

# Sussex Miniature Locomotive Society Ltd

Issue No. 401  
February 2013

## BEECH HURST NEWS



### Cover picture: -

*On Display:* Pictured above is our stand at the Alexandra Palace show back in January, which is the same 'plot' as per last year. We took a mixed selection of models this year and a full report, plus another picture appears inside...

### Editor

Andrew Brock  
189 The Welkin  
Lindfield  
RH16 2PW

[andy.brock15@btinternet.com](mailto:andy.brock15@btinternet.com)

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

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## **Editor's Notes**

Due on AGM day (or just after for those delivered by post), this newsletter pretty much signifies the end of the winter season, with trains operating again in just 3 weeks time! The last few weeks have been quite cold and miserable (even snowy at times), however with the daylight ever increasing in length and a few early spring flowers starting to show themselves, the signs are promising and in the next few weeks, spring will hopefully have sprung! Christmas through to mid-March are always the hardest weeks of the year with school or work beckoning again, financial hang-over's from Christmas, cold arctic weather and short daylight hours often making it feel miserable but I take 1 big comfort during these dark, often cold days and that is the best place to be is in a nice warm workshop being productive!

I would like to thank Andrew S, Clive H, Roy P and Steve T for contributing to the last newsletter, which was out on New Year's Day and since then we have displayed at 2 exhibitions and winter work has continued at a steady pace. Reports on all of these events, a piece below from the Operation's Managers, Steve T's continued history of the Club, a piece on 'Dougal', my usual writings and an updated Diary all appear within, so please read on and enjoy...

**Andrew**

## **Club History**

Continuing the series in this edition, you will find my next 2 pages (3 & 4) stapled to the rear of your newsletter, which follow on from the first 2 published in the December edition.

**Steve T**

## **Operational Notes for 2013**

Welcome everyone to 2013. We'd like to start by saying a big thank you for all your efforts during the 2012 running season. Despite the weather, we still had fun. It was really nice to see everyone enjoying themselves in whatever duty they chose to take part in, be it Driving, Traffic Controller or Station Master etc... We could not be happier with the level of response and enthusiasm shown by all concerned.

During the course of the last running year, questions were often brought to our attention. The weather was not as kind as it had been in previous years which did cause a number of washouts. As has been agreed by the Committee in previous years, each locomotive in a locker is required to do a minimum number of six runs per year. Occasionally a problem arises when it's either raining or is a complete washout and drivers are not sure whether this counts towards their six runs. The Committee have been working with the Operation's Managers on a few ground rules about this matter and it has been decided as follows:

- A driver who has shown willing (turned up on the day), ready to run on a raining or washed out day (at the discretion of the Traffic Controller of the day) will be credited with a run if the weather is too bad to operate.

However, if a driver who has booked into run does not turn up or prefers not to run because the weather is showery will not be credited with a run. In that situation the decision is up to the driver.

- On another matter, it's not necessarily the weather that will stop drivers from running. Maybe for other reasons drivers could not attend, if that is the case, could the person booked in please telephone anybody at the Club just to let the Traffic Controller of the day know that they are unable to attend. This will make the day run more smoothly.
- Last year saw a number of drivers looking for spaces in the book, where on some days we even had up to six trains on the track. Now there is a maximum limit of five trains to be on the track at any one time. However, on Special Days or when other Clubs visit then we may operate more trains.
- Running out of hours. This has been undertaken in more recent years by the younger members of the Club. During the week, one of the Operation's Managers or the Secretary, who will then liaise with Track Maintainer Roy Preston, must be notified of your intention to run.
- On to the final topic of this article, speeding. It was observed last year that some drivers have occasionally been a bit too keen on the regulator handle. Excessive speed whilst the park is busy and with passengers aboard is dangerous and puts the Traffic Controller in a difficult position should he have to ask a driver to ease off. We have an excellent safety record at Beech Hurst and please, given a little common sense, this will remain so.

There are a few key areas around the track where speed must be kept down and these are:

1. Around that part of the track which is in the main park
2. Particularly around the back of the clubhouse, running down over the point and past the steaming bays towards the station. This corner is blind for some of the way, is often used by bowlers to cross the track and it would be unfortunate to find yourself up the back end of some of the bowlers! Therefore, could we ask all drivers to please keep their speed to a nice steady pace.

As this article closes, we hope for kinder weather for the new running season and with your efforts and support we can do it all over again with another successful year of running in 2013, thank you.

