

# **BEECH HURST NEWS**



**Cover picture: -**

*At Speed:* One of the visiting engines to the Malden club that we visited on Sunday 9<sup>th</sup> October was a 'Manor' class locomotive, 'Odney Manor' seen here passing the station on the raised track at speed. A short piece and more pictures on the visit appear inside.

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## **Editors' Notes**

Well here we are then, a full season has passed us swiftly by and we are diving full length towards Christmas and winter already! It has certainly been a record breaking season, with the daily & seasons takings, daily passenger total and season totals all blown away and not just by a bit! I daresay the weather has played its part and even now deep into October it is quite mild and it has generally been dry with just occasional rainfall. This winter is predicted to be very cold and dry, apparently, but then they said that last year and it wasn't particularly bad, so we'll see. The December issue will be distributed on 10<sup>th</sup>, so very near to Christmas by then and you will most probably be tucking into the nosh night cuisine whilst glancing at this publication, or using it as a placemat, whatever you choose!

Thanks must go to those who contributed to the last news, those being, Bill T, Bob Youldon, Ray, Ron Harris and the 'regulars', who sent in some interesting articles and jokes, congratulations to Ron, whose 'King' has now run several times at Beech Hurst and not only runs very well, but is a pleasure to drive as well.

In this edition we have inserts from Peter Chapman, Enid Marten, Ray and the 'regulars'. There are several items on passed social events and forthcoming ones (see diary of events), plus a little extra article (see below) that is fast approaching and should give some food for thought, so please read on and enjoy...

**Andrew & Mark**

## **Updated Library**

Stephen Hutton has now finished booking our latest bound magazines and news' into the library system, so if you would like to borrow an ME and EiM or look at previous news' they are all there at your disposal, just see a librarian who will be happy to help!

**Andrew & Mark**

## **Forward Thinking**

Next May will our 55<sup>th</sup> year and for the past two 5 year milestones, since I have been at Beech Hurst we have celebrated these achievements in some shape or form. Both the 45<sup>th</sup> and 50<sup>th</sup> were popular with members and the public and it would be nice to do something for the 55<sup>th</sup> too. We have a matter of 5 months, maximum, to get a plan finalised if it is what the membership would like to see happen. So if you have any thoughts on the above, please contact either myself or Mark through the news, or come to the club on a weekend and put forward your thoughts and we can finalise them through the next couple of committee meetings and at the AGM in March.

**Andrew**

## **Chairman's Notes**

Another running season comes to an end! Thanks are due to all those who helped to make it such a successful one especially the hard working TC's and Station Masters. I hope all those who ran locos enjoyed their driving turns and I thank them for providing such a reliable and professional service, along with an exemplary safety record!

On some very busy days this year, notably the summer Wednesdays, (amongst others), there has been some tremendous teamwork, which has ensured the station has always run smoothly and our passengers treated courteously. A job well done!

At the end of every season, and through the winter months, there is always plenty to do from refurbishing the track/trucks etc... to general outside housekeeping like keeping the leaves and compound tidy. This year too, we hope to replace more of the signal posts and junction boxes with the new equipment, which Steve has been preparing during the summer. I hope all who enjoyed our facilities during the summer can find at least a little time to help us with some of the jobs during the winter. Many hands make light work, so, please come along and help the 'regulars' whenever you can.

I would also like to thank all those who helped us with the summer work, replacing much of the broken pathway to the side and rear of the clubhouse with new concrete. This was another good team effort, especially well supported on the day of the concrete laying itself! Special thanks to Geoff for all his help with the preparation work and the brickwork for this job, and for organising the extra help with mixing and laying the 5 tons or so of concrete!

I'm sure many of you have noticed the tool cupboard now has many more screwdrivers/pliers etc... These are thanks to Norman having a clear out and kindly donating a lot of useful items to the club. Along with others provided by Steve, we now have a good supply of everyday tools and spanners.

Finally, despite a busy season, it is nice to see some engine building and refurbishment has been going on. Andrew has kept up a good pace on the 'Railmotor', which with a fair wind should take to the rails early next year! Ron has burned the midnight oil and finished the 'King' in time for about 50 miles to be successfully run in service. Phill has finished rebuilding the 'U' class, Jim has finally finished the cab on his refurbished 'Dyak' and Vince has finished rebuilding the S15 – all of which have appeared and successfully run at the end of the season. I look forward to seeing them running next year and congratulate their builders on producing some fine work.

