

**Sussex Miniature Locomotive Society Ltd**

Issue No. 396  
April 2012

# **BEECH HURST NEWS**



**Cover picture: -**

*Modern Elegance:* The cover of the February edition had an image of one of the oldest locomotives to be modelled at Beech Hurst and for this edition one of the newest. Our new Class 73 electric was finished last Sunday and a report on the final stages of construction appears inside...

**Editor**

Andrew Brock  
189 The Welkin  
Lindfield  
RH16 2PW

[andy.brock15@btinternet.com](mailto:andy.brock15@btinternet.com)

SMLS Ltd, The Clubhouse, Bolnore Road, Haywards Heath,  
West Sussex, RH16 4BX.

Opinions expressed in the News are not necessarily those of the Society for which it cannot be held responsible

Copyright is that of the author or the S.M.L.S

## **Editor's Notes**

This edition has been slightly delayed to ensure our new Class 73 could appear on the cover pictures and also so it could be distributed during the Bank Holiday weekend to maximise the opportunity for collection (postage went up again as recently as last Monday...!). So far away are we now from the March edition and since then we have experienced record high temperatures (during our closed season) and the wettest April on record (just as we have opened for 2012!). We do need the rain, however as some of our takings will prove, the start of 2012 has been one of the most indifferent for many years and hopefully it is not a sign of things to come over the next 5 months.

February was a bumper edition and many thanks to: Andrew S, Ray, Roy P and Stephen H for their articles and pictures. In Roy's case it was nice to see the arrival of another new locomotive and what a 'cracker' it is too!

This edition has an article by John B, an article and pictures by Andrew S, an updated 'Positions' list for 2012, a final Winter Work report and a fully updated Diary, so please read on and enjoy...

**Andrew**

## **Secretary's Notes – A Change at the Top**

The Committee wishes to inform you that at their March meeting Mike Porter stood down as Chairman. Mike has been Chairman of Beech Hurst for the past 7 years and for a number of reasons felt that a change at the top would be good for the Society. He is not standing down or resigning from Beech Hurst or the Committee and is happy to continue to serve on the Committee as a normal Committee member and also to continue in other duties such as TC, cleaning of the clubhouse and the one hundred and one other things that he does.

At the moment we are without a Chairperson and we will continue like this for the foreseeable future. Our rules state that we do not have to have a Chairperson but we want to assure you that being without a Chairperson will not affect the running of the Society – IT WILL BE BUSINESS AS USUAL.

If you should have any problems or issues then please inform any Committee member and this will then be discussed at the next Committee meeting.

I would like to take this opportunity on behalf of you all to thank Mike, very sincerely, for all the hard work and effort that he has given to the Society during the past 7 years while he has been Chairman. As Chairman, Mike has worked tirelessly with much of his work being done behind the scenes and never seen. He has always been cheerful, approachable and willing to give advice and help when needed.

Mike, on behalf of everyone, a very big THANK YOU!

**John Baldwin**

## **Outgoing Chairman's Notes**

Having been Vice-Chairman for a couple of years, followed by Chairman for the last 7 years, I have decided, for a number of reasons, to take a rest.

Along the way, I have written about 40 Chairman's Notes, chaired 9 AGM's and had the honour to see us through our very successful 60<sup>th</sup> year celebrations last year. Time has flown quickly as ever!

I should like to thank everyone who has supported me throughout my term and who helped to achieve the many improvements we made to the Club during this time.

I am continuing on the Committee and will still be doing jobs for the Club in the background, along with the other hard working 'regulars' who do such a great job to keep the Club looking smart and well maintained.

So a last 'thanks to you all' from me as Chairman...

**Mike**

### **Election of 'Officers' and 'Workers' for 2012**

At our first Committee meeting following the AGM we always elect members to fill the Officer's & other 'Working' positions within the Club, this list is for 2012:

**Chairman:** Vacant

**Vice-Chairman:** Vacant

**Secretary:** John Baldwin

**Minutes Secretary:** Andrew Brock

**Treasurer:** Andrew Brock

**Other Committee Members in Addition to the Above Officer's:**

Daniel Evans, John Gange, Graham Mundy, Mike Porter, Steve Turner, Geoff West & John West

