

BEECH HURST NEWS



Cover picture: -

Cauldron of Fire: With 2012 being dominated by the Olympics, we thought it only fitting to try to incorporate this into our Bonfire theme for this year. Our 'cauldron' is pictured above prior to ignition (well almost!) and a full report on the evening is featured inside...

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Editor's Notes

As this edition will be out on New Year's Day, may I wish all our members a Happy and Prosperous New Year, welcome to 2013, and I hope you have all enjoyed your Christmas festivities.

Another minor milestone has also been reached, with this being the 400th edition of the newsletter. This magazine of Club life has evolved from the basic beginnings of type written text and even in the 15 years since I have been involved there have been massive advancements in what can be achieved. Maybe during the next 15 years paper print will not be so sought after and everything will be headed towards 'QR' codes and electronic tablets to view this with, who knows, but whatever the format I hope the newsletter will still be informative and useful to regular and irregular members alike, and more importantly will provide an accurate record of Club life and activities at that time. Anyway, back to the here and now, and thanks to Andrew S and Chris for providing articles and pictures for the October edition.

I have held this edition back to the start of the year to coincide with New Year's Day and hopefully to guarantee maximum collection potential. In this edition, there are articles courtesy of Andrew S, Clive H, Roy P and Steve T, as well as my usual writings and of course updates from our social and exhibition events over the last 2 months, along with an updated Diary page to take us into 2013, so please read on and enjoy...

NB: In my capacity as Treasurer, a small reminder that Sub's are now due. Rates are as per 2012, at £5 for over-60's and under-18's, and £10 the rest. Cheques to SMLS Ltd (to my address on the cover) are fine or cash in hand is better still and in return I will duly issue you with a membership card.

Andrew

Running Book

The running book for 2013 has now been filled out and to make each day clearer and more accurate it has been suggested that on all running days please fill in your duty in pencil and once a running day is complete then this will be over-written in pen. Corrections prior to each day can therefore be made more easily. Please note however, that signing-in should still be written in pen.

Op's Managers

Club History

Following our 60th year celebrations in 2011, Steve Turner now has an electronic library of archive images and text from the beginnings of our Club to the present day and through the newsletter, starting in this edition, some of the notable events will be published and are laid out to keep as bound pages. Steve would always like to receive further images, letters and notes from events not covered and these can be added to the archive. Steve is also interested in Committee minutes as follows: Jan 1963 – Jan 1976, Feb 1977, Jan 1980 and May 1980, as well as AGM minutes as follows: 1978, 1979, 1981, 1982, 1983 and 1984 as these seem to be missing from our archives. All can be scanned and returned to their owners but this way the Club can maintain a full record.

Steve T

Winter Work

As we are now 50% of the way through the closed season, our winter work programme is well advanced and many jobs have been completed or are in stages of completion.

Regarding the outside track work, Roy P has written a separate piece on the latest track renewals and this appears in the next section.

Also outside, the team of gardeners have been busy between the periods of rain keeping the leaves and twig debris at bay. The endless task of clearing has been mainly left to Brian J, John G, John M and Roy P, who with a combined age of over 300(!) have worked very hard! As a Club we are now looking at the possibility of a more mechanised approach to this task as additional and younger help seems to be hard to come by – watch this space for new developments...

On a similar theme, we have recently had a visit from the council arborist who has been surveying the tree population to the rear of the clubhouse. A maple tree had to be removed a few weeks ago because it was diseased and following this inspection, quite a number of other trees around the rear meadow may also be removed due to disease and over-population. Exactly when this will take place we are not sure but probably prior to the running season and will not only reduce the leaf fall but hopefully allow the remaining trees to live and spread properly rather than growing through each other as is often the case now!