**Mike**

### **Passenger Statistics For 2005 – By Chris Saunders**

This year was again a surprise for most of us watching the passengers pouring round the corner of the golf hut to join the queue!

We seem to have been lucky this year as, in spite of some damp weather, we only lost 1 running day. Having 'modern traction' on hand to take on a service in the event of an improvement later in the afternoons certainly does help our reliability of our service. The public now know that even if it has been raining early in the afternoon they can still get a ride later. My guess is that many families stay in the pub till it brightens up then come round the park to see us. The numbers really must be boring by now after so many years, so I will keep this year's report short.

Total passengers carried in 2005 are: 43,159.

All time passengers carried is: 1,174,550.

The average for the 52 seasons is now about 22,587 per year.

Looks like a page from a telephone directory doesn't it?

On this year's special £2.00 all day event, late in the year, we managed to carry over 1,700 in one session, which is our limit to handle passengers safely.

So, this year was the busiest ever, beating the bumper year of 1974 when the extension opened, by an extra 4,934 passengers!

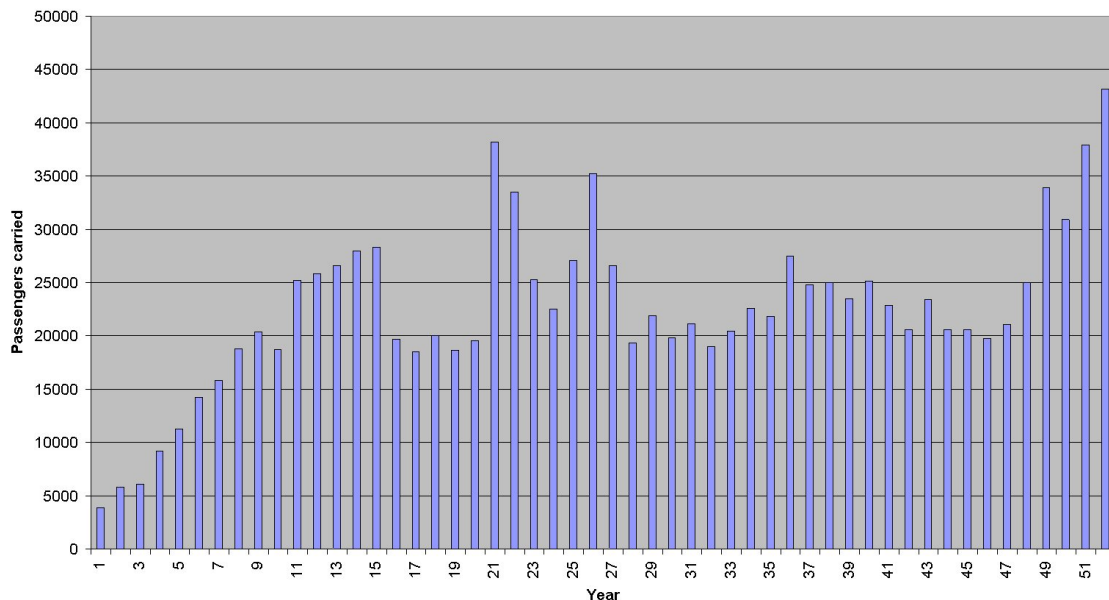
We ran 79 days over the season of 31 weeks.

I know that Ian has been keeping records of the number of laps and miles that the '37' has run, and as a representative of the modern traction loco fleet it has run a little over 700 miles (1700 laps, at 0.415 miles per lap!)

So that's enough of the commercial stuff, did we have fun? Was the year hard work, like 1974? The guys who did the work can tell you. Me, I am just proud that the 'service' we offer our public is appreciated as much as it appears to be, listening to the comments from the passengers at the station.

Here's to next year! (See Table Below – Chart of 52 year's passenger no's)

SMLS passenger history



### Visit to Malden DSME – 9<sup>th</sup> October 2005

With the running season all but over, a group of hardy souls headed for the suburbs of London and a run on the track of the Malden and District Society of Model Engineers. Located near Hampton Court, it is adjacent to the busy Hampton Court Junction on the old LSWR mainline through Surbiton.

Because we were not running at Beech Hurst it meant that we could muster a good group of members to go on this visit, when during the summer it is not so easy, with running commitments. We took 3 cars and 3 engines ('Polly', '125' and the club '08'), plus the Pump Trolley for plenty of variety, one of every motive power actually. The site is divided into two parts, with a long 7 ¼" ground level track that traverses the circumference of the site, at some 2700ft total length, then there is a raised 7 ¼", 5" & 3 ½" track that is about 1700ft in length and is a nice layout that goes over itself and once, then runs parallel for the remainder of the circuit and meets the 7 ¼" track a couple of times in different places.

