

BEECH HURST NEWS



Cover picture: -

A Motley Crew: With the light beginning to fade, the bonfire 'team' pose for a quick shot before tidying up and retiring to the Clubhouse in readiness for 'light up'. A report and more pictures of the evening appear inside this edition...

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Editor's Notes



With Christmas now fast approaching we have nearly reached the end of the year once again and 2011 will soon be upon us. 2010 has been another good year for us and it is threatening to finish in very much the same way as it began – cold and snowy! The recent falls at the beginning of December were not quite as much as we

had in January but they were pretty damn close to it and caused as much, if not more, disruption! The park was pretty much a 'white out' for several days with a maximum depth of 9 5/16" recorded one evening (**see picture above**)! The forecast, as I write these Notes, is for much of the same and winter has not even officially started yet! Let's hope that 2011 gets off to a better start, except maybe for New Year's Day when we can have as much snow as possible!

Thank you to Andrew S for his article and pictures in the last edition, which doesn't seem that long ago now.

In this edition, there are articles about the Bonfire Night, Sandown Park exhibition, the ongoing Winter Work and next year's 60th Anniversary, as well as pictures and a piece from Andrew S about the continuing progress of 'Dougal', a quiz from Ray, a festival joke from Mark Lane and the usual writings + an updated Diary of Events, so I wish you all a Happy Christmas and New Year, and please read on and enjoy...

Andrew

Subscriptions

I'm afraid it is that time of year again when you are all asked to dig deep for next year's subscription! Our recession busting rates are remaining the same as 2010 and therefore it will be £5 for under-18's and over-60's, and £10 for the rest in between! Payment by cash or cheque (payable to SMLS Ltd) is fine or by bank transfer if this has been previously agreed and set up. I will be at the club most weekends if you wish to pay personally by 'readies' or cheque, otherwise cheque payments to my home address on the front of this edition are fine. I will issue cards upon payment or send them with the February newsletter. Remember please the cut off for Sub's will be the night of the AGM.

Andrew

Chairman's Notes

Winter has well and truly arrived and early again this year! The heavy snow at the end of November was probably the earliest that I can ever remember and it looks like another cold end to the year. Fortunately we worked hard in October and have very few outside jobs that are urgent. All of the winter work planned is nicely 'on-track', if you pardon the pun, and Andrew has summarised details later in this newsletter. We have been spending some of this seasons money, notably on some more galvanising, more sleepers and some preparations for our 60th anniversary celebrations next year, although we have had no really large expenditure items this time. We have decided that there is no point in spending unnecessarily, so this year we will pay some tax on our remaining profits and so will put a little more in the kitty than in some previous years. This is probably not a bad thing as we have saved very little for quite a few years now and inflation has probably reduced the real value of our 'cash in hand'. Anyway, we are fortunate that we finish the year with our finances in a very satisfactory state, as is the general infrastructure of our club. This is entirely due to the hard work put in by so many regulars throughout the year and I once again say thank you to everyone and wish you all a 'Merry Christmas' and a 'Happy, Successful and Healthy New Year'.

Mike

60th Anniversary

Just a final, final reminder that 'extra guest' places for the Bluebell train will be closed on New Year's Day and as our quota is nearly to the limit there are just a very few places left. Once closed we can then begin the process of organising the remaining details in time for June 3rd next year, which will be published in the April newsletter. Remember please that 'extra guest' places are £41 per person and this charge is payable at the time of booking.

Andrew

Sandown Park Exhibition

Our second year of exhibiting at the Sandown Park show is now over and I think that all concerned will agree that it has been another successful one. My impression of the number of visitors was that there were more than last year but I guess we will have to see what the organisers say in due time. It must have been a good result for them, however, as we have already been invited for 2011.

We had planned not to take so many 'big' locomotives this year as 2009 had been a bit of a struggle space wise and we had needed a 'large' van to help move a lot of the bits to and fro. That said, and with the same stand as 2009, we had ample exhibits to fill our space this time and it was a nice mix that seemed to be admired by many a passing visitor.



The basic plan was the same as last year and we set up later on the Thursday afternoon, followed by three full days and then 'get out' on the Sunday afternoon / evening. Everything went pretty much according to plan and we were in the 'Marquis of Granby' before 18:00 on the Thursday evening, having set up!



