

# **BEECH HURST NEWS**



**Cover picture: -**

*Looking Good* – After a couple of years and some initial teething troubles, John Harwood's 'Polly' locomotive looks resplendent as it steams on a visit earlier this year. It has since proved very successful during some passengers runs at Beech Hurst too...

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## **Editor's Notes**

With the clocks having gone back last weekend and the Bonfire Night this weekend, the autumn is now very much with us. It is during these colder and dark days that I like to think that many workshops across the country increase in productivity and new / restored locomotives are being constructed in readiness for next year. Having visited the Midlands Show a fortnight ago, it always give me inspiration, when I see many good models on display, to get on with my own projects and speaking with friends whilst there, it seems to do so for them too. With this in mind, there is the distinct possibility of several new or overhauled locomotives appearing at Beech Hurst next year, which will be good to see.

If I put my Treasurer's hat on for a minute, I can report on a productive running season, if a little damp during the last month, after a generally excellent and dry summer. That said, most seasons have a habit of averaging themselves out and 2013 was no exception – I'm sure 2014 will prove equally so.

From the August edition, I would like to thank: Adam, Andrew S, Roy P and Steve T for their respective articles that made for a bumper edition.

In this edition, there are again articles by Adam, Andrew S, Roy P and Steve T, along with reports from our BBQ evening and Winter Work season, as well as an updated Diary, so please read on and enjoy...

**Andrew**

## **Chairman's Notes**

Another running season has ended. It is interesting to note, each year we carry a very similar number of passengers (at least for the last 6 or 7 years whilst we have had the £1 fare). 2013 has been no different, just perhaps a little better than the average I think, mainly because the weather has been kind to us. This does enable us to judge how much we have available to spend each year on repairs and upgrading.

Thanks to everyone who took part and gave their time for the Club. Drivers, Station Masters, Guards and T/C's etc... Special thanks to the Op's Managers too for coordinating it all. Often the running book takes care of itself, but sometimes, especially during the holiday months of June and September, slots are hard to fill, but we made it this year!

Anyway, now the winter maintenance programme has begun to gain momentum. A general clean up around the place has started, 'winterising' everything, and above all, the usual track work and leaf clearance is underway. Roy is well on with the former; just as well, as the mud is already getting higher up our wellingtons as the autumn weather comes on! Thanks to the regular small band who have turned up to help.

This year I'm pleased to say, 'the lads' have taken on the task of leaf clearing. For many years John Middeligh has done this job with help from time to time. So he has earned the right to have lighter duties now, for it gets to be a bigger task year by year as the trees around the place keep growing, despite us removing some each year for the Bonfire!

By the New Year, we will need to finish all routine maintenance requiring the workshops, as our plan is to start refurbishment of these in the early months of 2014, finishing the job with new wiring etc..., to modern standards.

If you have time, please come and help us with these tasks...

**Mike**

### **Club History**

Continuing the series, you will find my next 2 pages (11 & 12) stapled to the rear of your newsletter, which follow the last 2 published in the August edition. From the last edition, there is one erratum on page 10, where the top middle photo should be credited to Arthur Ayliffe and not Harold Lovell. Thank you to Bob Youldon for pointing this out!

**Steve T**

### **Boiler Certificates**

Following our latest Committee meeting it was decided that all SMLS tested boilers will only be issued with a 12 month steam test certificate. There is currently debate between the Northern and Southern Federations about a 2 month grace period at the end of each 12 month period, however until this is formally resolved we have decided to stick with the old principals of 12 months only. That said, we have agreed to accept a visitors locomotive certificate if it includes the extra 2 months until clarity on the subject is published.

**Andrew**

### **Insurance**

Also from our Committee meeting, this is a reminder to all loco owners that the Club does not automatically insure your loco if it is stored in the lockers at the clubhouse. The policy of block insurance ceased quite a few years ago and it is down to the individual owners to insure their locos if they desire. Details of our Northern Federation insurer can be sought from our Secretary.

**Andrew**

### **Website Password**

If you use our website and would like to access the members section of the site then here is a reminder of the login and password you will need to enter:

**Login:** smls1952

**Password:** wharfedale71960

Within the members section is a diary of events extracted from the latest newsletter as well as a PDF newsletter archive dating back to 2003 for those interested in a little of the recent history! It is hoped to add many historical photographs to these archive pages in the future, however this is currently being looked into and we will keep you posted via these pages of any further developments pertaining to this.

