

Sussex Miniature Locomotive Society



Wharfedale News. Issue 5

23rd April 2020

Dear all

Another week flies by in isolation, my Godson is in the front line in hospitals and he feels that it is looking as if it is slowing down in Mid Sussex.

Unlike what we hear from the news we did hear from a friend of ours whose mother is in her 90's who caught the virus and she has recovered, so there are some good news stories out there.

We passed a milestone this week and had our very first SMLS Virtual Committee meeting. See Club House NEWS. Good to see everyone.

Otherwise nothing much to report in our life other than what a week it has been for weather, at least with this weather I can run trains in the garden and Lorema sits reading.

Trust you are all getting enough sun.

Keep Safe all

Mike W

Brief club house NEWS

Andrew S has had a busy time getting in quotes for updating our security system to a monitored system with notification if the alarm is set off.

We have received several quotes to study and during our very first virtual committee meeting Tuesday night we have agreed on a system and are placing an order. It is hoped it will be up and running soon.

Nothing else to report at this time and thanks go to Andrew S Andrew B and Tom B for continuing to carry out the security Checks.

Wharfedale Article 4

An Artical from Beech Hurst News - August 2000

Wharfedale

by Vince Williams



Many of you will know this engine as "The Mangle" not really a good name for something that has served us so well over many years. The loco was donated to the Society in 1957 by the widow of founder member Mr. W.M. Hebblethwaite. The engine was almost complete at the time of his death and fortunately for the Society Mrs Hebblethwaite decided to donate it to the SMLS. It is built to the "Halton" tank design of Henry Greenly an the only condition that came with the donation was that it was completed and named "Wharfedale".

Building the engine had taken up about 10 years of Mr. Hebblethwaite's time until it was handed to the Society. The original design was a training exercise for the RAF Halton apprentices in 1930. "Wharfedale" differs from other loco's of the same design by having Walschaerts valve gear and having one of the options of the design which was a Belpair firebox. After fitting draincocks, injectors and nameplates the loco was entered into the 1958 M.E. Exhibition where it was awarded a Silver Medal. During the winter of 1959 the engine was painted by a member of the Bassett-Lowke staff in his spare time.

The formal handing over of "Wharfedale" then came on the 3rd July 1960, this was done by Mrs Hebblethwaite who made the journey down from Yorkshire for the occasion. Mrs Hebblethwaite was then made an Honorary life member.

By now you have probably worked out that in July 2000 it was the 40th year that "Wharfedale" has run for the Society. An amazing achievement for a 5" gauge loco when you bear in mind the type of work our loco's do.

Unfortunately I can't give you an accurate recollection of the early years of the loco, but do know that it has had several keepers including Fred Bailey, Graham Postance, Mike Williams, Dick Simmins myself and I am sure others. There is an account of the late fifties/early sixties in the 25 year book which is where I took the previous information.

After joining the Society in April 1980 I was surprised to be approached by John West (who was Operating Manager at the time) and asked if I would look after the loco in July of the same year. At this stage it had already been running for 20 years and was showing signs of neglect! When I took the engine over I was handed several "Duraglit" tins with bits in that had fallen off! It did still run though even if most of the steam by-passed the piston valves and make a hasty exit up the chimney! The poor old girl was only fit for 3

Bluebell photos thanks to Andrew S



Prompted by Andrews photos **Bluebells**

A lonely man now walks our line
But he's never looking back
To see if trains are coming
On our now silent track
Trucks lay silent in their shed
No screams come from the
tunnel
The engines silent in their beds
No smoke comes out their
funnels
An eerie silence now.