Inside, Andrew S & I have continued with truck maintenance, concentrating mainly on routine bearing and brake renewals, as well as looking at ways of stiffening up the rubber suspension on the 'new' trucks, which have a tendency to scrape certain areas of the guard rails around the track. We have also manufactured a special drive peg which can be clamped to the 5/8" diameter axles in order to drive the wheels when turning between centres and most useful it has proved to be too! Steve S and Mike W have also been busy turning down the 'new' truck wheel sets from 4 ¼" to 2 ¾" so they match all our existing rolling stock. Andrew & I had started this task last winter but only got so far by the time running re-commenced so this is a good job done and will give us plenty of spare wheel sets to use in the future.

Also inside, the wiring for the battery chargers in lockers 21 and 22 has been completed and having finished this task, Peter C and Graham have started fabricating our new display track, which we will be using at exhibitions to showcase our models. Completion is unlikely prior to Alexandra Palace because we are waiting for the supplier of the rail chairs, rail and chocks to complete our order but we should be done in time for Brighton in February.

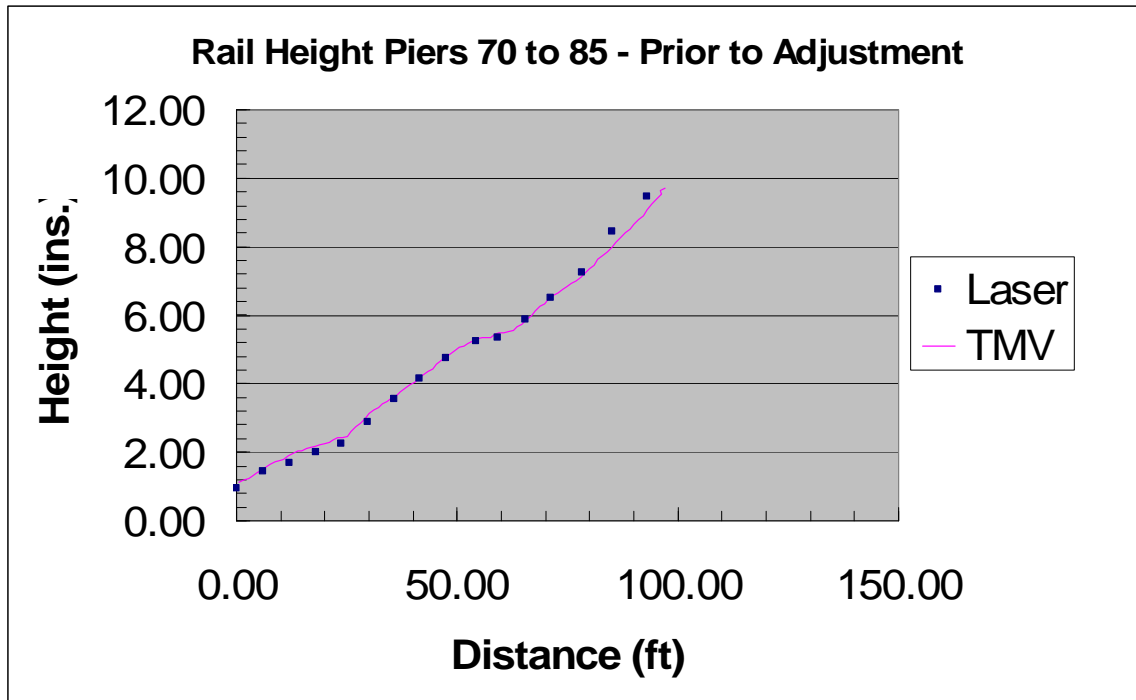
In the February edition, I will tie up most of the loose ends from our winter work programme, which by then will be mostly complete as we prepare once again for another running season!

