

BEECH HURST NEWS



Cover picture: -

Home Straight – One of the many pictures that have been taken at the park this season by a local transport photographer Linda Chen. A link to her website is detailed inside, the picture above taken 3 weeks ago shows Edgar Playfoot, of Maidstone DMES, with his GER ‘B12’.

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Editor's Notes

Well here we go with another round of winter work and routine maintenance, hello to cold and frosty mornings, goodbye to long balmy summer evenings, at least for now anyway. Time passes so quickly, August was once upon us and since the last issue, we have played out the remainder of the season, nearly 2 months worth and are already headlong into the winter season, with firework night just around the corner and Christmas beginning to stir! You can always tell autumn has arrived when the needle on the barometer hovers close to or under 29 inches, the winds have picked up and yes you've guessed it, it's raining!

Initial thanks as ever go to the contributors from the last issue, Mike and Ron Harris, plus the regular features and news.

This issue has a similar feel, with Ron kindly providing a very interesting article on his award winning Pratt & Whitney radial engine, a masterpiece of model making we have to say, Mike putting pen to paper with his usual slot in the Chairman's column, Enid Marten with this issue's jokes, plus several more articles on recent and forthcoming social events and visits, please take note of the updated Diary of Events too and read on and enjoy...

Andrew & Mark

Chairman's Notes

Time flies, as the saying goes, and another running season is over! We've had a good year and I hope everyone has enjoyed hauling the many passengers, large and small, who enjoy riding our trains every year. Without our customers, many of whom return week after week, and ride time after time, we could not afford our railway and clubhouse facilities.

Likewise, I think the discipline and responsibility of running a passenger service each weekend keeps the club vibrant and enthusiastic and is what I believe encourages us to maintain our facilities to such a high standard. One of the pleasures of the running season is to hear the many compliments from our customers and to see the delight on the faces of the children.

This year we have had more wet days than some recent years, where running has been impossible or restricted, but September was kind to us and we were busy till the end. This year too, the weather 'scuppered' our two planned 'doubled-headed' days – well, better luck next year, eh? It's ironic that in a year of hosepipe bans and drought we should lose more days to rain than in the last five years!

This is the time too for me to thank all our drivers, and to offer special thanks to all our station masters and traffic controllers for all their efforts and support to the club this season.

Summer has not only been about providing a passenger service, but many other projects have been progressing behind the scenes. Steve has finished the new braking system on our new trucks, and now the front two cars are braked simultaneously. These have been tried and tested in service. Also, the new signal posts are now installed and wired up complete with new signal plugs and sockets. The old ones will be removed this winter.

Thanks to Steve, Geoff and John Baldwin the tunnel wiring has now been completely renewed and replaced in new plastic conduit as the old metal boxes were showing their age. New lighting has also been installed. Gone with the soft background lighting of the old bulbs, it's now possible to get a sun tan if you stay in the tunnel too long! Much better to see when track maintenance is needed! John Gange has also been painting around the clubhouse and also put up new guttering around the workshop.

The club visit by Maidstone and Pinewood went very well, and thanks again to John and Val for providing tea for all our visitors.

Also, our club visit to Malden was very enjoyable. About a dozen of us went, and enjoyed a very pleasant day. The weather was sunny and warm, there was plenty of activity on the 5" and 7 ¼" tracks, and we all enjoyed our rides and also enjoyed a splendid lunch laid on by the ladies in the clubhouse. John Baldwin will write to thank them for their excellent hospitality.

The Southern and Northern federations of Model Engineers have recently been discussing the implication of the Governments Child Protection Act on our activities. This was also raised at our last AGM. Your committee has been following this up this year and John Baldwin has been working on producing a policy for us. It is not mandatory for us to do anything, but the Government has been hoping that likes of ourselves, scout groups etc... will produce a voluntary code of practise and declare our policy on such matters. We have almost finished our document and will present it at the next AGM. It is based on Southern and Northern federation guidance and is similar to that prepared by many clubs – not too long or detailed – yet we believe, states our policy and procedure clearly. Nobody need be police vetted and I believe it will not require us to change our procedures greatly. Common sense should always prevail. Basically, members, especially station masters, should allow parent(s) to help children on and off the trains and avoid direct contact, unless there is some urgent situation or danger that common sense dictates direct action. When, (especially common at the end of the day) when there is a single child sitting on the train who wishes to travel, invite the adult to go along with him or her, whether they wish to pay or not. Not too onerous I think.

