

BEECH HURST NEWS



Cover picture: -

Something A Little Different?
With two of our resident battery locomotives receiving face lifts this winter, we thought we would have a slightly different front cover this time. Posing for the camera are the Class' 33 & 47, complete with imitation cab layouts and drivers!

Mark.Allen@SJMG.net

Joint Editors

Mark Allen
10 By Sunte
Lindfield
West Sussex
RH16 2DF

Andrew Brock
42 Edward Road
Haywards Heath
West Sussex
RH16 4QH

andv.brock@btinternet.com

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

Editors Notes

Welcome to 2004! With only a month to go till the new season kicks off, we are already well into 2004 and Christmas and New Year are but a distant memory. Since then we have come on along way and have had flooding, snow, wind, you name it, a right mixed bag!!

Introducing this edition, we would like to, firstly, thank all those who contributed to the December edition, including, 'Us', Chris, Ray & Don. It was quite a big edition with plenty to keep you amused and even the Christmas quiz for a bit of a brainteaser. This time we have articles by Norman & Mike Porter about their modifications to the Class' 47 & 33 respectively, jokes courtesy of Enid Marten, a subscriptions reminder from Alan Garner, a short piece from Mike P about the running season which is nearly upon us and a few of our own bits from Andrew & Mark. With the arrival of a couple of new locomotives to the club in the last few months then a couple of 'Engine of the Month' articles may start to appear in the next couple of editions, thanks in advance, Daniel and Phill!! We hope you enjoy this edition as usual, so please read on and enjoy...

Andrew & Mark

For The Future

Just a note to make sure that all our electronic 'customers' are receiving their news ok and if you are experiencing any problems then let either Andrew or Mark know and we will endeavour to sort them out. Also to say that the website has now been updated and is available on the usual address www.beechhurst-railway.org.uk and a blue folder containing the latest pages is now in the clubhouse all the time for viewing as you wish. The news can also be downloaded from the website now, we are planning three editions to be available at any one time and updated as soon as we can after the press date.

Andrew & Mark

Subscriptions

Just a reminder that your 2004 subscription is now due. The normal rate is £10 with a reduction to £5 for junior members and senior citizens. You can leave your payment on my clip at the Clubhouse or mail it to me, either at the Clubhouse or to my home, 8, Finches Park Road, Lindfield, Haywards Heath, West Sussex, RH16 2DN. Alternatively you can pay me in person at the AGM.

I have printed off personalised membership cards this year as an experiment - we have finally run out of the 19xx cards! I hope you like the new look. If not, why not produce your own suggested design for consideration by the committee?

Alan Garner

Chairman's notes Feb 2004

Our signalling system has over the years served us very well and is a great tribute to the thought and skill that went into the design and installation many years ago. However if a fault occurred it could be difficult to cure if the few members conversant with the system were not available on that day. We are completely dependent on a reliable signalling system for our operations and safety of the public and a decision has been taken to work towards a new signalling system that all members should be able to "fault find". All the signals posts are showing signs of corrosion and these have to be replaced shortly. New ones will be made from stainless steel with "future proof" connections. The existing heads will be modified to fit the new connections until new heads incorporating L.E.D.'s are constructed. We will work towards the new system over the coming years with the new system being installed alongside the present one. The committee wishes to express its thanks to all involved in the design and the future construction of the new system.

Members have been busy during the winter months with lots of projects on the go. Both transporters have been completely overhauled, the mainline one receiving new bearings and a gearbox overhaul. The steaming bay transporter has been completely reconstructed except for the rails, which have been slightly lengthened, new wheels turned from stainless steel replacing the previous cast iron ones. The old wheels suffered from rather shallow flanges, which led to a few derailments. In connection with the work on the transporters the rails on the steaming bays have been re-aligned to provide a smooth ride over the joints. The locking device on the steaming bay turntable has been re-engineered and should be more positive.