**Andrew**

## Workshop Closure

After the New Year's Day run, a complete update of the decor and renewal of the wiring in our workshop has been proposed. As of the 4<sup>th</sup> January, both main and carriage shed workshops will be out of action whilst this work takes place. It is hoped to have everything fully functioning again by the end of February, however this may be longer or shorter depending on how the work goes. The electrical work will be completed by outside contractors, however if you would like to help with the redecoration etc..., then your help will be gladly appreciated!

**Andrew**

## For Sale

Following the August newsletter, the Cement Mixer advertised for sale did not sell and it was agreed at our latest Committee meeting to offer this for sale again without reserve to the highest bidder. As per the August edition, all offers via Secretary John Baldwin at his address: 1 Markfields Road, Caterham, Surrey, CR3 0RP or left on the Secretary's clip in the clubhouse by 30<sup>th</sup> November 2013.

**Andrew**

## Winter Work

As ever with the October edition, the Winter Work column is back to report on the projects going on during our closed season.

Outside on the track, Roy has started a long section from just before signal 2 adjacent to the Pentanque and is hoping to reach the curve adjacent to the point. As I write, the first third of this has been completed and Roy is currently working

along the Bowling Green straight towards signal 3. In addition to this, there has been some exhaustive investigation into the procurement of nails, rail and sleepers, about which Roy has written a separate article below. Thanks go to the many hands who have helped at weekends and during the week on the task of track maintenance and renewal, which is making very good progress thus far.



(Picture above: The first completed track section looking south east towards the Pentanque. The light coloured sleepers on the straight indicate where Roy started with a mixture of untreated pine, then Siberian Larch and followed by the treated pine, which are dark coloured sleepers in the foreground) and (picture next page: The next section awaiting paint)



Inside, Geoff West has been busy punching and drilling the new sleepers which Roy has recently purchased and this task is very nearly complete.

Also inside, Andrew S & I have checked the trucks for normal wear and tear, and thankfully just 2 axle sets require maintenance this year. In addition to this, we are going to consolidate work from previous years, which was started and not finished, the main task

being to paint a number of the 'new' style bogies, which had just a primer coat or no paint at all. It is interesting to note, that these 'new' bogies seem to run much more freely than those of the older style, partly because they are built with a slightly greater tolerance in the horns and because there is no stress applied to the bearing when they are first put on the axles. More of these may well be the way to go in the future but we need to think carefully about how best this would work because other modifications would be necessary to accommodate them.

Talking of consolidation, Graham and Peter C are currently working on our 'Growler' locomotive, 'Florence Nightingale'. Before the running season had finished, Peter bored out 8 axle boxes in readiness for them to be fitted with ball race bearings. The original bushed axle boxes have become worn over the years and to save the need for oil and hopefully for longevity, the decision was taken to fit the same bearings as per our Class 73, which should be good for some years.

Finally inside, Mike Wakeling has continued to tidy and re-model our workshop. The main workshop is pretty much how Mike envisages it to be for the future, however the carriage shed workshop is still work in progress with cupboards etc..., currently being sorted out. This work is likely to continue through the winter, culminating in a complete redecoration and re-wire in the New Year.

Outside, Dan, Laurie and Nick have started the task of leaf clearance, although many of these are late to start falling this year. Here we are, just into November and we have barely had a frost yet with many leaves yet to turn at all!

Other jobs which have also been completed during October include: power washing of the steaming bays and pathways adjacent to the clubhouse, cleaning & waxing of the truck seats and preparations for our Bonfire Night.

The next newsletter will be available on New Year's Day and I will of course update you with the latest on the above projects and any other ones which have been started / completed between now and then...

**Andrew**

### **On the right rails**

As most of you know, last year during track renewal around the far end of the jungle we inserted 3 lengths of commercially available 16mm high aluminium rail.

This rail is made of aluminium alloy 6082 Temper T6, the same alloy specification that was used for our rail some years ago. The only difference being the commercial rail is supplied with a slightly radiused top surface, claimed to simulate prototypical profiles. The old Beech Hurst rail has a flat top. Three lengths of the commercial rail were laid for the inside and outside rails with the rest of the new track laid with the old Beech Hurst profile rail. During the start of this year's running season it was interesting to monitor the wear of the two types of rail and also to receive comments from drivers about any wheel slippage.