Corona virus caused it
But nature does not know
For spring is here as he can see
When walking up the cutting.
The trees are green the air is warm
The birds are out there strutting
He paused a while,
What was that smell
It was not of our hot engines
But natures springtime bells.
Mike W

Mike P.'s musings No. 4 - Ron Bostel



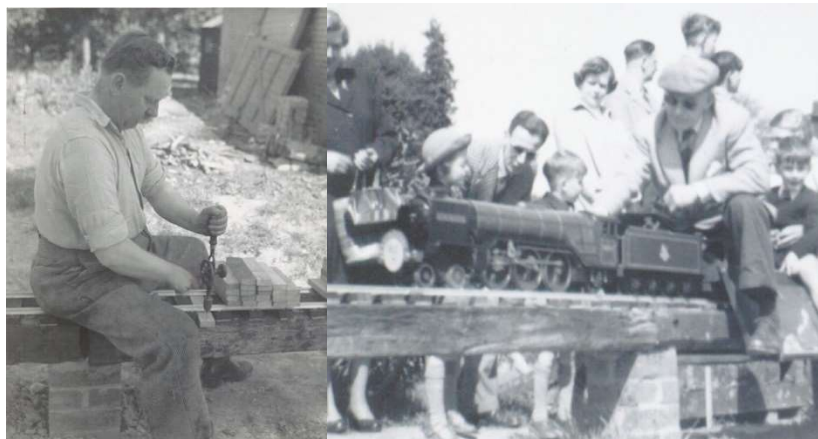
Mr S.R. Bostel Pbs

Chatting with Steve T., our “custodian of the archives”, we decided to continue our club’s history with more about our founding members. So, on that theme, I’m writing something about Ron Bostel, and, as I did with Alf Funnell, I’ll write about Ron’s influence on our club in this article, and something about Ron himself and his locos in the next.

Like Alf, Ron was born in the early 1900’s, and was a member of the Brighton and Hove Society when interest was developing in finding a site to build a continuous track. At that time, the B. and H. members were only able to run their locos on a 110foot long straight line in one of their member’s garden.

Mr. S. R. Bostel was one of the 11 members present at the first real meeting of the Beech Hurst project, which was held at the B. and H. Society HQ at Goldstone Road on May 4th 1951. At this meeting, he was elected to be both Secretary and Treasurer of what was to be our SMLS.

Ron was involved in the laying out of the original circle of track just after the completion of the earthworks by Cuckfield council. Along with Jim Hughes of the Hastings Miniature Railway, and a Mr. George Preece, they worked in duffle coats, in a snow storm, on a Saturday afternoon and actually drew out the course of the new line in the snow and then drove in pegs to mark the essential points.





Ron was involved in the track laying too, as can be seen from the photo of him drilling sleepers, in situ those days,....and all by hand too!

He ran his 3.5 inch loco, an enlarged “Fayette”, at the opening day of our track on Saturday 17th April 1954. (Almost exactly 66 years ago to the day I’m writing this! Who could have predicted the terrible mess the world is in at this time, all these years later? Having said that, food rationing of meat after the war (WWII) did not completely end until July 1954, and they had endured rationing for 14 years by then. So, perhaps we should not be complaining of a couple of “well fed” months in quarantine just yet! I digress!

The year after, in 1955, Ron handed over the responsibility for the Treasurership to Mr. Whittington, but then took up the role of our first “news” Editor (or “Newsletter” as it was known then) whilst still continuing as Secretary. Amusingly, he always referred to himself in the news as the PBS. (Poor bloody secretary), yet he held the post for 12 years until the AGM of 1963.

He was involved in the construction of the engine shed (he is second from the left), and at the completion of the track extension in the early 1970’s, he gave a speech to a large gathering of members and friends.

Previously, at the 1961 AGM, he had been made an honorable member for services rendered to the club, and at his resignation as secretary in 1963, was elected Vice President ...a position he held until his death in January 1988.

Without doubt, Ron contributed so much to the efforts to get the club “up and “running” and continued to support the club throughout his life.