**Operations Managers:** Nick Edwards, Daniel Evans & Geoff West

**Signals Engineer:** Graham Mundy

**Assistant Signals:** Steve Turner

**Workshop Manager:** Geoff West

**Assistant Workshop:** Steve Turner

**House Manager:** John West

**Materials Manager:** Andrew Brock

**Assistant Materials:** Peter Marten

**Social Secretary:** Val West

**Librarian:** Ray Parsons

**Assistant Librarians:** Andrew Brock & Geoff West

**Newsletter Editor:** Andrew Brock

**Boiler Coordinator:** Steve Turner

**Boiler Inspectors:** John Richardson, Paul Tomlinson, Geoff West & John West

**Custodian of Wharfedale:** Andrew Brock

**Assistant Custodian:** Vacant

**Carriage Valeters:** Nick Edwards & Ian Thompson

**Custodian of Club Electric Locomotives:** Graham Mundy

**Webmaster:** Stephen Hutton

**Clubhouse Cleaners:** Andrew Brock & Mike Porter

**Track Maintenance:** Roy Preston

**Carriage & Wagon Maintenance:** Andrew Brock

**Assistant Carriage & Wagon Maintenance:** Andrew Strongitharm

The positions of Chairman, Vice-Chairman and Assistant Custodian of Wharfedale remain vacant this year and 3 new positions have been created, 1 for Track Maintenance and 2 for Carriage & Wagon Maintenance. Any changes to the above positions will be communicated through the newsletter.

**Andrew**

### **For Sale**

A few years ago the Club was given a BR 'Britannia' locomotive, which was under construction by the late Larry Bradley. We have stored the parts since that time in the hope that the project could be taken on by a group or an individual member, however the opportunity has never arisen and it is for this reason that the Committee has now made the decision to sell these parts as shown below. We have given a guide price for each of the 3 items and all offers for these should be made in writing to the Secretary at the address below. It should be noted that the money from this sale will in the first instance be offered to Larry's widow Brenda who can then decide where the money should go.

#### **Item 1 – Tender at £750 – Pictured next page top**

The rolling tender chassis is virtually complete with items of brake gear and some detailing to finish. The body is part soft soldered with some soldering, brass fabrication and pipework left to do, as well as final painting.

#### **Item 2 – Boiler at £1250 – Pictured next page bottom**

The boiler is an ex-Modelworks 'in house' construction and was destined for use on a 9F, however we understand that it would be suitable for a 'Britannia' with some minor chassis modifications required to incorporate it. There is no certification or CE marking, however it has previously been tested at Beech Hurst and apart from a couple of minor 'beads' is water tight at twice working pressure.

#### **Item 3 – Locomotive Chassis + Castings at £250 – Pictures next page but 1**

The chassis is in the early stages of construction and would require checking prior to work continuing. Along with the chassis there are many castings (some machined or part machined) as well as some of Larry's own motion work fabrications (again some are machined, some part machined) and I hope the photographs show sufficient detail for these items.

Any interested persons are asked to contact our Secretary, John Baldwin, in writing at the following address and if this is possible prior to May 19<sup>th</sup> then we can make any decisions at this, our next Committee meeting. In the meantime, viewing of the items at weekends is possible.

John Baldwin, 1 Markfields Road, Caterham, Surrey, CR3 0RP

**Andrew**

**Item 1 Picture:**



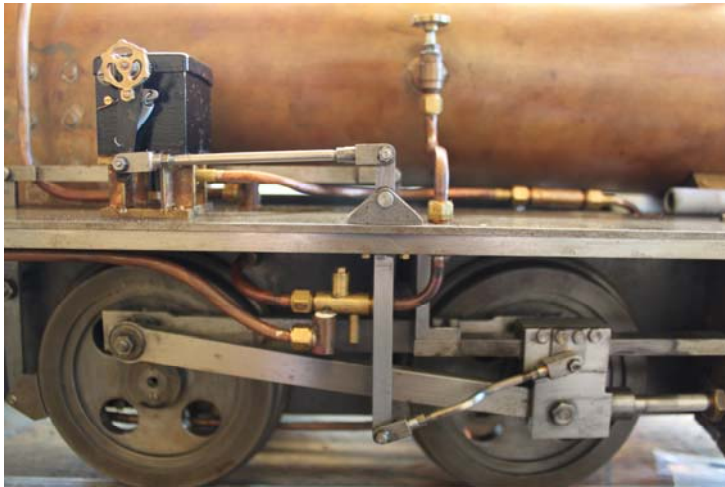
**Item 2 Picture:**



Item 3 Pictures:



## Building a 5" W&L Dougal



Since the last report, work on Dougal has almost, with only a couple of exceptions, concentrated entirely on 'operation lubricator'. The lubricator itself was purchased last August and about two months of work has gone into making the stand and drive mechanism. I fabricated the stand out of four pieces of 3/8" brass angle, sandwiched

between and soldered to two pieces of brass plate. The stand is then bolted onto the running plate from beneath, with the tank itself bolted to the stand, as per the real locomotive. This has more recently caused a few problems, which we were expecting, should the tank require to be taken off the loco for any reason. **(Pictured above: The lubricator assembly in place, showing the tank, stand, drive and associated pipework behind)**



