

BEECH HURST NEWS



Cover picture: -

Posing in the afternoon sun, and just completed, the new brick shed looks very smart and is a vast improvement on its wooden predecessor. It should hopefully give us a lifetime of near maintenance free storage, as well as being safe and secure.

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Editors Notes

I would like to start by relaying the sad news of the passing of Les Warnett, who died a couple of weeks ago. Les was an ex-member of the society, but had previously been actively involved back in the 1970's and 1980's. He was an accomplished engineer and fine draftsman, a man who I had the pleasure to meet only the once and shall be greatly missed by all those who knew him. Also is the very sad news of the death of Vince's dog, Chalkie, she died on 25th March, aged 15. Chalkie will be greatly missed at the club, she was quite young when I first joined about 10 years ago and was excellent fun to be with and had a completely unique personality and for that matter, diet!! She will be sorely missed.

Well here we are then, 4 months into 2003 already, the running season two weeks old and where has time gone?

First things first, there has been a slight change around since the February edition was published all of two months ago. James who has helped to put this newsletter together for the past 3 or so years has decided that he would like to stand aside and let somebody else have a bash at producing it with me (Dyak should be back in double quick time now!). I would like to thank him for the effort and time taken to help me produce this newsletter, from typing up articles and getting printing done, to the irreplaceable electronic stapler (I'm sure we can still come to some hiring arrangement for that??). It does actually take quite a bit of time to produce this newsletter, from all the typing and printing to the collation at the end, so thanks indeed to James for co-production since December 1999 (was it that long ago??). At the same time, I would like to welcome Mark Allen, who will now be co-editor with me. Hopefully the newsletter will continue to be as good as ever and with Mark also in charge of the website, we can hopefully introduce an electronic version eventually, which could contain more pictures and be updated regularly.

A big thanks for all the contributions to the last newsletter, from Brian, Mark and myself.

In this edition we have a further update of the winter work, articles from Brian on the 'Big Boy', Mike on this years events and operations, Mark on the website, Mk II and a couple from Andrew about the committee changes and an updated Diary of Events. The Diary is well worth a browse with as many of the events and visits as I had, when printing could be done, in there. There is also an extra visit that has been arranged since then, for which I will give details at the end of this piece. The cover this time is in B/W because of restricted printing availability but has been updated to include Mark's details, to which articles can be sent as well as Andrew's. I hope the newsletter is as good as ever and don't forget to keep a check on our members page on the website (see extra article) to keep bang up to date with the club, please read on and enjoy...

Diary of Events – Late Extra

Too late to put in the proper Diary of Events is a visit to the North Wilts Track at Swindon. It will be on **8th June**, names on the blackboard in the clubroom please, times and transport to be arranged nearer the time.

Andrew & Mark

Chairman's notes

Following on from the AGM in March we have a couple of changes to our committee and other posts. First of all I would like to thank Gary Smith on behalf of the committee and general membership for his work over the past nine years on the committee (seven of these as our treasurer). It is a thankless task (treasurer), incurring the wrath of members if bills are accidentally overlooked, paying fares into the bank etc. and generally keeping the books straight. Thanks again Gary.

Elsewhere in this issue is a list of Officers and other positions in the Society. There are two extra posts and one deletion.

I would just like to mention these: -

Custodian of the 08s
Webmaster

Daniel Evans
Mark Allen

These two posts are new ones set up to reflect the extra work involved in maintaining the club's 08 diesel shunters (charging batteries, oiling etc.) and the work maintaining an up to date website.

The post of Electrical Engineer has been deleted as it is felt that it is not possible for our members to keep up to date with the current (no pun intended!) safety requirements and regulations.

The running season has got off to a good start with fine weather and names in the "book".

The park is looking very seasonal with all the daffs in bloom and the only dark cloud on the horizon is the building work going on at the front to replace the existing restaurant with the new "Brewsters" building. The old buildings have been fenced off along with many car parking spaces. It will be interesting to see if this loss of parking affects our takings this year. However in the long run we shall probably benefit from the extra visitors in the park. It could, of course, have a down side with more vandalism. We will have to wait and see!