Andrew

Track Levelling - Update

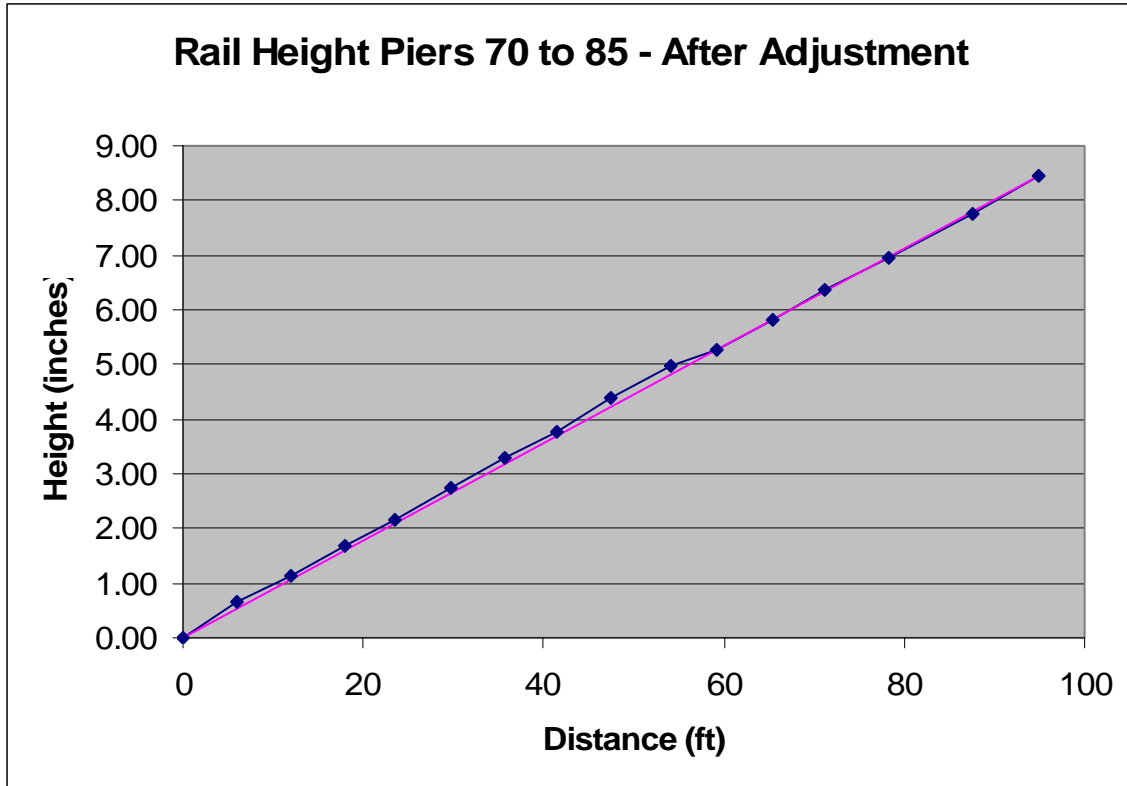
As noted by Andrew in the October 2012 newsletter, we replaced the track from just beyond the middle of the jungle to the start of the tennis court straight.

Before we started, the height of the track was measured using a laser leveller. I had also extracted height information from the Track Monitoring Vehicle (TMV). These results are shown below for the stretch of track that was to be replaced.



What is quite pleasing is the closeness of the two measured sets of data. However, both showed that the gradient was not that smooth with two distinct deviations. Also, another factor to consider was that there were some piers with about 2 inches of wood packing. The task was therefore both to eliminate the dips and to remove excessive packing. This was achieved by re-setting the heights of the plinths that support the concrete piers. We used our newly supplied plinths to replace existing ones that were cast 'in-situ' or buried too deeply, although we had to chisel the concrete around the edges in a few other plinths, a job admirably done by John G and John R. After re-assembly of the piers, packing was introduced that was known to be insufficient but the aim was to allow the plinths and steelwork to settle over a period of a couple of weeks. After this time, the track level was again measured and the thickness of packing calculated in order to realise a smooth gradient. This packing was then inserted and the laser measurements repeated. These results are shown on the next page. The continuous line is the target straight line gradient which shows that we achieved the objective of straightening out the incline.

