



10<sup>th</sup> September 2020

Dear all,

Hope you are all well and enjoying the current freedom which is looking under threat again. Having just got used to being able to move around a bit more the latest prognosis is not looking good. I guess we will have to get used to it and find new ways to enjoy our restricted life style for some time yet.

Well here it is, Issue 25, our Silver Jubilee edition, not what I had expected. I would like to thank again all those that have contributed to the Newsletter enabling us to keep it going for so long. I thought it was time to have a little change to the format though as I have now used up 50 Wharfedale photos and thought it was time to move on. I have used Wharfedale as the logo for the newsletter instead. I have now included a special trains section. If anyone has some speciality material that could go in this section then please let me know. I have used the Silver Jubilee Train as the appropriate starter for this section.

Stay safe

Mike W.

## **Brief club house NEWS**

Again there is very little to report this week, we have chased the roofer to get a start date and it looks as if it has now moved on to the end of September, early October. The tiles are on order and the deliveries are sadly extended. This may have a hidden benefit in that apart from the regular dog walkers there is likely to be less people around in the park to see what is going on.

We will have to review all the latest government guidelines to ensure that what we are doing does not infringe any restrictions and that we are still able to continue as we have been with our maintenance programme.

Sadly I think this year is going to be lost in a time warp and we now need to start looking forward to a great start next Easter.

I took a trip up the park and had a walk around and it all looks in good shape thanks to the working teams Mike P, Graham Miller, Dave Mattingley Andrew S, Roy P, Mick Robinson, Sam Hope and John Green,

Thanks to Tom and Andrew S and Andrew B for continuing to maintain the security patrols. These patrols have highlighted that two of our flood lights have failed. The original ones were a bad batch but one of the replacement units which are a different make has reduced to 50% so I need to discuss with the electrician how we can extend the life of these units as it is possible that they are being set off more times than we anticipated by the local wild life.

### **Mike P.'s musings No.23**

I've always loved the "old timers" and have had a few pass through my workshop. I did some work for a friend many years ago on a lovely 5" GWR single-wheeler. This was a Dean "single" 4-2-2, which had a few teething problems and I only ever sorted her running on air and it ended up on display. I often wondered if it ever had a fire put in it over the years. I remember it being extremely heavily built, and probably would have hauled quite well. It is pictured at the back of my garage.

In 1970, IMLEC was held at the Southampton model engineer's track in Bitterne Park. It was the 2<sup>nd</sup> one ever held, and I went to watch. A chap called Austin Hayden from Newton Abbot entered his Dean "single" named "Lorna Doone" and pulled 11 passengers on what was a fairly level track and won the

competition! Admittedly, in those days nobody was building 4-8-2's especially for the event, but it was still an achievement!

Another "old timer", was my 2-4-0 LNWR "Hardwicke". This was it photographed by Ray on our steaming bays in September 2001.



After I finished my Caledonian No. 123, I started to build LBSC's "Mabel" 2-4-0 "Precedent" class in 5" gauge, intending to use Martin Evan's version of Allan straight link valve gear, which he designed for this loco, after LBSC had died in 1967. I had already turned up wheels and cylinders, made frames, hornblocks, axleboxes etc., when I was put in touch with a chap in the Wigan club, who had retired from the hobby and was selling off his locos. When I gave him a call, all the engines had gone except his 2-4-0 Precedent class. So, I went up to Wigan club to see it. Well, it was in a very run down state, you would say "clapped out" if talking about a car, and with little paint left on it! However, it was originally sturdily built and nicely detailed from photos of the original engine in York museum. So, I bought it and did a complete restoration job on it, and sold all the bits I had made to a chap in Liverpool. I wonder if he ever finished it?





I ran this engine for several years at Beech Hurst, and it pulled a couple of our short passenger cars ok. However, I had moved to a flat in the meantime and carrying it up the stairs after each run got a bit harder each year! Has anyone else experienced this unfortunate side effect of increasing years? Ha,ha. Anyway, I decided not to “do my back in” anymore and it was sold, which was a pity really as it was the prettiest little engine.



Photo by Linda at Beech Hurst October 2008.

