

Sussex Miniature Locomotive Society



Wharfedale News. Issue 12

11th June 2020

Dear all,

Hope you are all well.

Our garden is breathing a sigh of relief after the nice gentle rain we have been having this week and the need to water the pots has gone away for a while. Was that our summer I ask?

It's still very much watch this space with regard to getting back to normal. From what I have seen most seniors we know are still being very careful where they go and who they meet. Let's hope the vaccine works.

Keep smiling and stay safe

Mike

Brief club house NEWS

Nearly there, we are awaiting the final quote from the woodworm specialist and we can review which way to go. Hoping to have a virtual meeting of the committee in the next couple of weeks depending on the shifts of those that are still out there working.

It's our 70th anniversary next year and we are starting to look at ideas and celebrities to visit us throughout the year so if you have ideas please let us know.

Thanks go to those who have offered to help with the gardening and we hope to start the rota subject to weather next week.

The security team are still doing their rounds. Thanks to Andrew S. Andrew B. and Tom.

Wharfedale Article 10 Anniversary days.



Mike Williams 4/05/1991. 40th Anniversary in green livery.



Don Clarke with the Mayor. 05/05/2001. 50th Golden Anniversary in black livery

Mike P.'s Musings No. 11

Les Clarke

Continuing Les Clarke's engines, No. 9 was a 5" g. G.W.R. Hawksworth Hall class "Whaddon Hall". He said, "Why, I seem to have G.W. on the brain, I don't know...might have been a disease floating around, and by the way, my grandad worked on the G.W.R. all his life".



Les had finished all of the engine except for the driving wheels and axles. The problem was the original set was obtained from Greenly's/ Steele and it took a long time to arrive. When he machined them, there were blow holes everywhere, back and front, so he made a fuss and sent them back. "Sorry they sez, have no more, don't even know when we can replace them". He writes, "golly I thought, no blasted wheels, and of course it was a standing joke down at the club, especially Johnny Seymour every time I saw him he said "got those wheels yet?".

Reeves had wheels and when Les got them, he took them to Beech Hurst, only to get the response..." You can't use them, they're Vee rim , oval spoke jobs, only suitable for L.M.S.". "Oh gawd! I thought" said Les.

Anyway, a “certain member” (Les doesn’t say who it was) took pity on him and made a pattern and got castings done ”saved at last!” he said.

Les put his own “lovely old Stevy gear” on this engine again, but he reckoned he should have spent more time putting a few more details on it. I believe this may have been the first of Les’s 1 1/8” scale 4-6-0’s.

It was complete and did its first passenger run on July 1st 1970, and was on show at the SMEE visiting day 1973.

Les did some modifications and repainted it around mid 1975 and it was mentioned in the Beech Hurst club news of 20th October 1975 that it had “returned”. It was again on show for the SMLS Silver Jubilee Rally weekend in 1976, and Les had his photo taken with the other founders at this time.

This engine went to Les Warnett I believe, I remember visiting Beech Hurst, probably in the 1980’s, before I joined the club, and watching Les W. driving it. Does anyone know where it went to after ?

One interesting note.... the last info. on Les’s original 60 mile run 4-6-0, was that Ron Hartfield had volunteered to collect it from Ivan Scott of Steam Age on 23rd of April 1976....presumably for the Silver Jubilee event. Dave Hartfield, ...do you have any recollections?



Mike W.

Last week Chris mentioned the Penydarren loco in his chat so in a spare moment I have had a trawl of the web to find a little more about it.

Firstly its name seems to depend on which side of the border you live with some calling it the Pen-y-Darren.



Penydarrens claim to fame is that on 21 February 1804, the world's first ever railway journey ran 9 miles from the ironworks at Penydarren to the Merthyr-Cardiff Canal, South Wales.

The story began in 1803, when Samuel Homfray brought Richard Trevithick to his Penydarren ironworks at Merthyr Tydfil in South Wales. Trevithick had already developed high pressure engines which he had installed on his road engines.

Homfray discussed with Trevithick the possibility of converting such an engine into a rail-mounted locomotive to travel over the newly laid tramroad from Penydarren to the canal wharf at Abercynon. It is believed that Trevithick started work on the design that autumn of 1803 and by early 1804, it was completed.

It is said that Trevithick took on a bet with the owner of the nearby Cyfarthfa ironworks of 500 guineas that the engine would haul 10 tons of iron to Abercynon and return with the empty wagons. The first run under load was on 21 February, with it pulling 10 tons of iron in 5 wagons.

Trevithick notes read:-

"...yesterday we proceeded on our journey with the engine, and we carried ten tons of iron in five wagons, and seventy men riding on them the whole of the journey... the engine, while working, went nearly five miles an hour; there was no water put into the boiler from the time we started until our journey's end... the coal consumed was two hundredweight".

They covered the 9 mile in 4 hours 5 minutes. This included cutting down some trees and removing some large rocks on the way.

Sadly on the way back a bolt sheared causing the boiler to leak. The engine had to be cooled down before it could be repaired and was not able to return until the following day to Penydarren.