It was very clear from the wear photos shown, taken by Steve Steer, that soon after running started the commercial rail developed a longer line contact (i.e. the contact line between the wheel tread and rail perpendicular to the line of the rail) but showed less of the normal burring over. During this time I received adverse comments about slippage, i.e. more slippage. However, the Beech Hurst profile showed more burring, shorter line contact and fewer reports about slippage. As time progressed the two line contacts have roughly equalised and any slippage reports are not specific to the commercial rail. Both types of rail are now behaving in a similar manner. So, you might say, does it matter about the shape of the top rail profile? Well, the problem is that when the rail is turned the commercial rail will again show a greater tendency for slippage. Therefore my conclusion is that we are better off sticking to the old and tested Beech Hurst flat-top rail profile.



**Commercial rail soon after installation - Top view (picture above left) and the view looking up (picture above right) at the edge of the rail, note the small amount of edge burr.**



**Beech Hurst rail soon after installation - Top view (picture above left) and the view looking up (picture above right) at the edge of the rail, note the large amount of edge burr.**

Questions are then asked about the grade of aluminium and whether the burring of the rail could be reduced by choosing different aluminium or different temper. Recent consultation with an expert in aluminium extrusion at the company Sapa Profiles has indicated that they consider there is no better alloy than 6082 and the previously chosen temper T6 is the best for our application. One aspect that has puzzled us is why many years ago 16 ft lengths of rail tended to expand giving problems at the fishplates. We cannot be sure of the reason but consultation with the Sapa expert indicates that one reason could have been that the rail was supplied in temper T4 with the aim that it would have gradually hardened with time. If the rail was laid and used before it had time to harden through the natural ageing process it would probably have been too soft. With the rolling action of heavy wheels along its length the rail could have expanded slightly. This may well be the explanation, especially as a manufacturer might have recommended T4 temper because the rails are bent, albeit slightly, for the track curves.

Thinking about the issue of burring, I thought it worth doing some simple calculations of stress in a rail when there is a loaded wheel such as a loco or passenger truck running over it. Simple theory shows that when wheels roll along the track the rail deforms, as does the wheel. For typical passenger loads the curved tread of the wheel indents the rail by about 0.5 thousandths of an inch and over a contact length of about 0.1 inch. In full size railways this indentation is the cause of micro-crack formation which can of course ultimately lead to major rail cracking and failure. In aluminium rail we don't see large cracks as it is a relatively soft material, but we do see the surface of the rail covered in fine aluminium powder, especially in dry warm weather and noticeable along straight sections of track. This is no doubt a result of the surface damage caused by the indentation process. A key consequence of the indentation process for locomotive wheels is that it gives the locomotive adhesion. For the same load conditions and wheel tread shape, smaller wheels will indent further and lead to better adhesion than larger wheels. Furthermore, the indentation will be greater when the length of the line contact between the rail and wheel tread decreases. This is the reason why the Beech Hurst rail is better than the commercial rail when it comes to slippage.

Continuing with the theoretical estimates, under normal load conditions the rail is vertically compressed under a stress which is about 4-6 times less than the elastic limit for the alloy. Once the wheel runs along the rail, the rail recovers from the deformation, in other words no permanent indentation takes place. However, on a curve or if the wheel moves sideways so the flange/tread radius bears on the edge of the rail, the contact area between the rail and wheel will decrease significantly. This means that the local stress increases and can easily exceed the elastic limit. Once this happens the aluminium will be permanently deformed leading to the burring that we see around the track. This is clearly evident from the above photographs. Like the micro-cracking, this process also takes place on full size steel rails. With the wheel flanges also rubbing on the burred edges this will also produce aluminium powder, especially on the outside rail.

### Going Plastic?

A year ago I looked into the possibilities and practicalities of plastic sleepers and chairs. There are some very nice looking products available and really quite realistic, or prototypical, but are they suitable for our application? After a chat with a major supplier I decided they were not suitable for a number of reasons. This summer Adam Cro came along with some samples of plastic sleepers and chairs. Not to look a gift-horse in the mouth, Steve Turner, aided and abetted by John Baldwin on the cinders front, decided we need to see for ourselves how robust they would be when cinders fall on them, a frequent occurrence around our track. As you see from the photos taken by Steve Steer they did not do well in the Beech Hurst trials. The chair virtually disintegrated and the cinders penetrated the hollow sleeper (**see picture below**).