The Friday and Saturday came and went, and along the way those of us who helped to man the stand got a chance to see the show for ourselves and also to welcome visitors to our stand and have a chat with many too. It is sometimes very interesting as to whom you meet along the way and talking with other model engineers about their experiences can often give you general guidance and also tips with regards to a particular model, which could prove to be invaluable. We ate out at the 'Marquis...' on both the Friday and Saturday too; handy as it is just a stones throw down the road towards Surbiton.



I gather that Sunday was generally quieter than Friday and Saturday, and with the show closing at 16:00 things had pretty much emptied out by the time we started to pack up and head for home. As with all these things it is 'every man for himself' at the death and with only one lift it was a bit of a 'bun fight' at times to get out! We were safely back at the club before 19:00, having had a very enjoyable weekend and one we can hopefully look forward to again next year.

Through these pages I would like to thank all those people who helped out before, during and after the show with all aspects, and especially to John B for making the arrangements and liaising with the organisers. Here's to 2011!

(Picture previous page top: Adam in discussion regarding the 9F chassis)

(Picture previous page middle: Our stand – see also our models list below)

(Picture previous page bottom: The Saturday crew pose at the end of our shift)

The 2010 list (middle picture L to R): 1" 'Minnie' Traction Engine, 3 ½" 'Conway', 3 ½" 'Sweet Pea', 5" 'Dougal' chassis, 5" '125' chassis, 5" 9F chassis, 5" LMS '5', 5" BR Standard '5', 5" 'Goods Train', 5" 'Simplex', 5" L1, 5" gauge 'King'.

Andrew

Winter Work

Following on from the October edition, there has been good progress on a number of ongoing projects this winter.

Track renewal in the 'jungle' area has been completed and tested in readiness for our New Year run. Further 'turning' of rail may also continue in the New Year.

Our 'secondary' transporter and steaming bay rails have now been returned from the galvanisers and will be returned to their rightful place in the coming weeks as and when time permits. The transporter was bolted back together by Geoff, Graham & I a couple of Sunday's back and is ready to be returned to the steaming bays. Also, the new galvanised station fencing has been fabricated and will be erected in the New Year once it becomes comfortable to work outside!

Also outside, John M, Roy P and others have continued with the annual 'gardening' duties with almost all of the leaves now down. We have recently invested in a leaf blower to help with this task which has proven to be very useful.

Inside, Peter C and Graham have continued with the fabrication of the lattice bridge sections, with 5 completed as I write this last week. There are still 5 to go and then it is a case of preparing them for galvanising and for fitting.

Also inside, Geoff has finished the long task of punching and drilling the new and reconditioned sleepers, and all of these are now ready for use on the mainline and siding respectively.

Andrew S & I have continued with the fabrication of a new 'long' (6 foot) truck, which is now starting to come together. We have so far got a rolling chassis with side sheets attached, which as of this coming weekend will also have both ends up together too. There is still much to do but we are hopeful of being ready by the beginning of the season and have another useful truck to add to our 'stable'.

By the time the next newsletter is released at the AGM I hope to be able to report the completion of many of these jobs, others too, complete with pictures.

Andrew

Recent Social Events

With this newsletter due on Nosh Night, the only recent social event was Bonfire Night, just over a month ago. Another excellent attendance this year (circa. 35) saw our quickly arranged 'stage show entrance' as the centre piece of the bonfire



itself. We had planned a 'bridge' of sorts but last minute adjustments were made when John H and Steve S brought up some 'extra' bits for us to make the whole thing more colourful! This, coupled with two dozen pallets and lots of tree cuttings made for a good size fire and topped with our very own stuffed 'Guy'! The fire was lit as normal

and a sweepstake was taken as to how long the 'Guy's' head would last before being consumed by the flames. Mike W was the lucky recipient of the prize fund,



being out by just 1 second!

As the fire died away and a 'cone' announcement made telling us that food was ready we all retreated inside for our well earned supper. The Clubhouse was once again packed with people, the sound only broken by some talking and the noise of stainless steel on china!

Once everybody had suitably had their 'fill', the 'cone' was brought out once again and people then made their way outside for the firework finale.

