

Sussex Miniature Locomotive Society



Wharfedale News. Issue 3

9th April 2020

Dear all

It is with great sadness of heart that I have to inform you that our dear friend and fellow member John West passed away on Wednesday morning at his home in Burgess Hill.

John joined the Society in 1977 and has been actively involved in many areas of the Society over the years and was still Housekeeping Manager of the clubhouse with Val up until 2019.

He became a Vice President of the Society in 2019.



John will be very sadly missed and all our thoughts are with Val and the family at this very sad time.

Keep Safe all

Mike W

Brief club house NEWS

Important Notice

As we are now entering the more vulnerable stage of the Covid – 19 pandemic please will you ensure that you discuss any essential visits to the clubhouse to collect personal belongings with Andrew Strongitharm before doing so.

This is because we have scheduled the security visits to minimise the cross contamination of the security team entering the building by maximising the distance between visits.

We have been informed that someone was spotted looking into the clubhouse and trying the doors so following a rapid round Robin this morning, rather than take a chance, we have taken the action to remove all keys from site to increase the security.

Andrew Strongitharm is also meeting a security Company up the club today, Thursday afternoon, and he is seeing 3 more Tuesday/ Wednesday next week to seek a quote and advice on increasing our security system.

It has also been thought beneficial if we can to put temporary fixings on the inside of the steel door to improve the security.

Very little else to report other than it would appear throwing cans over the fence into the cutting is the latest game for visitors to the new houses. Or to quote Andrew Brock "Builders or residents using our cutting as another Imberhorne Tip mark 2!"

We have also had a small tree fall down on the south side of the tunnel but it appears not to have done any damage.

Many thanks to our trusty team of Andy S, Andy B and Tom for doing the Security checks

Wharfedale Article 2.

AN EXTRACT

FOR SMLS HISTORY

from the 'Model Engineer' for 11th September, 1958; issue no. 2990 page 322.

"At the ME exhibition" by J.N. Maskelyne,

".....It was followed by a 5 in. gauge 2-6-4 Halton tank locomotive exhibited by Mrs M.C. Hebblethwaite, of Skipton, as an example of her late husband's craftsmanship - and a beautiful example it was, though not quite finished. There were some faults in it, but they were not of the builder's making; in fact, I feel sure that, had he lived to complete this very fine job, he would have corrected at least some of them. The engine was not painted, so there was plenty of opportunity to scrutinise it and to appreciate the high quality of the workmanship put into it. Machining, fitting and finishing could be seen to perfection, and even tested in several places; they were found to be faultless. The platework was a joy to examine; it was clean, straight, square, flat and entirely unblemished. The riveting was superb and the whole engine was a first-class example to set before any budding and many an experienced locomotive builder. We could not award it less than a Silver Medal, and I think this must be the first occasion that such an award has been made posthumously at the ME Exhibition."



Photograph circa May 1996.

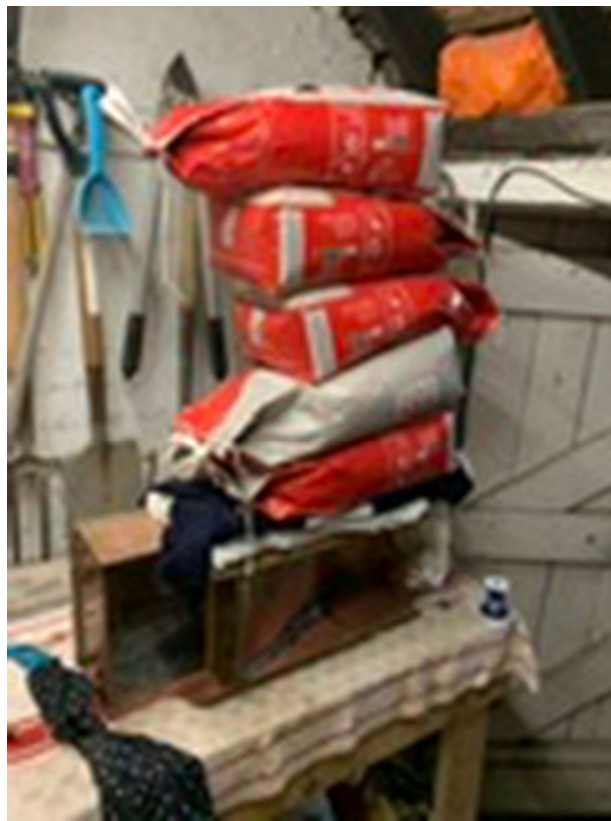
Model engineering through lockdown:

