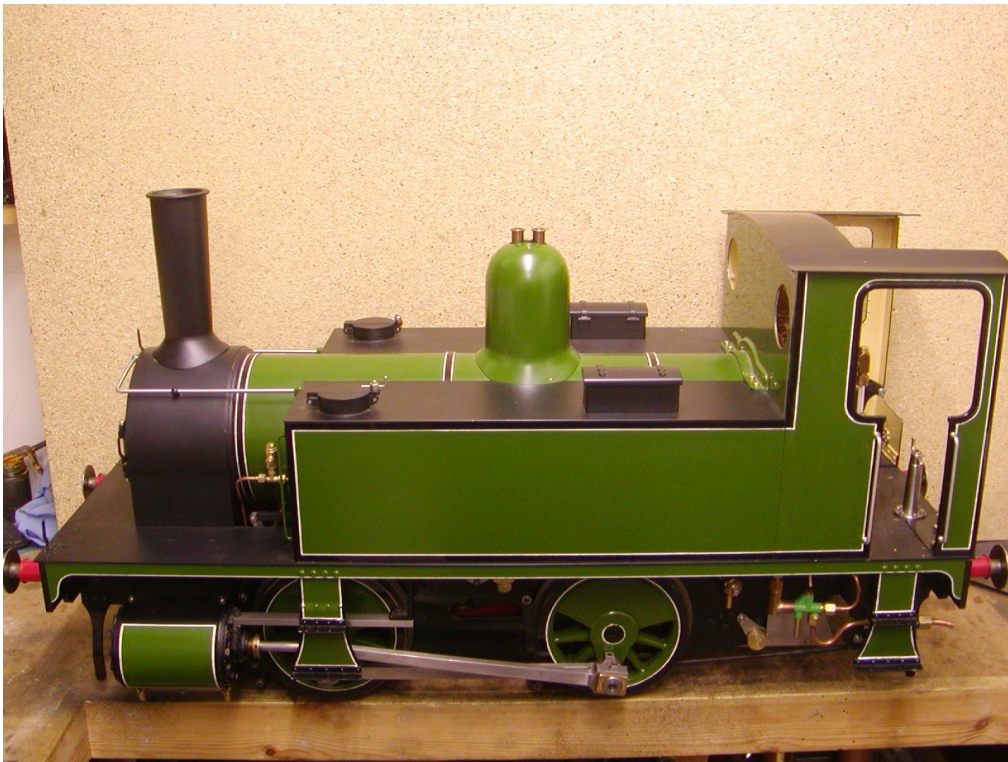


# BEECH HURST NEWS



**Cover picture: -**

*On Show:* Newly finished locomotives are a rare breed nowadays and it is nice when a scratch built model is completed. Pictured is John Gange's 7 1/4" 'B4' locomotive, recently finished and just short of 'Southern' transfers. A report about its construction follows inside.

**Joint Editors**

Mark Allen  
10 By Sunte  
Lindfield  
West Sussex  
RH16 2DF

Andrew Brock  
189 Ancaster Court  
The Welkin  
Lindfield  
RH16 2PW

Mark.Allen@SJMG.net

andy@andybrock.net

SMLS Ltd, The Clubhouse, Bolnore Road, Haywards Heath,  
West Sussex, RH16 4BX.

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## **Editors Notes**

With the sun now setting after 1700, winter must be passing us by and spring nearly sprung. By the time this newsletter is published, we will be only about 5 weeks short of Easter and a new running season will once again be upon us. A lot has gone on since the December edition was published, including Christmas and New Year, which seemed like only yesterday.

Before we press on, thanks must go to the contributors from the last edition. Chris Saunders, Vince, 'Us' and 'The Regulars' all contributed articles to a bulky edition.

This time we have articles from, John Gange about the construction of a 7 ¼" 'B4' locomotive (see front cover), Norman about the reconstruction of his Class '47' locomotive, Bob Youldon & Ray who have donated jokes, 'Us', with articles on Winter Work, Oil(??), the answers to the Christmas Quiz & the New Years Day Run and 'The Regulars', which includes an updated Diary of Events. Hopefully that is enough for you, if not then you will have to wait till April! Otherwise read on and enjoy...