Winter work has now begun. I have a section of track up already, between the point and steaming bay traverser for renewal, and am working on this quickly whilst the weather is good! As I write, this first weekend of winter maintenance saw great activity in getting all the outside woodwork, either oiled or creosoted before winter and we off to a good start with the 'out of season' tasks. But, hopefully, it will not be all hard work, with bonfire night arranged for 4th November and Christmas Nosh Night planned for 16th December this year. See newsletter for details!

Wishing everyone a pleasant autumn.

Mike

A Wasp In The Workshop – By Ron Harris

It must have been March '97 shortly after a picture of my V8 appeared on the front of the M E that I had a letter from a friend, Bob, in Australia, saying how much he liked the look of the engine and how he was so keen on Pratt & Whitney Aero type radial engines. A few weeks later the postman arrived on the doorstep with a parcel containing all the drawings for a 1/6 full size 9-cylinder Pratt & Whitney "WASP", most beautifully drawn, and as I was to find out as time went on, there were no errors, unlike so many model drawings we get hold of. Nuff said! Along with the drawings was a 9 page letter explaining most of the details of the design which confirmed how thoroughly this guy had worked on this lot and in very short order work had started making bits with a lot of repetition work, for example, 18 valves, 18 guides 18 cam followers and so on and so on! Bob had also inspired another guy in the U.S.A, and old mould-maker, who was a wizard at Lost Wax Casting, and as the cylinder heads were so complicated, we needed someone with his skill to cast some heads, so letters were exchanged to and from the U.S. until one morning a little box arrived with 9 beautiful head castings as a gift. Now I felt I had really started! Lots of tools and jigs were made for holding, drilling, reaming, screwcutting etc, the head castings, which are screwed to the cylinders with .955" dia x 40 t.p.i threads. The crankcase and supercharger casing is made up of five separate pieces. When machining these, an enormous pile of aluminium swarf was generated, lots of metal was moved and I was just left with shells. The finished engine only weighs 4.6lbs. with a total capacity of 84 cc. The supercharger is geared to 3.95:1 so with the engine running at 6000rpm the supercharger is turning over in excess of 23,000rpm. Incidentally, the next engine on the blocks with a 5.25:1 gearing will turn over at 31.500 rpm. - interesting! The cam gears and crankshaft were made from a steel suitable for nitriding. Again, one of our model engineering friends who lives in Switzerland was a great help and paid a visit to the offices of a Swiss steel works who gave him all the nitriding steel I needed, plus some, which will make the cams and gears for the next engine and it machines beautifully. Piston rings were an interesting job, turned from continuous cast iron, the outside diameter +.001" on the cylinder bore, the nine cylinders having been lapped to + -.0002" of each other at room temperature of approximately 68 degrees F, the finished turned rings were then split using a special tool to give a nice square crack, the faces of the crack were then cleaned up with a thin elastic wheel on a fixture in the lathe. The gap cannot be too fine otherwise under running heat they expand, close the gap and seize up the works. Using a formula to be found in most engineering handbooks for thermal expansion, which I will not bore you with now, I decided the gap needed to be .0035". Not having any half-thou feelers, .004" had to do. Anyway, you have to have some gas pressure around the back of the ring to hold it out to the cylinder wall. Many thousands of words have been written on this subject, so we won't go there! Then they have to be heat-treated to give them enough spring to contact the cylinder wall and to be able to open them out to slide over the piston for assembly.

There also needs to be enough spring to close down to cylinder diameter without cracking. I don't have a neutral atmosphere furnace, in fact I don't have a furnace at all, so I made a steel crucible with an airtight dome, held down with a clamp bolt, placed a stack of rings on a mandrel with a wedge to spring open the ring whilst being heat-treated, the wedge size needs to be carefully calculated, so I worked to a graph developed by the late George Trimble, which made things more simple. With the rings on the mandrel in the bottom half of the crucible, I then filled the crucible with chopped up brown paper before bolting down the airtight dome, then heated it up with the gas torch to 800 degrees C. (bright cherry red) starting to blister, then held it for about ten minutes, result, the brown paper burned away and left an oxygen free pot and a fairly bright anneal. The cams were an interesting milling job. There are two sets of cams, one inlet and one exhaust with four lobes on each plate that give Pratt & Whitney four-stroke timing, the cams run at 1/8th engine speed. I decided to make two sets of cam blanks in case I messed up