**Mike P**

# Jubilee Cake

## Ingredients

- 175g [golden caster sugar](#)
- 175g [butter](#) (ideally Welsh), softened
- 4 [large British eggs](#) , separated
- 100g [self-raising flour](#)
- [1 tsp baking powder](#)
- 100g [ground almonds](#)
- [a few drops of almond](#) extract
- 125g [punnet raspberry](#) , Scottish if you can get them

## For the filling

- 227g [Cornish clotted cream](#)
- 125g [punnet raspberry](#)

## For the decoration

- 2 pink roses
- 50g - 85g [golden caster sugar](#)
- 1 [egg white](#) , lightly beaten to a froth
- 100ml [icing sugar](#)

## Method

### • STEP 1

Make the frosted rose petals the day before. Separate the petals and spread the caster sugar over a plate. Holding one petal at a time, lightly paint both sides with egg white. Spoon sugar over it, then using tweezers, shake off the excess. Dry on baking parchment for a day.

### • STEP 2

Preheat the oven to 180C/gas 4/fan 160C. Butter two 20cm/8in round sandwich tins and line their bases with baking parchment. Tip the sugar into a mixing bowl and add the softened butter. Beat for a minute or so until pale and fluffy, then beat in the egg yolks.

### • STEP 3

Sift the flour and baking powder over the cake mixture. Fold in as lightly as you can using a large metal spoon, then fold in the almonds and extract. Stop folding as soon as the flour traces have gone.

### • STEP 4

Whisk the egg whites until they just hold their shape. Gently fold a third of the egg white into the cake mix, using the whisk. Repeat with another third, then the final third. Take care not to over-mix and lose the lightness of the egg whites.

- **STEP 5**

Lightly fold in the raspberries. Divide between the prepared tins and level the mixture using a round-bladed knife. Bake for 30-35 minutes. Cool in the tin for 5 minutes, then turn out, peel off the lining paper and leave to cool completely.

- **STEP 6**

Set one cake on a serving plate or cake stand. Spoon the cream on to the cake with a dessertspoon. Scatter the raspberries over and put the other cake on top. Blend the icing sugar with 1-1½ tbsp cold water until it is smooth and coats the back of a spoon thinly. Drizzle the icing over the cake. Scatter the rose petals over and around the cake, dust with icing sugar and serve.

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## Andrew Ellis

Andrew is a relatively new member to join us at Beech Hurst and has been a regular contributor to the Wharfedale news.

I thought as such he would be a good person to ask if he would be happy to present an article on his life and how it led him into railways and he has agreed.

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## A start

I was born in Balham maternity hospital in 1968 which isn't terribly interesting as far as I know, except for the fact that it was demolished not long after that.

I grew up in Tulse Hill and then when I was 7 and my sister was on the way we moved to 104 Auckland Hill in West Norwood which was very leafy and quiet at the time apart from the regular freight trains that passed and vibrated the whole house so much that the mantelpiece ornaments had to be pushed back away from the edge in the morning. One of my fondest memories of the area was of going to the local corner shop. The Patels ran it for as long as I can remember. Mr Patel used to be the bus conductor on the 2B bus (one of the routemasters, a real bus) that took me to my secondary school. Mrs Patel who never spoke much English, used to run the shop. She was an excellent cook and she used to sell her home made samosas. The intoxicating smell used to waft down the road. To this day they are the best samosas I ever had, crispy, just spicy enough but not too much and full of perfectly cooked vegetables.

I used to catch the bus to school from just outside the railway station from a bus stop which was on a hill. One winter the road was so icy that the bus stopped but carried on sliding down the hill. The routemasters as all of us

of a certain vintage know, had an open veranda, I chased the bus down the road and jumped on as it slid away from me. I remember Mr Patel grabbing me and pulling me in. It was certainly a different world.

I went to Tulse Hill Comprehensive school. It had been a grammar school at one time but when I went it had gained a reputation for being a tough boys only school. I certainly had friends but was more of a geeky, quiet kid who didn't really fit in. Hanging around with my best friend Lee who was probably the campest guy in the school ( his rather unkindly nickname was Larry as in Larry Grayson) made both of us targets for bullying. Looking back, those experiences although difficult at the time, shaped me. I have always found people who don't follow the crowd to be more interesting. I am very aware of bullying behaviour and often recall those experiences. I imagine times are still hard for school kids and strongly believe that clubs where kids can build outside interests and greater support networks are really important.