**Andrew & Mark**

## **Subscriptions Update**

Yes it is that time again! Subs' are now due! Alan will now gladly be taking your money for 2005, in exchange for a posh membership card! Any subs' not paid by April, then that will be your last newsletter! Alan is up the club most weekends, if not then leave it on the treasurers clip for him. Cash, Cheques etc... no problem, no Cards or 'Paypal' thanks!

**Andrew, Mark & Alan**

## **Chairman's Notes**

The new running season is rapidly approaching and now might be a good time to remind members of the need to be tolerant and understanding of their fellow members. Over the last few weeks your committee has received letters from members pointing out various verbal abuses they have suffered from other members. This situation must change and members must be aware that members needs, aspirations and abilities vary. All members, I am sure, have the best interests of the club at heart but vary in the way they help the club.

There have been some misconceptions about Mike Porter's "running direction" proposals published in the October issue of the "News". Hopefully I can allay the fears that some members have expressed. Firstly the Sunday direction is an option for Saturdays on various days when traffic demands, availability of locos, weather conditions and other factors are taken into account.

The Saturday direction will always be used: -

- 1) When we have visiting clubs. It is the safest direction when contending with reluctant visiting locos/drivers etc. stopping to chat, take water and generally slowing the operations up. Saying that, we do not want to discourage other clubs from visiting us, we just have to bear in mind that their running regime may not be as efficient as ours!
- 2) Secondly when large engine/s are available to handle large trains, if required.

3) Thirdly, when we have a special double-heading day, but not, as Mike says, on our “ride as many times as you like for £2” days.

The Sunday direction remains an option when small locomotives, by this I mean locos that can only comfortably haul two or less fully loaded coaches, are available to enable the Station Master to clear the increased number of passengers that we now enjoy on Saturdays. If large numbers of passengers are expected (this can sometimes be predicted from past experience) it would normally be easier to run in the Sunday direction. Weather conditions must also be taken into account as light rain makes the track extremely slippery and the Sunday direction is usually the easier route.

Due deference is also due to the Station Master on the day. If rain is a possibility the Sunday direction is also the more agreeable way, as the SM can take shelter under the station roof. We are lucky that we have a couple of members who are quite happy to man the station but do not take kindly to being left out in the rain when running Saturday direction.

To sum up, the direction run on Saturdays will depend on the Traffic Controller on the day weighing up all the factors and agreeing with the members available the direction to be run.

There is also nothing to stop us running in the Saturday direction on a Sunday if all the conditions are right!!

I would also suggest that members re-read Mike’s article to appreciate the Ops Manager’s point of view. He has to attempt to run our railway with the limited resources of locos and members prepared to commit themselves to a day of running, Traffic Controller or manning the station etc.

Thanks are due to the small band of landscape artists that are laying the path from the stops on the headshunt to the steaming bay. The narrow patch of grass between the mainline and access road to the engine shed has been concreted and an attractive brick edging laid. A new land drain has been put in adjacent to the point. This and the path will make it far more comfortable underfoot during inclement weather. This gang are also responsible for the tunnelling exercise by the steaming bay. The old tree roots have over the years started to rot down causing the track foundations to move. These dead roots have now been removed and hopefully will cure the problem. More signage has been erected around the track in the backfield, two “Whistle” boards and a milepost. The first of the new stainless steel signal posts has been planted by the steaming bay but, I think, has yet to be wired in. Internal brickwork, to enable two carriage-shed roads to be extended, has been completed and the steelwork is in hand. As ever a lot of jobs go unmentioned in my notes but all are appreciated.

As usual I will not thank members individually, as I do not wish to offend anyone I forget to mention, but would like to thank on behalf of the society all those members who have worked tirelessly over the closed season to get our railway ready for the start of running.

The club’s 08 shunter that was advertised recently in the “News” attracted no interest from our members but was sold to the Isle of Wight club, who are reportedly very happy with their purchase.