Apart from melting and potentially igniting, the chairs are unlikely to be able to withstand the enormous lateral forces around our track curves when we experience hot weather - even our nails only just hold the track down! So, we won't be contemplating going over to plastic sleepers and chairs in the foreseeable future but many thanks to Adam for bringing these samples along.

### Sleepers of the Future?

Our wooden sleepers have served us well for decades and currently it is our intention to keep this tried and tested system. To date, we have always treated the sleepers with a mixture of creosote, creosote substitute and old engine oil in the boiler. Recently we decided to buy some new sleepers and I thought it worthwhile getting an expert on wood from our usual supplier 'Covers'. The issue was what would be the best wood for our application.



So, Peter Openshaw the Production Manager came along and Mike Porter and I showed him the application and we had a very productive meeting. He concluded that in the long term we should look at using Siberian Larch. Siberian Larch is a slow growing tree with tight growth rings, but it has very high resin content and hence does not take treatment. Life expectancy of timber not in contact with the ground can be enormous. In Russia, houses exist that were clad with Siberian Larch 500-700 years ago. So we could expect Siberian Larch sleepers to have a life well in excess of 15 years. The big advantage is that they will not need treatment. A potential downside is that it is quite a hard wood and it was thought that they might crack with the nails, so the sleeper drilling process might have to be looked at. The outcome of the meeting was that we would place an order for 2000 USA Redwood sleepers selected for minimal knots, material similar to our previous orders and Covers would provide 100 Siberian Larch sleepers free of charge for assessment. In fact, Covers sent us nearly 150 sleepers. Steve Steer and I tested the ability of the sleepers to take nails and concluded the only slight change considered worthwhile was to pre-drill the nail holes slightly deeper than we do for pine sleepers. We will see how they go when we install them. By the time you read this they will have been installed as part of this year's track renewal and are at the end of the tennis court straight. Their performance will be monitored over a couple of years. If they turn out to be successful, the cost will be 50% greater than Redwood but with many advantages. Comments have been made about the colour of the wood. However, we have quite a few English Larch sleepers around the track and they end up weathering to the same greyish colour as the pine sleepers, so I suspect the same will happen to the Siberian Larch.

### Nails upon nails

Continuing the saga of track bits and pieces, we always have problems with the quality of the clout nails used for holding the rail to the sleepers. Any bought packet of 20 mm long nails will have some with deformed heads and points but at least these are easily spotted, and discarded if too deformed.

A bigger problem is that there is always a distribution of lengths in a batch. Short ones are no problem but if the nail is longer than about 21 mm it could go right through the sleeper (thickness 21 - 22 mm) so possibly shorting the rail to the grounded steelwork, thereby adversely affecting signalling. As we need to buy more nails I thought it worth doing a bit of a survey of the quality of nails from local suppliers. Two small suppliers showed me some samples and in a handful there were clearly significant variations, so I declined further interest. I then found two rather large builders merchants who sold 0.5 kg packs of what looked like half decent nails. So I bought a pack from each one and Dave Mattingly and I sorted them. The results were:

#### **Supplier 1**

Total of 371 nails in 0.5 kg

Short, i.e. 12-17 mm                      19

Deformed head or tip                      11

Long, i.e. 21-23 mm                      5

## Supplier 2

Total of 349 nails in 0.5 kg

Short, i.e. 12 -17 mm Nil

Deformed head or tip 5

Long, i.e. 21-23 mm Nil

Incidentally, Supplier 1 was about one and half times more expensive than Supplier 2! Needless to say, Supplier 2 won the contest. The next stage was to buy a pack of 25 kg insisting that they would be from the same batch as the earlier sample. These were received and checked by Roy Le Masurier and myself, some 17,400 nails. It is true we might possibly have missed the odd rogue nail, and anyone querying our findings is welcome to do a re-check, but the result was:

Short and deformed head or point 80

Long 21-23 mm 21

As there were 50 times the number of nails compared with the initial 0.5 kg pack, these results are consistent and quite pleasing. Having located a good source of nails at a price that is far less than that paid a few years ago we decided to take the plunge and buy enough nails to do a whole track circuit or more, i.e. a total of four 25 kg boxes or 70,000 nails. All we want now is an assistant for Roy Le Masurier to train in order to check the other three boxes for rogues – any volunteers gratefully received...!