The new replacement shed has been completed (very good it looks too) and work has started on the battery charging facility over the compressor house. This will enable members to charge batteries in a ventilated and safe environment out of the main building.

As usual apologises to members whose work I have failed to mention.

We would like to welcome as new members Bob Frost, Andrew Griffin, Philip Creelman, Lionel Flippance, Tony Austin, Stephen Turner and Kenneth Ball. I would also like to welcome Josh Bowyer-Frost and Paul Tomlinson who joined earlier but I forgot to include them in my previous notes, sorry!

Hoping all our members enjoy the running season and happy Easter.

Don

20 Years in the Making – Constructing a 5” gauge ‘Big Boy’ (Continued)

With the completion of the red and white rear lights the bodywork of the tender was virtually at an end and I turned to the making of the fourteen wheels and running gear. On the prototype calliper brakes are fitted but I have made compensated brakes with one brake block per wheel which are operated by the hand operated tiller on the tender footplate. A purely cosmetic second brake block is fitted to each of the ten rear wheels whilst the four wheels on the front truck are correctly set up with calliper brakes and the supporting operating mechanism – it only requires compressed air to set the whole thing working but that’s not available on the locomotive. Very much like the rear truck on locomotive the front truck on the tender is a double framed, single casting of some complexity which I enjoyed making but it took me about nine months to complete.

On the prototype all the tender wheels are sprung with leaf and coil springs which are fully compensated and these are fitted to the model on a purely cosmetic basis, the actual spring being supplied by a large ‘O’ ring of about 7” diameter and 5/16” section. The ‘O’ ring was cut into sections about 1 ¼” long which were then placed in a tube with one end blocked and a similar tube placed over the other end of a slightly larger diameter so that the two tubes could be compressed with the ‘O’ ring inside. Prior to this each section of ‘O’ ring was drilled through its length with a 3/16” drill so that it formed a hollow tube. Each axle box has one ‘O’ ring spring in it, including those in the front truck and the results have been very encouraging the advantage being that they never bottom out like coil springs, in fact, for the person of my size the ride is very comfortable.

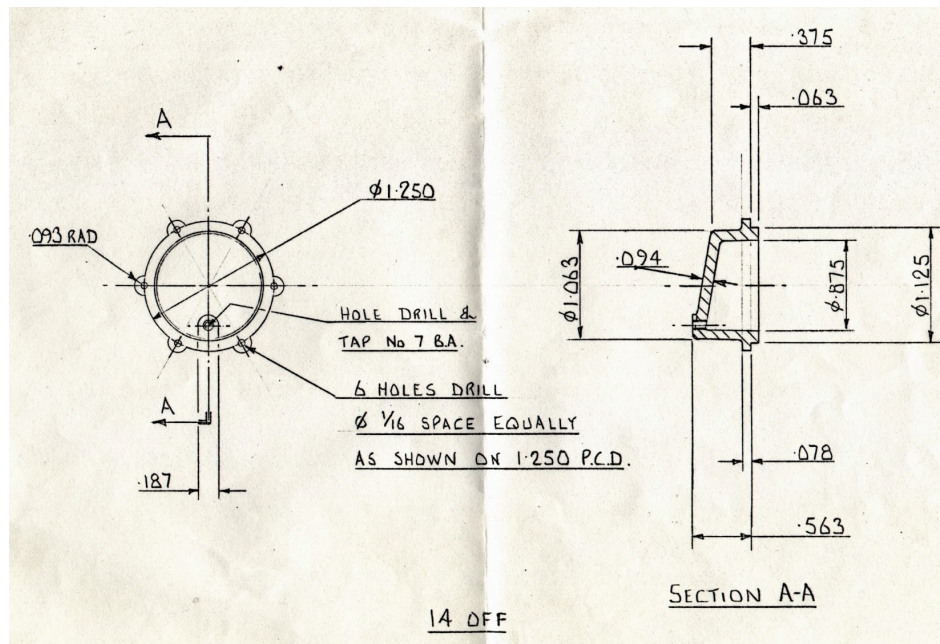
Unlike the prototype tender, which is fitted with roller bearings throughout, the model axle boxes are made of BMS with bronze bearings, lubrication being obtained by the oil cups in each axle box. The covers on the axle boxes to the roller bearings are quite distinctive and bearing in mind fourteen are required I thought of making a pattern and having them cast, but finally decided to fabricate them instead.