Remember we come up the club to enjoy ourselves so make sure you do!! Don’t forget the AGM on 5<sup>th</sup> March.

**Don**

## The Social Scene: New Years Day Run – Andrew & Mark



'125' (see Picture Below Left), Mark's 'V4' (see Picture Above) and Mike



Porter's 'B1' all early starters, trying to make the most of the dry weather, they were joined shortly by Ian's '37' and later by Josh's 'Polly' (see Picture Bottom Left). Running was a bit stop start a lot of the time with people stopping to natter, repair failed engines and so on!

By the time lunchtime came there was only the 'V4', 'B1' and 'Polly' left running, with Mike withdrawing the 'B1' a little time later as the clouds got even more menacing and the promised rains came. The 'Polly' loco, on it's maiden run after a little overhaul, was doing well and came off shortly afterwards, leaving Andrew & Mark on the 'V4' in the pouring rain, and it was too. We ran on until about 1630, when we decided to get the signals in and call it a day, thoroughly soaked, but ever so enjoyable all the same. It would be nicer if there were snow or something though, even if it were freezing cold, it would be more enjoyable.

The run is always enjoyed by many and provides a welcome break from the winter work and is always the beginning



of the end if you like as winter starts to recede and the new running season and beyond is insight.

### Oil Problem

Not a normal subject for the newsletter, but recently our supplies of lubricating oil have dwindled to only a few litres. Before the new season starts a new source will be sought. If any members have a particularly preference or views on this subject, can you please contact Andrew or Mark via the newsletter or at the club before the end of February. We are proposing using some sort of mineral motor oil, similar to the one we currently use for 'Wharfedale', which is

Duckhams 15/40w. Sufficient quantity would be required, so we want to make sure everyone is happy with it. For the record, 'Wharfedale' has performed very well on the Duckhams oil, which we use for all the motion work, the only exception being the cylinders that are lubricated with 'Extra Hecla' steam oil and we have had no problems with it so far if people are happy to use it, thanks. RSVP.

**Andrew & Mark**

### **Christmas Quiz Answers**

1. Patrick Stirling
2. Hotel Great Central
3. Standedge
4. LMS
5. 842
6. 'Obstruction Danger'
7. Owen Glendower
8. Nene Valley Railway, Peterborough
9. Waterloo
10. The Cornish Riviera Express
11. Tay Bridge
12. Vale of Rheidol Light Railway
13. Oliver Cromwell
14. Blucher
15. Settle & Carlisle – Hellifield to Garsdale
16. Railway Clearing House
17. HTV West
18. Liverpool Street
19. Ministry of Transport
20. M&GN – Bourne to Spalding

**Andrew & Mark**

### **The 'B4' Saga**

It all started in September 1991, when one of those once in a lifetime opportunities come along, which resulted in the purchase of a 7¼" gauge garden railway. This, after a lot of hard labour, became the Shipley Bridge Light Railway, 236 yards in length with a passing loop and a two road engine shed.

There were two locos, one, an 0-4-2 tank engine named Taurus. This was generally in good order and after a boiler test and some TLC gave little trouble thereafter.

The B4, an LSWR 0-4-0 tank was in a dismantled and sorry looking state. After a bit of a sort out a builders plate was found inside the cab, which showed the loco to have been built by J G S Clarke of Denbigh around 1972. After some correspondence, drawings and spare parts were forthcoming. The drawings showed that the design had been altered somewhat, which meant that the frames needed to be heightened by 5/8" and this was done by welding the required sized metal along the top. The cylinders were re-bored by a local motorcycle engineer who supplied a set of Honda rings, some of which I fitted to a new set of pistons. An axle pump was fitted and also a steam brake. New



Torrington needle bearings were fitted to the axle boxes and the wheels re profiled.

New bushes were fitted where required and all new plate work except in the cab. The cast aluminium side tanks, after a bit of soul searching were scrapped and new brass ones fitted.



The boiler was scrapped and Vince undertook to design and build a new boiler that operates at 100 psi that together with a radiant super heater, also by Vince, both superb pieces of work.