We were surprised by the amount of visitors that were there when we arrived at 1015, with both tracks starting to get busy, a bit different from the last visit about 10 years ago, when we were the only ones on the raised track, mind you it was raining heavily all day! A bit of a contrast to this year that was warm and sunny throughout and for October was very pleasant indeed. For the first couple of hours we watched the goings on, with the raised track too busy for more engines, so we booked our place for 1300. A 7 ¼" 'Switcher' American locomotive that comes from Leatherhead was just starting to take people round the 7 ¼", whilst a selection of 5" locos including, a 'Shire' class and a 'King' class were going round the raised track. (See Picture Below Left: Norman and Ian on the raised track, whilst a lovely Class 2 tank approaches on the lower 7 ¼", note the flyover tunnel, with a 7 ¼" track across the top, with a 1 in 50ish each side!).



We decided to break for lunch at 1230, to get a head start with the food and to be ready for 1300. I am sure everybody who went would agree that the lunch was very nice indeed and most of us came out decidedly 'bloated' afterwards! The Malden club are a bit different to some, in the fact that they actually cater for the public when they are open and have an area in the clubroom that is set aside with tables for

teas, coffees and snacks, the walls of which are adorned with a lot of railwayana and station signs, and I mean a lot!

With time of the essence we decided not to steam the 'Polly', but just run the '08', '125' and Pump Trolley as they are start up and go! Well almost, one of the Pump Trolleys leg irons required some attention in the workshop to make it clear the guard irons in the station, nothing that a big vice wouldn't sort out! With the engines on for anyone to drive, we spent the remainder of the afternoon either driving our own engines, riding behind other peoples on the 7 ¼" or in the clubhouse helping ourselves to tea and cakes!

I am sure everybody who went to Malden enjoyed themselves, the day had a bit of everything, engines being pushed home (some more than once), dodgy manoeuvres in the car park, great lunch, a nice selection of visiting locomotives and of course great hospitality. And on that note, I would like through these pages the efforts of our hosts for the use of their track, clubhouse and of course food, many thanks indeed and if you ever get a chance to visit the track it is well worth it.

**Andrew**

### **Past Social Events**

There have been a couple of social events in the last 2 months, with a successful BBQ event taking place on 27<sup>th</sup> August, that was enjoyed by a good few members, with very pleasant weather to go with it, very unusual to get two perfect evenings both falling on our BBQ evenings, but that is what we got this year!

The following Saturday was our special £2 all day afternoon, that was as good as it gets to say the least. 3 double headed trains, all the trucks out and in the 3 or so hours of public running, we took 1,700 passengers, that is basically a



'full house' every lap for the entire 3 hours of running. It was a very enjoyable afternoon, very satisfying for all those involved, well done to all everybody for their efforts and a new record for an afternoons fares too, £548 will take some beating – that was including 168 (?) £2 fares.

**Andrew & Mark**

### **Summer Work**



Normally the summertime is busy enough with running and keeping everything in trim, without any other big projects, but it was decided that we would replace the crazy paving outside the back and round the side of the clubhouse (see picture left – before!). We calculated that about 7 tons of ballast would be sufficient to fill the hole left when we had taken up the existing paving, and to be honest in one day we could not have done that ourselves, so in the weeks before Saturday 20<sup>th</sup> August, we tore up the old paving, levelled the base off and prepared the edging bricks, so that on that day Geoff's son Mike and his mate Adrian would assist by mixing and laying the concrete, whilst we laboured and wheeled barrows, and sure enough we started bright and early on the Saturday morning and through a great team effort (see picture above – and

after!), not only did we put down what we planned to do, but about 1/3 more (!) and got right to end of the path outside the lavatory window.

It was a quick decision, but whilst we had the manpower and motivation we tore up a whole load more paving and quickly prepared it for concreting there and then. Thanks must go to all those who put in endless hours in the preparation and then execution of the concreting, that is now much better as a result. It was a case of everybody pulling together and getting the job done, many thanks to all those who helped, I am sure you know who you are!

