

# Sussex Miniature Locomotive Society



## Wharfedale News. Issue 11

4<sup>th</sup> June 2020

Dear all,

Hope you are all well.

Issue eleven comes with a bit of a change in the weather. You can blame us for that as we have just put up our hot tub! The good news is that the rain hasn't stayed long. For some, the government's latest guidelines will mean more people out and about. Let's hope it is the start of getting the country going again. For us, Lorema has just had a call from a man from the government "vulnerable team" who told her she must stay off the streets to the end of June.

Stay safe

Mike

### **Brief club house NEWS**

We are still progressing with the obtaining of quotes for the roof and hope to have 3 or 4 of them in shortly. We have also had the roof survey by Rentokil and they have confirmed we have woodworm up there. We are at present getting a second opinion. Thanks again to Andrew S.

Having reviewed the latest Government guidelines and the fact that the grass around the club house is rapidly growing with the possibility of increased growth rate after the recent rain, we feel we can now set up a gardening team to keep the area around the club house spick and span.

We are aiming for teams of two people on a rota, abiding by all the social distancing rules, with access to the equipment. We already have some offers but could do with a few more so if you would like to join this team please let either Andy S or me know ASAP.

The security team are still doing their rounds and done a first cut as well of the grass. Thanks to Andrew S. Andrew B. and Tom.

**Wharfedale Article 8    On tour again.**



Visit to Swindon 08-06-2003 Jim Clarke, Dave Keast and Stephen Hutton.



Visit to Swindon 08-06-2003 Dave Keast and Vince Williams.

## Mike P.'s Musings No.10

### Les Clarke

I'm going to move swiftly through Les's next two locos , both for 7 ¼" g.

Engine No. 7 was a Hawkesworth County 4-6-0, Curly's 3 ½" g. drawings "doubled up". Les commented, " Big stuff this. Copper boiler all silver soldered, hard work all the way!". It weighed about 5 cwt. GWR, but he said, " you name it, it's all wrong, but it ran well, sold it for a song". It went to Cherry's of Richmond, (another dealer of the day ) and Les bought a car with the proceeds.



Les started Engine No. 8 about a couple of years after finishing No.7, but I think the effort of building such a large engine was almost too much, and he said he got "disenchanted" with loco building, and the bits for No.8 went under the bench and he set up his workshop for radio and television. That is, until one day (he doesn't say why), he got "disenchanted" again. All the radio and TV stuff went under the bench and the bits for No.8 came out again! So it was, Les started building steam locos again and never looked back.



Engine No.8 was another 7 ¼" g. GWR 1500 class. As opposed to engine No.7, he wanted this one to be "about right", and obtained drawings in 1 ½" scale from Eric Rowlands. Les also visited Paddington station , as it was possible then to see the locos working and " count some rivets and spacings". This engine took a long time to build and was his first with Walchaerts Valve gear. ("Wally gear", as Les called it, and to his own design). It apparently drove beautifully , but again it was sold...to Ivan Scott of Steam Age, simply because Les fell out with Malden club and decided that Beech Hurst would be his only "home ground". This was probably the first engine he did not sell "because he needed the money", saying he was "not blooming rich but could scratch along, and that was the main thing!".

However, Les decided from then on that 7 ¼" g. was not only too heavy but, anyway, concentrating on Beech Hurst meant it had to be 5" g. from then on.

**To be contd.**

## **Tools Explained.**

### **Stanley Knife.**

Used to open and slice through the contents of cardboard cartons delivered to your front door. Works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund cheques, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

**John Richardson to be continued.**

## **Chat with the members**

We all meet at varying times up at the club, some come Saturdays, some come Sunday with us sometimes not seeing one another for several weeks and when we do if it's a busy day, time to sit and talk is minimal.

I thought it would be a good idea to try a "Chat with the members" and Chris Saunders has agreed to be the first one to go to print,



Chris is one of the longest serving members of the club and has been involved in various aspects of the Club including a period on the committee and a spell as secretary. Alongside that I thought it would be good to know a little bit more about Chris so I posed him a few questions about himself and we started by looking into:-

### **How interest in trains started for Chris.**

I was born just after the war had finished & my parents moved into a house in Burgess Hill, as everyone was working flat out, including my mum, I was farmed out to various "aunts & uncles" during the day. At about four I remember being taken up to Burgess Hill station to watch the trains from the bridge. At that time, it had (& still does) have a wide wooden parapet that was easy to sit on. I guess I got the bug from that.