Nick Edwards.

As we all know, this is a sad time for the world with the coronavirus pandemic. It's a time of uncertainty and the unknown for most of us alive.

However, through this storm of the unknown we're all lucky to have a hobby which can keep us occupied and out of harm's way, unless we run out of materials!

As a lot of you know a couple of years ago, I bought a part built Royal Scot from the birth place of the LNWR, Crewe. Since which I've been cobbling the tender together. During this lockdown period, progress has probably increased 2/3-fold. The tender tank is now finally looking complete and is water tight despite issues with the expansion and twisting of the brass pulling in each and every direction known to man. This is a worry for most model engineers who solder up tanks and tenders alike.



As, can be seen in the photo that is indeed cat litter to provide a weight to force the plate back into an alinement. The cats didn't mind. Although, I had one of them staring at me some of the time with a look of wonder as if to ask. Am I going to be able to use that? As my use for that are far greater than yours. I've been watching the news where humans have been bulk buying toilet roll!

That I must confess was a moment of desperation, but it did work with plenty of heat and a watchful eye it did pull in (thank goodness). A very successful water test proved that everything was fine even with a water capacity of just over 2 gallons (9.5 litres). The tank just now needs final solder dressing and fitting of other parts like water valves, and the water level indicator before I can start to finish off the chassis. I'll keep you posted on progress.

From myself personally I wish you all good health and to stay safe.

Nick





'On the back of last week's very interesting piece by Mike Wakeling, which he based on his Grandfather's LSWR railway postcard, it got me thinking about my Great Grandfather's railway career, also on the LSWR. Bill Tincombe was a career railwayman of 50 years, starting at London Waterloo in 1903 as an odd job boy and aged just 15, before progressing to a trainee signaller and finally a fully qualified signaller. He worked the signal boxes at London Waterloo, Clapham Junction 'A' (the one which straddled the southern western side tracks), Wimbledon and several small signal boxes on the joint London Underground / Southern Railway line between Wimbledon and East Putney. He retired in 1953, having completed his 50 years of railway service. Working in a 'reserved occupation' he avoided conscription during both World Wars but must have seen a lot of action during World War II. Apparently he never talked about it though. Of my few pieces of railwayana, the accompanying original picture is my most treasured and shows the Waterloo cricket team of 1911, who have won the Drummond Challenge Cup with Bill Tincombe pictured back right. The fashions of the time (particularly the numerous large moustaches)

are very evident and lucky these men were, for 3 years later many others who were not in a 'reserved occupation' would be sent to the frontline!