The footbridge at the back station has had re paint in splendid Buckingham green and now looks very good. Track work has been completed in the jungle and from the small tunnel to along the straight, in the Sunday direction.

Our station and station fencing have received another coat of treatment to help preserve and enhance their look for the coming season.

The coach bearings are being serviced and renewed as required, with some of the rolling stock freshened up with a coat of varnish

The club would like to thank Val and John for preparing and serving the comestibles on Nosh night. As in the past few years the numbers attending have been around the thirty mark and the work involved does not go un-noticed by the members.

Norman gave an interesting talk in mid January on his early railway career.

Your committee thought it was about time that our printed timetables had an update. Various different formats were tried out and the best one selected and printed. This new timetable should be easier for the public to understand with our running days shown in table form (akin to many preserved railways). Dates for special days are highlighted with the note that information on these will appear closer to the day.

A quick reminder that our AGM this year is on 6th March.

Don

Winter Work



Since the last edition of the news, there has been quite a hive of activity at the club, with many jobs in the process of, or having, been completed.

The track on exit from Court Tunnel has been completed (**See Picture Left**), with a couple of further 8ft sections now being lifted to give added adhesion on the top of the climb and part of the way along the bowling green straight. New rail has been laid throughout, with the exception of the 3

½" which has been re-laid as it came up. The track will be fully complete in the next week or so, in readiness for testing of the signals and track in mid-March.



The main transporter has now been completed (**See Picture Left**), with the new bearing and gearbox fitted and duly sealed.

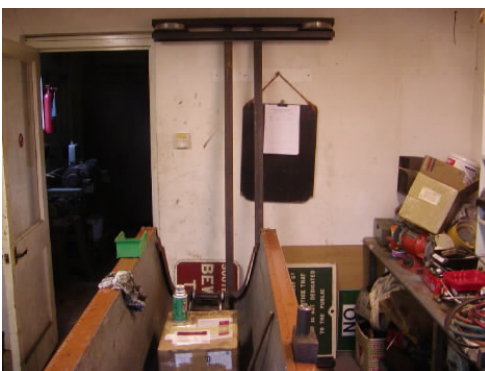
The track section was then placed back in the vertical slides and it is now ready for action. One or two minor tweaks may need to be made as it settles in, but is a vast improvement on the knackered transporter that we had at the end of last season. The secondary transporter is now receiving attention, with 4x 8" stainless wheels turned

and fitted, new bearings and adjusting plates at either end, it is a big improvement on before, with most of the main structure replaced or cut back to remove rotten steelwork and to allow more the necessary modifications to be added. It was duly sprayed with Red Oxide paint last Thursday evening (as was much of the back lawn in the process!) and should be finished by the time this article is released. (**See Picture Below:**

Complete with transporter leaning against the far wall and 'Pullman' truck in the foreground).

Work on the trucks continues, with more bearings replaced. The 'new' stock has been modified as it was found that the back to back of some of the wheel sets varied somewhat and in some cases was too wide, which begins to explain the aluminium swarf produced last season around the track. The wheel sets are now back in place, with a

couple of wheels requiring re-turning, which will allow three of the four trucks to operate during the course of the season and hopefully a fourth once the braking system has been designed and decided upon.



One note that we would like to make is that if during the course of the next running season you have any problems with the trucks, be it poor braking or hard to pull trucks, then please let either Andrew or Mark aware of it, as there have been a lot of very knackered bearings replaced this year and some damaged axles as a result and if there are bearings to be replaced, then we can do them during the summer if we are made aware of problems.



The footbridge has been repainted. Stripped of its boarding and paint in the December edition, it has since been pressure cleaned, rubbed down and re-painted in Buckingham Green (**See Picture Left**). It does look better than the grey that it was painted in before and many thanks to all those who have helped in preparing and painting the bridge.

John Gange has completed the work on the front of the clubhouse, where a crack had appeared in the brickwork. After further

investigation it was found that it was only superficial damage and that there was nothing to be overly concerned about. Some bricks were replaced and the coving duly replaced and re-painted.