**Roy P**

## Recent Social Events



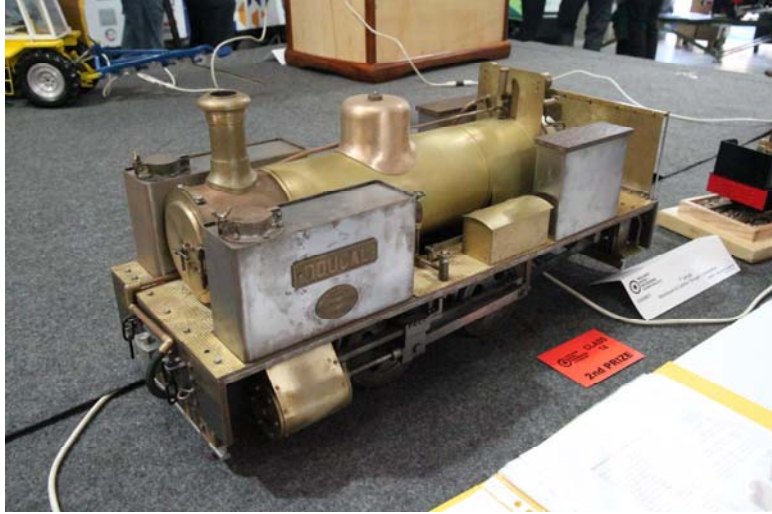
Albeit a long time back, our last social event was the BBQ on the Bank Holiday Saturday in August. Having had several dry evenings over the past few years, it was hardly surprising when 1 was not so good and I think **(picture left)** says it all! However, the rain did not stop us and although no trains ran we did have a grand 'cook up' under the plastic sheet! With the rain falling and a hot BBQ underneath, the sheet was

seen to droop and steam at one point but Andy S, Steve S & I were confident we had everything right and in the end nothing untoward took place! Through these pages I would like to thank Val & John for much of the preparation of the BBQ food / puddings and of course to the 20 or so members who braved the inclement weather to make evening a success despite this!

**Andrew**

## Building a W&L 'Dougal'

Where do I begin? Although it sounded like a good idea at the time, I entered 'Dougal' into the junior category of the competition section at the Midlands Model Engineering Exhibition in Leamington Spa, held two weeks ago. The aim was to have the loco completely finished by the show and apart from a couple of minor jobs



left to complete on the vacuum pipe work and tool box, this was accomplished - not without quite a bit of 'over-time' though. It is amazing what working to a deadline does to you, especially as there were many occasions over the past two months when I honestly thought I was not going to achieve it.

**(Pictured above: 'Dougal' on display at the Midlands show)**

Rather than explaining everything in detail, I have listed all the jobs which were completed over a six week period leading up to the show:

- Finish locomotive back plate including hand rails and pieces of angle that screw into rear buffer beam.
- Fit chequer / diamond plate to all exposed parts of running plates.
- Attached eye hooks to both buffer beams.
- Attach chains to both buffer beams.
- Fit dummy vacuum hose to front buffer beam.
- Make reduced head bolts for all cylinder covers.
- Make new reduced size nuts for brake gear linkage.
- Make, weld and fit cab steps.
- Make brass tool box with opening lid.
- Make, roll and fit boiler cladding
- Make dummy bolting plates for boiler clacks.
- Re-fit dome and spectacle plate to new boiler cladding.

Out of the list above, the worst job by far was the tool box. This was made out of brass plate, held by 3/64<sup>th</sup> copper rivets in brass angle and soft soldered together. Making the boiler cladding also caused a certain amount of stress and needless to say, two attempts were required! Helped by the fact that I spent some 14 hours finishing the loco the day before it departed (as well as a 6am start on the morning itself, to adjust the dome) I have now passed the 2000 hour mark and give or take a couple, have finished building my first loco.