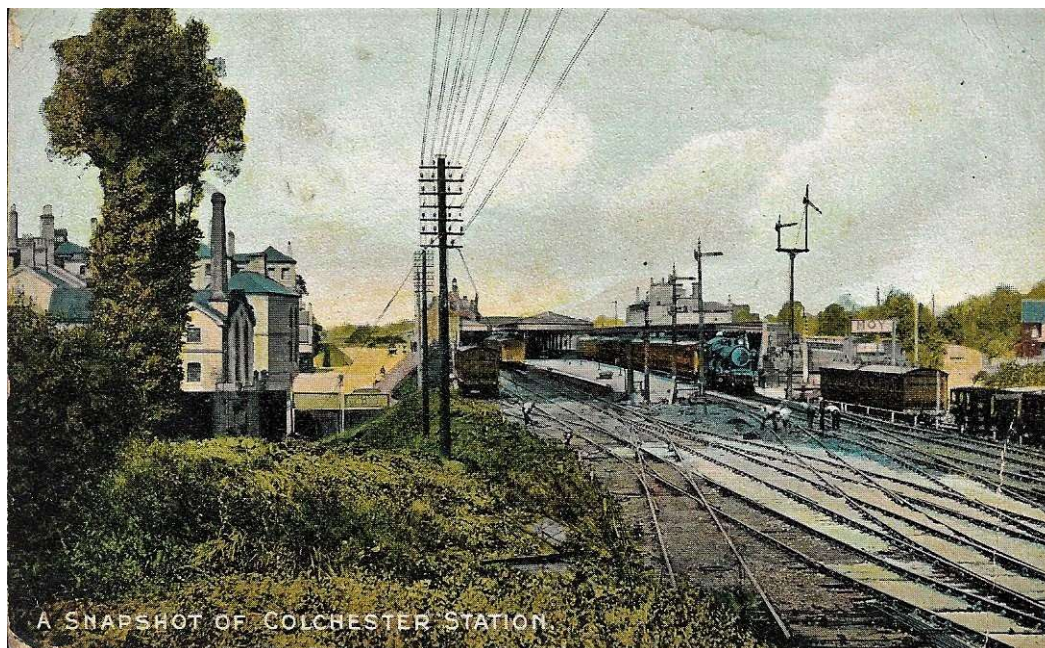
'During this period of lockdown, you may wish to have a look at the following website link, which are the histories of the many signal boxes fitted with Westinghouse frames. In the top group, both Clapham Junction 'A' and Waterloo feature, however many of the other locations are worth a look. A bygone era of electro-mechanical signalling, all but now consigned to preservation...'

<https://www.wbsframe.mste.co.uk/public/sitemap.html>

Colchester Crash 1913.

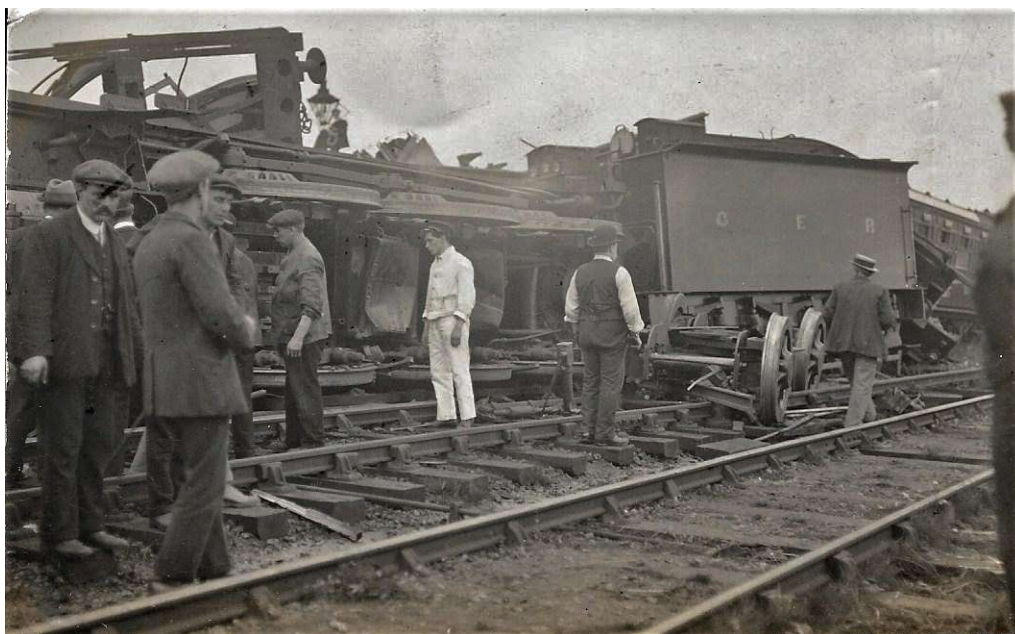
Again another find while sorting through my Grandfather's post cards.