Thanks must be given to all those who have helped with the above 'jobs', Mike Porter (Track), Vince & Dave (Transporters), Andrew, Mark & Steve T (Trucks), Peter Chapman, Larry, John Gange, John Midderigh (Bridge) etc...

Also to all the small jobs that have been undertaken in the last two months, Leaf Clearance (John Midderigh), Leaflet Folders (Various – too many to list!) and the other jobs that are essential just to keep the place ticking over.

Andrew & Mark

New Timetables

We have just had about 1300 leaflets printed for the forthcoming season. In colour they are very smart and now adorn the station, clubhouse and we have also had a small leaflet stand put in the foyer of the Brewster's restaurant to display an A4 timetable and folded 'takeaway' versions. It will be interesting to see how they affect passenger numbers this year. Thanks to James for producing the leaflets and to all those who have spent the last 3 weeks or so, folding them all, all 1300 of them!!

Andrew & Mark

Running Season 2004

By the time you are reading this it probably won't be much more than a month or so until we start running again in 2004! The winter has passed by fairly swiftly, although we seem to have had more than our fair-share of rain – especially at the weekends! This has made some of our outside work a bit slow going, notably the track work and painting of the footbridge. Now we are starting our annual paint up of the station & platform fence etc. ready for the new season.

A vast quantity of leaves has been cleared, mainly from the cuttings, and some tidying up of the brambles behind our sheds achieved, and that's just outside! Meanwhile, less hardy, but equally industrious, workshop brigade, have been doing even more essential work to keep the railway running, notably the steaming bay transporters (a renovation of one and rebuild of the other) and also the replacement of many worn out bearings on the carriages. Finally, the paintwork on the trucks is getting some attention, and also the old railway station bench is nearing completion. Behind the scenes too, much design work, has been done towards renovating and replacing some of our time-served signalling equipment.

Phew! Quite a list, and hundreds of man hours of work! I haven't named names, but would like to say a big thank you to those who have helped achieve so much, even though at times we have been few in number!

So, we will be starting the new season in good shape, and there of you who are regulars, will have seen that we have produced a new colourful timetable. This has been designed to be used as an A4 poster or for folding into a small leaflet/brochure for advertising in the Brewster's restaurant or in our station building. Personally, I think we will be busy this year now the new restaurant is open and the building site has gone.

In the early March, I intend to start track and signal testing ready for our official start to running at the beginning of April. If we are ready at the end of March and the weather is good and people are keen, I see no reason not to start early. (Personally, by this time, I'm fed up with painting and fixing stuff and am ready to get the railway running again!)

Anyway I don't know about you, but I'm looking forward to another successful and enjoyable season. However, we can only have a truly happy season if we have a safe one! Last year, (safety wise) was excellent, the plasters again remained in their box and I only had one report of a tiny burn blister on a child's little finger, but even one is one too many!

Can I once again remind all drivers in passenger service to keep to a steady pace with special care in the public part of the park and caution around the clubhouse/transporter sections.

Also to all steam drivers, please don't set off in a shower of sparks and oil in passenger service! And lastly, we all appreciate clean rails, so please clean surplus oil from rods, wheels etc. before taking to the track.

So, I wish everyone a good running season for 2004, and thanks again for all the hard work through the winter.

Mike Porter

Answers To The Xmas Quiz

We did put into the December edition, a quiz for you to tax your brains with. Now whether you did actually finished it or not, here are the answers to the quiz's as they appeared in the December edition:

Quiz 1 – Pullman Predicament

The following are the 37 Pullman cars that should appear in the word search:

Adrian, Agatha, Amber, Argus, Aries, Athene, Aurelia, Avon, Carina, Cecelia, Eagle, Emerald, Garnet, Hawk, Hercules, Heron, Iolanthe, Irene, Isle of Thanet, Joan, Juana, Lucille, Magpie, Opal, Orion, Pearl, Pegasus Bar, Perseus, Raven, Robin, Rosemary, Sappho, Sheila, Thrush, Wren, Zena, Zenobia.