With the tank positioned, I then made all the linkage required to actuate the pump. This is driven off the crosshead, together with a pivot piece mounted on top of the running plate. Everything seemed to take forever to make and progress was very slow, until more time was available during the Easter holidays, when the linkage eventually came together. With four fork ends to machine (plus another carbon tap lost in the process) and the same number of pins to make, progress was very time consuming. Although not very well illustrated in the photo above, two of the rods had to be bent away from the injector for clearance purposes, again like the full size locomotive - everything is very tight under there. With a little bit of luck and lots of judgement, the first test of the linkage showed near on perfect results, with ample throw provided by the carefully calculated ratios of the

holes and pivot point in the rods. **(Pictured above: Dougal's (fake) smoke box door showing its (fake) hinges!)**

For a few weeks now, we have also begun to turn our attentions to the four side tanks. Due to the size of the scale tanks we have always maintained that these would only ever be for 'ballast' purposes and as such began to make them back in February. Unfortunately, the earmarked steel block proved to be slightly too small and in some respects would have been a bit too heavy anyway. We therefore settled on a more labour intensive but educational (for me) process of welding together three pieces of steel box section to individually form each tank. This gave me a good opportunity to practise my welding, which I then machined off to leave a smooth finish. The tank production takes place as and when we get time or bored of whatever else we are doing (which ever comes first) and so progress has been static over the last four to five weeks.



Another job that was never completed before New Years Day was to make the fake hinges and handles for the smoke box door. This job also seemed to take weeks, as the very many small components were each made separately, before being assembled on the door. I am now pleased with the result and the time has paid off. Whilst

tapping one particular hole in the solid door, I managed to leave most of the tap I had been using behind, so I was very glad that the resident spark eroding expert was happy to be of assistance! It is for this reason that I have included the picture showing the process in action. It is all very clever stuff; however I have no intention of requiring Ron's or Roy's services again at any stage in the future!

**(Pictured above: The spark eroding machine whilst removing my tap!)**

**(Pictured below: Dougal in the back siding, whilst undergoing testing)**



With the above all complete, or in the case of the side tanks in the process of being completed, Dougal has since taken to the Beech Hurst tracks again to show what it's made of. And, I can report, apart from a minor glitch with the lubricator, everything is working just fine.

**Andrew S**



## Winter Work

The winter work season is now but a distant memory; however we have completed a couple of longer projects since the last newsletter at the beginning of March.

Most notably, and by far the biggest job of the winter, was the construction of our new Class 73 locomotive. Agreed last summer and started at the end of October, it has taken most Sunday afternoons and more recently some 'homework' to complete the project. The basic chassis parts were purchased, as was the painted body and the super detailing items but most of what you see has been modified from our scrapped Growler 'Michael Faraday' or fabricated from scratch. The kit is of Maxitrak origins, however it was decided at an early stage that much of their chassis structure was not suitable for our purposes and it was then that the idea of using 'Michael's' bogie parts, motors and 'brain' came to light. The bogies are heavily modified from those on the original 'Growler' and are complete with 'ball bearings' to ease maintenance and reliance on oil! The wiring and circuitry are of Graham's own design and allow the batteries to be charged without the removal of the body shell, which is when damage is most likely to occur. Finally, the 'bald' but painted body shell has been transformed with all the pipework, handrail and transfer detailing to make the locomotive what it is.



Having been at the Club on most of the Sunday's that Graham and Peter have spent working on this project, I can safely say I know just how much time and effort has gone into it, and of course the trials and tribulations encountered along the way. These things inevitably take more time than we would wish (ask most active Model

Engineers!) but as long as the end result is what we want then it is always worth the wait! Through these pages I would like to extend a special thank you to Graham and Peter who have spent much time this winter producing a fine machine and showing a wealth of experience and talent in many different ways!

**(Pictured Above: The obligatory 'corny' photograph of the builders)**

**EdNo.** Just as an aside to the above, if you are asked, then the name 'The Royal Alex' comes from the Children's Hospital in Brighton, the name the locomotive received in 1992 and still carries today at the preserved Avon Valley Railway.

Another project completed around the time of Easter was the repainting of truck S1 into BR 'Blood & Custard' livery, to match the new truck brought in last year.

This had taken slightly longer to complete than originally planned and was another good learning curve in the best method of painting a two tone colour scheme with lining. Andrew & I are pleased enough with the end result and the 2 trucks together are nice combination, best suited to a LMS locomotive if possible! Outside, Roy P has started working on bits of the track, re-packing a number of piers adjacent to the steaming bays, as well as cutting out grass around the base slabs between the steaming bays and the station. He has also en-listed the help of many willing (or otherwise) volunteers to help with day to day maintenance tasks and is preparing to analyse much of the track for level and curve cant's in order to hopefully optimise performance.

