

Sussex Miniature Locomotive Society Ltd

Issue No. 413
February 2015

BEECH HURST NEWS



Cover picture: -

Home Ground: The cover picture this time serves 2 purposes; firstly it depicts our stand at the recent exhibition in Brighton and secondly another new locomotive produced by a Beech Hurst member, this one being a Southern Railway 'U' Class by Graham Fry.

Editor

Andrew Brock
189 The Welkin
Lindfield
RH16 2PW

andy.brock15@btinternet.com

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

Opinions expressed in the News are not necessarily those of the Society for which it cannot be held responsible

Copyright is that of the author or the S.M.L.S

Editor's Notes

As I write these Notes, the sun is setting on another day and it is nice that daylight hours are now that much longer. It is a pity, however, that the ambient temperature has yet to be 'spring' like. That said, our upcoming AGM weekend is looking more promising! Let's hope it does get a little warmer before Easter, which is but 4 weeks away. Since the New Year edition the weather has been very mixed, wet for some periods and in many places the ground bares the scars. It has been fairly cold and often windy too, although the sunniest winter since 1938 apparently! Working outside of late has still meant dodging between the inclement periods of weather, however when the sun has been shining, even if a bit cold, then it has been pleasant enough! This time of year (paperwork aside) is always nice because it kind of marks the beginning of the end of the winter season. October does seem a long time ago now and an awful lot has been done at the Club since then, however it will be nice to see trains running again and to welcome back many of the regular faces who ride our trains during the summer or who just come to the park to play bowls, go for a walk and often a chat too! From the December edition, I would like to thank: Roy P and Steve T for their respective articles and for this edition to Ray too. Along with all the usual writings and reports since the New Year, I have also compiled a small pictorial piece about the Changing Face of Beech Hurst and the work going on around it, which for non-regular members will hopefully be quite interesting. There is also an updated Diary to keep us going until a fuller update in the April edition, so please read on and enjoy...

Andrew

Chairman's Notes

As you read this, the new running season 2015 is only a month away! Easter is in early April this year, and the 'running' book is now made up, so please feel free to sign-in and get us off to a good start (weather permitting!).

Winter work is drawing to a close; most work is now completed, although we are still awaiting the new pneumatic point equipment.

I would like to thank all the members who have put in time and effort to prepare the Club for the new season.

Thanks to Jack Pitt for another addition to our small trucks in the form of a coal / water wagon. We can now turn out a sizeable goods train!

On the social scene, a good New Year's Day event and lunch was enjoyed by all. Thanks as usual to Howard, John & Val for their work on the catering side. The Club also attended the Alexandra Palace and Brighton Shows in January and February respectively.

Behind the scenes (admin), Nick Edwards has now taken over the 'minutes' from Andrew S. Thanks to Andrew for his work here. John B has sent out all the AGM notices and Andrew B has been finalising our accounts. I must sit down and review last year's events ready for the upcoming AGM next week. Hope to see you there!

I would like to thank all of the Committee for another year's hard work. There is much organisation that no-one sees and this year a special thanks to John Gange who is standing down after many years of service.

Lastly, and unfortunately, we suffered another break-in a few weeks ago – possibly the same gang as before. This time they took our leaf blowers from the Flame Store, via the roof. They also tried to get into the clubhouse, breaking the kitchen window in the process. It appears the alarm went off and they rushed away leaving their bolt croppers behind! Police and forensics were called again! We will review our security. Wishing everyone a good season 2015.

Mike

Club History

There will be a break in this series of articles for this edition as a new format is being considered, which will hopefully appear in the April newsletter.

Steve T

Beech Hurst Slides

A large quantity of photographic slides (about 3000 in number) which came from late member Allan Killick are being offered to any member who can give them a good home. Those which are relevant have been scanned to a digital copy and will be retained in the Club's archive collection; however a decision has been taken not to keep the hard copies of these slides and as such they are therefore available. In the first instance, anybody interested should speak with Steve Turner who has been dealing with and scanning them.

Committee

Magazines

Following a couple of recent accidental losses, could all members please make sure that unbound magazines (Engineering in Miniature, Model Engineer and Steam Railway) do not leave the Club. They are generally available for 4 weeks or so from booking in and should you require to view a historic copy then this can be arranged by one of the Librarians...

Committee

Updated Club / Track Rules

Further to a couple of recent Committee meetings, an updated set of Club / Track Rules has been produced and is attached to the rear of this edition.

