Gordon Chiverton used to supply both a '10X' live steam injector and a live steam version of the dummy exhaust steam injector to suit 5" gauge engines.

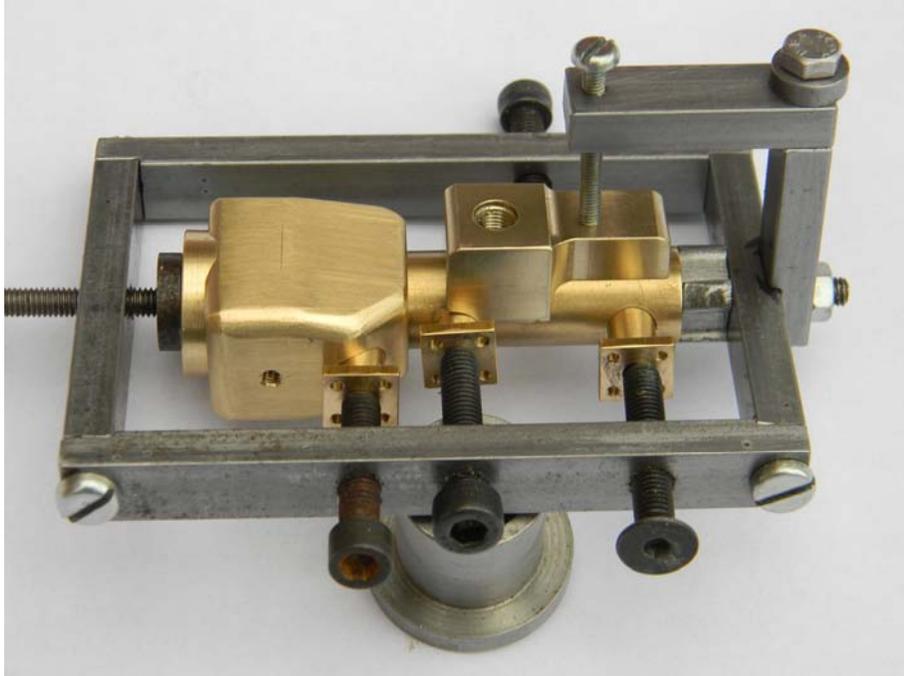
As Gordon is no longer with us they are no longer available from him but it is believed that Len Steele of the Guildford club is now making them. With that in mind I thought that if Len can make them then I am going to have a go.

Doug Hewson does a set of castings for the '10X' and in DAG Brown's book he describes and details the cones that are fitted into it, the cones being fitted in a tubular sleeve that is then fitted into the machined body. I bought a set of Doug's castings and machined them up and the body is now ready to fit the sleeve containing the cones (**picture below**: the live steam '10X' piped up on my 'Brit').

