

BEECH HURST NEWS



Cover picture: -

On a Roll: The latest addition to our fleet is a cattle wagon, recently built and then kindly donated to the Club by Jack Pitt. This vehicle joins the Guard's Van Jack built for us last year and together with 2 or 3 other member's wagons, forms part of a nice freight train we can periodically use.

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Editor's Notes

Before I get too far into this edition, I must confess to a minor factual discrepancy in the last newsletter! The cover picture showing Peter Chapman's new 'Pamela' locomotive describes this as an LMS type 'Pacific' locomotive, which as pictured is seemingly correct. However I have since been reliably informed by Peter Marten that this LBSC design was actually based on the then re-build of the SR 'Merchant Navy' class locomotives in the 1930's and not on an LMS locomotive of this period. Thank you to Peter for pointing this out to me and as they say 'you learn something new everyday'!

Since the June edition, things have been quite quiet at the Club with the host of social events in May and June a long and distant memory. In fact our next social event is this very weekend with our end of summer BBQ. The changeable theme has continued since the beginning of July, with mixed weather, i.e. some days flooded out and others 30+ degrees and sunny! As we approach the end of what I would call our 'summer season' we are left to reflect on another unusual year weather wise and unless we have a very good September we will be down on passengers from 2011 for sure. That said, we have rarely been rained off completely but there are very few locomotives (or drivers for that matter) who have not got wet at some point during the season! Anyway, here's to the remainder of our 2012 running season and hopefully September will be like some in previous years when we get an 'Indian Summer'...

This edition is very much slimmer than the previous few and thanks to Ray and Andrew S for providing the articles and pictures, along with my usual writings. In addition to these, there is also an updated Diary which carries on through the autumn towards 2013 and also the second 'pull out' for the Club's material stores. So without further ado, please read on and enjoy...

Andrew

A Little Piece of Club History

Editor Note: The location of the following photograph maybe familiar to some of you and others possibly not. For me, it is a familiar location I see most days on my way to and from work. The following piece from Ray describes the scene and also the historical relevance to Beech Hurst. It is very interesting and I have since looked at this view in an entirely new light each time I pass.

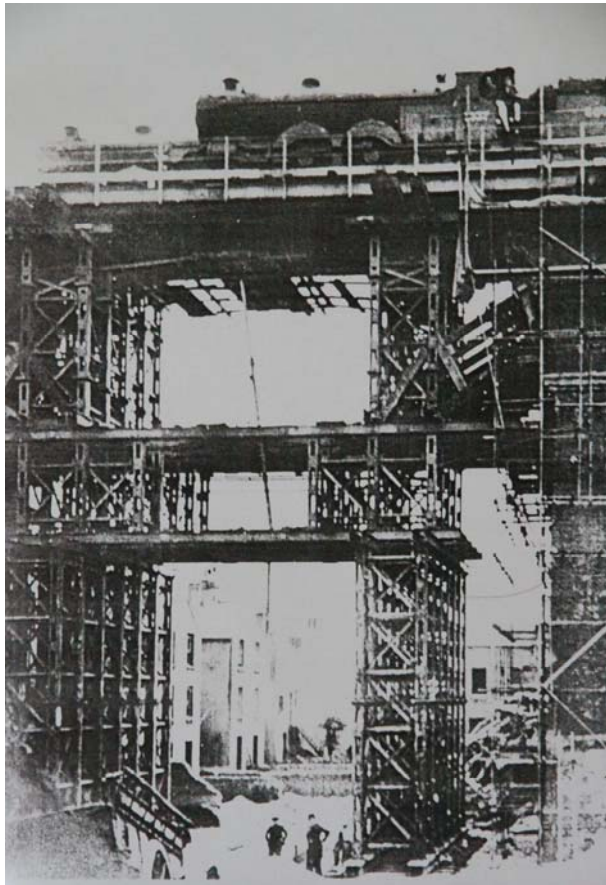
The Driver of the 'Brighton Atlantic' in the photograph is an early member of SMLS, namely Jim Killick (the late Allan Killick's father).