I first found this old postcard of Colchester Station circa 1900.





I knew my great grandfather worked on the railway in Essex and the family was based around Colchester and next in the pile was a picture of him looking at a crashed steam locomotive.



He is the man standing in the foreground wearing a bowler hat, which was his trade mark, looking at the debris. Written on the back was Colchester 1913.

I did my research again and sure enough there was a crash on 12th July 1913 at Colchester.

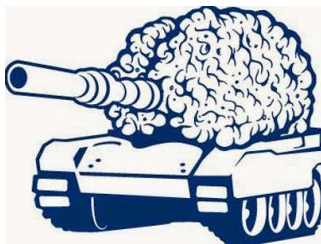
It was an express train from Cromer to London which ran into the back of a slow moving engine on the same line when running through Colchester Station

The express train was pulling 12 coaches at high speed when it hit the back of the other engine killing the lone driver of the slow train and the Driver and fireman of the express train. An inspector who was also travelling on the engine escaped with comparatively slight injuries. The guard of the train, who was travelling in the leading brake-van, was also killed, almost instantaneously. It is believed that there were seven passengers travelling in the first-class carriage behind the brake-van; one of these was seriously injured, and was hospitalised. 13 other passengers complained of slight personal injuries.

It is listed as a Great Eastern operated with the primary cause being signaller error and incorrect use of the Sykes Key with a secondary cause being listed as driver error, failure to operate rule 55.

Mike W

Think Tank



club.

Feed us with your ideas for the NEWS or the

Mike P's Musings.



Alf Funnel (1905 – 1984)

Following the last news, Steve T. suggested I write about probably a man that had a huge influence upon the decision to build a track and clubhouse in Beech Hurst gardens. His name was Alf Funnell. This week, I thought I would focus on his influence on our club and next week I'll write a little about his life and personality.

By 1950, Alf was already a founder member of 2 clubs - Eastbourne and District Model Engineers in 1932, and the Mid Sussex Model Engineering and Wood Working Society in Haywards Heath in 1946.

Up until that time, there were only a few up and down tracks available in the area to run small locomotives, although members of Sussex clubs did make the occasional trek to the Malden Society, which from 1946 onwards had a continuous track at Thames Ditton. Remember, at that time, there were only winding A and B roads, cars were small and somewhat less reliable and slower than today's cars, and there was post war rationing of petrol. So, it was in the late 1940's, Mr. Austen-Walton, the then Chairman of the Worthing Society (and of "twin sisters" fame) and Mr. Bert Perryman another Worthing / Brighton member (of "Remembrance" fame) (yes, Ivan's dad), were discussing the possibility of finding a suitable local site for Worthing, Brighton and Mid Sussex members to build a continuous track.



Mr. Austen-Walton



Mr. Bert Perryman

Later, in September 1950, nearly 70 years ago now, our man Alf comes into the picture. He was at a Model Engineering Exhibition at the King Alfred centre in Hove and talking to Mr. Ayliffe, of the Brighton and Hove Society (Our Treasurer Graham's god father) and also Mr. D. Venus. Alf mentioned to them the existence of the site at Beech Hurst which had been donated to the people of Haywards Heath by Mr. Yapp, the deceased owner of the big house (where the Harvester Restaurant now stands) and the land behind. This had been entrusted to Cuckfield District council to develop.



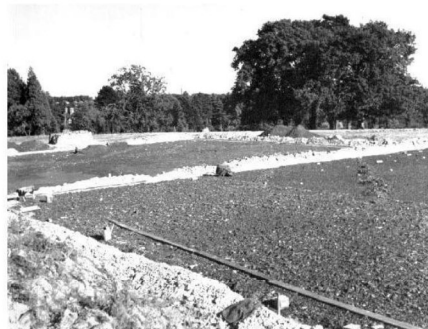
**Cpt A. de S. Hutton - 3½in 2-6-2 Princess Elizabeth
ME Exhibition King Alfred Baths**

In October 1950, Mr. Ayliffe and a few others met up with the chairman of Cuckfield District council, whose name was Mr. L. Whittington. (him of the white memorial stone embedded in our club house wall on the left of our front patio area). All were impressed with the possibilities of the site.