Details of the covers are shown on the attached drawing and to fabricate them I obtained a length of 1 ½” BMS rod which is slightly in excess of the maximum measurement of the whole item. One end was faced off and reduced to an O.D. of 1 1/16” for a depth of .485”. Six equidistant holes of 3/16” diameter were then drilled round the periphery on the basis of a diameter of 1 ¼” to a depth of ¼”. The rod was then reduced in diameter to 1 ¼” which cut through the middle of the six pockets for a depth of .1” and finally a total length of .8” was parted off.

A BMS rod of 3/16” was faced off and drilled 1/16”. Six lengths slightly in excess of ¼” were then parted off and placed in the six pockets in the main body and duly silver soldered in position. After cleaning off the flux the cover was placed in a rotary table on the Denby mill with the vertical milling attachment held at the appropriate angle and the cover was machined with a shell mill. The item was then transferred to the lathe for the remaining machining to be completed and the cosmetic oil point inserted. This was dealt with fourteen times and I must admit they were completed a jolly sight quicker at the end than at the beginning.

I have not seen this type of cover manufactured in this manner before but no doubt somebody has already done so. By the way the drawing was a draft produced by the late Les Warnett some twenty three years ago when he was vaguely thinking of producing a 5" Big Boy whilst the 'O' ring based springing was used on Fred Bailey's IC racing shunter.

(Picture Below: Les Warnett's drawing for the Axle Box cover).



The disc wheels and axles presented no problem with the aid of the Harrison and after approximately 3 ½ years the tender was completed. It duly ran in 1994 in an un-painted state and it was allowed to be placed in the living room in a rather dim corner with a matching curtain material draped over it for the next five years.

At last I was back with the locomotive, which for no apparent reason had gained weight in the intervening time. The boiler was lifted off the two engines and the smokebox removed, with the boiler being placed vertically on its front end and lashed to a hook in the wall in the garage. The two engines were parted and work on the front of the front engine was started. The pilot (i.e. cow catcher) had been previously made but it required the mechanism whereby the buckeye coupler can be activated from the front sides of the loco and this was put in hand. When this was completed the superstructure for the pilot deck, cross compound air pump, nests of cooling radiators and front panels with air vents was started. The cooling vents on the front panel are very reminiscent of the side vents in the bonnets of 1930's cars, some sporty jobs even had them on the top of the bonnet as well. I decided that the only way of cutting the vents in the front panel was to make an appropriate tool which cut and shaped the vents at the same time. This was duly constructed using gauge plate as the cutting and shaping pieces with dowels to guide the carriers. Using the six inch vice as the compressing tool the vents (I suppose they were in fact louvers) were duly cut and the panel bent into the appropriate shape. **To be continued...**

Brian

Winter Work Update

As we said in the previous couple of editions, we would try to keep all our long distance members updated, through these pages, of all the major projects and work that has been undertaken this winter.



Of the normal 'wear and tear' repairs, Mike P & Co have now completed the last section of the siding from the rotary point to the far end buffer stops. The sidings have now all been re-laid and re-painted in the last couple of winters, not bad really seeing as the three of us 'youths' last did them when we were about 15 or 16 and nothing was new then! As well as re-painting and re-creosoting the sleepers, the buffer stops are also being given an overhaul at the moment, hopefully in time for the new season. **(See Picture Above)**



Work on the new shed has been going quite well too. Since the last edition the walls are now up, the door and frame completed, painted and duly hung and as we write this in mid-March, the roof frame has been finished, erected and painted, with the roof sheets and front plastic fascia boards fitted just last weekend. All that now remains is a final clean out and grey floor paint added, with the fitting of shelves, hanging hooks and finally the electricity in due course. We are hoping to have it completed around Easter time ready for the running season, which should be well within reach. **(See Picture Above)**



Brian has continued work on the three benches. Number one was completed a couple of weeks back and looks immaculate. Believe me, I have seen Brian toiling away in the workshop most Saturdays and it is very hard work to restore the wood to a good, clean & smooth finish in readiness for the teak oil (particularly when the blade on the electric planer is a bit blunt, what a difference a new one makes, eh Brian!).

