

# Sussex Miniature Locomotive Society Ltd

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## BEECH HURST NEWS



### Cover picture: -

*New for 2011:* As the sun sets on the 2010 season, a new arrival is pictured at Beech Hurst last October. Some people may recognise this as BR Standard '5' 'Camelot', the big brother of which is located just 8 miles east of the park at the Bluebell Railway...

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## **Editor's Notes**

May I begin by wishing all readers a belated Happy New Year and with the end of 2010 much disrupted by snow and ice, it has been a pleasant change that the first part of 2011 should be predominately milder, if a little wet at times and mostly dull – another period anti-cyclonic gloom (and cold easterlies) hangs over us as I write these notes earlier this week! So much as I enjoy the snow and still hope for a really good fall on New Year's Day sometime soon, even the most hardy of winter lovers gets a touch bored with it after a while and more so when it turns to ice! Our pre-Christmas activities were partly disrupted by this weather but New Year's Day went well this year, as did our display at the Alexandra Palace show, and we should be grateful for that much at least.

Thanks go to Andrew S, Mark Lane and Ray for their contributions to the December edition.

Although dated as February I have held this edition back so it can be mainly distributed at the AGM at the end of this week and I can also get the very latest news to you! As well as the regular articles, there are also pieces and pictures by Andrew S and Ray, also reports on New Year's Day, Alexandra Palace, Winter Work and of course an updated Diary of Events, so please read on and enjoy...

**Andrew**

## **Subscriptions**

Subscriptions have been coming to me thick and fast during the past couple of months & we are nearly there with renewals from 2010. The cut off for these will be AGM night, so if you have yet to pay then deadline day is Saturday 5<sup>th</sup> March!

**Andrew**

## **Chairman's Notes**

Well, here we are in 2011, just a month or so away from a new running season! The winter work is coming to an end, just a little more work on a few trucks to complete by the two 'Andrew's. The majority of the fallen leaves have been cleared once again, thanks mainly to John M and Roy P for their hard work. At the back of the clubhouse, the footbridge side panels have been refurbished with new galvanised 'lattice work' – more in keeping with full size railway footbridges. Thanks to Peter C and his helpers for doing a fine job, it looks very smart. At the station, a short section of fencing has been replaced by galvanised panels to better withstand 'climbing on' by small children (impatient and excited to ride the trains!). Also, the railings at the back of the platform have been straightened up and a new plinth and wooden bench sited for members to use. Please refrain from sitting on the railings 'en-masse' as this has been the cause of them 'leaning' over! The steaming bays have also been cleaned, galvanised and replaced. Many more small jobs have been completed – too numerous to mention – but thank you to everyone who contributed to the winter work. A good team effort which has prepared the place 'fit for purpose' for the coming season!

One special note about Saturday 19<sup>th</sup> March is that on this day we are hosting the Northern Association's boiler seminar. We will have approximately 35 guests attending and Val & John will be providing food and drinks etc... for them on that day (for which we will be reimbursed). It does mean however that the clubhouse and workshop facilities will not be available to club members for this one day only. However, after 17:30 we can reopen the club to normal activities. I thank you in advance for your cooperation and understanding, and hope it will not cause any problems. This is a one-off as the organisers of the seminar like to offer talks and demonstrations in different locations around the country each year. The idea being, I think, to help keep some consistency with boiler testing standards around the Federation Clubs.

Anyway, next up the AGM and I look forward to seeing you there if you can make it! We are coming up to the start of our 60<sup>th</sup> year – beginning May 2011 – so I wish you all a happy running season for this special year.

**Mike**

### **60<sup>th</sup> Anniversary**

Just a quick note to say that bookings for our train on the 3<sup>rd</sup> June are now closed and final preparations are in progress for the evening. Details and timings are currently being negotiated and I very much hope to be able to bring you these in the April edition, due out over the Easter weekend. If this is not possible then all those who have booked places will be personally contacted to ensure that everyone knows where they need to be and when!

**Andrew**

### **Recent Social Events**

With the Nosh Night all but blown out by another unwanted 6 inches of snow which fell that morning we took the impromptu decision to rearrange this for a New Year's Day lunch to coincide with our fun run day. Val & John had put much time into the preparation for Nosh Night and we did our best to eat the perishables over that weekend with Val kindly freezing the meats for New Year's Day. Howard, Andrew & I then did a quick 'shop' on New Year's Eve and



together with the remaining original food a lunch was ready to be prepared.

