

BEECH HURST NEWS



Cover picture: -

Full Steam Ahead: Sunday 5th August was a special day for Beech Hurst as a 'Picnic In The Park' was held in support of the Princess Royal Hospital. About 750 people attended the event and we ran a special service from 1100-1700. Pictured is Ray with the first service train, complete with Bowlers.

Joint Editors

Mark Allen
10 By Sunte
Lindfield
West Sussex
RH16 2DF

Andrew Brock
189 The Welkin
Lindfield
West Sussex
RH16 2PW

Mark.Allen@SJMG.net

andy.brock15@btinternet.com

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

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Editor's Notes

Welcome to summer, well what there is of it! May and June were changeable, July and early August have been a little better, but looking back it was April that was summer and everything since has been more akin to Autumn rather than summer, even last week we had strong winds and heavy rain, that's not August! Despite this we have continued to run fairly well over the last few weeks and given a fair wind, should do comparatively well this year, mind you there is little more than a month left and given that the August Bank Holiday is the beginning of the end where summer is concerned, Autumn will soon as be up on us.

Thanks must go to the contributors to the last newsletter, namely: Enid, Ray and Ron, plus all the regular columns, features and bits and pieces from 'Us'.

In this issue, we have an updated dairy of events, right up until Xmas in fact, all the regular features, plus articles on recent events, locomotive weights and measures, plus jokes courtesy of Val West, so as usual, read on and enjoy...

Andrew & Mark

New Arrivals

Our embroidered t-shirts, sweatshirts and rugby shirts have now been delivered, with most already distributed to their respected owners. The total order was 49 garments, including 3 surplus sweatshirts that will be kept in the stores until they are required. Further orders can be placed, probably one at the end of August, if anybody wishes to order or re-order as the case maybe. Please see Andrew at the club and an order will be placed, there is then an approximate 2-week lead-time before delivery.

Andrew

Chairman's Notes

With much sadness I report the passing of another club member, Larry Bradley. Many of you, I know, will have many fond memories of him at the club, especially those who came regularly on a Sunday - as this was Larry's day to come down from Merstham. Larry was a really good-hearted character, with a keen sense of humour and I can remember having many a laugh with him, especially during the winter months when he usually helped with the track maintenance. We didn't see him too much after he retired and moved back to Derby, although I remember seeing him at the Midlands Show and he always sent Christmas cards and a few letters. Our thoughts go out to his widow Brenda and all his family.

Despite the poor summer weather through July, the passenger numbers have held up pretty well. Now at last in August, summer has arrived, and so far our "school Wednesday" running has been as busy as usual. This year we have taken on a lot more private party groups and managed to fit many of them in on running day mornings, - when we are setting up for the day!

This has helped keep the extra workload to a minimum, but I would like to give special thanks to all who have put in "extra time" on these groups - and especially to Andrew for co-ordinating most of them.

This year has, so far, gone very smoothly, with everyone “mucking in” and helping out with all the duties and especially the setting up and putting away routines, - many hands make light work – as the saying goes! It’s been very pleasing and helpful that some of our newer members have been keen to learn and have supported us a lot this year. It’s much appreciated by some of the “old hands” who have carried the railway along for many years. Although sometimes we work hard, I hope everyone is enjoying the season, and all the happy passengers we carry, and the many complimentary remarks about our railway are rewarding in themselves.

Thanks too, to all who helped with the “big track clean” last week, it’s only the second time this year, so we’re not doing too badly at keeping oil off the rails, but the black sticky “gunge” that eventually builds up, takes some shifting! Anyway, with a bit of luck, (and a request from the ‘ops’ managers to once again clean your wheels carefully before going on the track), we can get to the end of the season without another cleaning session”

Everyone is now looking very smart in the new “Beech Hurst” polo shirts. Thanks must go again to Andrew for sorting out all the orders and also to Peter Marten for investigating and delivering the goods! If anyone else would like one, I’m sure Andrew can place an extra order!