I can't remember when my interest in railways began. It has been there for as long as I can remember. I had a battery operated train on plastic track when I was very young. I still had the track much later as ladders for a home made castle my mother built out of washing up bottles and old bits of board. My uncles were all railway enthusiasts. One built 5 inch gauge engines and ran them round his garden. Another had a large collection of old tin plate clockwork trains. My grandfather was also interested and kept buying myself and my brother wagons and coaches from the local toy shop when they were far cheaper than they are nowadays for our 00 gauge model railways. He bought us both a model of Flying Scotsman for Christmas one year. My mother used to build all the buildings. My father wasn't really interested in railways but he would come to look and took us on multiple trips to the Railway Museum at York and the Science Museum. He was very much into books. Especially science fiction. He would take us to book shops wherever we went and I still love the smell of a book shop. It is somehow very comforting and reminiscent of happy times. I remember the Dulwich College annual jumble sale. It was a grand affair and had departments in different buildings for kitchenware, bric a brac, mensware and of course a large building for books where I topped up on railway, Gerry Anderson and Star Trek books.

Our holidays from when I was 2 were spent in Woolacombe in North Devon. My paternal Grandmother had many old friends there who ran local gift shops or had retired. I don't remember it sadly but on the first visit we caught a train to Woolacombe station, now long since closed. We always went by train from Paddington. My grandmother went a week earlier to visit friends and sent her luggage on ahead. I always remember dropping it off on the way back. She was quite grand and very well spoken but not at all stuffy. She was more often than not, laughing made excellent dinners and was fun. She used to organise picnics on the floor for our birthdays and often had surprises for all of her grandchildren.



I remember sitting in a compartment on the journey to Barnstaple and at Exeter watching the engine run round. I think it may have been a Warship at one time as I remember thinking the engine had a little bonnet like a car but I do remember class 50s and also the run round at Barnstaple. In those days it was a direct train from Paddington to Barnstaple. This was before the HSTs came along.

We normally spent several weeks in Woolacombe and stayed in a bungalow on the hill overlooking the opposite hill with sheep bleating every morning and with a view from the dinette window to Lundy Island. The owners were also friends of my grandmother and stayed in a caravan in the garden. They became an extra Aunt and Uncle. We knew many of the locals. My grandmother was very jovial and was loved by everyone. I remember her often laughing with Reg the veg who unsurprisingly ran the greengrocers stall outside the local dairy. Everything was very old fashioned then and delightful.

I remember that we used to play Kan U Go while on holiday, which was a card game about making words. My grandmother would start crying with laughter and we all knew that she had discovered a rude word.

We spent many happy years going there and all reminisce about it. I constantly feel a strong pull particularly to the bungalow in Western Rise but also to nearby Morte Point where we used to play among the rocks and gave one the name of Eagles nest that had to be visited every year at least twice.

The local buses were run by Western National latterly but I do remember an old man with a flat cap who ran a local bus between Woolacombe, Morte Hoe and Ilfracombe. It was a blue and cream bus with a huge bump for the gear box next to the driver. It was probably similar to the bus in Titfield Thunderbolt. I remember that when we arrived he used to call out "Yer t'is!"

On the sad day that we had to go home to London everyone would come to wave us off as we drove down the road in the local taxi to Barnstaple station. My brother, my sister and I used to compete to sit next to our grandmother for the journey home. She was very good at keeping us occupied with games, I spy books and looking for things out of the window. The railway seemed a much more varied and interesting place in those days. Sadly we eventually reached the grey buildings of London and would part company.

All these experiences had a strong influence on me but it wasn't until later in my childhood that I found out that it was still possible to ride on steam trains when things really took off.