The frames are also being treated to a new lick of 'Buckingham Green' paint at the same time. Number two is well on the way at the moment and should be ready in the next couple of weeks. **(See Picture Above Left)**

New members, Anthony Austen and Stephen Turner have taken on the tough job of preparing and re-oiling the bench which is dedicated to Geoff Lavis and usually resides outside the rear French Windows. **(See Picture Background)**

It was looking quite weather worn and was rubbed down (very hard work too) the other Saturday and is just in the process of drying out a bit more before a good dose of Teak Oil will be applied. I am sure it will look very smart and will complement Brian's three other benches once they are all completed.

Of the other winter work now in progress, Mike P, Anthony Austen and Larry have now completely re-painted the station fence with wood treatment and also the station building with clear Cuprinol and a touch of green paint, which looks very smart and ready for the new season. The signals, have, over the past few weeks been tested and all seems to be working well in readiness for the new season. The windows on the rear of the workshop have been stripped of paint and are now being re-painted (yes you've guessed it, in 'Buckingham Green') to match them in with the rest of the new exterior paintwork. The French Windows will hopefully be attended to in the summer, with new putty and once again a nice new coat of 'Buckingham Green' paint. We are also in the process of repairing an old piece of railway furniture, which Andrew bought the other week. To complement the two concrete 'SR' mileposts which currently live out the back of the clubhouse, I bought what we think is an ex-'SECR' milepost (34 ½ miles) in Cast Iron from a farm in Shoreham (Kent). Although it is in two halves we are currently welding together a bracing piece to bolt onto the two faces which will re-connect the two pieces and then weld a galvanised post inside the bracing piece to secure it into the ground. It will probably be located somewhere on the bank, to the south of Wick Tunnel (34 ½ 'something' from 'somewhere', yet to be decided) and then painted in it's original black background, with white numbers and white surround. All of these old railway items do give the place a more realistic feel and give something for people to look at on their way round.

We hope that in this we have recorded praise for as many people as possible, but of course there is also thanks to all those small 'one offs' that people have done during the winter and to all those who do the necessary just keep the place ticking over week on week.

For The Future

In the course of the next couple of weeks the website will be updated to include a members only section (see attached news piece). Our idea is to have the news on the website for members to download and read at their leisure. Whether those persons also want a hard copy is up to them, but what we will be able to do is to have a lot more pictures on the website, as printing gets ever so more difficult (well free printing that is!) so there will be fewer good quality pictures we can put in the news and colour ones will become very scarce, so for those of you who can access the net, and lets face it anyone can now, even with a quick trip to you local library, there will be a much broader range of pictures on our site. Hopefully this can be updated much more frequently as well so you wouldn't have to wait two months see the results. We will keep you updated as to the developments and as to when the new members section on the site is ready and the passwords you will require to access it.

Andrew & Mark

Beech Hurst Park Restaurant Redevelopment

In early March, I attended a meeting at the council offices to discuss the implications of the restaurant development on our railway. Representatives from the bowling club also attended. Of course, most decisions had already been taken and it was a more a case of receiving the information, although we were able to put our views and suggestions to the council. I have already discussed and raised these points at our own committee meeting in March, but thought it should be summarised in the news for everyone. Basically, these are the plans: -

- i) Demolition from late March - (already started)
- ii) Archaeological dig to follow
- iii) Redevelopment as "Brewsters" pub restaurant (part of Whitbreads chain)
- iv) Probable future opening times of the restaurant from, morning until 11.00 pm. (licensing hours)
- v) "Live-in" manager/staff, on site when complete.
- vi) Kiosk to be operated by them for drinks/ices etc.
- vii) Toilets for public/restaurant patrons to be provided and maintained by them.
- viii) "Wisteria quadrangle" to be the only part retained, but reduced by 1/3 in size.
- ix) Rearrangement of parking places at very front of new building.
- x) Closure to traffic of the small access road at front, then having only one main entrance.
- xi) Work planned to finish Sept/Oct and restaurant opening soon after.
- xii) Some more "opening-up" of the park, (basically cutting down the laurel bushes by the jungle and removal of the "pergola" walkway) to "draw" people into the park. (" " = Councils words!).
- xiii) During this work, approximately 45 parking spaces will be lost throughout the year due to the construction site and hoardings.
- xiv) Temporary toilets will be provided throughout the season (but no disabled facilities).