The scene is London Road Viaduct, Brighton during World War II. On 25th May 1943, a German plane dropped a bomb which landed in Argyll Road, bounced through a house, bounced again in a school playground under the viaduct, then shot up to explode on the underside of the viaduct blowing out a brick arch.

The scanned photograph shows a 'temporary repair' completed and under test within 24 hours of the original bomb damage occurring. Jim Killick was the Driver of the first engine onto the repair for test purposes. He told us he asked the Engineer in charge of the work if it was safe to drive over the repaired structure.

The Engineer answered him it was and that he the Engineer would be on the platform below the rails checking for deflections, so if Jim came down then he'd have a soft landing on him!

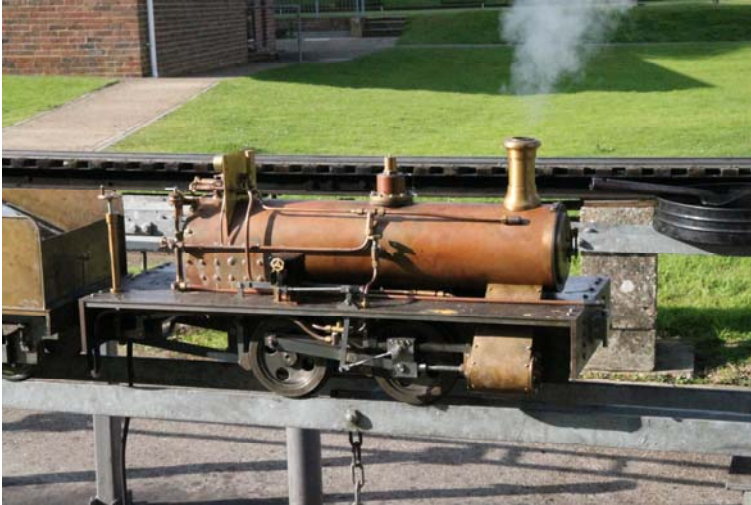
This temporary structure remained in satisfactory use for many months (until September of that year) with trains proceeding over it at walking pace. It was fun to ride across in a train so that you could look down through the gaps in the sleepers and scaffolding etc..., and see the ground below!



Ray

Building a 5" W&L 'Dougal'

It feels like little progress had been made over the past two months; however we are now working on some of the smaller details, which take a very long time to produce. The main cause for these delays is because we are not working to any drawings and everything is up to the builder to interpret them self. The self designed brake valve completed the vacuum system, so this left the whistle and associated valve as the final two mechanical pieces to design and make. Initially we tried to make a scale sized whistle located in front of the spectacle plate with the aim of creating a deep note, however this was soon deemed to be impossible given the sizes involved and a standard copper tube whistle is work in progress.



The first attempt at a miniature whistle was retained for decoration and becomes the first bit of extra detail to be added to the loco. We therefore concentrated on the whistle valve, which would be of the 'pull' type. At least two attempts were required before the valve sealed against steam pressure and more importantly, we were

happy with it! The valve was going to form part of the spectacle plate, so this was the next logical part to make - not as easy as it looks!

Filing the radius around the boiler was difficult enough and this was before I had begun to drill the three holes for the various steam pipes to go through. All I will say is that the two bronze bushes are there for a reason, regardless of the fact that the full size loco has them... With these headaches out of the way, the loco was reassembled for a formal steam test at the start of August and this was also the first real chance to try the vacuum equipment. I am pleased to report that

everything worked well and the loco passed its steam test (on the second attempt!)



(Pictures above and left: 'Dougal' standing on the steaming bays after its steam test. The exhaust seen in the first picture is from the vacuum ejector not the regulator leaking by!)

Andrew S

Forthcoming Events

Beyond August and into September, SMLS has been invited to attend two visits, one at Basingstoke Club on Saturday 15th, also the Southern Federation Rally at Chelmsford Club on either Saturday 15th or Sunday 16th. Details of these visits are on the notice board in the Clubhouse and any interested persons please see John Baldwin or I during the next couple of weekends for either visit so we can inform our hosts accordingly. It is currently my intention to visit Basingstoke on the 15th and this will be another new track that I have not been to before.