Some of those may ring a bell??

Quiz 2 – Headboards

1. Red Dragon
2. Bristolian
3. 'Flying'
4. 'Golden Arrow'
5. Cutler
6. 'Talisman'
7. 'Thames-Clyde'
8. 'Coronation'
9. 'Atlantic Coast' (Express)

If you then put those together you spell '**Royal Scot**' vertically down the spine of the puzzle. We hope you had a bit of fun with those (maybe not??) and will do something similar next Christmas to keep you amused during those long winter nights!!

Andrew & Mark

Snow At Beech Hurst!



Yes it doesn't happen very often! But on 28th January this year we had a good covering of snow at the club. With Andrew not starting work till a little later that day he managed to 'slip and slide' his way to the club fairly early that day and capture a few 'rare' images of snow in the park. It is not like it has been, so we're told, with drifting and blocking the whole line the cuttings, that's if the memories are working correctly!! We did get snow a couple of

years ago, with a couple of inches then, but it is more nuisance value rather than being in sufficient quantities to create your own snowman, go sledging, get a day off work/school etc... Still we can't be fussy, but it would be nice to try running in the snow sometime, be it with passengers or not, fun all the same!!

Andrew & Mark

Jokes Page (And a Bit)

As we said in the last edition, we would happily publish a few jokes in a special page for a bit of a laugh. We duly received these courtesy of Enid Marten for this edition, much of what they say should be quite close to home??

Understanding Engineers (1)

Three engineering students were gathered together discussing the possible designers of the human body.

One said "It was a mechanical engineer. Just look at all those joints". Another said, "No it was an electrical engineer, the nervous system has thousands of electrical connections". The last one said, "Actually it must have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?!"

Understanding Engineers (2)

What is the difference between Mechanical Engineers and Civil Engineers?
Mechanical Engineers build weapons and Civil Engineers build targets!

Understanding Engineers (3)

The graduate with a Science degree asks, "Why does it work?"

The graduate with an Engineering degree asks, "How does it work?"

The graduate with an Accountancy degree asks, "How much will it cost?"

The graduate with an Arts degree asks, "Do you want fries with that?"

Understanding Engineers (4)

Optimist: the glass is half full

Pessimist: the glass is half empty

Engineer: the glass is twice as big as it needs to be!

Understanding Engineers (5)

Normal people believe if it ain't broke, don't fix it. Engineers believe if it ain't broke, it doesn't have enough features yet.

Understanding Engineers (6)

An engineer was crossing a road one day when a frog called out to him and said "If you kiss me, I'll turn into a beautiful princess". He bent over, picked up the frog, and put it in his pocket. The frog spoke up again and said "If you kiss me and turn me back into a beautiful princess, I will stay with you for one week" The engineer took the frog out of his pocket, smiled at it and returned it to the pocket. The frog then cried out "If you kiss me and turn me back into a princess, I'll stay with you and do ANYTHING you want".

Again the engineer took the frog out, smiled at it, and put it back into his pocket. Finally the frog asked, "What is the matter? I've told you I'm a beautiful princess, and I'll stay with; you for a week and do anything you want, "Why won't you kiss me?" The engineer said, "Look, I'm an engineer, I don't have time for a girlfriend, but a talking frog, now that's cool"

Understanding Engineers (7)

Two Engineering students were walking across campus when one said, "Where did you get such a great bike?" The second engineer replied, "Well I was walking along yesterday minding my own business when a beautiful woman rode up on this bike". She threw the bike to the ground, took off all her clothes, and said, "Take what you want". The second engineer nodded approvingly, "Good choice; the clothes probably wouldn't have fit"

Enid Marten

Adding In A Little Detail – Class 33 & 47 Modifications – See Front Cover!