**Andrew S**

## The Trials and Tribulations of Building a 9F – Part 2 of 2...



Once all set up and filled with water and charcoal for the first time, all that was left to do was light it, which turned out to be much harder than you may think (there is an amusing video showing this if anyone is interested!). Once we finally found a match that would stay alight we were away. While it was warming through we encountered a small problem in the firebox that I need to address, with the rear of the fire

going out quite easily because I don't think there is enough air to this part of the grate. Pressure climbed and we got it to the point where we could test items such as the injectors, one working fairly well whilst the other struggled with a low water supply. Next the blower and the safety valves, and despite having 6 blower jets the 'safeties' kept the pressure at a perfect 90psi, the only thing left to do was to put it into full forward and try the regulator (**see picture above during testing**)! The smile quickly dropped from my face as I eased the regulator and the wheels jumped into life, moving all of a  $\frac{1}{4}$  of a turn only to stop, bind up and stay there. We waited and tried again but still nothing, the wheels were locked solid, looking back on it we weren't 100% sure as to why but as many of you can imagine I was rather down heartened by this and the infamous words 'eBay/Dealers' shot to the front of my mind knowing this was most likely a problem with the valve liners. We spent the next few hours trying different things and managed to get the wheels moving although not under steam and kept hearing a horrible grinding noise in the cylinders coming from the valves. The last thing we tried was blocking it up off its wheels, away from the rolling road and seeing if this would make any difference, surprisingly it did and the loco jumped into life and we had it running for around 10 minutes before the 'big bang'. My heart sunk even further as steam engulfed the fire, what made it worse was I was instructed to try to shovel the fire out which was promptly stopped when the shovel came flying back out the fire hole at me as it hit the steam! At this point we didn't know for sure what it was although we thought it might be the fusible plug, given the direction the shovel was pushed back at. I panicked and thought a tube had gone on the firebox tube plate shooting steam back out towards the back-head, I was quite worried at this point and felt it best to walk away to calm down. We later removed the plug to find it had gone and my worrying was somewhat reduced! The problem was due to the boiler not being made correctly and it is something I noticed when fitting out the back-head but it never crossed my mind. I knew the gauge glass bushes were low, about  $\frac{5}{16}$ " below the crown, which lead to the fusible plug dropping as we thought we had sufficient water for what we were doing – apparently not!

At the moment I'm far away from the loco having started my new job in High Wycombe, so progress is now at a standstill while the cogs in my brain turn to find a solution. I have had a few suggestions and some better than others but I think I know what really needs to be done to solve this in the long term. I still don't know the real answer as to why it was binding up, different metals with different expansion possibly but that wouldn't overall explain why it ran when the weight was taken off the wheels. Despite this I'm pleased after 3 years I have finally had a fire in it, maybe not the way I had hoped but it's a start. Next, I will try to move forward, make some further improvements and all the finishing touches. Winson really did a diabolical job with these locos and it's only thanks to Paul and the brilliant work he did to start with that this loco is moving forward but if I ever got offered another one I'd run for the hills. Thanks to the Andrew's for their help on the day, don't think I'd have coped on my own with everything that happened; they have and are still giving great support throughout this project.

**Adam**

### **Forthcoming Events**

We are now into November and looking further forward, we have agreed to display at 3 exhibitions during the closed season, these being: Sandown Park in mid-December, Alexandra Palace in mid-January and Brighton Modelworld in late February. A list for Sandown Park is on the blackboard for volunteers and models, and if you would like to volunteer yourself, a model or better still both then please add your name ASAP. Once John Baldwin has finalised a list with the organisers we will change this list to Alexandra Palace and then in turn to Brighton Modelworld. Again, if you can help with either of these shows then keep both dates in mind and add your name as appropriate once they are advertised. In between times we have also agreed to hold the New Year's Day run / lunch again in 2014. The format will be the same as per previous years with the track available during the day for anyone wishing to brave the cold / wet and a buffet salad lunch will be served from 12:00. In terms of numbers, New Year's Day now rivals Bonfire Night as our most popular social event and given a nice day it can be very pleasant! I think it will be hard to beat New Year's Day 2013 when we were spoilt with unbroken sunshine from dawn till dusk but that said, 2013 made up for 2012 when it rained almost continuously from dawn till dusk, so I guess some you win and others you don't!

I will update the Diary again in December with details of the AGM and of course a report from our stand at the Sandown Park exhibition, plus any new dates that are agreed between now and then...