Fortunately it stayed dry once again and despite the chill was pleasant enough. Through these pages I would like to thank all those who helped to prepare prior to the day, also to those who helped to build the bonfire on the day itself and especially to Val & John for the preparation of the lovely food! Hopefully next year will be just as enjoyable...!

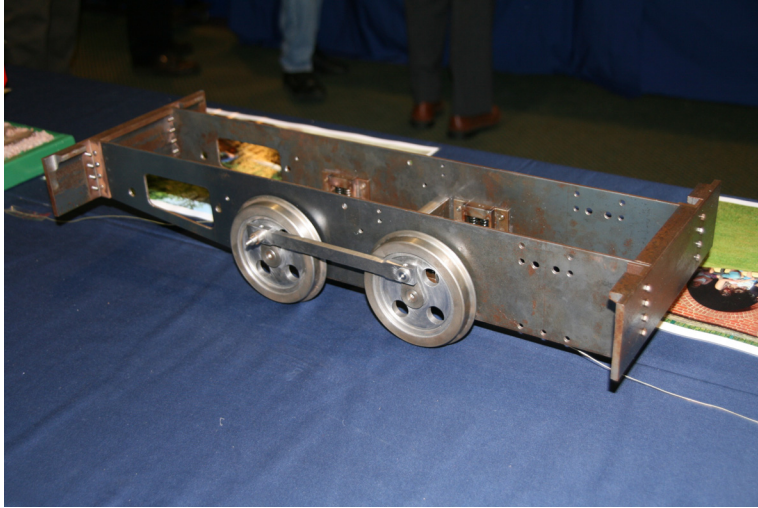
(Picture top: Mike Wakeling at work)

(Picture above: One of our big fireworks in action)

Andrew

The Youngsters... Building a 5" W&L 'Dougal'

Although Andrew and I have been busy working on 'Dougal' since the October edition, it seems that not a lot has progressed on it. I am up to 168.5 hours. The wheels are finally finished and were given a final 'clean up' before going on display at the Sandown Park exhibition, (more on that later). Better still, the wheels fit the axles and



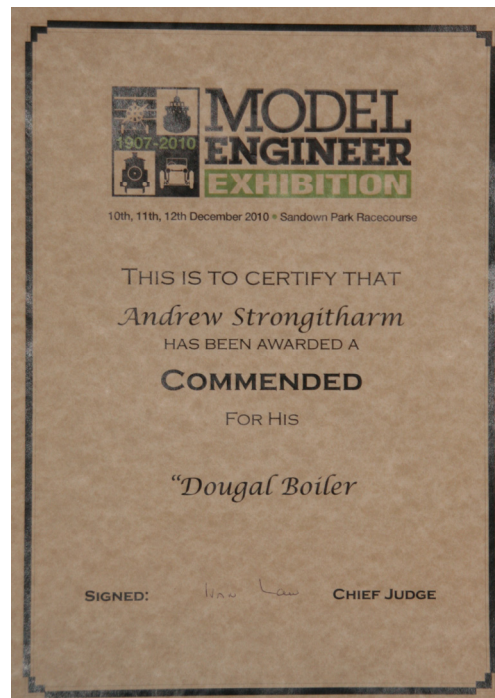
the loco now looks more like a loco! The next task were the crank pins and after a couple of false starts, and even an attempt at shrinking one in the freezer, we now have four that fit the wheels very well. These have now been Loctited in position and both coupling rods have been milled to the correct shape and bored to take the pins. Bronze bushes have been fabricated to use as the bearing surfaces in the rods and the rods have both had oil ways drilled into them.

(Pictured above: The chassis on display last weekend at Sandown Park)

Most recently, we have been making the eccentrics, two for the valves and one for the axle pump. This being a 'slip eccentric' loco, the stop collars that control the movement of the eccentrics have also been machined and key ways drilled. The eccentric straps are also well under way, with most faces now machined and only the boring is left to do. They have been split in half and threaded to take a 4mm bolt at the top and bottom.

With eccentrics and connecting rods in place, the chassis was recently displayed at the Sandown Park exhibition last weekend, on the SMLS stand (see separate article). The boiler was also there, as I had entered this into the model engineering competition. Although it was the only junior entry to turn up, I know many people were pleased to see someone my age getting involved with model engineering. After a long wait, my boiler was awarded a 'Commended' on the Sunday afternoon.