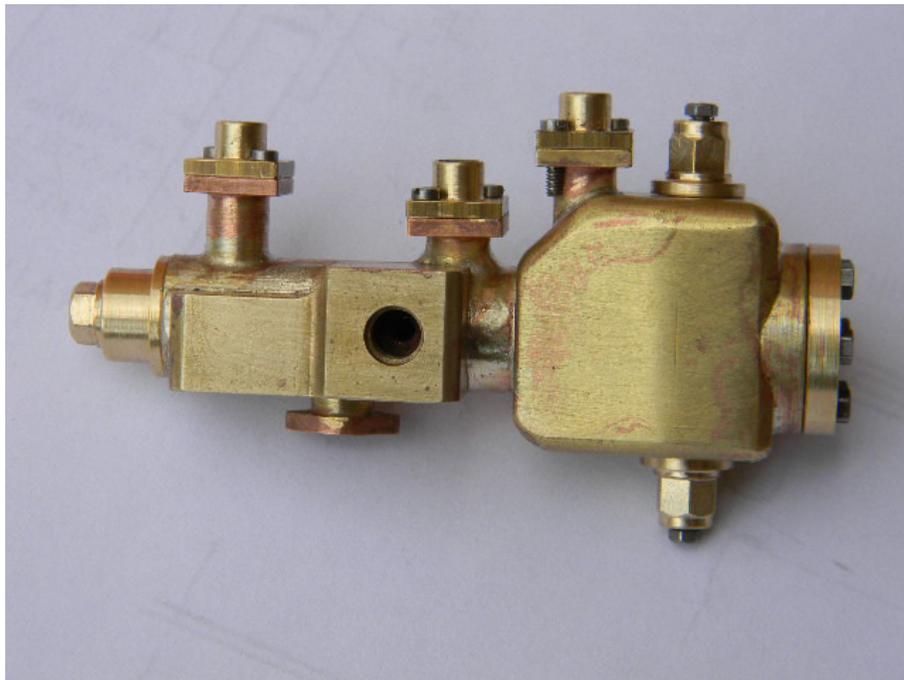


Doug Hewson only does a white metal casting of the exhaust steam injector so there was only one way forward and that was to fabricate my own. John Richardson had the foresight to buy a set of Gordon's injectors early in the build of his 'Britannia', so with the dummy exhaust steam injector in place on his engine, there was the pattern to follow. I poured over the one fitted to John's 'Brit' and made copious sketches of it. I decided at this stage that I would use the same cone arrangement as in the '10X'. Armed with the sketches of John's one I produced my own set of working drawings and set to making the parts. This didn't take too long but in the end it all needed to be silver soldered together. This was not going to be easy as the parts were in different attitudes, and gravity was not going to help. So there was only one thing for it and that was to make a jig. As is often the case, the jig takes a darn sight longer to make than the parts being assembled and it is only likely to be used once!

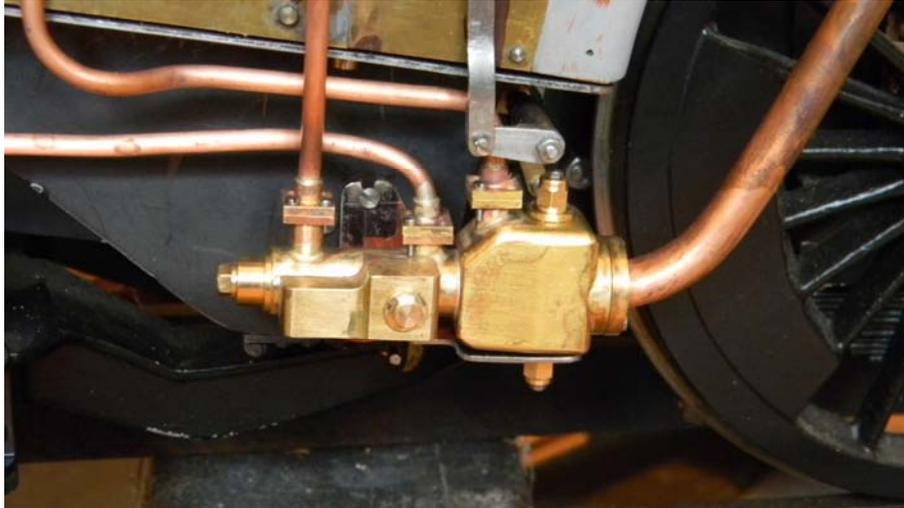
Picture Next Page Top: The exhaust steam injector is jugged up and ready to silver solder.



I've titled this piece 'Before and After' because the picture above shows the parts assembled in the jig (the 'Before') and below the finished article (the 'After').
Picture Below: The exhaust steam injector soldered, cleaned up and ready to fit.



The final comment is that it was well worth going to all the trouble of making the jig as without it I'm sure the finished article would not have turned out as well as it did. The final picture shows the exhaust steam injector piped up on the engine and ready to test (**see picture next page top**).



I'm sure some of you will be thinking, well do they work? A good question! The honest answer is I hope so. I'm almost at the stage of painting the engine so while I am waiting for the paint to dry there will be the time to make the cones and try them. Fingers crossed...!