**Andrew**

## **Diary of Events**

7<sup>th</sup> November 2013 – Club Night – Will start at approx. 1900

5<sup>th</sup> December 2013 – Club Night – Will start at approx. 1900

12<sup>th</sup> – 15<sup>th</sup> December 2013 – SMLS to display at Sandown Park – see above

1<sup>st</sup> January 2014 – New Year's Day Run & Lunch from approx. 1000 – see above

2<sup>nd</sup> January 2014 – Club Night – Will start at approx. 1900

16<sup>th</sup> – 19<sup>th</sup> January 2014 – SMLS to display at Alexandra Palace – see above

6<sup>th</sup> February 2014 – Club Night – Will start at approx. 1900

20<sup>th</sup> – 23<sup>rd</sup> February 2014 – SMLS to display at Brighton Centre – see above

**NB.** Certain events may be organised at short notice and will not therefore appear in the newsletter. Please check black / notice boards in the clubhouse for details of such events.

**Andrew**

## History of The S.M.L.S.

Information Found			Names	Relevant Information	Notes
Place	No	Date			
SMLS Committee Minutes 1951- 59 Bound	9	15 May 1954	7 In Attendance	Apologies - Leonard Whittington	Minutes of the previous committee meeting were read & confirmed as correct then signed by the Chairman.
			Ernest Brown (Father)	In the Chair	A demand of 10 Guineas (£10.50p) for 2 years rent was received from the council.
			Ron Bostel (S.R.)	Secretary & Treasurer - S.M.L.S.	An offer was accepted from C.C.Wakefield (Castrol) to provide 5 sign's & pay the sum of 1 Guinea per sign a year & a few trucks at £5 to £6 each
			Jack Austen-Walton	Other	An accident happened on the previous weekend.
			Dick Rawlins (R.C.)	Other	A sign to discourage speeding is to be obtained.
			Alf Funnell	Other	
			K.N.Harris	Other	
SMLS Committee Minutes 1951- 59 Bound	10	29 May 1954	5 In Attendance	Apologies - Alf Funnell	Minutes of the previous committee meeting were read & confirmed as correct then signed by the Chairman.
			Leonard Whittington	Chairman	An alternative position for the Station was discussed.
			Ron Bostel (S.R.)	Secretary & Treasurer - S.M.L.S.	It was suggested that the sign's provided by C.C.Wakefield (Castrol) were on the big side & would only be used on occasions such as the Record attempts.
			Jack Austen-Walton	Other	Mr Cornwell's Hielan Lassie loco came uncoupled from the train in passenger service.
			Eric Rowland (R.C.)	Other	A Turntable was discussed & decided it was not safe at this time
			K.N.Harris	Other	A Log Book & A Visitors Book were to be obtained.
SMLS Committee Minutes 1951- 59 Bound	11	07 August 1954	6 In Attendance	Apologies - Alf Funnell, A.C.Cornwell & K.N.Harris	Minutes of the previous committee meeting were read & confirmed as correct then signed by the Chairman.
			Leonard Whittington	Chairman	A Club Hut was discussed & it was agreed to order an 18ft x 10ft Redruf Garage Type 10. 12th September was set for a visit to Maidstone. Tonbridge Society would like visit on the 25th September.
			Ernest Brown (Father)	Vice Chairman	A date of 12th September 1954 was set for a Club visit to the Maidstone Society's Track.
			Ron Bostel (S.R.)	Secretary & Treasurer	The Tonbridge Society would like to visit on the 25 September 1954.
			Jack Austen-Walton	Other	Rickett Cockerels were prepared to supply coal. 22nd August was set for the Locomotive Trials.
			Les Clarke ( A.L.)	Other	The Locomotive Trials were postponed from the 12th June 1954 & will now be held on the 22nd August 1954.
			Alf Funnell	Other	The first trolley was nearly completed & Castrol were to donate £16 to the cost of more. C.C.Wakefield (Castrol) has supplied some lubricants.
Newsletters 1954-63		06 September 1954	Ron Bostel (S.R.) Editor	Newsletter	Notification of the Southern Counties Model Exhibition to be held on 18th September 1954 at the Coleman Institute in Redhill Surry
					The Locomotive Trials postponed from early in the year will be held on the 22nd August 1954, (see results in Club Records)
SMLS Committee Minutes 1951- 59 Bound	12	12 February 1955	8 In Attendance	Apologies - A.C.Cornwell	Minutes of the previous committee meeting were read & confirmed as correct then signed by the Chairman.
			Leonard Whittington	Chairman & Treasurer	More Key's for the Club House were to be cut.
			Ernest Brown (Father)	Vice Chairman	The cost of the New Trolley added up to approximately £25.0.0.
			Ron Bostel (S.R.)	Secretary	It was agreed that braking the Track to load & unload the loco's was still not a viable choice, some form of cradle was to be looked at.
			Arthur Ayliffe (A.E.)	Other	Leonard Whittington has become the acting Treasurer until the AGM.
			Jack Austen-Walton	Other	The Bank account was changed from the Brighton Branch to the Haywards Heath Branch of Barclays Bank.
			K.N.Harris	Other	The Agenda for the forthcoming AGM was discussed & agreed.
			Les Clarke ( A.L.)	Other	A discussion was held on the possibility of an amalgamation with the Mid Sussex Model Engineering Society.
			Alf Funnell	Other	