on the way, but it all went ok, thanks to Bob who had devised a table of movements which enabled me to set the blanks up on a rotary table with a 1/4" end mill vertically and start with a root radius at .905" then move out .00039" (4 tenths near enough) and round one degree, and so on through 18 degrees in varying amounts, the last move out taking us to a

height of .055" then carry on another 18 times at one degree moving in each time in the reverse order, then advance 54 degrees, do it all again for another lobe, in my case eight times! I decided this would need a fair amount of concentration so I did not want interruptions. S.W.M.B.O (She Who Must Be Obeyed) delivered coffee and food and kept me away from the outside world for a day and it worked! It did not take as long as I thought it would. By four o'clock that day I had a set of cams for the engine, plus a spare set which are still in the drawer. The next fiddly bits were push rods, 18 off with 32 - 3/32" diameter ball ends to machine and harden. I had some thoughts about this, as you do, and decided to save myself a lot of trouble. As these ball ends are in compression the whole time I would sweat 3/32" ball bearings into cup ends. When they were finished they looked lovely but as I will explain later, this was not one of my better ideas. How to mill 10 curved blades on a supercharger impeller caused a bit of head scratching and I decided to put 10 notches around the blank and use them to locate the part on an offset holding fixture on the rotary table. The finished component looked great in shiny aluminium. One of the smallest parts on the engine are the tappet screws.

Now all Bob's dimensions are metric and all my machines, measuring equipment and my brain are imperial so his 4mm diameter threaded tappet screws became 5/32" x 40 t.p.i. These screws have 3/32" balls, lightly crimped into a cup so the balls swivel. The balls have a .015" flat on them, to hit the top of the valve. The way to hold these little balls to grind the flats seemed to cause me a lot of thought until I remembered I had some 1/4" square polishing sticks so I drilled blind holes in the sticks, nice and tight on the balls with a little more than .015" protruding, pushed the balls in tight and just rubbed them on a oil stone, having measured across the ball and wood before I started then quickly produced the .015" flats. It worked well! Valves were a straightforward turning job. Bob the designer recommended to turn them from the stems of old car valves. I tried this but found old car valves were much too hard to machine, and made mine from stainless steel which is plenty good enough for a small model. I made Edgar Westbury's' "Kiwi" 15cc single cylinder engine when I was very young with mild steel valves and it ran



for many hours with no trouble, and stainless has proved perfectly satisfactory in this little "Wasp". The valve guides and valve seats (or valve cages) are one-piece jobs and had to be hollowed out so some cutters were made for machining. I had no phosphor bronze at the time, but found some beryllium copper of a convenient size on the shelf. This has proved to

be excellent material for the job. It is not a good idea to have too tight a fit in the valve guides on these little engines with these 3/32" dia valve stems. They need a couple of thou. clearance, and then when they are ground in so they seal off nicely. In fact I have a friend who has a full size engine rebuilding company, he checks his valve sealing with a vacuum device. I made some adaptors for his machine to fit my little cylinder heads and got them all to seal 100%. After about two years the engine was nearly finished and I was thinking about going to the model shop and buying a wooden propeller when a package arrived from Australia with the drawings for a variable pitch prop. and a pair of rough mouldings for the blades in carbon fibre. Another four months were spent making the prop, shaping and painting the blades and then balancing it which was done by mounting it on a mandrel and standing it on a pair of knife edges and adding a couple of coats of paint to one blade to balance. I wanted the pitch to start changing at about 3000rpm from fully fine and be fully coarse by 5000rpm. A friend very kindly offered to lend me his router that he fitted with a speed controller that would work from 100rpm to its maximum of something like 30,000rpm. This did the job.