**Operation's Managers**

### **Winter Work**

As we have nearly reached the end of the closed season, our winter work programme is well advanced and most jobs have now been completed or are very close to being completed.

Outside, Roy P and a gang have turned a section of rail through the 'long' tunnel (about the driest part of the track right now) and will continue the bitumen painting once drier, warmer weather arrives and the ground is more conducive to crawling about underneath the ironwork!

Also outside, the team of gardeners have been a little less busy of late but when the weather has been mild enough they continue to keep the leaves and twig debris at bay. A further mechanised approach to this task is still being looked into but there have been no significant developments since the last edition was released. The same goes for our trees which surround the rear meadow, however it is still the intention of the Council to cull a number of these before our running season commences. That said, the oak tree adjacent to our side gates has now been 'topped' and stands as an obelisk, complete with bees nest still intact and hopefully active again this year!

Inside, Andrew S & I have continued with truck maintenance. General day to day issues have all been sorted and attention has turned to bringing 4 of the 'new' bogie frames into service to replace 4 odd ones which were on the short trucks.

The new design, already in use on the 'new' sets as they have become known are better designed to allow for movement and flexibility of the axles but with different springing and centres, mean that trucks can only be fitted with one type of bogie without changes to their plate stretchers which hold the bogies to the main carriage frame. At the time of writing we have another couple of weekends work to complete the 2 short trucks currently in the workshop and thanks go to George, Mike W and Steve S for their assistance with this task.

Also inside, Peter C and Graham, latterly Steve S and Graham have continued fabricating our new display track, which was used for the first time last weekend at the Brighton exhibition. This has been a time consuming and intricate task with many lessons being learned as we go but the 6 finished articles on show at Brighton were well worth the effort and many positive comments made about them. There are still 7 or 8 lengths to finish off, so hopefully the next 3 or 4 weekends will break the back of these in time for the start of running.

Just over a month ago, we also had work done on our electrics at the Club, which were in need of modernisation. Phase 1 was the engine shed and associated fuse boxes, which have now been located in 1 single consumer unit with modern trip switches. This job had stalled on 2 previous occasions due to EDF Energy's lack of organisation, however it has now been done and apart from a couple of issues on the kitchen ring and the Alarm requiring a reset, everything seems to be performing well. Thanks to Steve T for organising this, which has involved much wasted time due to influences beyond our control! Phase 2 will involve changes in the workshop after the winter season has finished and these will be finalised at our next Committee meeting, however a period of downtime for workshop access is highly likely whilst any works are carried out.

In the April edition, I will tie up the loose ends from our winter work, which by then will be mostly complete as we will be running again!

**Andrew**

### **Recent Social Events**

The phrase 'what a difference a year makes' couldn't be more true when it comes to our New Year's Day runs. 2012 was quite horrible and rained for much of the day, 2013 on the other hand was almost clear blue sky from dawn till dusk and actually not that cold given that we had only just passed the winter solstice.



This year we had 4 engines running and 1 static, which didn't quite make it to the track! I ran my 'Railmotor' loco (**picture left**), Andrew S ran 'Dougal' (**picture below left**), Mark ran his 'V4' and the Club '73' was also available to drive. 'Railmotor', 'Dougal' and the Class '73' were all on the track not long after 11:00 with a mixture of

passenger cars and our freight train being hauled during the course of the day. Lunch was served from about 12:00 and all in all just over 40 people came up during the day to enjoy the food, trains and glorious winter sunshine. After lunch, 'Railmotor' and 'Dougal' continued to run for a while longer and were later joined by Mark's 'V4' which came on for a cameo appearance as the sun began to set!



Hamish had also brought up his 3 1/2" 'Juliet' but it was a little bit late to get this alight and on the track before we lost the light so it remained a spectator on the steaming bays for the duration.

As the sun set and we packed away, there was time enough to reflect on a really pleasant day, hopefully enjoyed by all and a chance for members to

come up for a social without the worry of work or providing trains for the paying public. It was also great to see many smaller engines on the track and with the exception of the Class '73' all built / owned by our 'younger' members too. Through these pages I would like to thank everybody who helped prior and during the day, particularly to Val & John for the food preparation and purchase, also to Howard & Roy P on the day for getting everything ready and served up, and finally to a mostly 'younger' crew who set up, ran and packed away on the track – great to see – and lets hope for a similar day in 2014 too...