Committee

Recent Social Events

With the last edition having been released on New Year's Day it seems right that we should start this report from there. After the wash out in 2014, 2015 was a different story and although cool with a nagging breeze it was at least dry! No less than 7 'locomotives' took their turn during the course of the day, which started before 09:00 for some of us 'early birds'! Add nearly 40 members to the mix and you are left with one of our best attended social events of the year.

Whether it is the buffet lunch or just the thought of being able to run trains for a day I don't know, but the New Year Run has always been a nice change to break the rigmarole of the winter season. However, for those of us still gainfully employed it sadly marks the end of our Christmas break too!

John & Val had purchased most of the food and prepared the meats prior to the day itself, so on arrival Howard S was soon dressed up and ready for food preparation! As lunch was being dealt with inside, so John H's 'Polly', 'Black Prince' and 'Toby Tram' were being readied outside in time for their runs, whilst our own Class 73 'Royal Alex' was being used for shunting duties! A couple of trains made up of passenger trucks and one entirely from freight wagons were soon traversing the track. With the aforementioned breeze and cloud cover it was possible to keep driving for an hour or so before it became too cold to move or think properly – one of the joys of winter! With 'Toby' retired after a few laps, 'Polly' followed, as did 'Black Prince' with a partially blocked water glass.

Lunch was served at noon and by this stage most people had retired to the warmth of the clubhouse to enjoy the feast!

Into the afternoon and our Class 73 continued for a while longer to be joined by John R's 'Britannia', Adam's '9F' and the 'Pump Trolley' to complete the line up for 2015. The purpose of the 'Pump Trolley', apart from the fun of course, was to burn off the excess calories just consumed over lunch! Running continued until dusk when we set about packing away the 'toys' for another 3 months until the start of our running season.

Through these pages I would like to thank John & Val, also Howard S on the catering side, and to Andrew S, Steve S & I for starting early and getting the railway set up, then packing it all away again at the end of the day! The variety of trains running and members present made for another very good day and let's hope that 2016 will be equally so. **(For pictures see 'Pictorial Interlude')**.

3 weeks later and we were again at Beech Hurst, loading up ready for our display at the London Model Engineering Exhibition, Alexandra Palace. Unexpected late notice changes meant a hastily re-arranged display for our stand, however we put on another very impressive display, set off in the main by our new cast aluminium 'SMLS' sign. Along with the following static exhibits: 5" 'Scamp' with 'Goods Train', 5" 'Stirling Single', 5" 'King' and a 5" 'Merchant Navy', I also took along my 5" dual braked driving car in order to demonstrate a LMS combination brake valve being made by Adam Cro. This feature, at one end of the stand, added a different dimension this year and gave us something which was active rather than just a group of completely static exhibits. Set up on the Thursday was fine and took little more than a couple of hours with no real problems start / finish! The next 3 days were busy, particularly on the Saturday, because the Show organisers had managed to get a 5 minute slot at the end of the 'One Show' on the Friday evening. The additional publicity generated by this primetime TV appearance seemed to work and certainly numbers through the door were up on last year. It is just a pity that the only steam exhibit they took down to New Broadcasting House was a 4" 'Showman's' engine, when perhaps a steam railway locomotive would have been nice too!