I bolted it to an angle plate, screwed to the bench and was able to set the spring and weights to give me exactly what I wanted. So chuffed at the result, I decided to video the thing working and got some good shots of it changing pitch when the router motor burst into flames! End result - cost me a fortune for a new armature and field. The thing not included in Bobs drawings was a carburettor, or in Oz-speak, a carby! He suggested go buy one! I didn't want to do this, so I hunted through lots of mag's and articles, and finally found a design that looked good but moderately complicated, and wanted carefully making, so I started making four, each one with a different choke diameter, 6 - 7 - 8 & 9 mm. diameter. Oh, dear, I seem to be catching the metric bug, my thinking being it would be kinder to start with a small bore and to bed it in gradually. The spray bar in this design has a .005" wide slot along it. Where do I find a 5thou. slitting saw? I then remembered finding some little ones in a box of junk bought at a rummage sale. Luck was on my side as I found four of them 1/2" diameter but alas 40thou. thick. In those days I had a rather nice surface grinder. I mounted one of the little cutters on a mandrel in a dividing head, I used for making small bolts. Using this and working on the side of the grinding wheel was able to remove 35 thou. which left me with a 5thou. wide set of very blue teeth. In use on the brass spray bars they cut beautifully. Now with a completed engine and a lot more bits I haven't mentioned, time for the first run. Securely clamped to a heavy bench in the garden and fuelled up and with half-a-dozen flicks of the prop. with a finger over the carby to suck some fuel in, ignition on and about six revolutions with an electric drill, the "WASP" burst into song. Even S.W.I M.B.O was impressed! It ran quite happily for a couple of minutes on the 6mm carby, then I started playing with the throttle and after a couple of minutes managed to stop it - time for a coffee and to simmer down. With the engine cooled down, I turned the prop. over to check the rings were bedding in and the compression was coming up but could only feel six compressions out of the nine. Back to the workshop! I started taking off rocker box covers. It must be to do with the valves. After removing the third cover, there was a 3/32" ball floating about in there. Eighteen rocker covers were removed and I found my bright idea of sweating balls into cups on the pushrod ends did not work so made a form tool for balls which worked remarkably well. The time taken to machine a new set of pushrods in silver steel and harden and polish the ball ends was no longer than playing about with ball bearings and solder. It's all thanks to Bobs' super drawings that the job went so well. He and his wife came to stay with us for the second time in July this year and he thoroughly enjoyed himself driving the "King" around Beech Hurst and now wants to build a steam engine, so that's another one with the bug!

Pictured Above 1: A small expectant crowd gathers during the September club night waiting the time for lift off!

Pictured Above 2: The front of the engine, the nine cylinders and valves, plus variable pitch propeller clearly visible.

Beech Hurst On Film



Until very recently we had no idea that many pictures of the Beech Hurst had been taken over the last few years or so, that is until Stephen received an e-mail from a lady who we quite often see in the park taking photographs of the trains, who said that she had created her own transport website and Beech Hurst was one of the featured places. Linda has been taking pictures here for about 3 years now and in

that time has built up quite a substantial collection of images from different parts of the park. If you would like to visit the website and see the gallery of pictures yourself, the navigation below will take you there.

www.lindasrailpix.fotopic.net

This kind of archive is really good because it gives us a history of the railway at a time when we often don't take pictures ourselves, maybe only for special events. The majority of the pictures (now totalling 136) featured on Linda's site are from normal running days at the club and you never know you may be there too!

Picture Above: The latest image on the home page, shows Andrew driving Paul Tomlinson's 'Brittania' a couple of Sunday's ago.

Andrew & Mark

To and Fro...



With the season drawing to a close we had two weekends, one after the other, when we either had visitors to Beech Hurst or we were out and about visiting the Malden track near Thames Ditton.

Maidstone and Pinewood clubs visited Beech Hurst on Saturday 30th September, this end of season visit has become a regular event and usually provides for a wide range of interesting guest engines, not only for us, but also for the passengers too. This year we hosted about a dozen, steam or electric engines during the course of the day and with the weather holding out dry, at least until 1730, all our visitors had a really good day on the track. Passengers were steady throughout the afternoon too and as both clubs run for the public, they are used to the heavy hauling, it gives us a break too.

Thanks must go to John and Val West for the continuous supply of tea and coffee during the day and also for providing sandwiches and cakes for tea as well. Also thanks from myself, to John Gange and John Baldwin for their help with the TC, we coped admirably during the day, when you need several pairs of hands and energetic legs to keep up with everything!

Pictured Above Top: A phoenix models, 'Western' class locomotive from Maidstone.

Pictured Above Bottom: Sue Parham with her diminutive 3 ½" gauge 0-4-0T 'Jack'.