It is not known if Trevithick ever settled the bet.

The loco weighed about 5 tons without water and turned out to be too heavy for the rails and they converted it to a stationary engine to drive a forge hammer at the Penydarren ironworks.

Interestingly even in these early days of steam locomotives Trevithick had noted that the fire burns much better when the steam goes up the Chimney from the exhaust when moving than it does when the engine is Idle.

This small journey by Trevithick in 1804 was a great milestone in world travel history.

In 1800 the fastest man could travel over land was at a gallop on a horse as long as it could gallop at that speed but within a hundred years trains were regularly running at speeds of over 60 mph.

Army Pipe specification

1. All pipe is to be made of a long hole surrounded by plastic or metal.
2. All pipe must be hollow throughout its entire length. Do not use holes of a different length than the pipe.
3. The ID must not exceed the OD, otherwise the hole is on the outside.
4. Flanges must be used on all pipe. Flanges must have holes for bolts quite separate from the big hole in the middle.
5. All pipes shorter than 1/8" are very uneconomical in use, requiring many flanges. They are generally known as washers.
6. Joints in pipes for piping water should be watertight. Those in pipes for air need only be airtight.
7. Iron pipes are usually supplied without rust, but some vendors are now able to supply pre rusted pipe.
8. This can save you time later on.
9. When laying water pipe, be sure to specify to your vendor whether you want uphill or downhill pipe. If you use downhill pipes for going uphill, water will flow the wrong way. This also applies when ordering 90 degree elbows, be sure to specify left or right bends.
10. Most pipe can be welded or soldered together. This method is not recommended for concrete pipes.
11. All pipe over 6' diameter must have the words "LARGE PIPE" painted on it.

Mike P.

Tools Explained.

Oxy-acetylene torch.

Used almost entirely for setting on fire various flammable objects in your workshop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

John Richardson to be continued.

News From Afar - 10 .



My mobile workshop.



Weather. Icy cold starts (-4C) mainly followed by beautiful sunny days maxing out at around 13C. This has caused a couple of issues with burst pipes. Our fault. The problem with this is that we use tank water. The first pipe/valve must have frozen overnight Friday into Saturday morning but nobody being on site early, it wasn't noticed till late afternoon, (the pump doesn't know it is a burst pipe and just keeps pumping) by which time we had lost 2/3 of our water storage about 30,000 litres. Not good, but at least it isn't summer and the need for gardening water nowhere as great. The second was noticed on Sunday morning, but some of us were on site when it started. Now we need some rain to top the tanks up again. Lesson learnt, again, turn the pump off when leaving site during this weather.

In the workshop. Once more. Closed again for the past few days but myself and a few others have managed to complete quite a few tasks on site, mainly some overdue minor site works.

Activities. We had our mini 'Hot Pot Run' on Sunday, with 16 members present. A few more would have been good, but with these icy morning and none of us getting any younger we were happy with that. We enjoyed ourselves anyway. With a good fire and plenty of soup, everyone managed OK.



The almost perfect fire, with Darryl and Kel opening the soup cans and some of the 'troops' enjoying it.



The 42 Class out for a run. Originally a diesel electric, but now pure electric. The diesel engine was initially used to charge the batteries on the run but had more than a few issues. It was privately owned, but we, the club are now in conversation with the owners trying to come to an arrangement for us, the club, to purchase it. The batteries are now charged at the end of the day. The engine remains in situ at present as ballast.



Left. John Oliver's model C(79) class 4-4-0 passenger loco first introduced into NSWGR around 1877, having been developed by Beyer Peacock and Co..

Right. Mike Dickinson's 'Polly'.



Alan Freemantle, wondering what went wrong. Saying, 'it was OK yesterday'. He is trying to trace where the smoke came from.

It was a back to the work shop job, as he was still none the wiser at the end of day. A worry.

As I have said before, it is powered by 4 x 250 watt motors and 2 x 80 amp hour batteries.



Guess who getting ready to drive Paul's PB 15. A very lively loco. The drivers view of the controls.



Thursday's mini project. We hope. John seen on 'Ajax' left. Thursday Paul and I hope to remove the damaged balance pipe and refit a new one. From the picture on the right you can see that this may not be a simple task. Wish us luck.

Result next time.

Stay well. David - Canberra - 10th June.

Another "Oh dear" (Sorry Dave I found it on line)

In Australia, a man on the "Spirit of Progress" instructed one of the attendants, "I have to get off at Seymour. I'm a heavy sleeper, but I must get off there. I want you to put me off, whatever I say."

The next morning he woke up at Sydney! He found the attendant and gave him a piece of his mind. After he had left, somebody asked the attendant, "How could you stand there and take that kind of talk?"

"That's nothing! You should have heard the guy I put off at Seymour!"

A bit of history about the above.



The Spirit of Progress headed by S301 Sir Thomas Mitchell in 1938.

This service started in 1937 and finished 2nd August 1986.

It Started from Melbourne and up to 1962 it only went to Albury (190.5 miles.)