So that's about the size of it! Whether it will be of much benefit to the railway is debatable - except of course the kiosk and new toilet facilities. Fears were raised that the "opening up" and "drawing" of people into the park - (especially removal of the old laurels) might invite the wrong people into "our" part of the park at night/evenings and the less visible we and the bowlers were, the less likelihood of problems, especially as the "deeper" parts of the park are pitch black at the moment, which I'm sure acts as a deterrent.

The other main problem of course is parking. This must surely affect railway and bowls club alike, with approx. 1/3 of the parking gone all year, and, in future years, possibly, taken up with restaurant patrons! We were told that we had really been "spoilt for parking" in these gardens compared to other places!

However, the council has promised to look into other parking possibilities, such as, use of Oaklands/council parking places on Sundays, with suitable diversionary signage; possible parking along the lane at the back of the park, Bolnore road etc.

At our committee, we discussed the possibility of assisting ourselves and the bowlers by perhaps on dry days, allowing some of the all-day bowling members and staff to park inside the railway by the bowling buildings. I suspect we will have to be flexible and tolerant in these matters, in our own interest. Of course, fears were raised to the council that the parking situation might have an impact on our revenue but, I guess, we will just have to wait and see!

From my point of view, as one of your operations managers (and we proved this last year I think), the more trains we run, the better our takings, and it may be the case, that, if our customers are reduced in number, by parking, - especially on busy Sundays and Wednesdays in the school holidays, - our best strategy is to provide lots of trains for those who do make it into the park! We must also hope that the determination of some of our smaller passengers to have their weekend "fix" of some rides, encourages their parents to find alternative means of getting them to the park! Anyone who was around last year on our very busy Wednesdays, and walked over to the parking area, knows what I mean!

Late Extra

To follow up on the above, I phoned the council last week to request the temporary toilets open for the start of our season! I raised the matter of coach groups using the car park for "day trips" and commuters parking all day. The council were aware of these matters and were adding additional signs to request no coaches, for the time being, to use the parking area. I put in another request for our small area, near the clubhouse, to be "surfaced" for parking, and in addition the council are looking to clear an area near their storage site in Bolnore Road for temporary parking. Furthermore, I pointed out that if they repainted the remaining parking area bays - especially at the "top end" by the "boules" pitch - then further vehicles could be parked successfully in the remaining space. They will look into this. Lastly, I asked for the golf hut to be opened soon and to supply drinks and ices as last year. This lot should keep them busy for a while!

Mike

New Season 2003

Well, our new season has already begun, and Dave and I, (as your "ops" managers for another year,) would be pleased to have many of your names in the running book again this year! Even if you are not (yet!) one of our "regulars", please don't hesitate to come and offer your help - even on occasional days, we will certainly appreciate it. As far as running engines is concerned, if we can put out a good variety each weekend, then perhaps we can maintain our income through the restaurant rebuilding restrictions.

Our usual running times apply, 2pm - 5pm, timetables are available for 2003, and basically, we are operating all weekends and public holidays until the first weekend in October.

We have put together a program of events and visits throughout the season, to keep it interesting, and list them later on in this newsletter, for your diary. We do hope you will be able to give us some extra support on the special days and wish you a very enjoyable 52nd season!

One last note, and it is an important one. Last year we are proud to say that, as far as we know, and despite carrying a near record amount of passengers, we had no complaints of note, no burns, no hot oil spots, no bumps or grazes. A very good safety record! Let's try to keep it as good this year. Please, keep your wheels and thus the track free from oil - (especially important for good braking); please, in passenger services, drive at a steady speed; observe the 4m.p.h. restrictions around the clubhouse (and over the point and traverser) and also reduce speed through the small tunnel when running Saturday direction; and finally steamers, please keep your chimneys clean of oil! Dave and I thank you for your co-operation. Have a good year!