Dave M

Recent Social Events

Our first engagement since the last newsletter was on Thursday 2nd June, when we welcomed a small group from the Lavender Line to Beech Hurst. This annual reciprocal visit was missed off during 2015 and so it was nice to rekindle the idea for 2016. The evening was basically dry but quite windy and cool with it. Our guests had the opportunity to drive Marc's 'Sweet Pea' and Norman's 'MLV', as well as enjoying a salad buffet, which Val & John had been busily preparing during the afternoon. Thanks must go to all the above for helping out during the evening and to Mike L who has spent much time liaising between ourselves and the Lavender Line to make this possible (**see picture below with both locos**).



The weekend of Saturday 11th and Sunday 12th June was a double-bill with Chelmsford visiting us on the Saturday and then the Queen's 90th Birthday celebrations on the Sunday. The Saturday dawned bright and a little breezy with the prospect of showers later in the day. Our guests started to arrive a little after 10:00 and by the time we had reached mid-morning there were 8 locomotives present and the first runners and riders were ready to take to the track. The 8 locomotives were as follows: 3 ½" 2-6-0 'Mogul', 5" 'Dixie', 5" 'Simplex', 5" 'LT' tank, 2 off 5" 'B1', 5" 'Jubilee' and a 5" 'Class 47'. Of the 8 locomotives, 5 have visited Beech Hurst in the past with the remaining 3 on their first visit to our track. All bar the 'LT' tank ran prior to 14:00, with the 'Dixie' only having a short run before lunchtime, after which it had to be retired with a problematic axle pump. Thereafter, our afternoon service was operated by the 5 bigger locomotives who coped well with the somewhat small number of passengers. And the aforementioned showers...? Well, not long after 14:00 a large thunderstorm developed just east of Haywards Heath and stalled there for a couple of hours, never looking that far away! Thankfully for us, it deposited most of the rain over Newick and Uckfield, however by 16:30 our luck ran out as another shower, although somewhat less potent, moved in from the west to give us a wet end to the afternoon! This early finish meant our guests could get into the dry and warm of the 'Sergison' pub a little earlier than they may have planned, and by 17:30 we were pretty much cleared away too. Apart from one or two small hitches, the whole day passed off very well and through these pages I must thank the guys from Chelmsford for bringing such a nice mix of locomotives once again and of course for running our passenger service too. I would also like to thank everyone at our end for helping out with all the jobs, including Andrew S, Graham Miller, Roy P and Sam for assisting me with the TC duties. Here's to 2017...

The following day, Sunday 12th, dawned cloudy but dry with the forecast of rain for much of the morning before a slow clearance to showers during the afternoon. As Andrew S cooked and prepared bacon rolls for the 'early birds' the rain started to fall and continued to get heavier, it was not very pleasant! A cursory check with the Met Office every so often confirmed that the rain should clear by midday but by mid-morning the sports event in the park had been cancelled due to the wet ground – not a good start to the day! By about 11:30 the rain had started to ease sufficiently for the railway to be set up and as planned we started operating at 12:00 with a limited service. Although not particularly busy, we could be safe in the knowledge that we had fulfilled our side of the bargain by starting early, even if for a few hardy passengers! As 14:00 neared and it became clear the number of passengers was likely to be low, we took the decision not to run the 3 double-headed trains as planned but stick to a normal Sunday service instead, which proved to be more than adequate. It can be frustrating when a lot of planning has gone into such a day, only for our efforts to come to nought! That said, we stayed largely dry after lunch and this we should be thankful for at least! Packing away in the evening sunshine at the end of the day and it was hard to imagine the rain lashing down just a few hours earlier! Still, that is our unique weather for you... Anyway, thanks must go to all those who committed to help out on the day and who made the effort, despite the inclement weather, to run a service regardless!