That said, the organisers are very proactive when it comes to promoting this Show and that is to be applauded, particularly if it gets more attention drawn to the hobby as a whole and more so where the younger generation is concerned. Packing away on the Sunday afternoon and one was left wondering where the last 4 days had gone! Much travelling to / fro, much talking at the Show and a little time to wander round – how time flies! However, it is that interaction between fellow members of the hobby that I see as an essential part of our attendance. It is amazing who you get to meet and from those discussions it is very interesting what you learn. Particularly with reference as to how other Clubs operate and why, as well as how they see the future and what they are actively doing to promote themselves to the younger audience – Chingford Club definitely so! Through these pages I would like thank John H and Steve S for once again providing transport for the Show, also to everyone who helped set up / break down, as well as all those who manned the stand for the duration and made it a very pleasant weekend. **(For a picture of our stand, see ‘Pictorial Interlude’)**. A month after the London Show, in fact 3 weeks ago this weekend, we had our last exhibition of the winter season at Brighton Model World. Our ‘local event’, is a mixed exhibition with everything from ‘T’ / ‘Z’ gauge up to full-size steam with everything you could possibly model in between. Perhaps not for everyone but it does bring in a local audience and a very good mix of families and amateur modellers alike. Our stand, as per previous years, was in the foyer and handily placed in a thoroughfare leading through the exhibition – our flow of visitors was pretty high all weekend. Next door were our neighbours from the Mid Sussex Club and ‘over the road’ was Worthing Club. Our stand of 3 tables, although well positioned had been unfortunately located in front of an office door and therefore we had to arrange both the tables and backing boards at an angle to keep access clear throughout the Show. No disaster by any means but a little thinking required when setting up on the Thursday evening! We took our freight train of 5 vehicles and these were coupled to member Graham Fry’s recently completed ‘U’ class locomotive. **(For a picture of our stand, see front cover photograph)**. Being of ‘Southern Railway’ origins we thought it very appropriate to use this locomotive above many others. Although wet and very windy outside, set up was completed with minimal hassle on the Thursday and the following 3 days over that weekend went very well and mainly without event (apart from some small ‘fire fighting’ done by John B on the Friday! I have not seen methylated spirit ‘napalm’ before!). Overall it was another very good weekend (weather at times aside), with plenty to see, many people to chat to and advise / help in some cases too, and to generally promote our activities at Beech Hurst, which may well spawn more members / visitors to our lovely park – members hopefully more so! Again, I must thank all those involved with set up / breakdown, particularly Adam, Andrew S and Graham Miller, also to Graham Fry for loaning us his new locomotive. In addition, thanks to everyone else who helped on the stand during the 3 days of the Show and hopefully through discussions with members from other local Clubs we can encourage more of our type of organisation to display at Brighton in 2016 and make it an even better ‘local event’!

Andrew



Picture Top: John H driving his 'Polly' locomotive and looking decidedly chilly with it
Picture Middle: Ray driving 'Black Prince' with Andrew S & Jack P in conversation
Picture Bottom: John R giving his 'Britannia' locomotive a little light refreshment



Picture Top: Adam completes another lap with his '9F' locomotive and mixed train
Picture Middle: Our stand at Alexandra Palace, complete with new cast headboard
Picture Bottom: A close up of the 'U' Class at Brighton, which drew much attention

Winter Work

Since New Year's Day, and with periods of inclement weather / exhibitions etc..., Winter Work has been more sporadic than pre-Christmas. That said, there has been plenty of activity for the most part as detailed below.

On the track, Roy P has had limited access due to the boggy ground conditions and he does still have some minor adjustments and checking to do prior to our running season commencing. Wet ground aside, Roy has re-laid the track on the pneumatic point in readiness for the return of the air cylinders and control box. We also took delivery, a few weeks back, of 4000 Siberian Larch sleepers for upcoming track work. A decent proportion of the 4000 were kindly donated to us by the supplier in return for some publicity as to their use. A very good deal Roy has struck if you ask me! A spot calculation estimates that 4000 is enough to do a little over half of our 0.44 mile circuit and because this wood is high in resin, they do not need treatment as per previously. A bigger problem is storing them until they are required!

Linked to the track, John B & Roy have recently met with the guy who is building our new air control system for the pneumatic point and full installation of this and the air cylinders (received back from refurbishment in January) will commence in the next week or so. Final wiring and testing will hopefully mean a fully functioning unit in time for Easter.

Inside, truck work has continued in between exhibitions and at present Andrew S, George & I have been working through a large quantity of axle boxes which require sleeves to be inserted and welded in place. These 60 or so axle boxes are the last of the 'new' ones which were originally made for larger bearings. We are now standardising all of these, so whether the axle box is off an older or newer bogie design, one bearing will fit all! This job has been made that much easier by a chance online discovery of several lengths of precision thin wall steel tube that exactly fit in the existing bore. The tube merely requires parting off and chamfering before being welded in place and re-bored to size. Hopefully this task will be completed by the end of the winter season and then we'll be ready to start making up new bogies at the end of this summer. Thanks also to Peter C and Graham Mundy for helping us to remove a couple of dozen old and stubborn bearings from their housings!

Also inside, and linked to the truck work, Ray has made up 5 new drivers' seats for testing this coming season (see his later article). They are now finished and at the station ready for action! Please make good use of them during this season and then feedback comments to Ray as to which you feel is most comfortable!

Having recently finished the coal bunker lids, Peter C and Graham Mundy have been making up boxes to store and transport our freight train wagons. A couple of weekends, as well as some time at Peter C's home workshop, have been spent on their production and very nice they are too! Their first outing was to Brighton Model World and they made transportation so much easier and more importantly safer – they certainly kept the wagons dry too!

(For pictures from some of our recent Winter Work activities at Beech Hurst see 'Pictorial Interlude' on the next page).