### **What was your professional career?**

My professional career was not with railways but I had a varied career in the electronics industry, following an apprenticeship at Brighton Power Station. I was involved with the earliest computers, telex machines, type- setters and telemetry communication systems.

**What is your earliest train memory?**

My first train ride I can remember was going up to London to see the old King lying in state in 1952. The trams were also running so got a ride or two on them as well!

**How did you become involved in SMLS?**

As a youngster in the 60s my childhood mate from the farm down the road was building a Bulleid Q1 in 5 inches scale. I got interested & he introduced me to Beech Hurst. Occasionally on summer evenings I would come along as a non- member to help with track maintenance.

**When did you finally become a member?**

It was not until the "Big Dig" time that I was "invited" to join officially.

**Having joined officially at a time when the club was expanding which areas of its growth did you get involved in?**

The first main projects were the preparation for the new track with the extension of the club house & workshop, lots of concrete mixing with a small electric mixer in those days and hand lifting steel beams.

The big dig followed & my job was dumper driver with Fred, Graham & others. Between us we shifted most of the 3000 tons of muck in two weeks!

The tunnel construction followed & this time reinforcing bar was the time- consuming job, thousands of twisted wire joints were made during the evenings ready for the weekend concrete pours. On pour days, getting dozens of bags of cement up to the top of the field followed by shovelling tons of aggregate into "Morgan's Organ" the mixer. (Now I remember where I got a bad back) With the civils done we went into top gear to make the new track, steels & concrete supports were made by the hundred.

**During your time with the club what locomotives have you been involved in the construction?**

I have built my Minx as a C2X and a Scamp as "Phideaux" both in 5inch.



My current project is building a 7 ¼ Manning Wardle "Sharpthorn"



**Do you have a model railway at home?**

No, I only have a plastic kit of Richard Trevithick "Penydarren", my G. G. G. grandfather was witness to its run in 1804!

### **What other hobbies and pastimes do you have?**

As a distraction away from Beech Hurst I have been an active engineering volunteer on the Bluebell for just about 60 years.

I'm currently a Trustee on the management committee with special responsibility for "Preservation Standards" requiring the writing of a huge guidance manual.

Just to keep me out of the pub I am also a radio amateur, talking to mates all over the world (I even talked to one of Dave's neighbours in Canberra). For one technical experiment I was doing, I was awarded a national award requiring a visit to the I.E.T. building in Savoy Place in London for the presentation. Walking past paintings of the famous men from history such as Michael Faraday, Babbage, & others was a bit daunting! But a great honour unlikely to be repeated.

### **What's the funniest thing that's happened to you at the club?**

Too many to mention but probably the funniest thing was driving the remains of the site van loaded with cement up the field with large bits of bodywork literally falling off. It could have been a clowns' car in a circus!

**Thanks Chris** for the brief insight into your life and the many hours you have put into the club to help make it the success that it is today.

It's time to get to know everyone so please do not hesitate to send your profile into me for inclusion.

### **An "Oh dear".**

I asked a train driver how many times his train had derailed. He said, "I'm not sure, it's hard to keep track."

## News From Afar - 9 .



The Mystery Kit  
To make rope fender.



**Weather.** The first day of our winter was on Monday and it lived up to the name. Started off not too bad at 8C but went downhill from there with wind increasing and showers. Will managed to get some work done on site but it wasn't pleasant.

**In the workshop.** Closed again for the past few days due to inhospitable weather. If it stays like this, it may have to be moved into the garage. That will require some adjustments in that area.

We (Peter and I), we work together quite a lot, moved some edging for some large garden beds. Some of it was just 250mm<sup>2</sup> x 50mm concrete pavers, but some was 1.8m concrete edge material from car parks. Heavy to say the least. All this was from our 'stock.



The left photo shows 'some' of our masonry 'stock'. Not shown is the 1.8m edging, obtained, legally I think, from a Parliament House project. Most of our 'stock' is obtained through networking as you probably can guess.