Dave & Mike

Website Update

I would like to take this chance to say thanks for all of the feedback that I have had from everyone and I have found it very useful. I have changed the site slightly. The two main changes are that there are two sections in the gallery (one for general pictures and another one for pictures of the family pub make-over in the park), and I have made a second change in the members only section which is now password protected and it has the latest news on it. The user name and password that you need to get on to the member's only section are: -

User name - smls1952 (in lower case and without it underlined!)

Password - wharfedale71960 (also in lower case and without it underlined!)

You might have heard that I got the spelling of Wharfedale wrong as I left out the h! The spelling of the password is now correct.

I have also had a suggestion of an engineering page inside the member's only section which I am going to try in the near future which will contain engineering drawings for engines etc. I would be very grateful that if you have any drawings either on your computer or at home which you could lend me for a while, then I can receive them either at info@beechhurst-railway.org.uk or you could give them to me at the club or through the post (I would be very grateful if they were on A4 if you can get them that size as you can't find very many private A0 sized scanners! Well not to my knowledge anyway!).

If you have any more comments about the website, then they will be gratefully received. Either contact me at the club (I am up most weekends) or through the above e-mail address.

Mark

Books For Sale

Following the sad passing of Les Warnett the club and member's have the opportunity to buy a whole host of books which were Les's.

Stephen has already had a look through the lists to pick out a few good books for the library, but whatever is left has to go by the end of this weekend.

The lists will be posted up on the blackboard in the clubroom and member's are invited to pick anything they so desire from them, with a view to purchase them.

Chalkie

As we enter another year many things will seem the same as before but already there is a marked difference at the Club after the death of Chalkie on 25th March when she suffered a massive stroke.

Born on 22nd Nov 1987 she was the pup of 2 farm dogs, her mother being a Border Collie and her father a Black Labrador. Originally she lived with my Sister but became too much to handle after the birth of my Nephew. I can remember clearly one day around September 1988 coming down the stairs at home to find out that Chalkie had a new home, ours! Although I may have said on many occasions that I didn't want a dog, I did really! From the very first time I met her it was clear to me that she had a lot of character and intelligence. I have always thought that the intelligence came from her mother and the stomach from her father. Like most young dogs chewing is a great pastime and many items fell victim to her jaws. Coal, logs, Xmas tree, slippers, chairs, doors almost anything was a target until she was about 18 months old.

Many of you will remember her mad days of racing round the park like a whirlwind and delivering the odd brick or two when you least expected it. I believe Peter Salmon has some pictures of her racing around the back field with one of the big blue barrels in her mouth (am I right Pete?) Also many an afternoon was spent chasing trains and splashing all the passengers as we went through the tunnel.

I'm sure most of you think her greatest interest was food because of her impeccable timing for dinner and the way she shared all your meals! If you thought that, you would be wrong, it was in fact riding! Riding on anything she could. She would even leave her dinner to go in the car. I once took her on my motorbike for a short ride up the road sitting on a blanket on the fuel tank. Of course she was a regular traveller on the Beech Hurst trains even pushing her way between the passengers on a busy afternoon.

Another memorable moment was after she had bitten into a fresh cowpat at Rogers farm, the look on her face was a picture! She did of course play a starring role in the "Small World" program by deciding to clean herself in front of the camera!

Despite the odd few problems (and there weren't many) I could not have wished for a better dog. She was playful and enjoyed her life, particularly wondering around "her park".

I hope you all have some good memories of Chalkie and would like to thank you all for making her life so enjoyable. I have certainly lost a faithful friend.