Picture Top: Our new storage boxes complete with each respective wagon on the top
Picture Middle: The refurbished pneumatic point with track but minus control / cylinders
Picture Bottom: A recent gardening job to strip back some of the 'jungle' laurel bushes

In the workshop, Mike W has continued to sort out / tidy up and 2 new cupboards have been added above the Colchester and Myford lathes to store their tooling. Also, a new 'roller' cabinet has been purchased for storage of precision tools / measuring equipment, which is located adjacent to the Bridgeport Mill. Both workshops do look a lot better than 6 months ago, however Mike will be the first to admit that there's still plenty to do! That said, when using the workshops, please return items to where they live and tidy up after your work. If you are unlucky enough to break a drill / tool, please report it so it can be replaced.

Finally for now, Stephen H has been quietly pottering away at the library for the past few months, labelling books and having a general sort out / tidy up. Space for bound volumes of magazines is now getting quite tight and a further reorganisation will be required in the near future to provide extra accommodation. The library, although somewhat non-descript at times, is another big asset of the Club with so much useful information stored within. Books etc... are available for lending by request and I am quite sure there is something there for everyone!

With this, the last edition before our running season, I think now is a good time to thank everyone who has spent time and effort over the winter months on general maintenance and improvements. These jobs are not always fancy, nor are they necessarily seen but all are essential to keep the Club up together and more importantly trying to take it forward. Many, in fact, are not done at the Club at all but in people's own 'kingdoms' at home and more often than not in their own time too! A final Winter Work round up report will appear in the April edition.

Andrew

Truck Seats

At the request of some drivers who find normal truck seats produce 'numb bum syndrome' when driving for a full afternoon, we have produced 5 drivers' seats, all with different foam samples.

The sample drivers' seats are covered in green cloth with 3" of foam instead of the normal 2". Will regular drivers please try all 5 during the coming season and tell me which number seats they prefer as a 1st & 2nd choice. The seats are numbered in paint on the underside of each seat wood. Note that 1 of the 5 is a short 4' driving seat.

Ray

The Changing Face of Beech Hurst Park

More of a 'Pictorial Interlude' than anything else but I thought it nice to update some of our less regular members as to some of the changes in and around the park. Most involve development and building, which seems to be a big political policy right now, for the good or otherwise, and our once 'rural' location is gradually getting swallowed up into the 'greater' Haywards Heath as I daresay it will become! 3 further developments close to the park are also underway; thankfully for us the housing stock is either high quality or retirement flats only! **(For pictures from around Beech Hurst Park see 'Pictorial Interlude' on the next page).**

Andrew



Picture Top: The new care home / dementia unit being built to the west side of the park
Picture Middle: A major reduction of foliage by the tennis courts to open up the view
Picture Bottom: Phases 4 & 5 of Bolnore Village border the south side of the park

Forthcoming Events

Further to the December edition, there are several updates for the summer months and this list will be consolidated further for the April edition.

2 special event days for 2015 have been confirmed and these are a £4 'Ride All Afternoon' on Saturday May 23rd and a 'Little Engine Day' on Saturday August 29th. Both of these Saturdays fall on Bank Holiday weekends.

In addition to the above dates we have invited Chelmsford Club to visit Beech Hurst on Saturday 6th June and Maidstone Club on Saturday 12th September. We have also been invited to visit Chelmsford Club on Saturday 13th June by return. Details for these and other social events will appear in future newsletter editions as they are confirmed, including the summer BBQ evenings etc...

Club Nights

Following low attendance at some of the recent 'First Thursday' Club Nights, a discussion will take place at the AGM to decide the future of these. For now, I have included the next 2 as per normal until a decision on their long term future has been made. If an update is required then I will broadcast this through the April edition.

Diary of Events

2nd April 2015 – Club Night – Will start at approx. 1900

7th May 2015 – Club Night – Will start at approx. 1900

23rd May 2015 – £4 'Ride All Afternoon' Special – Normal 1400 to 1700 service

6th June 2015 – Chelmsford Club to visit Beech Hurst – From approx. 1000

13th June 2015 – SMLS invited to visit Chelmsford Club – Details TBC

29th August 2015 – 'Little Engine Day' Special – Normal 1400 to 1700 service

12th September 2015 – Maidstone Club to visit Beech Hurst – From approx. 1000

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

And Finally – Subscriptions

I have received all bar a dozen renewals from 2014, so if you have yet to pay for 2015 then if you can do so ASAP that would be great...