I will finish my notes this month with a thank you to those members who help with what I call “behind the scenes” jobs, - the not so glamorous or interesting tasks that keep the club looking nice and running smoothly. The grass cutting, the cleaning, the clearing of rubbish, the tea making and not least the washing up! Please don’t always leave these jobs to the same people, especially the washing up! Please consider occasionally taking a turn in the kitchen before going home, it would be much appreciated. Nuff sed!

Anyway, enjoy the rest of the running season, it’s going quickly now!

Mike

Larry Bradley

As reported in the Chairman’s notes, it is with sadness that through these pages we report the passing of Larry Bradley. Larry joined Beech Hurst in 1995 and over the years spent many hours at the club, mostly on Sunday’s, driving and helping with the Station during the summer months and then assisting with track repairs during the winter. He was a very interesting and often funny guy who was a pleasure to be around, even if it was you on the receiving end of a joke or two, my most endearing memory is when we visited Ascot back in about 1999 or 2000, there was a violent electrical storm towards the end of the afternoon and Larry driving John Gange’s ‘Taurus’ locomotive patiently waited at the bottom of the loop whilst this storm approached for me to try to get a picture of the train with a lightning bolt in the background, I failed, we made a dash for home and just made it before the rains arrived and did it lash it down! Larry was also always a hard working member of the club and will be missed very much by those who know him.

Andrew

Jokes

Common Sense...

Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as knowing when to come in and out of the rain, why the early bird gets the worm, life isn't always fair, and maybe it was my fault. Common Sense lived by simple, sound financial policies (don't spend more than you earn) and reliable parenting strategies (adults, not children are in charge). His health began to deteriorate rapidly well intentioned but overbearing regulations were set in place. Reports of a six-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition. Common Sense lost ground when parents attacked teachers for doing the job they themselves failed to do in disciplining their children. It declined even further when schools required to get parental consent to administer Panadol, sun lotion or a Band Aid to a student – but could not inform the parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the Ten Commandments became contraband, churches became businesses, and criminals received better treatment than their victims.

Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault. Common Sense finally gave up the will to live after a woman failed to realise that a steaming cup of coffee was hot. She spilled a little and was awarded a huge settlement.

Common Sense was preceded in death by his parents, Truth and Trust; his wife, Discretion; his daughter, Responsibility; and his son, Reason. He is survived by three stepbrothers; I Know My Rights, Someone Else is to Blame, and I'm A Victim.

Not many attended his funeral because so few realised he was gone. If you still remember him, pass this on. If not, join the majority and do nothing.

Val

Weights and Measures

Following the many trials that have taken place over the years we have built up quite a collection of data about the locomotives at Beech Hurst. It is quite a while since this has been updated, so we thought that we would publish an updated version of this in the newsletter. The figures are an amalgamation of those that Ray compiled for the last trials in 1998 and some which we have collected over the last few months.

There are still a few holes in 'new' locomotives that we have yet to weigh, but most have now been done and this includes the electric and petrol engines that were not at club some 10 years ago, also included is a rough guide as to what the locomotive would normally haul in terms of passenger cars at Beech Hurst. Does weight have a direct effect on the load a locomotive can pull, or does the design also help? As follows in descending weight order...