With the weather having warmed up a touch over the Christmas period, New Year's Day itself was cold and mostly cloudy with just the odd fleeting glimpse of sunshine.



As lunch preparations continued inside, outside Andrew S with 'Butch' (Picture previous page), together with 'Growlers' 'Michael Faraday' and latterly 'Florence Nightingale' (Picture left) were continuing the tradition of this mid-winter run. New Year's Day is generally popular as a social event and with the

added bonus of lunch this year too nearly 30 members attended during the day. After lunch, a few people started to drift away and 'Butch' was taken off to the steaming bays having had a good run but becoming a bit clogged up. Thereafter, 'Florence Nightingale' continued running for a short while, joined for a brief time by Nick's 'Simplex' before a short rain shower put an end to proceedings.

I think those who attended will agree that it was a very enjoyable day and the lunch was the 'icing on the cake'! Unfortunately Val & John were on holiday that weekend and were therefore unable to enjoy their hard work too but through these pages I would like to express all our thanks for the tremendous amount of preparation that went into the food, which we all enjoyed. Also to Howard for all his kitchen duties during the day and of course to everyone else who helped to make this a very good day and one which we might look to replicate.

**Andrew**

### **Alexandra Palace Exhibition**

With the success of our stands at Sandown Park in the last couple of years, the chance to exhibit at the Alexandra Palace show was just too good an opportunity to miss. Unfortunately for us it is the 'wrong' side of London, which makes travelling that bit more difficult than Sandown Park. Nevertheless, we decided to take the chance to show there and I think it turned out a very good decision.

Because of the popular nature of the show the stand sizes are much less generous than at Sandown but our 20' x 4' space was more than ample and we set off on the Thursday morning from the club with two cars well loaded for the trip ahead. Having only been to Sandown 5 weeks previously, many of the bits we needed were still packed and we were careful to select models accordingly. Without quite knowing what to expect the organisation at the hall was excellent and we could park just a few yards from our stand and on the same level! Unloading went well and Mike Wakeling & I were all done as we waited for John Baldwin who was heading up from Caterham with a small diversion via the Marylebone Road (the joys of modern satellite navigation!).

**(Picture next page top: Our stand at the show, including 60<sup>th</sup> headboard)**



On both the Friday and Saturday we used the train to get to the show and avoid the M25 and North Circular!

Mike, John & I were joined by Geoff for the Friday crew and after a sluggish start the show got going in a big way and for the majority of the day was extremely busy with many people stopping to look at our stand or have a chat

along the way. It also gave us time to catch up with some familiar faces from other clubs, as well as the browse the trade and club stands for ourselves.

Saturday saw the youth of today manning the stand with the average age of the 4 of us being just 19 ¼! I was joined by Andrew S and Laurie, also by Adam who we had fortuitously met at Oxford Circus whilst we were delayed on the Victoria Line! As a result we didn't get to the hall until just after 10:00 and all ready for a nice big bacon roll each having carried two 7 ¼" bogies up the hill from the station! If anything Saturday was busier than Friday and we all enjoyed the day with many complimentary comments being made about the youthfulness we brought to the stand, amongst a back drop of many older middle aged and retired ladies and gents, as well as one or two 'unknowns' too! As we headed back to the station it hardly seemed possible that 3 of the 4 days had already passed us by and there was just Sunday to go.



On Sunday we were back to the motor car as it was necessary to bring everything back that evening. Back for my fourth day, I was joined by Howard, Andrew S, Clive and latterly John Baldwin to man the stand. Having had 'pig' rolls for brunch two days on the trot I was glad to be able to go the whole hog and have a 'Full English' on

the Sunday and very nice it was too! Despite initial predictions that the Sunday would be slow, it turned out that it was nearly as busy as the Saturday, albeit a shorter day by one hour.

Andrew & I also got the added bonus of being able to go up and take some pictures from in front of the organ, which at about 30 feet up looks across the hall from the north end towards the rose window on the south face. Having seen other people on the gallery earlier I took the view that if you 'don't ask you don't get' and this time got lucky – more so since this must have been the security man's half dozen'th visit up there that day (**Picture previous page bottom**)! Clearance on the Sunday went well and we were out in less than a couple of hours, despite a continuous queue for the goods lift to get downstairs! The drive home went equally well and we were back not long after 19:00 having had a very enjoyable show and one which I hope we are able to do in future years.

Through these pages I would like to thank everybody who helped to prepare, carry out and clear away over the four days, to the organisers for the seamless way in which the show was carried out and of course for the loan of the exhibits without which we would not be able to display at all!