New fittings and pipe work plus some cosmetic odd ones and painting and lining make this a quite attractive loco.

In between working etc and all the other distractions in life, the rebuilding of the

B4 has been spread out over 12 years, what could be called a labour of love. (See **Picture Above**).

Anyway, no more workshop activity for a while, I've got some decorating to do. Marian has spoken.

**John Gange**

### **Class 47 Electric Loco - Maintenance Work 2004**

It was decided that extra work was necessary on the locomotive, and it would have to go back to main works for this to be done. I wanted to improve the suspension, but to do this meant that new bogies would have to be built. This turned out to be very costly, a lot of work, but has made a big improvement to the loco.

I also thought it would improve it if I fitted a smoke generator where the exhaust comes through the roof to make the loco look more realistic. If you look at the videos of this type working on BR they all eject large quantities of smoke when working. The children like to see smoke coming from a loco.

This work has all been completed. I would like to thank Steve Turner and Mike Porter for the help they gave me. I hope it will give the club a very successful season in 2005.

**Norman**

### **New Signs**

As mentioned in the winter work column we have recently acquired some new authentic railway signage, as if we don't have enough already some might say! The latest acquisitions are two 'repro' whistle signs, which are made from cast aluminium, they have been 'planted' about 10' or so from each end of Wick tunnel (see **Picture Below**) to add a touch of realism, but also to remind drivers of the approaching danger! They look very nice and are a change from the mile posts we seem to have plenty of! Talking of which the other sign we have recently got is an old, SECR or SR cast iron mile post at 12 ¼ miles (see **Picture Below**). Normally we would not have gone for it, but the cast iron ones are rarer and look nicer than the concrete ones. This one had been displaced by some works and was in 'no mans land' in a car park at 'a' station 12 ¼ miles from London on the former SR.



After a few investigations by Chris Saunders it was found that no one wanted to claim responsibility for it, so we did and promptly liberated it one day and gave it a new home at the club. The sign has been cleaned and repainted, 'planted' 12 ¼' from the triangle where the mainline diverges from the headshunt. It matches the 34 ½ one which Andrew got last year. We probably have enough of them for now, maybe another gradient post would be nice if we can find one, or if anyone knows of one available, cast concrete or iron, we don't really mind. At the rate they are appearing anyone would think you could buy seeds and grow them!!

**Andrew & Mark**



## **Jokes**

To continue our series of jokes, we received these from Bob Youldon and Ray respectively, which we thought were quite good:

### **DEMOCRAT**

You have two cows.  
Your neighbour has none.  
You feel guilty for being successful.  
Barbara Streisand sings for you.

### **REPUBLICAN**

You have two cows.  
Your neighbour has none.  
So?

### **SOCIALIST**

You have two cows.  
The government takes one and gives it to your neighbour.  
You form a cooperative to tell him how to manage his cow.

## COMMUNIST

You have two cows.  
The government seizes both and provides you with milk.  
You wait in line for hours to get it.  
It is expensive and sour.

## CAPITALISM, AMERICAN STYLE

You have two cows.  
You sell one, buy a bull, and build a herd of cows.

## DEMOCRACY, AMERICAN STYLE

You have two cows.  
The government taxes you to the point you have to sell both to support a man in a foreign country who has only one cow, which was a gift from your government.

## BUREAUCRACY, EUROPEAN STYLE

You have two cows.  
Under the new farm program, the government pays you to shoot one, milk the other, and then pours the milk down the drain.

## AMERICAN CORPORATION

You have two cows.  
You sell one, lease it back to yourself and do an IPO on the 2nd one.  
You force the two cows to produce the milk of four cows.  
You are surprised when one cow drops dead.  
You spin an announcement to the analysts stating you have downsized and are reducing expenses.  
Your stock goes up.

## FRENCH CORPORATION

You have two cows.  
You go on strike because you want three cows.  
You go to lunch and drink wine.  
Life is good.