My First Lap Driving a Steam Locomotive



The month is September, the year 1993 and I had been helping out at Beech Hurst since early May. My junior membership had not long been approved and the season end was getting near. Little did I know that Sunday would be when my dream of driving a miniature steam locomotive came true! Having spent much of a busy afternoon on the back of a 4-car train I thought my chance was gone when we returned to the steaming bays. Not so, and disappointment soon turned to excitement when Dick Burge offered me a lap on the LMS 7F he owned (see picture of the locomotive taken during the 50th anniversary in 2001). I couldn't believe my luck! The locomotive in question was originally built by John Seymour and like many of John's builds she was a heavyweight with the ability to pull almost anything! So the scene was set, a small gallery watched on the steaming bay as I managed to slip the wheels and a somewhat unfortunate start to driving my first lap! Thereafter, I did not look back and despite remembering those first few seconds like they were yesterday, the rest of the lap is now but a distant happy memory. Stopping at the steaming bay and I was totally made up, a feeling that I had never experienced in life. I could not wait to return home to tell my parents and (hopefully) my jealous brother! The only downside was that I now had 6 paper rounds and 5 days at school before I might get another chance!

And so there it started, my first drive of a steam locomotive and one which over the coming years I would get very acquainted with, including a Sunday evening the following summer when I was given her for 3 hours after passenger running! Dick had got comfortable chatting in the clubhouse (as he often did) and I thought had forgotten I was out on the track! My parents were not amused when I turned up after 21:00 (luckily no mobiles or 4G in those days), roast dinner cold, paper round and school the next day! Secretly though, I think they were pleased I had found something that made me so happy...!

It would be good to hear of other members (young or old) first experience at the controls of a steam locomotive - an experience I for one will never forget...

Cheers,

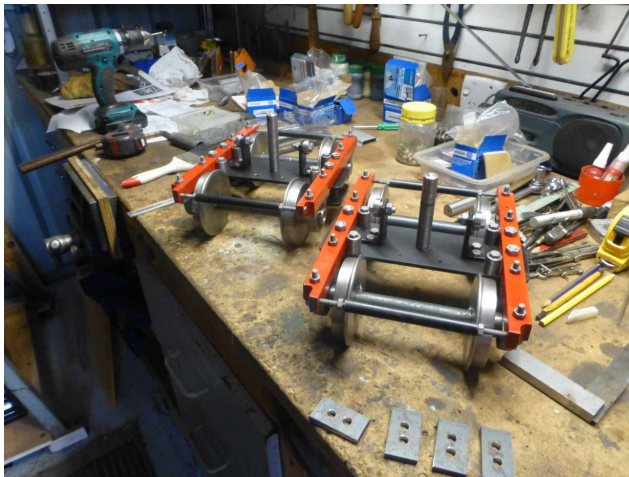
Andrew B

News From Afar 3.



From the garden. The garden has been weeded and pruned and nothing much left to do in that respect. Above are a couple of photos. A Banksia in flower, type unknown to me, the tag has long gone and a bee being a bee, just working away.

In the workshop The riding car is progressing as I am still able to work outside as the temp during the day remains in the mid teens to low twenties, but much cooler overnight..

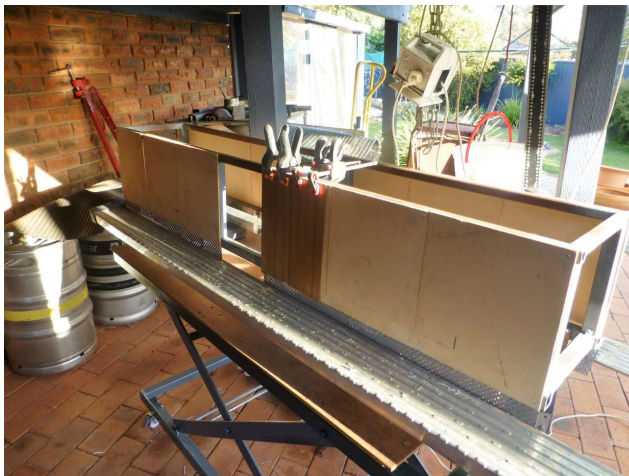


The top picture are the bogies complete except for one minor modification to be completed.

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The bottom photo shows the ongoing construction of my new riding car. It is a freelance design looking like a stretched goods wagon. The 'rivet counters' will have a field day, but I have a few precious words for them if they start.