**Andrew**

### **Winter Work**



With talk of the new season which is now fast approaching, it would be as good a time as any to reflect on some of our projects from the last few months and provide an update from the December edition.

The steaming bays and transporter have now been put back outside, adjusted for height and a couple of the posts re-bolted to the concrete where they had become loose. The galvanised sections look nice and I am sure will 'weather' down in good time and with a bit of use (**Picture top**)!

Also outside, the lattice work for our rear footbridge has recently been collected having been finished, cleaned and galvanised.



The panels that are about 30lbs each have been erected over the past couple of weekends using stainless studding and look very nice. Prior to their arrival, Peter C, Graham, George & Mike Wakeling spent a couple of cold Sunday afternoons outside stripping the green paint from the already galvanised tubular and box sections. Apart from a few adjustments the bridge is now fully complete and is a very good job done. **(Picture previous page bottom)**

John M & Roy P have also been busy with the final leaf clearances of the year and in recent weeks have concentrated on the removal of brambles which seem impervious to extinction as well as culling overhanging and surplus branches from either cutting towards the long tunnel.



Inside, Andrew S & I have continued with the construction of a brand new 6 foot passenger car, which is just a couple more days work away from completion, and the renovation of the 5 foot 'new' set. Some work had already been done on this rake which has always been problematical due to the experimental disc braking system, larger

wheels and poor rolling capabilities not helped by a recent accidental discovery that the bearings originally used were designed for high speed & high temperature, which is not really applicable to our use! As a result Andrew & I fabricated 40 steel ring inserts that were welded into the axle boxes so as to reduce their internal diameter so we could go back to using the same bearings that are in the other trucks. This coupled with the removal of the braking discs, reduction in the diameter of each wheel by nearly 1 ½" and the fitting of two new skid brakes mean we now have a 'nearly new' set of trucks that will marry up with any of our other trucks too. Initial test runs have been positive and with nearly 80lbs of steel 'turnings' taken down the tip the other week we hope they are now good for general use. **(Picture above: Andrew S reducing the wheels down)**

As well as the larger projects above there have been a number of smaller jobs that have been completed in the past couple of months, including the aforementioned station fencing and bench, two new seats for the 6 foot trucks and the booking in of many newly bound ME and EiM magazines (which are now available for loan) so thanks go to all those people who have come up and helped us out at the weekends – it is much appreciated.

I will write a general summing up in the April edition by which time we will be about a month into our 2011 season and it will be time to put Winter Work in hibernation till the autumn!

**Andrew**

## Celebrating 60: What took place in 1951?

With our society celebrating 60 this year, I thought it would be interesting to see what was happening in 1951 and whom we also share our birthday with. It is scary to think that when our club was founded, WWII had ended only six years previously and main line steam engines were still being built in their hundreds.

I had thought about listing a couple of the number one singles from that year, however the official UK charts did not begin until 1952 and the 'Beatles' were only 9 or 10 at the time!

Interestingly, there are a few surprising famous names that we share our birthday year with. Former Labour Prime Minister Gordon Brown, Chef Antony Worrall Thompson, pop stars Bob Geldof and Genesis singer/songwriter Phil Collins, as well as ex-Newcastle manager Kevin Keegan all turn 60 this year.

Its not only people, loads of other societies have also been going all this time, the most notable are: The Society for Industrial and Applied Mathematics, The Orchid Society, The Sherlock Holmes Society and not forgetting The Wolverhampton Astronomical Society!

With nationalisation taking place three years prior to the SMLS being formed, British Railways had just begun building all 999 'Standard' steam engines, including celebrity 'end of steam' survivor Britannia 70013 'Oliver Cromwell', which along with the first of the class 70000 'Britannia' rolled out of Crewe works in 1951. Of course, what one has to remember is that the first standard gauge preserved railway would not be founded for another nine years. This needless to say is where we will be celebrating our anniversary on the 3<sup>rd</sup> June.



**(Pictured above right: The club's recently purchased commemorative head board, which will be worn by the locomotive hauling our train, is seen during testing on E4 473 'Birch Grove'. For those members who are aware of the current situation at the Bluebell Railway will be pleased to know that the head board also fits on the diesel!)**

**Andrew S**

## The Youngsters... Building a 5" W&L Dougal

The end of the year brought with it the Christmas holidays, which for me meant two weeks of almost solid Dougal building. Over the course of 11 days, just over 50 hours were completed, and whilst on the subject of number crunching, since I broke up for Christmas on the 17<sup>th</sup> December to the time of writing (3<sup>rd</sup> March) I have



averaged 2 hours a day for the above 74 day period. As one of my fellow club members said, the only thing stopping a loco being built and the speed at which it is built is time and after spending so many hours on this project in a relatively short space of time I am beginning to see rapid progress being made.