The following Saturday, the 7th October was then taken up by visiting the Malden and District MES track at Thames Ditton. Located adjacent to a forest of lines that make up Hampton Court Junction on the former LSWR mainline from Waterloo, the tracks, one 7 ¼" only ground level and the other 3 ½", 5" and 7 ¼" raised are compacted into a small site only a couple of acres in size and with a scout hut located in the middle! The raised track has not changed much since I first visited there about 10 years ago and is a very interesting ride, going up and over itself with a differential in height of about 6 feet over the comparatively short length. We had taken the 'Growler' and Pump Trolley, but due to a 'balls up' mostly on my part, but I am not accepting full responsibility(!), we left the control box back at home, so had to do with the 'trolley' and getting lifts from other drivers. The best part about this particular visit is that there is always so much going on anyway, as it is an open weekend rather than a special club visit, either on the raised or ground level circuits and you are never left with nothing to do. The ground level track then encompasses the whole perimeter of the site and has also recently been extended to include a flyover that was part constructed when we visited last year,

the ground level track is also fully signalled, whereas the raised one is drive on sight, one driver in particular failed to do this whilst we were there and unceremoniously rammed the train in front, luckily no damage was done to either train or driver!

In between all the activity we also enjoyed the superb lunch and afternoon cakes that are provided for visitors and like last year it was a fine spread. We left at about 1730 having enjoyed another excellent visit out, the weather playing it's part, with glorious autumn sunshine throughout. The journey home was pretty much uneventful, except, I couldn't help but wonder why when John Bateup had left nearly a whole hour before us, they had only just arrived back when we did. The answer... due to some poor navigating John, Mike, Daniel and Isobel enjoyed a tour of the A3 into London(!), next time guys go through Esher, its much quicker!

Anyway, a good day was had by all and thanks must go to the Malden club for their fine hospitality and welcoming throughout.

Picture Top: 'Little' Andrew is seen working hard up the steep climb to the bridge on the raised track, riding the 'Trolley'.

Picture Middle: A 5" 'Brittania' crosses the aforementioned bridge, where the raised track crosses over itself, this time the 'Trolley' is in the hands of Tom Parham from Maidstone who found it easier to hitch a lift up the climb, before free wheeling down the other side!

Picture Bottom: A lovely 7 ¼" Class '2' locomotive, passes Angel Road signal box on the ground level circuit. The track the train is traversing here has just used the new flyover to pass over the other part of the 7 ¼" which it is about to join behind the cameraman!

Andrew

Winter Work

Well, with the running season now firmly put to bed and when this newsletter is published we will already be into our second weekend of winter maintenance. With fine weather last weekend we really did crack on with quite a few outside jobs and with a fair wind we should get plenty more done before mid-March next year, a summary of jobs planned for this winter has been produced and is in the clubhouse should anyone have spare time on their hands and would like to give a hand. There are jobs to suit all tastes, but essential in keeping the place looking as smart as it does now.

Through these pages in the coming issues we will as usual keep a tab on the work in progress during winter and the work that has been completed. It is hugely satisfying when visiting clubs come to Beech Hurst and are duly impressed by the facilities, backdrop and general condition of the place and it is a credit to all of us who continue to try to keep it that way and despite the obvious enjoyment of running during the summer months, there is always work to be done and if we intend to keep the place in trim, that is how it must be done.

Andrew & Mark

Jokes

- You are on a horse, galloping at a constant speed...
- On your right side is sharp drop off, and on your left side is an elephant travelling at the same speed as you...
- Directly in front of you is a galloping kangaroo and your horse is unable to overtake it...
- Behind you is a lion running at the same speed as you and the kangaroo...
- What must you do to safely get out of this highly dangerous situation?
- If you do not know, see answer below:

Noah...

In the year 2006, the Lord came unto Noah, who was now living in Scotland and said, "Once again, the earth has become wicked and over-populated, and see the end of all flesh before me. You need to build another Ark and have 2 of every living thing along with a few good humans.

"You have 6 months to build the Ark before I start the unending rain for 40 days and 40 nights".

Six months later, the Lord looked down and saw Noah weeping in his back garden - but no Ark. "Noah!" He roared, "I'm about to start the rain! Where is the Ark?"

"Forgive me, Lord," begged Noah, "but things have changed. I needed planning permission. I've been arguing with the inspector about the need for a sprinkler system.