There may be some movement when the running season starts but we will monitor the gradient using the TMV. Overall, it is pleasing to see the methods we used worked out well. On the track itself, we introduced three 8 ft lengths of commercially available rail for both inside and outside rails after Pier 70, and the rest of the new track was laid with our existing stock of new rail.



Both sections of new track are made from the same aluminium alloy with the same temper. The only difference between the rails is the rail head profile which is slightly rounded in the case of the commercial rail. We will monitor wear of both types of rail on this section of track over the next few years to try to assess if there is any difference in wear.

In conclusion, I would like to thank John G who has been a great help together with Mike W, Roy Le M, John R and John P. Lastly, but not least, in all our track work I am grateful that Mike P is still very much involved which is a great help.

Roy P

Recent Social Events

The only notable social event since the last edition was our annual Bonfire Night at the beginning of November. Unavoidably clashing with the Sandown Park show weekend we were lucky with the weather this year, which proved to be dry and cool throughout, and had we picked one of the two weekends either side then we would most likely have got wet at some point during proceedings! Our theme for 2012 was an Olympic one and we set about trying to build a 'cauldron' of sorts, in which a flame would be lit to signify the start of the fire. Andrew S, Graham and I set about construction fairly early in the morning and by lunchtime a 'cauldron' shape had risen from last year's ashes, ready for infilling with numerous tree cuttings. Helped by a team in the afternoon we finished building before dusk and this gave time to clear up and prepare the fireworks for later on.



This year's sweepstake was when our 5 plastic Olympic rings had disintegrated into the fire below! Lighting the fire should have been simple enough and we plumped for a grand entrance by Laurie, who would be carrying an Olympic 'torch' to the sound of 'Chariots of Fire' amplified from Adam's iPod through a large traffic cone!

That part went very well, however we (or I really) riskily chose to light the fire from the top, hoping the diesel soaked fir tree would burn down, which proved a fatal mistake! Therefore, for the first time we did have to re-light at the base of the fire in order to get a proper ignition! That



aside, it did go very well and in a matter of 30 minutes or so had burnt down, just in time for everyone to go and enjoy their meal inside. Amid all the confusion, re-lighting and re-timing John Gange won the £30 or so from the sweepstake and the biscuit fund is better off by this amount!

Thereafter, followed the firework display, which also went well apart from 1 rogue rocket, which encountered a 'false start' and exploded near to the ground! Through these pages, I would like to thank everybody who came to help out and enjoy this social evening, especially to Val, John and Carol for the food (particularly Carol's pudding cakes!), to Adam and Andrew S for helping with the fireworks and all those who gave their time to help build the bonfire and who donated to our firework fund – another successful day, I hope you all agree...
(Pictures above: The bonfire being lit (top) and then well alight)

Andrew

Sandown Park Show Update

Over a month earlier this year due to Christmas horse racing commitments, the Sandown show was held over the first weekend of November at the end of half-term week.

Also, due to prior bookings the majority of the Club stands were downstairs in the Esher Hall, which has a far less pleasant outlook over the west London skyline but does have the distinct advantage of being close to the parking and loading areas! Our stand was handily positioned on the railway side of the hall directly opposite the fire exit doors leading to the car park, which made set up and break down very easy indeed! In the last edition of the newsletter I did give you a sneak preview of our stand, which was made up of 8 tables laid out side by side along the hall to give an overall size of approximately 6 feet by 20 feet. The models



taken in order of picture
 l – r: Beam Engine,
 Track Monitoring
 Vehicle, 5" Speedy, 5"
 Britannia, 3½" Britannia,
 5" Polly 3, 5" Simplex
 Chassis, 5" 'Europa' and
 5" 'U' Class tender. Set
 up day on Thursday was
 relatively simple, apart
 from a delay in getting
 the alarm system
 working and with that
 we were all done by
 about 17:30.