The majority of the Christmas holidays were spent in Andrew's little known engineering excellence which I like to call 'the shed' and although we had the best part of 9 inches of the white stuff lying on the ground during the start of this period, progress on Dougal continued to be maintained, which is more than can be said for Network Rail and Gatwick Airport. **(Pictured above: 'Dougal takes to the track', well almost! Taken during mid January the completed boiler is able to sit on the frames for the first time)**

The main job which was successfully tackled over the Christmas period was the port and saddle block which supports the front of boiler in the frames and includes all the porting for the cylinders underneath it. This was one of those jobs that would require several longer sessions to complete, which is why we set aside the Christmas period for this task. Although we did not aim to



get that far, Andrew and I were also able to finish machining the steam chest and cover which, after working out which way up it goes, is now bolted to the port and saddle block. **(Pictured above: The club's rarely used surface grinder was employed for the first time on 'Dougal' to finish the port surface)**

With the steam chest bolted on for the first time only a couple of days previously, it was in this state that Dougal made its second exhibition appearance at the London Model Engineering Exhibition held at Alexandra Palace at the end of January, complete with boiler sitting upon the frames (see separate article). Even though 'Dougal' was partially hidden from view by more superior locomotives (and aero engines) on the front row, there were several comments and questions about the engine from the hordes of visitors to the show and all seemingly whilst we were trying to pack up!

Following on from Ally Pally we have machined the two valves, which will control the port openings, from gun metal as well as the associated valve rods and fork ends. After quite a bit of fiddling with these components, not helped by a subtle change to the published drawings the valves are successfully installed in their steam chest and are attached through the valve rods, fork ends and eccentric rods to the eccentrics on the rear axle.

As well as the port and saddle block, several smaller but nonetheless important key parts have either been machined from castings or fabricated from scratch recently. These include the front and rear cylinder covers, piston rods, pistons, valve gland nuts and piston gland nuts. These parts have now been fitted to the loco and the connecting rods are also progressing.



With another longer period of time to spend on 'Dougal' identified, a start was made on the 15<sup>th</sup> February on the cylinders, dare I say it the last 'major' part of 'Dougal' yet to be tackled. Unlike the wheels, there proved to be more than enough material on the castings to adequately machine them to size, together with their 1 ¼" bore. All in all, the cylinders were machined without many problems. The most major one encountered along the way was when the fly cutter we were using decided to stop short of the final diameter by 20 thou! Within a week of finishing the bore, both cylinders were fitted to the chassis for the first time. **(Pictured above: The completed 'front end' showing the port/saddle block and left hand cylinder)**

In the April edition, due out over the Easter weekend, I hope to be able to report that Dougal has reached its first major milestone and although I am not going to say what it is, I will say that it involves an air compressor...

**Andrew S**

## For Sale

I have for sale some 4BA x 7/16" socket grub screws in packets of 25 for £1.00 per packet and if anyone is interested in purchasing any of these if they could contact me on 01444 244355 to discuss further.

Alan Temple

## Christmas Quiz (Answers) – The Big 4 (1923) to the End of BR Steam (1968)

1. Which mainline railway station never had any rails?  
Dartmouth, which had a ferry across the river from Kingsweir
2. What voltage is used by SR third rail electric trains?  
600v DC
3. Which mainline terminus has the distinction of being the oldest used by passengers in London?  
London Bridge
4. Which class of LBSCR tank locos never carried water in their side tanks?  
Ex LBSCR Class L 4-6-4 'Baltic' tanks, because after the first two were put into service in LBSCR days they were converted to well tanks due to rolling when at speed and the subsequent 5 which came out in SR days only ever had dummy side tanks for appearance
5. At which two stations could SR & GWR London bound trains be seen travelling in opposite directions?  
Exeter St David's and Plymouth North Road
6. Where was it accepted practise for a mainline service steam train to be banked by a service electric train?  
At London Bridge station when, if very wet, a service steam train could slip to a stand on the 1 : 103 gradient up to the high level platform when bound for Charing Cross. In view of the traffic density, and to save long delays, following electric trains could be used as bankers!
7. Why were the SR EMU trains on the Portsmouth route known as Nelsons?  
They had only one drivers window at the front, the other was used for the route indicator.
8. Which of the Big 4 railways had the most powerful steam locomotive?  
Also, what was its nominal tractive effort?  
LNER Gresley Garrett Class U1 with 72,940lbs of tractive effort.
9. Which London terminus was used by regular service trains of the LBSCR, SECR, GWR, GNR & MR prior to the 1914-1918 war?  
Victoria
10. How many bricks were used in the construction of Balcombe viaduct?  
11,000,000
11. Which London terminus handled the highest passenger loading per annum throughout the period?  
Liverpool Street