Andrew

Sussex Miniature Locomotive Society Track Rules

1. All locomotives steamed at Beech Hurst shall have a valid boiler test certificate, sight of which may be required by the traffic controller.
2. Drivers must be aged 18 and above to work fare paying passenger trains.
Driver aged 16 and 17 can drive an assisting (pilot or banking) locomotive working fare paying passenger trains.
Drivers aged 16 and 17 can drive a train locomotive, working fare paying passenger trains, providing they are accompanied by a competent adult driver.
At the discretion of the committee drivers aged 16 and 17 can drive electric powered passenger trains comprising of up to two cars.
Again at the discretion of the committee, drivers aged 17 can be approved to drive steam trains comprising of up to two cars.
Drivers under 16 years of age may only use the track if they are:
a) A member of the club, b) A member of another bona-fide club or c) Close family of club members. They shall only use the track when supervised by an adult member, who will assume full responsibility for all their actions and any such use shall be outside public running time.
3. All drivers must familiarise themselves with the track and signals notices that may be displayed in the clubhouse.
4. Drivers must obey all signals, warning boards, whistle signs etc... and shall halt at a signal presenting no aspect. They may then proceed with extreme caution and immediately notify the traffic controller. When flashing red signals are observed, drivers must bring their train to a stand immediately, check their train for any obvious fault and only proceed when normal signalling resumes. (If a driver cannot see a signal, the driver must wait for authorisation to proceed).
5. With the operation of the flashing red signals (see rule 4), the individual who puts the flashing reds on is to inform the traffic controller immediately. It is then the traffic controller's responsibility to ensure that the signals and service are restored back to normal.
6. Excessive speed is forbidden at all times and drivers shall carry out speed reductions if so instructed by the traffic controller.
7. Any member present has the authority to monitor track discipline and shall report any misdemeanour to the traffic controller.
8. During the periods set aside for passenger hauling, members using inappropriate locomotives and / or stock may be directed to remove them from the track at the discretion of the traffic controller.

Track Rules (continued)

9. Anyone wishing to run a locomotive outside normal club hours must notify a) The Operations Managers, b) The Track Manager and c) The Secretary.
10. Any drivers running outside of public running times shall be aware that it is their responsibility to put the signals away, lock the tunnel gates and clear the steaming bay etc.
11. In the interests of safety only S.M.L.S. trucks shall be used unless the alternative complies with existing club standards.
12. The manual operation of any unit of stock on the track by irresponsible persons is forbidden.
13. All locomotives steam or electric on the main line must not be left unattended.
14. Drivers must ensure that locomotives do not deposit oil on the track.
15. All visiting clubs shall have their attention drawn to the track rules, and shall be asked to appoint a steward who shall be required to notify the traffic controller of his identity.
16. All aspects of the track operation during public running and any visits shall be at the discretion of the traffic controller.
17. All signals must be displayed on all signal posts and be in operation during public running times. (except in exceptional circumstances e.g. a power cut)
18. If running one train on the track outside of public running times, either* signal number 6 or 7 must be displayed and in operation. (* Signal 6 if running anti-clockwise direction / Signal 7 if running clockwise direction)
19. During public running times, the traffic controller may only be relieved if there is a suitable person available and if their replacement wears a high visibility jacket for the duration of the change. This is to ensure all drivers are aware of the change.
20. Before public running, a Permanent Way Inspection (PWI) shall be carried out to inspect the track for any possible damage. After which the track will be signed off as safe in the signing in book.
21. When person(s) are working on or near the track during public running times, they will be required to a) Wear a high visibility jacket b) Provide a lookout and c) Notify the traffic controller of the nature of the work which they are carrying out and the location.
22. On any given day, there is to be only one named traffic controller in the signing in book. The name of any person who is assisting and or training is to be written in brackets or clearly stated otherwise next to the main traffic controller's name. The main traffic controller is responsible for the actions of anyone assisting him / her and remains responsible at all times.

By order of the committee February 2015

The Sussex Miniature Locomotive Society

Rules

(Revised February 2015)

**THE SUSSEX MINIATURE LOCOMOTIVE
SOCIETY RULES
(Revised March 1999)**

1) TITLE AND OBJECTS

- a) The Society shall be called The Sussex Miniature Locomotive Society Ltd.
- b) Objects. The object of the Society shall be:-
 - i) The maintenance and development of their track, premises and equipment at Beech Hurst.
 - ii) To encourage the building, running, testing and improvement in design and construction of small locomotives.
 - iii) The provision of a public passenger service.
 - iv) The organisation of social and instructional functions.
- c) Status and winding up. The Society shall be non-profit making and accordingly:-
 - i) The assets of the Society shall only be used for the furtherance of the objects of the Society (Except as in rule 4.d and 1.c.ii)
 - ii) If the Society shall be wound up or put into liquidation, then after payment of all debts or other liabilities, any funds or other assets remaining shall be applied to such charitable object of an engineering nature as the Society may resolve at a general meeting.