**Andrew**

## Alexandra Palace and Brighton Shows

This was our 3<sup>rd</sup> year at the Alexandra Palace show and again it did not disappoint with a good stand and plenty of enthusiastic and chatty 'punters' passing by during the 3 days. The biggest talking point this year was the weather and although we got up to the show without too much of a problem, the forecast for the Friday and following weekend was not great! Set up day on the Thursday was pretty seamless, we had exactly the same 'plot' as in 2012, were in the hall by 14:30 and everything was in place a couple of hours thereafter.

The Friday was busy enough from what I have been told, however the forecast inclement weather did arrive by the afternoon as previously predicted and this meant for a slightly earlier departure for many people as they fought their way home through the Friday night rush hour!

Unfortunately for those of us coming from the Haywards Heath end there were engineering works on both Saturday and Sunday between Brighton and Three Bridges so it meant bus journeys in both directions on both days and in the snow – not ideal! That said, we did not encounter many problems with our travel on either day and everybody arrived safe and sound, and as planned. Whether the weather muted the numbers at the show is hard to say because I felt it was quite steady on the Saturday and then again on the Sunday too. There were many familiar faces to meet and talk to, and of course our chance to look around the show, frequent the many trade stalls and inspect the models on our fellow Club stands. Packing away on the Sunday also proved interesting and perhaps not helped this year by the decision to extend opening till 17:00, when it had previously been 16:00! Snow had started to fall again during the day and by the time we left, not long before 18:00, the whole area was white and had started to descend into utter chaos with a couple of 'bumps' on the road outside and vehicles losing control on the steep roads up to the Palace from both sides. Thankfully, we, and all the models arrived home safely and despite John and Steve having to dig their way up the drive we were done, dusted and home by 21:00, which was a great team effort! Again, I would like to say a big thank you to



all those involved before, during and after the show with all aspects of helping out, also for the loan of models, and I think we put on a good display once again, however there are always things we can improve on too. Finally, and with reference to the photograph to the left, our stand as shown from left to right: 5" '9F', 3 1/2" 'West Country', 5" 'Class 73', 5" 'Europa', 5" 'Britannia' and the Track Monitoring Vehicle.

For the first time in over 20 years we also had a display at the Brighton exhibition last weekend. We had been invited in 2012, however organisation would have been too tight and therefore we kindly declined but offered our display for 2013 instead. Opting for a small stand to start with to gauge the feasibility of the show, we had 3 tables in the Foyer area of the Brighton Centre, adjacent to the Mid Sussex Club and opposite Worthing Club. You have to remember too, that this is strictly a Model exhibition and therefore you get everything from 'Z' gauge to 10 1/4" gauge, boats, buses, cars, planes, trains and all manner of craft in between. However, it is local and will therefore attract a local audience, which I suspect would be most beneficial to the Club in terms of the shows we currently exhibit at, as much from a membership point of view as well as advertising rides. Set up on the Thursday was once again seamless and having left the Club not long after 14:00, we were back home not long after 18:00 with everything in place for the coming weekend.

All 3 exhibition days that followed were busy with a very steady stream of people for most of each day passing by our stand. It was also nice to catch up with many familiar local faces from other Clubs and have a chat whilst discussing the finer points of Model Engineering and of course current affairs! A goodly amount of money also changed hands on the many trade stalls and it is interesting to note how many of our members also partake in the smaller 'model' railway scene as well as our 'bigger' stuff!

Overall, I would personally rate this as our best show of the 3 we currently do, because what the show lacks in 'engineering', it certainly makes up for in varied displays and local people to chat to, whom you seldom see at the bigger shows in London. There is also the distinct advantage of being 'local' and having closed at 17:30, we were un-packed and heading out from Beech Hurst not long after 19:00, which can never be achieved from a London based show. Again, I would like to thank all those who helped prior to, during and after the show, who loaned models and gave their time to man our stand. I for one would be more than



happy to display at Brighton again next year and the organisation was excellent throughout. Finally, and with reference to the photograph to the left, our stand as shown from left to right: 5" '9F', 5" 'Standard 5', 5" 'Dougal' and 5" 'Railmotor'.

**Andrew**

## Building a W&L Dougal



Although it seems a long time ago now, 'Dougal' performed very well during the annual New Year's Day run. No new problems came to light, other than ones that were already on the list to sort out and I am pleased to say that version 2 of the regulator has solved the problem of the rod getting jammed when the boiler expands.