12. What was the working voltage of the LBSCR overhead electric system?  
6,700v AC Single Phase
13. What was the highest boiler pressure of the MR experimental high pressure locomotive 'Fury'?  
1,400psi. The boiler was in three sections of 1,400psi, 650psi & 250psi
14. Which of the Big 4 companies owned the most mainline London terminals and how many?  
SR & 7 stations – Victoria, Charing Cross, Waterloo, Holborn Viaduct, Blackfriars, Cannon Street & London Bridge
15. Which was the steepest gradient Sussex mainline branch along its length?  
Dyke Railway at 3 miles of 1 : 40
16. Which was the only London Underground railway owned by a mainline railway company?  
Waterloo & City Line
17. In which year was the Brighton mainline electrification opened?  
1<sup>st</sup> January 1933
18. How many classes of BR Standard locomotive were built?  
12 and consisting of:
- |                              |                       |
|------------------------------|-----------------------|
| 70000 – 4-6-2 – 7MT (Brit's) | 77000 – 2-6-0 – 3MT   |
| 71000 – 4-6-2 – 8P (Duke)    | 78000 – 2-6-0 – 2MT   |
| 72000 – 4-6-2 – 6MT (Clan's) | 80000 – 2-6-4T – 4MT  |
| 73000 – 4-6-0 – 5MT          | 82000 – 2-6-2T – 3MT  |
| 75000 – 4-6-0 – 4MT          | 84000 – 2-6-2T – 2MT  |
| 76000 – 2-6-0 – 4MT          | 92000 – 2-10-0 – '9F' |
19. When was the first all electric London Underground line opened & which?  
1900 on the Central London Railway (the Two Penny Tube)
20. Which was the first section of mainline steam railway in Sussex & when?  
Shoreham to Brighton in 1840, incidentally built to take materials from Shoreham Harbour to Brighton to facilitate the building of the Brighton to London line.
21. How many different passenger service routes could you travel between London Victoria and Brighton without changing trains?  
5 and consisting of:
- Main line fast via Quarry Line
  - Main line slow via Redhill
  - Victoria – Oxted – Sheffield Park – Lewes – Brighton
  - Victoria – Oxted – Uckfield – Lewes – Brighton
  - London Bridge – Horsham – Steyning – Brighton

## **Recent / Forthcoming Events**

By the time you are reading this issue, the AGM will be very much upon us or may be just passed. The period from Christmas through to Easter is generally a quiet one in terms of social activities at the club, however we were treated to a short notice talk about the history of Bluebell Railway by Chris Saunders a couple of Saturday's ago. The presentation, derived from Chris' experiences at the railway since 1960, was very interesting indeed and there was a lot of information and pictures that I for one had never seen. About 20 members were present at the talk and I am sure all will agree that it was very interesting and many thanks to Chris for offering to present it to us.

At present, apart from the aforementioned Boiler Seminar, there are no further social events of note except for the regular club nights and the commencement of the new running season.

I will, in the April edition, add any new dates that are due including visits to / from Beech Hurst and BBQ nights etc..., which we will discuss at our next committee meeting after the AGM.

**Andrew**

## **Diary of Events**

19<sup>th</sup> March 2011 – Boiler Seminar at Beech Hurst – See Chairman's Notes

2<sup>nd</sup> / 3<sup>rd</sup> April 2011 – Official start to 2011 running season

7<sup>th</sup> April 2011 – Club Night – Will start at approx. 1900

5<sup>th</sup> May 2011 – Club Night – Will start at approx. 1900

2<sup>nd</sup> June 2011 – Club Night – Will start at approx. 1900

3<sup>rd</sup> June 2011 – 60<sup>th</sup> Anniversary dinner at Bluebell Railway – Details TBC

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

**Andrew**

## Sussex Miniature Locomotive Society Ltd



**Rear Cover picture: -**

*Last Day In Steam* – With the front cover picture in mind, this image is of our 'Camelot's big brother in steam at Sheffield Park on the nearby Bluebell Railway – hopefully you can see the resemblance?