(Pictured right: My certificate)



Andrew S

Christmas Quiz – The Big 4 (1923) to the End of BR Steam (1968)

1. Which mainline railway station never had any rails?
2. What voltage is used by SR third rail electric trains?
3. Which mainline terminus has the distinction of being the oldest used by passengers in London?
4. Which class of LBSCR tank locos never carried water in their side tanks?
5. At which two stations could SR & GWR London bound trains be seen travelling in opposite directions?
6. Where was it accepted practise for a mainline service steam train to be banked by a service electric train?
7. Why were the SR EMU trains on the Portsmouth route known as Nelsons?
8. Which of the Big 4 railways had the most powerful steam locomotive?
Also, what was its nominal tractive effort?
9. Which London terminus was used by regular service trains of the LBSCR, SECR, GWR, GNR & MR prior to the 1914-1918 war?
10. How many bricks were used in the construction of Balcombe viaduct?
11. Which London terminus handled the highest passenger loading per annum throughout the period?
12. What was the working voltage of the LBSCR overhead electric system?
13. What was the highest boiler pressure of the MR experimental high pressure locomotive 'Fury'?
14. Which of the Big 4 companies owned the most mainline London terminals and how many?
15. Which was the steepest gradient Sussex mainline branch along its length?
16. Which was the only London Underground railway owned by a mainline railway company?
17. In which year was the Brighton mainline electrification opened?
18. How many classes of BR Standard locomotive were built?
19. When was the first all electric London Underground line opened & which?
20. Which was the first section of mainline steam railway in Sussex & when?
21. How many different passenger service routes could you travel between London Victoria and Brighton without changing trains?

Ray

Forthcoming Events

With Christmas very much upon us, thoughts now turn to the New Year. We have our traditional New Year's Day run on the 1st, which starts around 10:00 and continues throughout the day, and happens to fall on a Saturday this year. Thereafter in January, we are attending the London Model Engineering Exhibition at Alexandra Palace over the weekend of the 21st - 23rd. Details of those members participating and models being taken have now been finalised and following the success of Sandown Park last week, we hope that this will also be a very enjoyable weekend too.

The AGM has been pencilled in for the first Saturday of March as normal and you will all receive confirmation and Minutes at the beginning of February.

Diary of Events

1st January 2011 – New Year's Day Run – Will start at approx. 1000

6th January 2011 – Club Night – Will start at approx. 1900

21st – 23rd January 2011 – SMLS at Alexandra Palace show – See details above

3rd February 2011 – Club Night – Will start at approx. 1900

3rd March 2011 – Club Night – Will start at approx. 1900

5th March 2011 – SMLS AGM – Date TBC, minutes to be sent by end of January

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

Jokes – A Seasonal Offering – The Twelve Days of Christmas

On the first day of Christmas my true love said to me.
I'm glad we've bought a turkey and a proper Christmas tree.
On the second day of Christmas much laughter could be heard.
As we tucked into our turkey – a most delicious bird.
On the third day of Christmas we'd friends in from next door.
The turkey tasted just as good as on the day before.
On the fourth day of Christmas Gran came, she's rather old.
We finished up the Christmas pud and ate the turkey cold.
On the fifth day of Christmas outside the snowflakes flurried.
But we were nice and warm inside – we ate the turkey – curried.
On the sixth day of Christmas the turkey spirit died.
The children fought and bickered and we ate the turkey – fried.
On the seventh day of Christmas my true love gave a wince.
When he sat down to dinner and was given turkey mince.
On the eighth day of Christmas the dog ran off for shelter.
I served up turkey pancakes and a glass of Alka Seltzer.
On the ninth day of Christmas poor Dad began to cry.
He said he couldn't stand the strain of eating turkey pie.
On the tenth day of Christmas the air was rather blue.
And everybody grumbled at eating turkey stew.
On the eleventh day of Christmas the Christmas tree was molting.
Mince pies as hard as rock and the turkey quite revolting.
On the twelfth day of Christmas at last Dad smacked his lips.
The guests had gone, the turkey too – we dined on fish and chips!

Mark Lane

Sussex Miniature Locomotive Society Ltd



Rear Cover picture: -

On Top – With the bonfire structure firmly in place, pictured above is 'Guy' now in position above the 'entrance' in readiness for 'light up'.