**(Picture above: 'Dougal' and I enjoying another lap on January 1<sup>st</sup>)**

As stated in the last newsletter, the target for New Year's Day was to fit the side tanks. As the picture above shows this was duly completed but not without some 'over-time' involved! Unfortunately since New Year's Day, available time to work on 'Dougal' has been at a premium, as other things (like A-level exams) have had to take priority! The beginning of the year saw work focus on finishing the fake filler lids for the fake side tanks, as these were missing from the loco on New Year's Day. As part of the filler lids, four short lengths of 3/8" channel section were required, so the opportunity was taken to produce enough channels to make the drop pieces for the 'rail' guard irons. Two lengths of 5/8" BMS angle were then machined to attach the flat bottom rail to the channel sections; consequently neither the filler lids nor the guard irons are finished yet! It was in this state that 'Dougal' was at Brighton 'Model World' and apart from the Class '5' & 9F also on our stand, it drew the most attention from visitors. With the loco out



I began machining the outer dome last Friday, the gun metal casting for which is not the easiest part to turn. I started by boring out the inner diameter and the top of the inside. With these two faces cleaned up, I bored out a hole in the top to fit over the safety valve, then turned a mandrel to hold the dome whilst I turned the outside.



The mandrel was made from a piece of 1" steel hex and turned down to a snug fit through the hole for the safety valve. A ½" x 26tpi thread was then cut beyond that and a special nut simply clamped the whole assembly tightly together, the dome was then turned using this friction alone.

**(Picture previous page bottom: The outer dome, being held on the mandrel and in the process of being machined)**

**Andrew S**

### **Whistles – An Update**

Since the October edition, Andrew S & I have tried a couple of different sizes of the 'tube style' of whistle on our locomotives and all seemed to work pretty well. My latest creation is of 7/16" x 20swg boiler tube and weighs in at pretty much 6" long. I tried this on 'Railmotor' during New Year's Day and it works really well but is likened to one of Bluebell's 'P' class locomotives in respect that it is far too deep a note for the size of locomotive, almost a Stanier 'Hooter' type on an LSWR dock shunter! Anyway, we will keep experimenting with tube sizes / lengths, also different inlet pipe sizes and we'll see how it progresses!

**Andrew**

### **Forthcoming Events**

As we are in a kind of void between winter and summer, there are little in the way of social events to note at this stage. Obviously the start of running at the end of March is most notable and we have also been invited to take part in a Pentanque match on Saturday 16<sup>th</sup> March; for those interested please add your name to the list on the blackboard in the clubhouse ASAP. Thereafter, I will report any new events + visits in the April edition and soon enough we will have to start thinking of the summer socials, such as BBQ's etc...

**Andrew**

### **Diary of Events**

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

16<sup>th</sup> March 2013 – Pentanque Match – After lunch start – time TBC – see above

23<sup>rd</sup> / 24<sup>th</sup> March 2013 – First running weekend of the 2013 season

4<sup>th</sup> April 2013 – Club Night – Will start at approx. 1900

2<sup>nd</sup> May 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: -

*On Show:* Our first display at Brighton for many years was a reasonably modest affair with 4 locomotives and a short length of 'O' gauge in front of the 9F to attract the attention of passing families. Next door, behind the green screens, was the Mid Sussex Club and to the left of this photo was a stand by Worthing. Overall, the show went very well, was busy a lot of the time and well organised too. A full report and another picture appear inside.