The Proposed Track Site Looking South

In December 1950, the clerk of the council wrote formally to the secretary of the B. and Hove Society, accepting their plans for a railway to be incorporated into the site, however on the 16th of March 1951 at a B. and Hove meeting, the postponement of the whole matter was agreed on cost concerns. Nevertheless, a further meeting on March 31st at Beech Hurst between Messrs. Ayliffe, Perryman, Austen-Walton, and Whittington, took place. More discussion followed and an agreement, and letter sent on April 27th, confirmed that the council would combine the earth moving requirements of the railway with their leveling of the land for bowling greens etc. The good news was put to a grand meeting of the three clubs, Brighton, Worthing and Mid Sussex, at Goldstone Street on May 4th 1951. So it was, our club was born!



The Council combined the earth moving requirements of the railway with their leveling of the land for Bowling Greens etc.

Our man, Alf Funnell, thus became a founder member of club number 3! On 1st November 1951, Alf was elected onto the track committee of the newly formed SMLS, which amongst others included Austen- Walton, Les Clarke (known as "Nobby", and builder of the "Arthur", "5" etc). In 1962, Alf was instrumental in setting a standard wheel profile for the club and in 1966 was made an Honorary member along with Arthur Ayliffe, Father Brown, Miss. Hatton, Ron Bostel, K.N. Harris, Jim Killick, and Doreen Charmbury. In 1966 he was still on the committee as works manager (Workshop manager).

He retired from committee work in 1974 after serving for 22 years. So, Alf played a huge part in the early days of our club and, in fact, it's thanks to his suggestion that we are in Beech Hurst gardens, a wonderful setting. Next week, more about Alf himself.

As old Jack would say "Nuff Said"

Puzzle Corner.

Answer to Andy Brock Challenge

The answer to last week was Oakham railway station, which is in the county of Rutland.

Nick's Quiz.

Sussex railway related questions:

1. Name of the station which the Steyning and Cranleigh lines meet together?
2. Which member of the royal family attended the 1896 warm-up test match Lord Sheffield's XI vs Australia?
3. Where did that match take place?
4. Brighton works was established in 1840 and produced in total 1211 locomotives, which year did locomotive construction cease?
5. The LBSCR abandoned the building of which railway in 1866?
6. Reached by the LBSCR in 1846, name the capital of West Sussex?
7. Used in the production of bread, whisky and beer and an East Sussex town?
8. Name in common with a 1st Brighton Belle kitchen car and a truck at Beech Hurst?
9. Opened in 1841, 37 arches and built at the cost then of over £38,000?
10. Former resident of East Grinstead and published 'The reshaping of British Railways report' in 1963?

Lorema's Challenge

Hope you enjoyed last week's word search. Humble apologise for Mikes typo which I never spotted. It would have to be his name! It was meant to read from bottom left hand corner up at the angle and the "G" is where the "I" should be.

This week its

Sussex Place Names

Sussex Place Names

Example : Not dull, 20 cwts = BRIGHTON

1. A shallow river crossing
2. Value
3. Found in a church
4. Creepy ?
5. Dignitary on a mound
6. Bob's card game
7. Fifty female sheep
8. A grain
9. Replete monarch ?
10. Female horses' home
11. Equestrian measure annoyed
12. Dried grass and what bees do
13. Compass direction and part of a candle
14. Gives milk and sheep's enclosure
15. Equestrian measure annoyed
16. Fishy extremities with a Spanish title
17. A church emblem clutched
18. Iron circle
19. Holy Basin and feeling fit
20. Decaying church official

Have something for the NEWS please contact me

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