(Pictures above and below: Our stand for 2012)

Of the following 3 days, Friday and Sunday were the busiest with many people passing our stand and a few of those would stop and talk about our models or just about the Club in general. Saturday was by far the quietest of the 3 days, probably because many people like to come on the first day and the Sunday was free to all those who held copies of Model Engineer magazine.



Overall I think the show went very well and we did ourselves proud with another varied and interesting display, which was made all the better by the pictorial backing boards and will in due time by our new display track too. Thanks go out to all those who helped on any of the 4 days and also to everyone who loaned models for the

show too. The organisers have confirmed their intention to run the show during the same weekend next year, so watch this space in 2013...!

Building a W&L Dougal



I briefly mentioned in the last newsletter that Andrew and I were re-making most of the regulator and smoke box assembly. I'm pleased to say that everything has since gone back in but not necessary in the same way it came out!

The regulator is mounted under the dome and in its latest re-incarnation carries a PTFE seat,

threaded on to the original shortened monel regulator rod. A few trials were carried out by simply blowing through the boiler and early indications support the theory that the thread on the regulator rod is too fine - this may be an area that has to be visited again. Although suggested at the time, the new arrangement is yet to be tested on steam so all will soon be revealed, probably as you are reading this on New Years Day. **(Picture above: Dougal at start of December)**



Since then, work on Dougal has been solidly on the side tanks. These have been 'work-in-progress' for some time now, so a couple of weeks ago I decided to set this autumn's Christmas challenge, 'fit the tanks in time for the New Years Day run'. If we knew when we started the tanks what we know now, they may well have been made very differently but we have persevered and I am now very pleased with the overall result. A tense afternoon was recently spent drilling the running plates to accept the four tanks, however due to the number of pipes and the lubricator attached to the running plates, the holes were all drilled in situ. The entire loco was therefore mounted on the Clubs milling machine for this operation to take place.

(Picture left: Dougal prepared for the running plates to be drilled)

Andrew S

Jokes - TOOLS EXPLAINED

PLIERS: Used to round off bolt heads or sometimes the creation of blood-blisters

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion and the more you attempt to influence its course, the more dismal your future becomes

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminium sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert slotted screws into non-removable screws and butchering your palms

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent to the object we are trying to hit. It is also used to strike one's own fingers...

Clive H

Forthcoming Events

Following on from New Year's Day, we have exhibitions at Alexandra Palace and Brighton in the next 2 months. Alexandra Palace is now pretty much confirmed and we have the same stand as per last year. Volunteers and models are in place for this and hopefully it will be as good as 2012 – pictures and a report to follow in the February edition. Details for the exhibition at Brighton are now nearing completion and in the next couple of weeks we should have an idea of the stand size and location within the halls. Volunteers and models are being compiled at the present time and pictures + a report will appear in February too. The only other event is the AGM, which is provisionally the first Saturday in March and confirmation + minutes will be distributed late in January.

Andrew

Diary of Events

3rd January 2013 – Club Night – Will start at approx. 1900

17th – 20th January 2013 – SMLS display at Alexandra Palace – details above

7th February 2013 – Club Night – Will start at approx. 1900

21st – 24th February 2013 – SMLS display at Brighton Model World – details TBC

2nd March 2013 – SMLS AGM – Date / time TBC – Confirmation minutes to follow

7th March 2013 – Club Night – Will start at approx. 1900

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

Sussex Miniature Locomotive Society Ltd



Rear Cover picture: -

Torch Bearer: With 'Chariots of Fire' playing at full bore across the field, our 'torch' arrives in the capable hands of Laurie in readiness for the lighting (or nearly) of our 2012 bonfire.

History of The S.M.L.S.