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

Information Found		Names	Relevant Information	Notes
Place	No	Date		
The First A.G.M. or Committee for Unbound + Ron Bostel's History Outline	1	Pierre Weil (P)	Brighton & Hove Society	Pierre Weil (P) was elected to the Chair for this meeting only.
		11 In Attendance	Apologies - Alf Funnel	Unfortunately there has been no record found for this meeting but they are referred to in the second committee meeting minutes. There is a report in the October 1975 S.M.L.S. News no 175.
		Ernest Brown (Father)	Chairman ( first S.M.L.S.)	At this meeting it was decided that a new Society was to be formed in the name of The Sussex Miniature Locomotive Society (S.M.L.S) and a committee was formed.
		Ron Bostel (S.R.)	Secretary & Treasurer	The track was to be a 3 1/2in & 5in gauge track at low level laid on full size sleepers laid longitudinally, the cost was estimated to be around £500 of which a total of £260 was promised by those members present.
		Jack Austen-Walton	C.M.E.	Chairman of the Worthing Society
		Arthur Ayliffe (A.E.)	Other	Chairman of the Brighton & Hove Society
		Capt A. de S.Hutton	Other	Brighton & Hove Society
		Dick Rawlins (R.C.)	Other	Secretary of the Mid Sussex Society
		Don Venus (D.L.)	Other	Brighton & Hove Society Member
		Pierre Weil (P)	Other	Brighton & Hove Society Member
SMLS Committee Minutes 1951-59 Bound	2	W.M.Hebblethwaite	Ordinary Member	
		Bert Perryman (A.C.)	Ordinary Member	Another person present at this meeting but there is no record of his name. (thought to be a Mid-Sussex member)
		5 In Attendance	Apologies - Jack Austen-Walton	Minutes of the previous meeting were read & confirmed as correct then signed by the Chairman
		Ernest Brown (Father) (H.)	Chairman	4000ft of Light Alloy Vignoles section rail had been ordered from Fenlow Products to be delivered in September 1951.
		Ron Bostel (S.R.)	Secretary & Treasurer	The C.U.D.C.'s Earth Work Plan was approved by the committee - Secretary to contact Mr L. Whittington (C.U.D.C.)
		Arthur Ayliffe (A.E.)	Other	Secretary to contact a local Bank with a view to opening a Club bank account. Cheques to be authorised/signed by Chairman & ?
		Dick Rawlins (R.C.)	Other	Some of the wood from Cinema Chairs could be used for sleepers
		Pierre Weil	Other	Treasurer to open a Bank Account in the name of the club.
				Secretary to contact the Railway Stores Department with an order for 200 Grade 5 Railway Sleepers @ £0.5.3d each
				Next Meeting
SMLS Committee Minutes 1951-59 Bound	3	14 In Attendance	Chairman of the Beech Hurst Committee for Cuckfield U.D.C.	
		Leonard Whittington	Surveyor - Cuckfield U.D.C.	
		R.J.Willett	Secretary & Treasurer	
		Ron Bostel (S.R.)	Other	
		Capt A. de S.Hutton	Other	
		Jack Austen-Walton	Other	
		Arthur Ayliffe (A.E.)	Other	
		Don Venus (D.L.)	Other	
		H.Brough	Club Members	A meeting was held at the Beech Hurst site with all members concerned to discuss with the Surveyor and inspect the site considering the Layout. A general discussion was held on the future policy and program but no decisions were taken
		H.F.L.Flick	Club Members	
A.I.Effick	Club Members			
F.W.Young	Club Members			
Frank Barrows	Club Members			
R.Tracey	Club Members			
A.J.Ogg	Club Members			
5 In Attendance		Chairman	Minutes of the previous meeting were read & confirmed as correct then signed by the Chairman	
Ernest Brown (Father)		Secretary & Treasurer - S.M.L.S.	The Draft Lease was read and discussed. The Rent was agreed reasonable. Complete insurance cover should be obtained, Phoenix Insurance Company to be contacted. The wording in Clause 2(x) to be changed.	
Ron Bostel (S.R.)		Other	The term in Clause 2(x) to be changed.	
Arthur Ayliffe (A.E.)		Other	It was proposed that an A.G.M. be called for the 1st November 1952 to start at the site so those interested could have a look at the site before the main part of the meeting held in the Band Room of the Public Hall in Haywards Heath.	
Jack Austen-Walton		Other	An array of photographs to be prepared for next M.E. Exhibition.	
Dick Rawlins (R.C.)		Other		

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



Father Brown - 1958  
(IPB-0021)



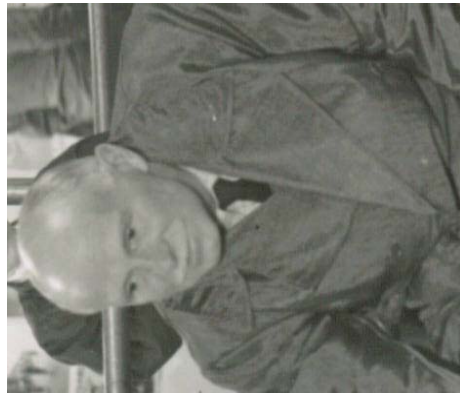
Ron Bostal - 1976  
(IPB-0020)



Jack Austen-Walt - 1954  
(IPB-1764)



Arthur Ayliffe - 1953  
(IPB-0188)



Cpt Hutton - 1950  
(IPB-0007)



Pierre Weil - 1954  
(IPB-0017)



Bert Perryman - 1976  
(IPB-0020)



Leonard Whittington - 1960  
(IPB-0054)