Also completed since our AGM is the further re-wiring of some of the signalling boxes adjacent to the steaming bays, which is an ongoing and longer term project intended to replace all our outdated and corroded wiring and keep the signalling system mostly trouble free. Steve T has also been busy starting to replace the 240v wire from the track into the engine shed, which is life expired.

Finally, the gardening has also continued a pace, as it does so even throughout the summer, and everywhere is currently looking very 'green' all of a sudden – must be something to do with all the recent rain! Thanks to Brian J, John G, John M and Roy P who you will often find out and about on a Saturday morning, armed with all sorts of gardening goodies!

**Andrew**

### **Forthcoming Events**

Since the AGM, dates for most of the summer social events have been firmed, plus a couple 'bonus' ones this year, which are using Beech Hurst as their base. Starting with this weekend and we have the Haywards Heath leg of the 'Sussex Living' Marathon starting and finishing at Beech Hurst. This is a 10 mile race around parts of Haywards Heath and could attract up to 500 entrants! The route takes runners past our clubhouse and back the same way so it should be very interesting indeed and I will duly report back in the June edition.

The remainder of May is then quiet, before our first BBQ of the year on Saturday 2<sup>nd</sup> June. This will be the normal 'Bring Your Own' format with onions and puddings provided, hopefully nice weather and a few trains running too!

Next, on Monday 4<sup>th</sup> June, there is a large 'Party in the Park' planned for Beech Hurst in connection with the Diamond Jubilee celebrations. This is scheduled to take place from 14:00 till about 22:30 and will feature many attractions as well as a Jubilee Beacon being lit and fireworks finale! We are planning to run an extended service up to about 20:00, possibly with the BBQ alight again, and if you are interested in helping out during the afternoon or evening then please add your name to the list in the running book and the format for this day can then be decided at our next Committee meeting on the 19<sup>th</sup> May.

Following the Jubilee weekend, we are then due to welcome the Lavender Line to Beech Hurst on our June Club Night. The format will be similar to previous years where they will have the opportunity to drive one or more of our locomotives and there will also be a cold buffet available for our guests too.

Hopefully they will be able to experience Beech Hurst at its finest again this year, having been lucky with the weather on all previous visits to us.

Then, on Saturday 9<sup>th</sup> June, we have received an invitation to visit Chelmsford club. We missed this visit last year for one reason or another, so hopefully this year we can take a few members and a loco or 2 up to their track for a run, which is not too far for a day trip and within a stones throw of the Greater Anglia mainline from London to Norwich. Names on the blackboard by the end of May would be much appreciated and then final numbers can be communicated to the Chelmsford club to aid their preparations.

The following Saturday, 16<sup>th</sup> June, we will then welcome Chelmsford to Beech Hurst for a return visit to our track. I cannot promise anything, but I trust the weather will be kinder than recent years when it has almost invariably been wet!

Thereafter, we have been invited back to the Lavender Line on Saturday 30<sup>th</sup> June for a return visit. Although this is a running day for us, it works out best at their end and if we plan and are prompt with our packing up at the Club then we can comfortably be over there for 18:00. Names on the blackboard by the second week of June would be much appreciated and this will help with the planning at their end as much as at ours.

Finally for now, there is the end of summer 'Bring Your Own' BBQ on Saturday 25<sup>th</sup> August. The format will be identical to the June evening with onions and puddings provided, and hopefully some good weather with it!

**Andrew**

### **Diary of Events**

6<sup>th</sup> May 2012 – 'Sussex Living' Marathon, start / finish at Beech Hurst from 10:00

2<sup>nd</sup> June 2012 – Mid-summer 'Bring Your Own' BBQ from 18:00

4<sup>th</sup> June 2012 – Diamond Jubilee 'Party in the Park' at Beech Hurst from 14:00

7<sup>th</sup> June 2012 – Club Night & Lavender Line to visit Beech Hurst from 18:00

9<sup>th</sup> June 2012 – SMLS invited to visit Chelmsford Club from 10:00

16<sup>th</sup> June 2012 – Chelmsford Club to visit SMLS from 10:00

30<sup>th</sup> June 2012 – SMLS invited to visit Lavender Line from 18:00

5<sup>th</sup> July 2012 – Club Night – Will start at approx. 1900

2<sup>nd</sup> August 2012 – Club Night – Will start at approx. 1900

25<sup>th</sup> August 2012 – End of summer 'Bring Your Own' BBQ from 18:00

6<sup>th</sup> September 2012 – Club Night – Will start at approx. 1900

**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: -**

*First Outing:* With the rain clouds having parted and the sunshine out, it was decided this was too good an opportunity to miss to try the new Class 73 last Sunday and after a loaded test run, the machine is pictured at the bottom of the 'Tennis Court Straight' complete with matching Pullman trucks.