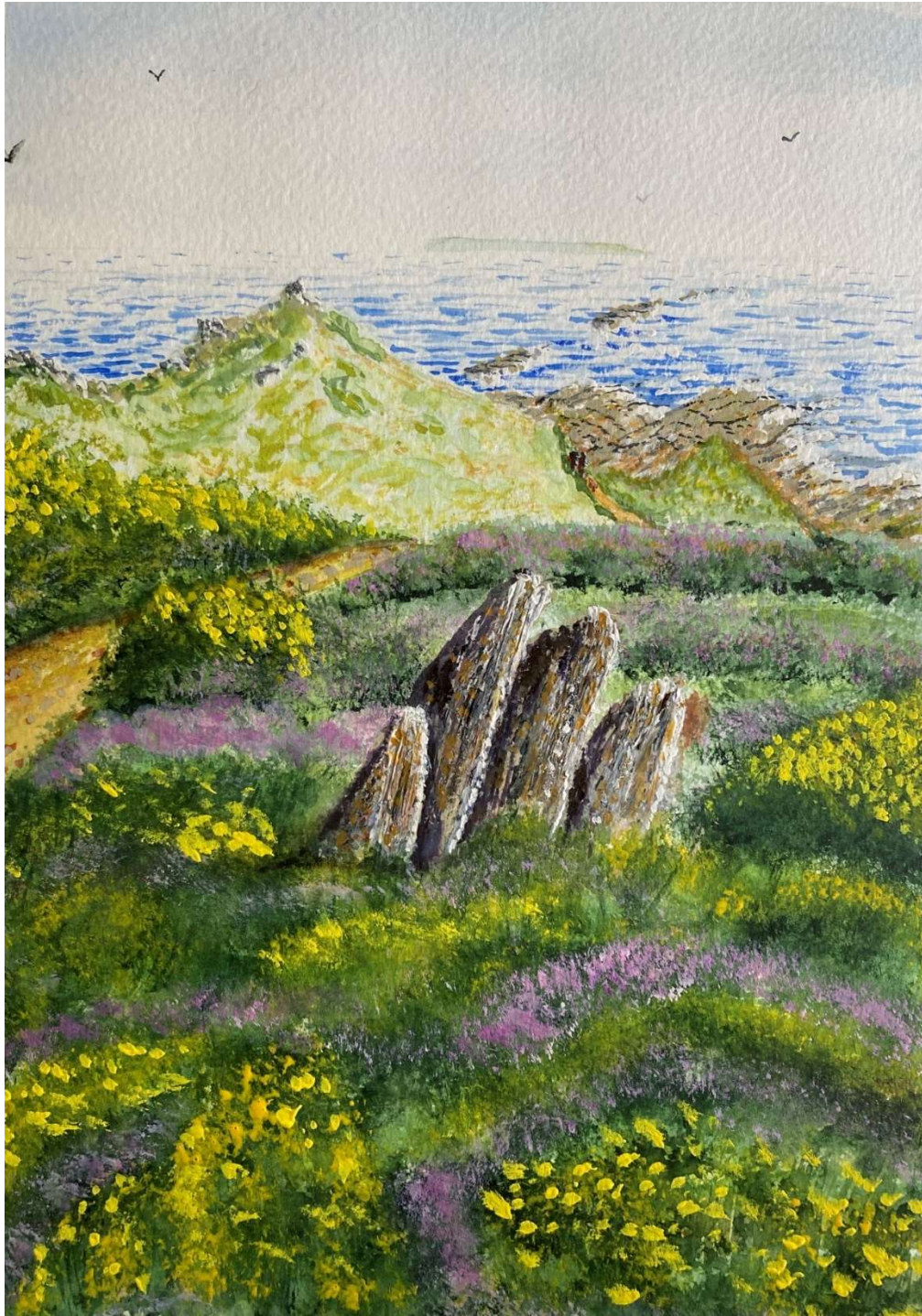


My grandmother, father, brother and sister on holiday. My mother must be behind the camera.



My sister, my grandmother and I sat in the lounge of the bungalow in Woolacombe.





I just finished this painting of Morte Point, one of my favourite places to sit and listen to the sea crashing on the rocks below looking out to Lundy island. Many ships wrecked on the rocks that reach out into the sea here. There have been a few lighthouses in the area but the Atlantic destroyed them. The latest is at nearby Bull Point where you can stay nowadays. I remember hearing the eerie fog horns here years ago and just about remember the old Bull Point lighthouse falling into the sea or rather seeing the ruins.