Moving into November and we have been invited to display at the Sandown Park exhibition. This is much earlier in 2012 due to horse racing commitments in December and is somewhat inconveniently placed a week after the Midlands show finishes! That said, if we can put together another display of models and volunteers willing to man the stand then this is our 'local' show and it would be good to support it again. Details will be on the blackboard after this weekend and models + volunteers would be much appreciated!

Bonfire Night has been arranged for the Saturday of the Sandown Park show, which is almost unavoidable given the dates this year but I am sure we can accommodate both. Although a little way off yet, there could be a degree of flexibility in terms of the start time of the Bonfire and those leaving the Show so anybody wishing to do both can do so. My experience of the Show is such that you could de-man the stand at 16:30 as there are few people about by then and still be back to Beech Hurst in good time for 18:00 (traffic permitting!). Names for Bonfire Night will be required by mid-October please so catering arrangements (potatoes, beans, cheese, pies etc...) can be finalised, details on blackboard too. Thereafter into December, we have the normal Club Night and details for New Year's Day will be in the October edition (in theory out on Bonfire Night).

Along with Sandown Park, we have also been invited to display at Alexandra Palace in January and details / models / volunteers etc..., will need to be finalised for this by mid autumn to allow for preparations to take place. Likewise with Sandown Park, a list will be placed on the blackboard and please sign up models and / or time so we can once again make this excellent show happen!

Further events and write-ups will then appear in the next 3 editions.

Andrew

Diary of Events

6th September 2012 – Club Night – Will start at approx. 1900

15th September 2012 – SMLS invited to visit Basingstoke Club – details above

15th / 16th September 2012 – SMLS invited to visit Southern Federation Rally

4th October 2012 – Club Night – Will start at approx. 1900

1st November 2012 – Club Night – Will start at approx. 1900

1st - 4th November 2012 – SMLS display at Sandown Park – details above

3rd November 2012 – Bonfire Night – Will start at approx. 1800 – details above

7th December 2012 – Club Night – Will start at approx. 1900

18th – 20th January 2013 – SMLS display at Alexandra Palace – details above

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: -

The Real McCoy: Although pretty much extinct by the 1950's, this image shows a full size cattle wagon (now part of the national collection) as it would have looked when the vehicle entered service during the 1930's.

SMLS Stores Stock List as of August 2012

SMLS Materials Store Stock list

To follow on from the June edition, please find below all the 'Sundry' items, i.e. Balls, 'O' Rings, Screws, Rivets etc....:

Mild Steel Hex Head Screws

Size (1/2" length)	Price (each)
2BA	3p
4BA	3p
5BA	10p
6BA	2p
7BA (small head)	10p
8BA (small head)	12p
10BA	14p

Mild Steel Nuts

Size	Price (each)
2BA	3p
4BA	2p
5BA	1p
6BA	4p
7BA	5p
8BA	5p
10BA	10p

Mild Steel Washers

Size	Price (each)
2BA	1p
4BA	1p
5BA	1p
6BA	1p
7BA	1p
8BA	1p
10BA	2p

Brass Hex Head Screws

Size (1/2" length)	Price (each)
6BA	21p
8BA	21p
10BA	21p

Brass Nuts

Size	Price (each)
6BA	5p
8BA	6p
10BA	10p

Stainless Steel Screws

Size (various)	Price (each)
4BA (c'sk head)	47p
5BA (hex' head)	34p
6BA (hex' head)	34p
7BA (round head)	31p
8BA (round head)	31p
10BA (round head)	40p

Stainless Steel Nuts

Size	Price (each)
2BA	14p
4BA	14p
6BA	15p
8BA	33p

Socket Grub Screws

Size	Price (each)
2BA x 3/8"	10p
4BA x 3/8"	15p

Brass Rivets

Size	Price (each)
1/16" x 1/2"	4p

Copper Rivets

Size	Price (each)
3/32" x 1/2"	2p
1/8" x 1/2"	3p
1/8" x 1"	5p
5/32" x 1"	10p

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Iron Rivets

Size	Price (each)
1/16" x 1/2"	2p
3/32" x 1/2"	2p
1/8" x 1/2"	2p

Brass Pipe Cones

Pipe Size	Price (each)
3/32"	30p
1/8"	31p
5/32"	31p
3/16"	31p

Brass Pipe Cone Nuts

Size (pipe size)	Price (each)
3/16" x 40 (3/32")	36p
1/4" x 40 (1/8")	35p
1/4" x 40 (5/32")	35p
5/16" x 32 (3/16")	38p

Bronze Balls

Size	Price (each)
1/8"	17p
5/32"	26p
3/16"	31p
7/32"	34p
1/4"	128p
9/32"	TBCp
5/16"	TBCp

I also have a limited stock of rustless balls, please enquire for details.

