

Beech Hurst News Sheet

Issue 5 – October 2023



On Track delivery? – see page 2 for Tom P's and Sam P's recent experiences



Start of Autumn Trackwork

Chairman's Notes

The running season has ended and winter maintenance work has started well. A section of track has been lifted and already there is a coat of paint on the steelwork. Thanks to Roy P. and a good gang of members. Track work will take place every Saturday through the winter, weather permitting, and help is always welcome. Roy has taken over from Harry, Ed., Charlie and others, who kept the track up together over the last couple of years. Thanks to them for their hard work. In the workshop, the club electric locos are being serviced, and other tasks have already begun. Outside, the usual autumn leaves are falling rapidly, awaiting collection!

Sam Carragher has taken on extra full time work and so has no time now to do the News Sheet. I thank him for all his efforts and hard work over the last few months. Roy P. has stepped in, and with help from Sam. P. and Sam H., will produce a monthly update to members.

We finished the passenger running season with a couple of good Saturdays. The weather was kind, unlike August, when we were rained off several times! It is hoped we have covered our costs this year, although we won't know the final figures until the accountant has done their work. We had a couple of expensive one-off projects in early summer, namely a power supply to the station and a new roof for the carriage shed. It is noteworthy, that some essentials like insurance and electricity are up substantially. Please turn off lights and heaters when not needed this winter.

Thanks to everyone who contributed to the running season, not only on the track but also to the club surroundings and infrastructure. There has been a massive amount of work done through the summer, a lot of which often goes unnoticed. It was a visiting member who commented how neat and tidy we were! A compliment indeed!

Wishing you a good Autumn.

Editor's Notes

Following Sam C's excellent work on the News Sheets, I hope we can continue along the same tracks. If you have anything to contribute, please feel free to just email it to me at royc.preston@btinternet.com. If you are not on email give me a ring on 01403 263428 so we can arrange some form of communication. We want to hear from everyone.

Below are three announcements from the committee:-

- Bits and Bobs evening 18 November 16:00 to 18:00 – please bring items along, inform Norman Payne and put your name and item on the board;
- The old serviceable LNER 01 boiler is up for sale, starting bid £250, contact John Baldwin;
- New Year's Day Fun Run, Monday 1 January 2024 – Sign up later on board for food.

Delivery on Track

Tom P writes:

Throughout the last few months I have been working on a Class 35 Hymek. This came about when I won an auction from eBay which was very unexpected. It arrived on the pallet on 5th July and I worked on it for the first few weeks of ownership in the garage, mostly getting rid the old electronics. I then took it to the club to get a bit more knowledge on how to get it running etc. Throughout the last couple of weeks, I have been ordering parts ready for it to hopefully go into traffic next running season.



Sam P writes:

A few months ago, I was made aware of an unfinished 5" gauge 0-4-0 Scamp loco being sold on Facebook Market place which was reasonably priced, so I made the decision to purchase it.

A few weeks later, and after the package was carelessly dumped on my doorstep by UPS, work could begin. The first thing that needed to be done was to test the boiler which meant I had to machine some boiler bush blanks. I would like to thank Steve T for all his time and patience as I am very new to using a lathe. With the help of other experienced members, I have also started refurbishing the chassis. Work is mainly with the cylinders, replacing the old graphite rings with new "o rings".



Photos: Left - The chassis, mid-way through taking the first cylinder off. **Right** - The boiler with all bushes blanked off ready for pressure testing.

Plastic Sleepers - Probably not the last word!

Over the years, the issue of replacing our wooden sleepers by re-cycled plastic ones has been raised. Once again, we have had a look at such options, undertaken some rather crude flame tests and concluded that there are too many risks to go the plastic route. The primary reasons are:

- Recycled plastic comes without precise knowledge of the actual plastic constitution with some components being particularly flammable.
- Tests show that the rate of burning varies enormously, even between samples of supposedly similar material.
- If plastic sleepers were adopted, for fire safety reasons it would be unwise to use the material in the tunnels, station and sidings. Furthermore, all steam locomotives would have to have ashpans and with no large holes in the bottom.
- As Beech Hurst has a raised track with free air around the sleepers, this makes burning easier and then there will be falling burning plastic with potential serious consequences for signal cabling below the sleepers.