"My neighbours claim that I've violated the local council's by-laws by building the Ark in my garden and exceeding the height limitations. We had to go to the Development Appeal Board for a decision. Then the Department of Transport demanded a deposit be posted for the future costs of moving power lines and other overhead obstructions, to clear the passage for the Ark's move to the sea. I told them that the sea would be coming to us, but they wouldn't listen.

"Then I had problems getting the wood. There's a ban on cutting local trees in order to preserve an endangered species of beetle. I tried to convince the environmentalists that I needed the wood to save the beetle - but no go!

"When I started gathering the animals, an animal rights group threatened me for confining wild animals against their will. They said it was cruel and inhumane to put so many animals in a confined space.

"Then the local council ruled that I couldn't build the Ark until they'd conducted an Environmental impact study on your proposed flood.

"I'm still trying to resolve a complaint with the Human Rights Commission on how many indigenous people I'm supposed to hire for my building crew. The Immigration department is checking the status of most of the people who want to work and I've even had a letter from the Home Office asking about my ethnic background!

"The trades unions say I can't use my sons. They insist I have to hire only TGWU workers with Ark-building experience.

"To make matters worse, the Inland Revenue has seized all my assets, claiming I'm trying to leave the country illegally with endangered species.

"So, forgive me, Lord, but it would take at least 10 years for me to finish this Ark".

Suddenly the skies cleared, the sun began to shine, and a rainbow stretched across the sky.

Noah looked up in wonder and asked, "You mean you're not going to destroy the world?"

"No," said the Lord. "The government me to it."

Answer To The First Joke: Get your drunken backside of the Merry-Go-Round!

Enid Marten

Diary Of Events

2nd November 2006 – Club Night – Will start at approx. 1900.

4th November 2006 – 'Bonfire, Hot Dogs and Puddings' (see below).

7th December 2006 – Club Night – Will start at approx. 1900.

16th December 2006 – Nosh Night – Names required - £5 per head (see below).

1st January 2007 – New Years Day Run – Will start at approx. 1000.

4th January 2007 – Club Night – Will start at approx. 1900.

1st February 2007 – Club Night – Will start at approx. 1900.

1st March 2007 – Club Night – Will start at approx. 1900.

3rd March 2007 – Provisional date for AGM, details TBC in due course.

N.B. Other events are not always shown in the diary of events because they have been arranged at short notice; check black/notice board at the clubhouse for more details.

Andrew & Mark

Forthcoming Events

As listed above there are several forthcoming events in the next couple of months that are worthy of note.

Bonfire and Firework night will take place on 4th November, usual format of bonfire, then, this year, Hot Dogs and puddings, followed by our firework display of sorts. Our usual plea for anything burnable starts ASAP, we already have a collection of stuff waiting for the day, but more is always required. We intend to build some sort of sailing boat this year, size and elaborateness will depend on the quantity of timber we can collect. Also the firework 'pot' will be out in the next couple of weeks and all donations gratefully received, the more we get the better the display, as ever! The fire will start at about 18:00 and if some sort of sweepstake can be arranged then we will do that too (hopefully the idea will be the time the main mast takes to collapse from ignition!).

Following on from that is the annual Christmas Nosh Night on 16th December. This will also start at about 18:00 and for the usual format, we require names and numbers by early December please. A list will be put up on the blackboard in the clubroom and all interested persons should add themselves to it, ASAP. Andrew will then collect your preference for starter (prawn cocktail, fruit cocktail or soup) and also your £5'er, I mean, where do you get all this for a £5'er nowadays!

To finish, there will then be the normal New Years Day run on 1st January 2007! This will start from about 10:00, weather permitting we guess, but that depends how daring you are(!), also the track will be a complete circuit for that one and is a refreshing break from the winter work, all are welcome.

Andrew & Mark

End of Season Thanks

Finally, from all three of the operations managers, can we thank everybody who has contributed to running the railway over the past six months or so and as a result we have recorded our third busiest season with over 35,000 passengers riding the trains during the course of the season.

There are always so many jobs to do, from the TC's, to Station Masters and Drivers and Guards, plus all those little jobs that go unnoticed, but have to be done every running day, in addition to all the general maintenance that needs to be done too and if it wasn't for a core of members who regularly keep the place running like this we would surely struggle to cope with what we set out to do each season, that is before any of the special days or visiting days that we host when extra hands are always required to help. So again thanks to everybody and here's to next season...

Andrew, Geoff and Mike