2) MANAGEMENT

- a) Election of Officers and Committee and their duties.
 - i) The management of the Society shall be vested in the Committee to be elected by ballot at each Annual General Meeting. The election arrangements shall be the responsibility of the Chairman and Secretary.
 - ii) The Chairman, Vice Chairman, Secretary and Treasurer shall be appointed by the Committee out of their number and shall hold office until the first committee meeting following the Annual General Meeting.
 - iii) The Committee shall be composed of:-
 - a) Ex officio members (President and Vice Presidents – nonvoting).
 - b) Members elected at the Annual General Meeting up to a maximum of nine.
 - c) Members co-opted by the elected Committee at their discretion.

The numbers of such members to be determined by the Committee in such a way that b) and c) do not exceed a total of eleven. Elected and co-opted members shall have equal standing. Co-opted members shall however hold office from the date of co-option to the first AGM following that date.

A quorum shall consist of five members; the Chairman shall have the casting vote.

iv) The Committee shall be empowered to nominate a President and Vice President(s) any members whose services to the society, in their opinion, warrant such honour. Such nominations shall be put before the Annual General Meeting for ratification.

b) Sub Committees. The Committee may appoint small Executive Committees for any particular purpose. The Chairman of such subcommittee to be a member of the main Committee.

c) Track Rules. The Committee shall frame rules for the operation of the track, and it is the responsibility of all members to familiarise themselves with these rules and to see that they are complied with.

3) MEMBERSHIP

- a) Eligibility
 - i) Full membership is available to persons age 18 years and over at the discretion of the committee.
 - ii) Junior membership is available to young persons up to 18 years at the discretion of the committee.
 - iii) Honorary membership may be conferred on persons whose services, in the opinion of the committee, have warranted recognition. Honorary members enjoy all the privileges of full members.
- b) Election. Application for membership shall be subject to the approval of the Committee and shall name a proposer and a seconder, one of whom shall be a member of the committee.
- c) Termination. If a members conduct is considered by the committee to be prejudicial to the interests of the society it shall have powers to determine that persons membership.

4) FINANCES

- a) Subscriptions. The Society's Financial year shall end on 31st December, subscriptions becoming due on the 1st January. The amount of subscription shall be determined by the committee and shall be subject to ratification at a General meeting.

- b) New members shall pay an annual subscription. If joining after 30th June they shall pay half subscription.
- c) Authorisation for expenditure. No expenditure may be incurred on behalf of the Society without the approval of the Committee.
- d) Donations to Charities. These may be at the discretion of the Committee

5) MEETINGS

- a) Annual General Meeting. The Annual General Meeting shall be held within a 20 mile radius of Beech Hurst in March. 21 days' notice to be given. Nominations and the assent of the nominee shall be submitted in writing to the secretary not less than 48 hours before the date of the Annual General Meeting. At this meeting a report of the previous year's activities and statement of accounts shall be presented, and the officers and Committee elected. A quorum shall constitute thirteen members.
- b) Extra Ordinary Meetings. At the request of not less than ten fully paid up members tendered to the secretary in writing and stating the matter which they wish to discuss, the Secretary shall, within 21 days, call a Special General Meeting notifying members of the matter at issue.
At such special General Meeting no business other than that specified in the notice convening the meeting shall be discussed, nor shall any other business be transacted

6) GENERAL

- a) Affiliation. The Committee may recommend affiliation to kindred organisations subject to ratification at a General Meeting.
- b) Responsibility of the Society. The Society does not accept any responsibility for:-
 - i) The actions of any of its members.
 - ii) The property of Members or Visitors.
- c) Matters not covered by the rules. The Officers and Committee shall have the power to act in all matters affecting the interests of the Society which may from time to time arise and which are not specifically covered in these rules.
- d) Alterations and Additions to Rules. Any alterations or additions to the foregoing rules must be presented by the Committee for ratification at a General Meeting.
- e) The Sussex Miniature Locomotive Society is limited by guarantee (registration no 1214042) and is therefore bound by a Memorandum and Articles of Association document which is held by the Secretary.