Class 47

Since the introduction of my Class 47 to run at Beech Hurst, it has done some excellent work and in two years of service has clocked up a large mileage, and many members who have driven it have spoken very well about it and enjoyed driving it.

There were things I did when I built it that I found would have been better if I had done them another way. Unfortunately during the second year of running (2003) it developed a fault with one of the traction motors. It had come out of mesh, rubbed the axle and short-circuited and burnt out the motor. A new motor was fitted but it had done major damage to the main controller and the loco would only run in reverse mode! I was able to run for the rest of the season like this, until time could be spent to remedy the problem.

For it to run in 2004 it would have to have (in railway terminology) a light intermediate repair at main works.

I stripped all the electric parts out and sent the controller away to be repaired and have electric braking fitted. The bogies were stripped and the axles machine by Mike Porter to give more clearance between the axle and the motors so that it could not happen again.

When I built the loco I fitted two fans in the roof for authentic purposes, but with using the loco I found when working hard the controller got very hot, so when I rebuilt it I got the fans working and moved them to the end where the controller is so that they blow onto it to keep it cool.

I also fitted a new switch to the hand controller so that the horns worked from that and did away with the buttons on the cab roof. Jumper leads have been fitted to the front of the cab like Class 47/7's have for push-pull working.

The wiring got a bit complicated and Steve Turner came to assist, I thank him for his help. Both cabs have had a major alteration so that I could fit windows and drivers control desks in them. This is a big improvement to them, two seats have been fitted in each cab and have been covered with authentic Class 47 railway material, which my wife, Hazel, did for me.

The loco has had a re-paint and is looking very smart. I have also had help from a neighbour with the alterations. David Jupp has found it very interesting, although he mainly into making model boats. I hope the loco will continue to give good service to the club this year and in the future.

Norman Payne

Class 33

Last year, when considering another electric loco for the club, we viewed a very nicely weathered 'Western' class diesel with detailed cab interior.

This provided the inspiration to have a go at improving some of our own cabs on our electric engines.

Following in Norman's footsteps, I also decided to change the look and appearance of my Class 33 with a cab interior (complete with miniature driver!).

Although I could only do this in the 'front' cab (the rear is full of electrics), it is a definite improvement and should add some interest at the station! Whilst building the cab interior, I also fitted some lights (bulbs) to the front headlamps and also to the headboard, ready for a little night running in the summer!

As usual, nothing is ever straightforward! The front cab used to house the auxiliary battery (for cooling fans etc..). Running out of space inside, I decided the only place to move the battery to, was underneath between the fuel tanks. Unfortunately, this was where the two-tone horns were! So they then had to be moved along a bit & 'stacked' on top of each other!

Anyway, that's it, there is no room for anything else now! As it looks to me more like one of the Hastings line Class 33's (i.e. slim) perhaps next winter I'll finish it off with a set of 'bagpipes' on the cab front end, as a finishing touch.

Mike Porter

Diary of Events

4th March 2004 – Club Night – Will start at approx. 1900.

6th March 2004 – AGM – Will start at approx. 1900.

20th March 2004 – Film Show night with Cine films from SMLS and other preserved railways. Will start from 1900.

1st April 2004 – Club Night – Will start at approx. 1900.

3rd/4th April 2004 – Start of new running season, see attached news piece.

25th April 2004 – Visit to IoW Track at Broadfields, Cowes, IoW. Details **TBC**.

6th May 2004 – Club Night – Will start approx. 1900.

22nd May 2004 – Special Day – Big Boy Day – Details and times TBC.

3rd June 2004 – Club Night – Will start at approx. 1900.

****We are hoping to have several visits this year to other clubs, so please keep an eye on these pages or on the notice board at the club, as it is not always possible to publish dates in these pages 2 months before.****

Club nights will continue throughout the season on the first Thursday of each month.

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 for more details of any such events.

Andrew & Mark