Vince

Election of Officers

Annually, after the AGM, the news always reports on the 'comings' and 'goings' of those on the committee and in positions within the club. The following is the revised list of who holds what position in the club:

<u>Position</u>	<u>Occupant</u>	<u>Proposed</u>	<u>Seconded</u>
Chairman	D.F. Clarke	<u>JE</u>	<u>VW</u>
Vice-Chairman	M.J. Porter	<u>DGK</u>	<u>AG</u>
Secretary	J. Ely	<u>DFC</u>	<u>MJP</u>
Treasurer	A. Garner	<u>JE</u>	<u>MJP</u>
Minutes Secretary	A.P. Brock	<u>VW</u>	<u>JE</u>
Operations Mgr's	M.J. Porter &	-	-
	D.G. Keast	<u>JE</u>	<u>JWG</u>
Signals Engineer	A.J. Killick	<u>VW</u>	<u>MJP</u>
Ass' Signals Eng'	R. Parsons	<u>DFC</u>	<u>VW</u>
Electrical Eng'	*Decided unanimously to discontinue this position*		
Workshop Mgr's	J.M. Clarke &	-	-
	D.G. Keast	<u>VW</u>	<u>APB</u>
House Manager	D.G. Keast	<u>MJP</u>	<u>JE</u>
Materials Manager	P.C. Marten	<u>VW</u>	<u>JMC</u>
Ass' Materials M'gr	V. Williams	<u>DGK</u>	<u>JWG</u>
Social Secretary	D.F. Clarke	<u>JE</u>	<u>JWG</u>
Ass' Social Sec's	R. Parsons &	-	-
	J. Midderigh	<u>JE</u>	<u>JMC</u>
News Editors	A.P. Brock &	-	-
	M. Allen	<u>VW</u>	<u>JE</u>
Librarian	S. Hutton	<u>APB</u>	<u>VW</u>
Ass' Librarians	A.P. Brock,	-	-
	D.G. Keast &	-	-
	R. Parsons	<u>VW</u>	<u>MJP</u>
Boiler Inspector	V. Williams	<u>DFC</u>	<u>MJP</u>
Ass' Boiler Inspect'	F. Bailey,	-	-
	G.A. West,	-	-
	R.V. Burge &	-	-
	A.J. Killick	<u>DGK</u>	<u>JWG</u>
Cust'dns of W'dale	J.M. Clarke &	-	-
	A.P. Brock &	-	-
	D.G. Keast	<u>VW</u>	<u>MJP</u>
Carriage Valeter	I. Thompson	<u>MJP</u>	<u>DGK</u>
Web Master	M. Allen	<u>MJP</u>	<u>AG</u>
Custodian of '08's	D. Evans	<u>MJP</u>	<u>VW</u>

Andrew & Mark

Diary of Events

18th & 21st April 2003 – Extra Bank Holiday running days 1400-1700.

19th April 2003 – Slide and/or Cine film show, to start at 1900, content **TBC**.

27th April 2003 – Visit to loW track at Broadfields, Cowes, loW.

1st May 2003 – Club Night – Will start approx 19:00.

3rd May 2003 – Special £2 all-day fare, details **TBC**.

10th May 2003 – SMEE visit Beech Hurst, timings and numbers **TBC**.

5th June 2003 – Club Night – Will start approx 19:00.

14th June 2003 – Ascot and loW clubs to visit, timings and numbers **TBC**.

21st June 2003 – ‘Bring Your Own’ BBQ evening, format and timings **TBC**.

3rd July 2003 – Club Night – Will start approx 19:00.

5th July 2003 – Chichester DMES visit SMLS, timings and numbers **TBC**.

6th July 2003 – Confirmed visit to Fawley Hill Railway and gardens. 28 places have been booked, those 28 names present on the blackboard earlier in 2002. Transport to be confirmed, a group or separate?

19th July 2003 – Maidstone MES visit SMLS, timings and numbers **TBC**.

20th July 2003 – Little and Large special day, format and timings **TBC**.

7th August 2003 – Club Night – Will start approx 19:00.

23rd August 2003 – Proposed mid-summer ‘Bring Your Own’ BBQ, **TBC**.

4th September 2003 – Club Night – Will start approx 19:00.

6th September 2003 – Sussex Clubs Day at Chichester DSME, details **TBC**.

27th September 2003 – Visit to Maidstone MES, Mote Park, Maidstone, **TBC**.

Club nights will continue throughout the season on the first Thursday of each month.

N.B. Other events are not always shown in the diary of events because they have been arranged at short notice; check black/notice board for more details of any such events.