This picture, (right), shows some of our other material, something of just about everything. From remains of electric fork lifts, to athletic hurdles. Yes, you heard right. Where they came from? Before my time at the club, probably a school. I doubt if it was the Australian Institute of Sport here in Canberra.



One of the issues of having a 14 acre site is that you tend to collect a lot of 'stuff'. Because of this you also get an ever increasing amount of, let us give it a nice word, rubbish. This is ever increasing, and one of the biggest problems as everyone is always challenging the need to get rid of it. "But we might need it".



Paul Guggers loco left in steam, again, this time for its boiler test.

No problems encountered. The picture shows some minor leaks which disappeared after everything warmed up and the packing's came to life again.

The picture below shows Paul lighting up with one of our boiler inspectors, John Oliver, looking on.



Paul had a few laps around the track (5"), and as he did last week on a test run, managed to start a bank fire. We think he may have to look at a spark arrestor.

Eric Hines shown under with his 'Polly' boiler undergoing one of its construction inspections.



Eric was, and sometimes remains an entomologist, knows much about electron microscopes, also an expert sailor I believe of 'Sharpies' but now realises 'trailer sailers' are a much more comfortable option. He also volunteers on the Paddle Steamer Enterprise, at present learning that engine.

He also owns his own miniature traction engine 'George' shown on the right.



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TOTAL SAVINGS \$1.91	

The fuel invoice, left, is a 'wind up' really. This price includes our GST (your VAT) and Government Excise.

Our petrol is sourced in Singapore. I am relatively sure that Australia does not have a petrol refinery. Mad system, especially if we upset Singapore at some stage. In case you are unable to read it, 47.85 litres of E10, that is unleaded fuel containing 10% Ethanol, cost me \$49.72. Less than 25 pounds sterling. Diesel is more expensive at \$1.26 or thereabouts

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Canberra and NSW in general is opening up for many things. Travel within NSW is now permitted and now we are trying very hard to find out how we can begin public running once again, this is proving more difficult than expected.

This weekend is 'Queens Birthday' public holiday on Monday next. Some of us usually go to Woolongong this weekend for the Illawarra Live Steamers "Hot Pot" run, an inter-club event. Cancelled this year of course. It is called 'Hot Pot' as the entry fee is two cans of soup. The soup makes a wonderful lunch addition.

As we cannot go there, we are having our own mini hot Pot here in Canberra. The same deal bring your loco and a couple of cans of soup. Should be a good day. Pics next edition.

**Stay well. David Canberra - 3rd June.**

## Puzzle Corner.

### How well do you know Sussex Stations?



Where is this?

### **Lorema's last week's Challenge.**

1. Lincoln.
2. Tungsten.
3. Violin.
4. Cyprus.
5. Piano.
6. Memphis.
7. 1945.
8. Mont Blanc.
9. January (25<sup>th</sup>).
10. Venus and Mercury.

### **Rays Last week's challenge S.R. Locomotives**

1	Trader Fleet	Merchant Navy
2	Places of learning	Schools
3	Line of people	Q
4	Small dog	Terrier
5	Devon etc.	West Country
6	In charge of patrol	Leader
7	Salt Water	C
8	The few	Battle of Britain
9	Of round table fame	King Arthur
10	Victor 1805	Lord Nelson

## Lorema's this week's challenge

### Shades of Blue Anagrams

1	YSK	
2	VNYA	
3	GDNIIO	
4	YNCA	
5	BTLOAC	
6	ZEAUR	
7	MTURALRAENI	
8	KRNEPIIELW	
9	EARQNMAAIU	
10	QETIURSUO	
11	PSEPIRAH	
12	LYAOR	
13	WNFCEROLRO	
13	DWROEP	
15	REACORIF	

## Rays this week's challenge

### G.W.R. Locomotives

1	MONARCH	
2	FORTIFIED BUILDING	
3	USED FOR A DANCE	
4	AREAS OF BRITAIN	
5	CONSTELLATION	
6	AMERICAN PLAIN WATER CONTAINER	
7	HEAVENLY BODY	
8	CATHEDRAL TOWN	
9	HOLY PERSON	
10	DOES A LORD LIVE HERE?	

**My thanks go to all who keep sending me the material.**

**If you have something for the NEWS please contact me**

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