Nitrile Balls (1-2 year life in steam)

Size	Price (each)
7/32"	180p

Viton Balls

Size	Price (each)
1/8"	180p
5/32"	180p
3/16"	180p
1/4"	180p

Silicon 'o' Rings

Bore x Section	Price (each)
1/8" x 1.78mm	15p
5/32" x 1.78mm	15p
4.5mm x 1.00mm	48p
3/16" x 1.78mm	15p
7/32" x 1.78mm	15p
1/4" x 1.78mm	15p
5/16" x 1.78mm	15p
3/8" x 1.78mm	15p
7/16" x 1.78mm	15p
1/2" x 1.78mm	15p

Viton 'o' Rings

Bore x Section	Price (each)
1/8" x 1.78mm	15p
5/32" x 1.78mm	15p
3/16" x 1.78mm	15p
7/32" x 1.78mm	15p
1/4" x 1.78mm	15p
5/16" x 1.78mm	15p
3/8" x 1.78mm	15p
7/16" x 1.78mm	15p
1/2" x 1.78mm	15p

In addition to the above Viton 'o' rings listed, I also have a few odd 'Piston' sized ones of 3.53mm thickness. They range from 1" bore upwards to about 1 1/2" bore. These are suitable for gunmetal or cast iron cylinders, however adequate lubrication (particularly in cast iron) is essential to ensure longevity of life! Silicon 'o' rings in cylinders are ok but not in cast iron, where the life expectancy is very limited due to the inevitable rust spots in the bores!

Silicon 'o' Ring Cord

Section	Price (per")
1.78mm	7p
2.54mm	8p
3.53mm	9p

SMLS Stores Stock List as of August 2012

Copper Washers

Bore	Price (each)
3/16"	41p
1/4"	41p
5/16"	41p
3/8"	41p
7/16"	56p
1/2"	62p

Roll Pins

Size	Price (each)
1/16" x 1/2"	9p
3/32" x 3/4"	10p
1/8" x 1"	13p

Taper Pins

Size	Price (each)
1/16" x 1/2"	30p
3/32" x 3/4"	30p
1/8" x 1"	30p

Silver Solder (all with cadmium!)

Grade	Price (per 2ft)
Easi-Flo 2 (620C)	240p
Silver-Flo 22 (780C)	120p
Silver-Flo 24 (740C)	100p
Silver-Flo 33 (700C)	70p

Silver Solder Flux

Grade	Price (500g)
Thessco 'Y'	2200p

Stainless Safety Valve Springs

Size	Price (per")
1/8" x 24swg	30p
1/8" x 22swg	30p

Blue Lined Gauge Glass

Size	Price (per")
Nominal 5/32"	10p
Nominal 7/32"	55p
Nominal 6.5mm	55p

Soft Black Rubber Tubing

Bore	Price (per")
1/8"	6p
5/32"	6p
3/16"	7p

Fine Gauze – TBCp (per piece)

That concludes the sundries list. Please note that these items are as per stock during August 2012 and may be discontinued depending on demand. Please note that some of the price fluctuations are due to old / new stock and as we run out so prices could increase considerably. Prices marked £TBC are negotiable at the point of sale and many are as a result of donations of items from members. Certain items such as silver solder and gauge glass are limited in quantity, and in some cases are also obsolete, so once stocks are depleted then they cannot easily be replenished. Most other consumable items are still readily available and I will do my best to ensure they are in stock or ordered promptly if they become sold out. Any suggestions for stocked items are always welcome and I am willing to discuss anything that you think will be useful, particularly if bulk purchase by the Club can mean a discount for all of us!

Andrew