The main frame is either 20mm square tube, the top frame, and the lower 25mm square tube. (My stock)



The sides have a 3mm MDF substrate being covered by 2.5 mm old wooden blind slats. The old blind was purchased (\$5.00) from 'The Green Shed', a shop of sorts, run at the tip selling material that has been *rescued* for lack of a better word and sold, the funds in the most part going to various charities I believe.

The foot boards also came from 'The Green Shed'. They are the running boards from a four wheel drive of some description: I saw them and thought "Just the job", as you do. They were a little more expensive at \$30.00. Made of aluminium and worth the cost for the time saved and they look '*really*' good.

The beer kegs in the background are empty unfortunately and were gifted for another project. Too good to refuse.

Work is going on at the site, mainly in ground maintenance. Yours truly has been weeding garden beds and carrying on with the weed spraying. We will survive. Stay safe, there is light at the end of the tunnel so to speak.

David - 22 April 2020

Puzzle Corner.

Ray Parsons last week's quiz answers.

Anagrams of Sports and Pastimes.

CHOKEY.	Hockey
DRAT GUSH.	Draughts
REND US OR	Rounders
TALL BEN.	Netball
LESS CORA.	Lacrosse
IN TENS.	Tennis
WRING LEST.	Wrestling
FIT KING ELY.	Kite Flying
THIN BAG.	Bathing
DIG NEAR.	Reading
CHEAP PEARS.	Paper chase
GUST COIN.	Scouting

Ray Parsons this week's quiz.

	Clue	Make of Car
1	A WANDERER	
2	BEATS OF DRUMS	
3	A VICTORY	
4	WILD CAT	
5	A DANCE	
6	A CROSSING	
7	A LONDON BRIDGE	
8	FARMER ON A STROLL	
9	SOUND WITHOUT AN O	
10	PEOPLES' TRANSPORT	

Lorema's Challenge

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

	Question	Answer
1	What FIR is in the heavens	FIRmament
2	What FIR is a weapon	FIRearm
3	What FIR is decorative explosion	FIRework
4	What FIR is a small barrel	FIRkin
5	What FIR is business	FIRm
6	What FIR is before anything else	FIRst
7	What FIR is made from wood or coal	FIRe
8	What FIR ia flying beetle	FIRefly
9	What FIR is an outside staircase	FIRe Escape
10	What FIR is a type of lightning	FIReball
11	What FIR is a person who causes trouble	FIRebrand
12	What FIR is a narrow inlet from the sea	FIRth
13	What FIR is another name for whisky	FIRewater
14	What FIR a source of heat for steam engines	FIRebox
15	What FIR a small bird	FIRecrest
16	What FIR the home of extinguishing vehicles	FIRe station
17	What FIR is flame protective clothing.	FIReproof
18	What FIR used to start coal burning.	FIRewood
19	What FIR a name for a tyre manufacturer	FIRestone
20	What FIR is emergency help	FIRst Aid

This week's Challenge. Find the Flowers.

F	A	B	C	D	A	I	S	Y	D	A
U	L	K	J	A	H	G	D	F	E	S
C	M	N	S	F	P	Q	W	L	E	T
H	I	I	U	F	X	Y	A	T	R	E
S	R	P	A	O	S	Z	D	F	G	R
I	H	O	L	D	A	T	U	L	I	P
A	Z	H	X	I	V	G	N	B	W	O
Z	J	P	B	L	U	E	B	E	L	L
Q	I	W	R	R	T	U	Y	G	P	Y
D	S	N	T	I	L	M	H	O	J	A
I	A	D	N	I	M	F	G	N	Z	N
H	B	D	L	I	F	R	E	I	V	T
C	N	Y	S	N	A	P	O	A	L	H
R	M	E	R	A	U	J	W	S	K	U
O	A	N	E	M	O	N	E	V	E	S

DAISY

BLUEBELL

DAFFODIL

AZALEA

PHLOX

POLYANTHUS

PRIMROSE

TULIP

PANSY

ZINNIA

ORCHID

FUCHSIA

ANEMONE

BEGONIA

GEUM

LILY

ASTER

IRIS

My thanks go to all for sending me the material.

If you have something for the NEWS please contact me

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