Finally for now, was our 'Little Engine Day' / 'BBQ Evening' on Saturday 25th June. In keeping with other recent events, the day dawned bright and fairly clear but with the increasing risk of heavy showers later. Arriving at the club at about 11:00 and everything seemed fine and dandy with just some fair weather cumulus clouds floating about. Over and above our own engines, we also had two visiting ones, a 3 ½" GWR 'Saint' and a 5" 'Pug', owned by Adrian Landi and Henry Mowforth from the Kent & East Sussex Railway. Both Adrian and Henry decided to have early runs before passenger service and were soon on the track. Despite the promising start, both must have cursed their luck as a couple of heavy showers, including one quite lively thunderstorm passed by before 14:00! Adrian had retired to the clubhouse during the storm and Henry had found shelter over by signal 5, so both stayed relatively dry, which is more than can be said for their locomotives! Not to be put off however, both Adrian and Henry were ready to haul passengers at 14:00 and were joined a short time later by my 'Railmotor'. Between us we hauled a few passengers during the afternoon, however because we only had 1 truck each, it was necessary to deploy a couple of 'crowd buster' trains driven by Graham Miller using our Class 73 to clear the queues! By the time 17:00 came, both Adrian & I had done nearly 3 hours each and remarkably Henry had been on for over 4 hours with the 'Pug' and without difficulty! For such a small loco this is very good going indeed! As afternoon turned to evening, so the BBQ was lit and Roy P took 'Europa' for a spin, followed later by Adam driving the 'Black 5'. By now the showers were fading and the evening, albeit chilly, was dry throughout and although not perfect was a damn sight better than earlier in the day! The BBQ itself was attended by over 20 members and guests, and went off very well too. Again, thanks must go to all those who helped out during the 'Little Engine Day', particularly to Adrian and Henry who did the lion's share of the passenger hauling and to Andrew S for his TC duties in the rain. Latterly, thanks to Val & John for the BBQ food preparation and to Graham Miller, Nick, Steve's S & T for preparing the BBQ and rain sheet, which thankfully was not required! (**Pictures to follow**, starting with one of the B1's from Chelmsford).





Picture Top: Tom from Chelmsford driving his 'Jubilee' with some happy passengers
Picture Middle: Adrian driving the 'Saint' during our 'Little Engine Day'
Picture Bottom: Henry driving the 'Pug' in the late afternoon sunshine the same day



Picture Top: The Editor with 'Railmotor' and John Gange whilst on BBQ shunting duties
Picture Middle: Roy P with 'Europa' and Dave M, and some BBQ evening sunshine
Picture Bottom: Showers can be irritating but can create beautiful cloud formations too

Forthcoming Events

Further to the visit by the Lavender Line on our June club night, we have been invited back to Isfield on Saturday 16th July from 18:00 for a return visit. It is hoped they will have a locomotive in steam for us and some light supper on the go too, so if you are interested then please make your way to Isfield to enjoy the delights of this really well kept rural heritage railway.

The remainder of July and most of August are relatively quiet with the second 'Bring Your Own' BBQ on the Bank Holiday Saturday 27th August. Again this will be from about 18:00 and the food format will be identical as per the BBQ in June. Into September and we have the second of our 'Little Engine Days' for 2016. With a bit of luck there will be some different motive power for this one and hopefully some better weather too! All names gratefully received if you would like to help.

Later in September and plans are now advancing for our display at the new Model Engineer Exhibition at Brooklands, Weybridge over the weekend of the 17th & 18th. A list is on the board in the clubhouse for those wishing to help out or volunteer models and this list needs to be complete by the committee meeting on 23rd July please. Table space is limited by the looks of things, our proposed pitch being 12' x 5', so we cannot take too much but 2 or 3 select pieces together with our show paraphernalia should suffice for this year!

Also that weekend, on Saturday 17th, we have invited our friends from the Basingstoke Club to visit Beech Hurst. At the time of press, full details of locomotives and numbers have yet to be confirmed, however this should be another very good day and their guys normally bring along a very nice selection of locomotives too!

Andrew

Diary of Events

7th July 2016 – Club Night – Will start at approx. 1900

16th July 2016 – SMLS invited to visit the Lavender Line at Isfield from 1800

4th August 2016 – Club Night – Will start at approx. 1900

27th August 2016 – 'Bring Your Own' BBQ from 1800

1st September 2016 – Club Night – Will start at approx. 1900

3rd September 2016 – 'Little Engine Day' from 1400

15th – 18th September 2016 – SMLS to display at ME Exhibition at Brooklands

17th September 2016 – Basingstoke Club to visit Beech Hurst – details TBC

NB. Certain events may be organised at short notice and will not therefore appear in the newsletter. Please check white / notice boards in the clubhouse for details of such events.

Andrew