## JAPANESE CORPORATION

You have two cows.  
You redesign them so they are one-tenth the size of an ordinary cow and produce twenty times the milk.  
They learn to travel on unbelievably crowded trains.  
Most are at the top of their class at cow school.



## GERMAN CORPORATION

You have two cows.

You engineer them so they are all blond, drink lots of beer, give excellent quality milk, and run a hundred miles an hour.

Unfortunately they also demand 13 weeks of vacation per year.

## ITALIAN CORPORATION

You have two cows but you don't know where they are.

While ambling around, you see a beautiful woman.

You break for lunch.

Life is good.

## RUSSIAN CORPORATION

You have two cows.

You have some vodka.

You count them and learn you have five cows.

You have some more vodka.

You count them again and learn you have 42 cows.

The Mafia shows up and takes over however many cows you really have.

**Bob Youldon**

## **Back In Time**

According to today's regulators and bureaucrats, those of us who were born in the 40's, 50's & 60's probably shouldn't have survived, because...

- Our baby cots were covered with brightly covered lead-based paint that we promptly chewed and licked.
- We had no childproof lids on medicine bottles, or latches on doors and cabinets and it was fine to play with pans.
- When we rode our bikes, we wore no helmets, just flip-flops and fluorescent 'clackers' on our wheels – also called by 'Spokey Dokeys'.
- As children, we would ride in cars with no seat belts or airbags – riding in the front passenger seat was a treat.
- We drank water from the garden hose and not from a bottle, still tasted the same though.
- We ate chips, bread and butter pudding and drank fizzy pop with sugar in it, but we were never overweight as were always out playing.
- We shared one drink with four friends, from one bottle or can and no one actually died from this.
- We would spend hours building go-carts out of scraps and then went to speed down the hill; only to find out we had forgot the brakes. After running into the stinging nettles a few times, we learned to solve the problem.

- We would leave home in the morning and could play out all day, as long as we were back before dark. No one was able to reach us and no one minded.
- We did not have Play Stations or X-boxes, no Video Games, no 99 TV Channels, no Video Tapes, no DVD's, no Surround Sound, no Mobile Phones, no Internet Chat Rooms, but had Friends! We would go out and find them.
- We played elastics and street rounders and sometimes that ball really hurt.
- We fell out of trees, got cut and broke bones but there were no lawsuits.
- We had full-on fist fights but no prosecutions followed from other parents.
- We walked to friend's homes. We also, believe it or not WALKED to school; we didn't rely on mummy or daddy to drive us to school, which was just round the corner.
- We made up games with sticks and tennis balls.
- We rode bikes in packs of 7 and wore our coats by only the hood.
- The idea of a parent bailing us out if we broke the law was unheard of: they actually sided with the law!

This generation has produced some of the best risk-takers and problem solvers and inventors ever. The past 50 years have been an explosion of innovation and new ideas.

We had freedom, failure, success and responsibility and we learned how to deal with all of them.

AND you're probably one of them, congratulations!!

However, for those of you who aren't old enough, thought you might like to read about us who had the luck to grow up before lawyers and government regulated our lives, for our own good.

This might put a smile on your face;

The majority of students in University today were born in 1983... They are called 'youth'.

- They have never heard of 'We are the World, We are the Children' and the 'Uptown Girl' they know is by Westlife not Billy Joel.
- They have never heard of Rick Astley, Bananarama, Nena or Belinda Carlisle.
- For them there has always been one Germany and one Vietnam.
- AIDS has existed since they were born.
- CD's have existed since they were born.
- They believe that Charlie's Angels and Mission Impossible are films from last year.
- They can never imagine life before computers.
- They'll never have pretended to be the 'A-Team' or 'Red Hand Gang' or the 'Famous Five'
- They'll never have applied to be on 'Jim'll Fix It' or 'Why Don't You'.

- They can't believe a black and white TV ever existed and don't even know how to switch on a TV without a remote control.
- And they will never understand how we could leave the house without a mobile phone!!

**Ray**

**EdNo.** Makes for interesting reading doesn't it? How much has changed, but also why do people in this day and age still strive to use ancient steam engines and machines to make them? In fact more people might if it wasn't for some of what is listed above!!