# History of The S.M.L.S.

## NEW RAIL TRACK—IN MINIATURE

**SUSSEX** men whose hobby is constructing and operating miniature locomotives are planning a grand opening in May of their new track at Beech Hurst, Haywards Heath.

When members of the Sussex Miniature Locomotive Society held their annual meeting in Haywards Heath on Saturday, they were told by their track manager and chief mechanical engineer, Mr. J. Austin Walton, Worthing, that the length of track already laid at Beech Hurst had proved to be eminently satisfactory.

"We have made a lot of promises about how good the track was going to be," Mr. Walton said, "and already you will see that it is going to be superb."

If the work continued at the present rate, the track ought to be completed and ready for use by April.

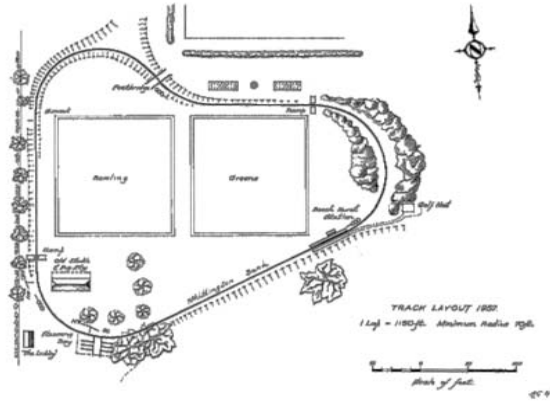
The members agreed that they should work for an official opening over the weekend May 1 and 2, to which societies from all over Southern England would be invited.

### Chairman A Councillor

Mr. L. G. Whittington, chairman of the Beech Hurst Committee of the Cuckfield Urban Council, was unanimously elected chairman of the society in succession to Mr. H. Brown, Haywards Heath. Mr. S. R. Bostel, Brighton, was re-elected secretary.

**Footnote**—The track, which is raised on brick piers, has a circuit of a few feet less than a quarter of a mile and is the longest and the society claim, the best in England. Miniature locomotives capable of high speeds and of carrying up to 40 passengers will run on its 5 1/2 in. gauge rails.

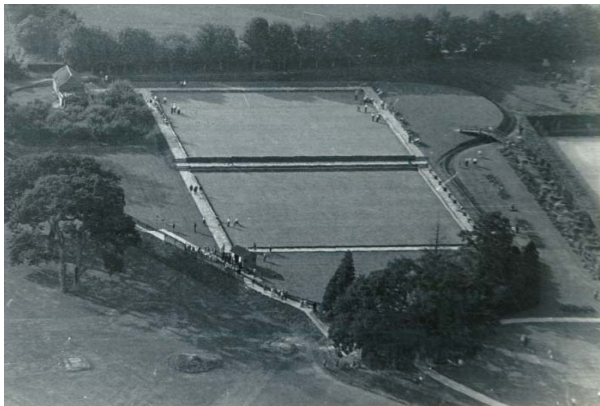
In recognition of the tremendous amount of work which the chairman has put in on the line, the long, straight stretch on the track will be known as the Whittington Bank.



Track Layout from the start in 1954 to 1972  
(IPB-2106)



Les Clarke on the Record Attempt - 1954  
(Note the PA System & the Kiosk)  
(IPB-0005)



Aerial view of the Track to 1972  
(IPB-2010)



The Old Asbestos Garage later to be known as the Clubhouse Lobby - 1959  
(IPB-0038)



Alf Funnell - 1969  
(IPB-0035)