Place	Information Found No	Date	Names	Relevant Information	Notes
2nd 25 Years		20 May 1948	The Duke of Edinburgh	At a visit to the S.M.E.E. Affiliation Jubilee Exhibition	The Duke of Edinburgh drove the locomotive Princess Elizabeth built by Mr E.J.Linden
1st 25 Years		Some time 1946	J.Austen-Walton Bert Perryman (A.C.)	Worthing (Chairman) Worthing & Brighton - Hove	Talked about the Worthing, Brighton & Hove with Mid Sussex clubs should join together to find a site to develop a continuous circuit.
1st 25 Years		Some time 1950	Mr Yapp	The Late	The Grounds & Garden of Beech Hurst House were given (with restrictions) to the Cuckfield U.D.C. by the Trustees of Mr William Johnson Yapp (1862-1946) along with a sum of £3000 for it's development onto a public Recreation Ground.
1st 25 Years		September 1950	Arthur Ayliffe(A.E.) Alf Funnel (Alfred) Don Venus (D.L.)	Brighton & Hove (Chairman) Mid Sussex & Brighton - Hove Brighton & Hove Society	At an Exhibition held at the King Alfred in Hove it was thought that the Beech Hurst site was first thought of as at that time the Cuckfield U.D.C. were planning to lay out the site as a public park with Bowls, Tennis, Swimming Pool & a putting green.
1st 25 Years		27th October 1950	Brighton & Hove Society	At the Committee meeting	The subject of the Beech Hurst site was raised it was agreed to wait for more information to come from Cuckfield U.D.C.
1st 25 Years		28th October 1950	Arthur Ayliffe(A.E.) Capt A. de S.Hutton Pierre Weil (P) Leonard Whittington	Brighton & Hove (Chairman) Brighton & Hove Society Brighton & Hove Society Chairman of the Beech Hurst Committee for Cuckfield U.D.C.	A visit was made to the Beech Hurst site by the 3 members of the Brighton & Hove Society to meet the members of the Cuckfield U.D.C. And discuss the plans for the Railway. All were impressed with the proposal.
1st 25 Years		01 December 1950	R.J.Willett J.E.Evens E.L.Mead	Surveyor - Cuckfield U.D.C. Clark - Cuckfield U.D.C. Secretary - Brighton & Hove Society	Cuckfield U.D.C. agreed in the general scheme & would the Brighton & Hove Society be responsible for the cost.
Pink Folder		06 March 1951	R.J.Willett	Surveyor - Cuckfield U.D.C.	Wrote letter to Brighton & Hove Society enclosing plan & asked for a meeting on site for 10/03/51. The meeting was never held.
Pink Folder		26 March 1951	Pierre Weil (P)	Brighton & Hove Society	At the Committee meeting it was agreed to postpone the matter as the club could not cover the cost.
1st 25 Years & Pink Folder		31 March 1951	J.Austen-Walton Arthur Ayliffe (A.E.) Ron Bostel (S.R.) Ernest Brown (Father) W.M.Hebblewaite Capt A. de S.Hutton Bert Perryman (A.C.) Dick Rawlins (R.C.) Don.L.Venus R.J.Willett Unknown Leonard Whittington	Chairman Worthing Society Chairman Brighton & Hove Society Brighton & Hove Member Mid Sussex Society Member Mid Sussex Society Member Brighton & Hove Member Worthing Society Member Secretary Mid Sussex Society Brighton & Hove Society Member Surveyor - Cuckfield U.D.C. Mid Sussex Society Chairman of the Beech Hurst Committee for Cuckfield U.D.C.	A meeting was held at the Beech Hurst site to discuss the project in greater Detail. It was hoped that the Council would be forthcoming in doing the muck shifting at the same time as part of their general Levelling of the Bowling Green & Tennis Courts.
Pink Folder		27 April 1951	R.J.Willett R.J.Willett Pierre Weil (P)	Surveyor - Cuckfield U.D.C. Surveyor - Cuckfield U.D.C. Brighton & Hove Society	A letter was received stating the Council would be prepared to undertake the excavation. At this news a meeting was arranged for 4th May 1951.