## Winter Work

The winter work program continues in earnest, with several projects in the process of being finished or are now finished.



The track work is now complete with the final section ear-marked for repair between signal 4 and Wick Tunnel now complete, with re-painted steel work, 'turned' rail and re-treated sleepers. It was finally re-laid a couple of weeks back and all that remains will be a testing of the signals system in the early weeks of March in readiness for the new season on 25<sup>th</sup>. (See **Picture Left**).



The area around the North and Front of the clubhouse has been transformed, with a new path laid between the point and a new concrete pad which has been set alongside the track between the main line and the steaming bay road (See **Picture Left**). This means you no longer have to walk along grass to get from the steaming bays to the point and pushing trucks no longer becomes so muddy. The tree root that has gradually been rotting by signal 7 in the steaming bays has been removed, with the remains burnt last weekend! The ground will now be refilled with soil, which will take a little time to settle, but will then stay firmer, with the need to keep packing the track at that point removed. The fence alongside the steaming bays there has also be re-aligned to join up with the new signal post, giving a little more room on 'our' side of the fence.



Along with that Vince, Dave, Jim & Co have also laid a path to the end of the siding, which also eliminates sloshing your way to the end, to get trucks or dump spoil etc... at the end.

Steve Turner has been busy with the new signal post and signal for signal 7. This will be the first of our new stainless steel posts and new sockets and electrics, with a view to testing this one during the season and then to start replacing the remaining 6 posts during the next year or so if successful.

John Gange, Andrew & Geoff have made light work of the altered tool store and additional carriage shed roads. The old tool store tacked on to the side of the carriage shed has been reduced in width by 16", leaving 27" enough to store the generator and 2 lawn mowers.

The additional space on the inside of the carriage shed has meant that the two roads on the far left of the six have been extended by 8 ½' each to give 17' additional storage space for future trucks. The initial destruction was quickly complete with the new wall up within 2 weeks. The next two weeks up to last weekend were spent making the supports for the rails, which are re-used from the old lockers and have the additional bonus of 3 ½" gauge if we ever needed it in the future. Monday saw the last of the steel work erected and now all that remains is some final checks and a coat of paint. (See Picture Above Left).

Other jobs that have progressed, include the clearing of nettles and thorn bushes which has kept John Midderigh busy for a good few Saturday's, an essential job, which also makes the place look very tidy too. 3 more signs have been 'planted,' one is a 12 ¼ cast iron milepost that was recently 'liberated' from a station, 12 ¼ miles from London (guess which!). Also two whistle signs have been added at each end of Wick Tunnel to add a touch of realism and also to remind forgetful drivers of what is ahead! Peter Chapman has, on Sunday's, been busy painting, track, point steel work, bridge flooring, the station, anything in fact! Again an essential job, which not only makes the place look well kept, but also saves a lot of time when Mike comes to repair a section of track as most of the painting has already been done. If there is anything we haven't thought of then sorry, the last Winter Work section will appear in April, by which time we will be running!!

**Andrew & Mark**

## **Diary Of Events**

26<sup>th</sup> February – Film Night – Cine film of Railways by Fred & Vince from 1900.

3<sup>rd</sup> March 2005 – Club Night – Will start at approx. 1900.

5<sup>th</sup> March 2005 – SMLS AGM – At The Clubhouse from 1900.

25<sup>th</sup> March 2005 – Start of 2005 running season – Good Friday.

7<sup>th</sup> April 2005 – Club Night – Will start at approx. 1900.

24<sup>th</sup> April 2005 – Visit to IoW track, Broadfields, Cowes, IoW. Details TBC.

21<sup>st</sup>/22<sup>nd</sup> May 2005 – ‘Southern’ Open Weekend at the Leatherhead track, TBC.

30<sup>th</sup> May 2005 – Special Event Day – Details TBC nearer the date.

18<sup>th</sup> June 2005 – Proposed ‘Bring Your Own’ BBQ evening, details TBC.

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**