**Andrew E. To be continued.**



## News From Afar - 9 Sept.



## Mystery Object



## Public Running Day - Sunday 30 August 2020 - Update

Feedback from this run has been positive. We have had an email from a customer concerned about the 'social distancing' within the station seen below from the last edition. The issue on the day was that we had everything running and had limited staff to run the station. The Station Master was reminding the people waiting rides about this requirement, but people can be hard of hearing sometimes. A little like herding cats. The customer appreciated this fact and has been advised that we are taking steps to help minimise this trait by introducing another message on a different Public Address system with a timed loop reminding those of their distancing obligations. Will it work? The coming Sunday we will find out. Just something to be aware of when you reopen.



### **Minor Works - Monday 7 Sept.**

Three of us, again, completed this new section of path. Material used is donated road base as mentioned previously. These pathways are being constructed to ease the problem of mud being dragged everywhere after rain. They are naturally being constructed in main traffic areas. This one connects the clubhouse to the toilet block via Peter M's workshop on the right.



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I visited a place of previous employment, namely 'Poachers Pantry', where I helped maintain their vineyard, on Saturday last. The picture below shows my previous employer, Rob Bruce with his 5hp Marshall. When I worked there, Rob and I had many a discussion about running this engine again on steam. I reminded him of these discussions on my visit. The answer is usually the same being in words to the effect, "one day". We did run it many years ago by coupling it to a 'Lister' I think it was, by belt just to have it turning over and to give his customers something different to look at whilst visiting his restaurant.

Excuse an impromptu advertisement. *(Not my text)*

*"Poachers Pantry is nestled in the hills just 30 minutes from Canberra's CBD. It is a business built around the love of good food and wine and the sharing of it with family and friend. Located on a rural property, its artisan smokehouse and cool climate vineyard*



are showcased in its contemporary restaurant, cellar door and farm shop.  
<https://www.poacherspantry.com.au>



Tyre and rim, Toyota of course.

### **My 73 Class update. (Riding Truck)**





The truck has had slight modifications to house my two recently obtained 40ah batteries. The original batteries being used were only 12 ah and old when I was given them. Their previous life was in a UPS (uninterrupted Power Supply) back up charging module I believe. They continue to reside in the locomotive, but only as ballast.



They were trialed on the members day last Sunday and found to be most satisfactory. Other issues encountered though put a sooner than expected end to the day's run. A coupling came apart. Not good, but no blood was lost in the mishap.

### ***A New Purchase***

***along with another donation.***

Seen under is a new purchase, being a heavy (really heavy) work bench. Found on 'Gumtree' (I don't know if you have in the UK but similar to E bay.)

\$50, a bargain. We require it long term to work on a large steam loco that we are in the process of purchasing as a 'Club' loco. Short term, shown here, it is being used to work on a donated hacksaw. The saw is at present three phase and is being converted to run on single phase by means of a converter. It is on the bench to save Ian's (left) back. Paul is partly obscured.



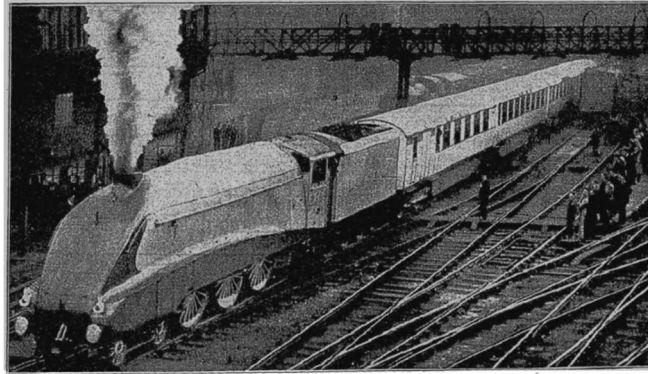
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The mystery object is a home made (from YouTube) device for making hose clamps from wire. A picture next edition.

***Stay well.***  
***David - Canberra - 9 September 2020***



## Special Trains.



The *Silver Jubilee* train leaving King's Cross on 27 September 1935 on a trial run north during which it attained a record speed of 112.5 miles per hour (180 km/h).