And then it went on to Sydney until 1986 (594 miles)

The **Victorian Railways S class** was a class of 4-6-2 express passenger steam locomotive operated by the Victorian Railways (VR) in Australia between 1928 and 1954. Built when the VR was at its zenith and assigned to haul the broad gauge-leg of its Melbourne to Sydney interstate express passenger services, the S class remained the VR's most prestigious locomotive class until the advent of diesel electric locomotives in the early 1950s.

They were the first Pacific-type locomotives on the VR, as well as its first 3-cylinder locomotive type. Renowned for their power and speed, in the ten years that followed their introduction the running time of the premier Sydney express service they operated was progressively reduced by one and a half hours. These service improvements culminated in 1937 with the replacement of the Sydney Limited with the Art Decostreamliner Spirit of Progress, and the S class locomotives were fitted with streamlined casings to match the new train set. They were also equipped with long-range tenders to enable the entire 190 1/2-mile (306.6 km) journey to be run non-stop at a speed that remained for the next 20 years Australia's fastest train service.

Mike W.

Recipe Corner. How about trying this one I will let you know when I have.

Sussex Churdle

There was a time when farm workers after a hard day's slog would look forward to the saying: "Time for a bishop's hat!"

In 17th Century Sussex, this meant one of their favourite pies was to be served - the Sussex churdle.

It was popular among the county's clergy, giving food historians an idea of how it got its nickname.

The churdle is thought to have originated in Chichester.

The pie is shaped like a mitre tapered at both ends with a slit for filling at the top. This is our county's answer to the Cornish pasty and sadly after 400 years it is now rarely found.

Recipe.

6 oz bacon chopped

6 oz lambs liver chopped

1 medium onion, chopped

4 oz mushrooms chopped

1 tbs fresh parsley chopped

1 tsp fresh (½ tsp dried) rosemary

salt & pepper to taste

1 oz lard

8 oz shortcrust pastry

Preheat oven to 375F, gas mark 5, 190C

Cook bacon in a frying pan in the lard for a few minutes and then add the onion and cook for two minutes. Add liver and cook for a further five minutes.

Add the mushrooms, herbs and seasoning and cook for a final two minutes.

Roll out the pastry and cut into four. Alternatively use a saucer and cut into four rounds. Put three heaped tablespoons of mixture onto each segment.

Dampen the edges and fold each piece in half and press edges together.

Bake for 25 minutes. Some recipes suggest that some grated cheese mixed with breadcrumbs is sprinkled on top of each pie.

Puzzle Corner.

How well do you know Sussex Stations?

Where was it Lewes.

Lorema's last week's Challenge.

1. Sky.
2. Navy.
3. Indigo.
4. Cyan.
5. Cobalt.
6. Azure.
7. Ultramarine.
8. Periwinkle.
9. Aquamarine.
10. Turquoise.
11. Sapphire.
12. Royal.
13. Cornflower.
14. Powder.
15. Airforce

Lorema's this week's challenge

Can you find 20 stations in this?

N	E	W	H	A	V	E	N	E	V	O	H
O	A	W	O	R	T	H	I	N	G	A	T
I	B	R	I	G	H	T	O	N	S	M	A
T	Z	E	N	R	U	O	B	T	S	A	E
C	F	T	J	Z	W	X	I	U	D	H	H
N	X	A	K	Y	D	N	S	R	L	T	S
U	B	G	S	J	G	Z	O	Y	L	S	D
J	D	E	K	S	S	F	U	E	I	E	R
M	Y	L	C	W	A	X	W	D	H	W	A
A	E	O	O	E	U	E	J	K	D	Z	W
H	L	P	S	Z	S	D	Q	L	E	X	Y
P	R	E	S	T	O	N	P	A	R	K	A
A	O	B	A	L	C	O	M	B	E	R	H
L	H		H	A	I	R	O	T	C	I	V
C	O	O	K	S	B	R	I	D	G	E	Q

Rays Last week's challenge G.W.R. Locomotives

1	MONARCH	KING
2	FORTIFIED BUILDING	CASTLE
3	USED FOR A DANCE	HALL
4	AREAS OF BRITAIN	COUNTY
5	CONSTELLATION	GREAT BEAR
6	AMERICAN PLAIN WATER CONTAINER	PRAIRIE TANK
7	HEAVENLY BODY	STAR
8	CATHEDRAL TOWN	CITY
9	HOLY PERSON	SAINT
10	DOES A LORD LIVE HERE?	MANOR

Rays this week's challenge LMSR

1	GRAND LADY	
2	CENTRAL MIXTURE	
3	NATIONAL ANNIVERSARY	
4	DIRTY FINGERS	
5	MONARCH'S DAUGHTER	
6	DEFENDS HIS COUNTRY'S FREEDOM	
7	FLOWER POT MAN	
8	SCOTS FAMILY	
9	BONNIE PRINCE	
10	LEGGED CRUSTACEAN	

My thanks go to all who keep sending me the material.

If you have something for the NEWS please contact me

mike.wakeling@btinternet.com **Mobile** 07921819724