**Andrew**

### **Forthcoming Social Events**



Our annual bonfire and firework extravaganza will take place next Saturday (29<sup>th</sup>) from about 1800 on the Saturday evening, with food and fireworks to follow. Our pyrotechnic department once again asks if you have any old rubbish that you wish to dispose of then we will make it burn, whether it should do or not! As long as we have it by Saturday afternoon at the club, then we will see that it goes on our fire

(design yet to be fine tuned, come and see what it is in the evening – including sweepstake!). There is also a firework collection that we have got in

the clubhouse at the moment, if you wish to donate, then please do so by the Friday (28<sup>th</sup>), cash, cheques and cards accepted (!), the more we get the better the display you will see! (Picture above – last year's bonfire effort!)

The annual nosh evening is scheduled for 10<sup>th</sup> December, although we are still waiting for official confirmation of this date and that will be after the press date of the newsletter. Please check the black/notice boards at the club in the next month or so for a definite date and also to choose your food preferences, the next newsletter is due on the 10<sup>th</sup> so that would be too late!

**Andrew & Mark**

### **Jokes**

Please find below 3 lots of jokes that we have received in the last couple of months. Ray's joke is a repeat from the August edition, as Andrew made an error when he copied on to the computer, so it should read ok now.

The following questions were set in last year's GCSE examinations in Swindon.

These are the genuine answers from 16 year olds!

### **Geography**

Q: Name the four seasons.

A: Salt, pepper, mustard and vinegar.

Q: How is dew formed?

A: The sun shines down on the leaves and makes them perspire.

### **Sociology**

Q: What guarantees may a mortgage company insist on?

A: If you are buying a house, they will insist that you are well endowed.

### **Biology**

Q: Name a major disease associated with cigarettes?

A: Premature death.

Q: How can you delay milk turning sour?

A: Keep it in the cow. (He got an A!)

Q: What is the fibula?

A: A small lie.

Q: What does 'varicose' mean?

A: Nearby.

Q: What is a terminal illness?

A: When you are sick at the airport.

## English

Q: Use the word 'judicious' in a sentence to show you understand it's meaning.

A: Hands that judicious can be soft as you face.

Q: What does the word benign mean?

A: Benign is what you will be after you be eight.

## Technology

Q: What is a turbine?

A: Something an Arab or Sheik wears in his head.

**Peter Chapman**

### And a few more...

- Why do we press harder on a remote control when we know the batteries are flat?
- Why do banks charge a fee on "insufficient funds" when they know there is not enough?
- Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?
- Why doesn't glue stick to the bottle?
- If you send someone 'Styrofoam', how do you pack it?
- If the temperature is zero outside today and it's going to be twice as cold tomorrow, how cold will it be?
- Can you cry under water?
- What level of importance must a person have, before they are considered assassinated instead of just murdered?
- If money doesn't grow on trees then why do banks have branches?
- Why does a round pizza come in a square box?
- How is it that we put man on the moon before we figured out it would be a good idea to put wheels on bigger suitcases?
- Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?
- Why is it that people say they "slept like a baby" when babies wake up, like, every two hours?

**Enid Marten**

### Like Mother Like Son

**1955:**

Dear Mummy,

I hate this boarding school. Food awful, prefects bully me.  
Please take me home.

Love David.



Dear David,  
Nonsense! Chin Up.  
Mother...

**1997:**

Dear David,  
I hate this Home. Food awful, nurses treat me like a child. Fetch  
me immediately.

Mother...

Dear Mother,  
Nonsense! Chin Up.  
David.

**Ray**

### **Diary of Events**

29<sup>th</sup> October 2005 – Bonfire Night – Fire lit at approx. 1800, then baked  
potatoes and beans, followed by fireworks from roughly 1930 (see inside).

3<sup>rd</sup> November 2005 – Club Night – Will start at approx 1900.

1<sup>st</sup> December 2005 – Club Night – Will start at approx 1900.

10<sup>th</sup> December 2005 – Nosh Night – Date/time TBC (see note in the news).

1<sup>st</sup> January 2006 – New Years Day Run – From approx 1000.

5<sup>th</sup> January 2006 – Club Night – Will start at approx 1900.

2<sup>nd</sup> February 2006 – Club Night – Will start at approx 1900.

2<sup>nd</sup> March 2006 – Club Night – Will start at approx 1900.

4<sup>th</sup> March 2006 – AGM – Details and date TBC.

1<sup>st</sup> & 2<sup>nd</sup> April 2006 – 2006 Running season commences, TBC.

6<sup>th</sup> April 2006 – Club Night – Will start at approx. 1900.

May or June 2006 – 55<sup>th</sup> anniversary celebrations (?) – See attached note in  
the newsletter regarding this event, date and time TBC.

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 at the  
clubhouse for more details.

**Andrew & Mark**