The locomotive was made in the year of King George V's Silver Jubilee and was painted silver throughout. The train was composed of initially of 7 coaches but in February 1938 an 8<sup>th</sup> coach was added.

The Silver Jubilee came into service on the 30<sup>th</sup> September 1935 on the route between London Kings Cross and Newcastle and was able to complete the journey in 4 hours. This was achieved by maintaining an average speed of 67 mph (108km/h) which was achievable because of the locomotive's ability to maintain a higher speed on the uphill sections. The train had set a new standard for speed in Britain at the time and service continued until the outbreak of the second world war in 1939.

### *DESCRIPTION OF ENGINE AND TRAIN*

The outward appearance of the engine and train vehicles is entirely new. The engine, of the Pacific type, is streamlined and painted grey in several tones: it is named "Silver Link." The tender is built up to the loading gauge and has a corridor through it. The leading dimensions are as follows:-

- Length over buffers, 70' 6 1/8".
- Weight, working order, 165 tons.
- Boiler pressure, 250 lbs./sq. in.
- Diameter of driving wheels, 6' 8".
- Cylinder diameter, 18 1/2".
- Stroke, 26".
- Tractive effort, 35,500 lbs.

The train is composed of seven articulated vehicles consisting of a Twin Brake First, Triplet Restaurant Car Set and Twin Brake Third. The sides are covered in



Silver Rexine outside, whilst the exterior mouldings, window frames and lettering are in stainless steel. The spaces between the articulated carriages are covered with special Indiarubber sheeting to reduce the wind resistance; wherever possible outside projections have been suppressed.

The engine and train was just over 462 ft long with a total weight of around 385 tons.

## **Puzzle Corner.**

### **Lorema's last week's Challenge:-**

Name these imperial units from the description given:-

Question	1 foot
12 inches	1 hundredweight
112 pounds	1 Gill
5 fluid ounces	
4 inches	1 Hand
6 feet	1 Fathom
8 gallons	1 bushel
10 cables	1 nautical mile
3 miles	1 league
8 pints	1 Gallon
16 ounces	1 pound
120 acres	1 hide
22 yards	1 chain
16 drams	1 ounce
2 gallons	1 peck
3 feet	1 yard
2240 pounds	1 ton
20 fluid ounces	1 pint
5 ½ yards	1 rod,pole or perch
9 gallons	1 firkin
14 pounds	1 stone
2 pints	1 quart
1210 square yards	1 acre
5280 feet	1 mile
0.05 ounce	1 pennyweight
640 acres	1 square mile

## Lorema's this week challenge.

Trains, Boats and Planes:-

No	Question	Answer
1	What is the main train station in Liverpool?	
2	What were the names of Titanic's two sister ships?	
3	Named after the mother of the pilot, which plane dropped the first atomic bomb in 1945?	
4	Which two cities formed the termini of the original Orient Express?	
5	Who was the Captain of HMS Bounty, whose crew famously mutinied?	
6	What was the World's first supersonic passenger airliner?	
7	Which steam locomotive was the only one to complete the Rainhill Trials in 1829?	
8	In which US city can you find the USS Arizona Memorial?	
9	Which was the Allies only jet fighter to see active service in WW2?	
10	In which country does the train service known as The Indian Pacific operate?	
11	Which battleship gets credit for firing the first shots of the Russian Revolution in 1915?	
12	Which Boeing airliner was grounded in early 2019 after concerns regarding two major accidents?	
13	Often transporting Hollywood stars, what was the name of the train that ran between Chicago and Los Angeles?	
14	What was the name of the first Royal Yacht, gifted to King Charles II in 1660?	
15	What was the name of the plane in which the Wright Brothers made their first successful flight?	

16	Which is the only metro rail system in the UK that operates entirely underground?	
17	What was the name of the raft on which Thor Heyerdahl travelled across the Pacific in 1947?	
18	Established in 1919 which is the oldest airline that is still operating today?	
19	As at 2019, which are the only two stations on the London underground system that start with the letter "V"?	
20	On which stretch of water would you expect to see a Norfolk Wherry?	

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

**If you have something for the NEWS please contact me**

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