<u>Engine</u>	<u>Wheels</u>	<u>Engine Weight</u>	<u>Tender Weight</u>	<u>Loading</u>
Riddles	2-10-0	280 lbs	98 lbs	3-4 Pullmans
'Wharfedale'	4-6-4	268 lbs	n/a	3-5 Pullmans
Class 33	Bo-Bo	235 lbs	n/a	3-4 Pullmans
'Black 5'	4-6-0	233 lbs	95 lbs	3-4 Pullmans
Class 47	Co-Co	204 lbs	n/a	2-3 Pullmans
'Martlet'	2-8-0	198 lbs	63 lbs	3-4 Pullmans
'B1' (Allan K)	4-6-0	196 lbs	77 lbs	3 Pullmans
V3	2-6-2	180 lbs	n/a	2-3 Pullmans
Class 37	Co-Co	170 lbs	n/a	2-3 Pullmans
IC125	Bo-Bo	170 lbs	n/a	3 Pullmans
'B1' (Mike P)	4-6-0	165 lbs	60 lbs	2-3 Pullmans
'Planet X'	0-4-0	151 lbs	41 lbs (coal truck)	3-4 Pullmans
'City'	4-4-0	141 lbs	69 lbs	2 Pullmans
'L1'	4-4-0	138 lbs	62 lbs	2 Pullmans
'Simplex'	0-6-0	119 lbs	n/a	2 Pullmans
'Ajax' (Peter)	0-4-0	115 lbs	n/a	2-4 Pullmans
'Hardwicke'	2-4-0	75 lbs	40 lbs	2 Shorts
'Dixie'	0-4-0	68 lbs	n/a	2 Pullmans
'Pea' (Jack)	0-4-0	65 lbs (3 ½")	39 lbs (coal truck)	1-2 Pullmans
'Railmotor'	0-4-0	60 lbs	38 lbs	2-3 Shorts
'Terrier'	0-6-0	59 lbs	n/a	2 Shorts
'Bantam C'	2-6-2	56 lbs (3 ½")	24 lbs	1 Pullman

<u>Engine</u>	<u>Wheels</u>	<u>Engine Weight</u>	<u>Tender Weight</u>	<u>Loading</u>
'Miss 10-2-8'	4-4-0	50 lbs (3 ½")	25 lbs	1 Pullman

That concludes the list as we have it at the moment. There are some notable exceptions that are run fairly regularly at the club but are ones that we do not yet have figures for. The table does give some quite good comparisons, however other factors must be considered, including the condition of the locomotive and state of the rails, some locomotives will still get grip on wet or oily rails, others will not. Also if you look at say Ian's Class 37 as an example, he will normally load 2 Pullmans or 3 Shorts, a load of up to 10-12 people, but he has moved 27 Bowlers on 7 cars, now that is a seriously heavy train, even at 12 stone average per person that is basically 2 tons of load + the 1/3 ton of train, so 2.3 tons total, not that you'd do that for too long and expect the batteries to last!

Andrew, Mark & Ray

Recent Social Events

The first BBQ of the year at the end of June was a bit of a wash out, with most of the afternoon cloudy and further rain in the evening, however despite the inclement weather the BBQ went ahead with a tarpaulin erected outside the back of the workshop to cover the cooking and with Andrew's '125' running, those who wanted to brave the elements could do so. All in all it was a very successful evening, with those who came enjoying themselves, thanks must to Val and John who provided Onions and puddings and to everyone else who helped set up and shut down afterwards, all we can hope for is that the next BBQ next weekend is blessed with better weather!

Following on from that, we had a Bowls Evening on our August club night that was equally well attended. The Bowls Club very kindly laid on an evening, which consisted of 10 'ends' of bowls, followed by drinks and a light supper. Despite many of us being novices, we managed to 'hold our own' quite well on the greens and on our rink we drew 7 all, with some quite respectable bowling from all those present. Thanks must go to the Bowling club who set up especially for us, laid on food and opened the bar for drinks too. This particular event has become a bit of an annual 'do' now and hopefully we can continue the same trend again next year.

The last event, not that it was a social event for us as such, but equally important was a 'Picnic in the Park' held two Sundays ago to protest at the possible downgrading or closure of the Princess Royal hospital in Haywards Heath.

Original estimates thought there may well be up to 1,000+ people attending the event, in reality there were nearer 750, but apart from our two Anniversaries, the 45th and 50th, I cannot recall such a gathering of people in the 14 years I have been at the club. We ran a special timetable of 1100 – 1700 to cater for the earlier start and in the end we just fell short of 1,000 rides for the day, which bearing in mind it was nigh on 30 degrees wasn't too bad at all. We also had the added bonus of getting our picture in last weeks 'Mid Sussex Times' when some of us posed with the bowling club who were holding their 'Captains Day' that day.

Andrew

Forthcoming Events

The Diary of Events pages has now been updated as far as possible, with some notable dates for your diary. Three visiting clubs will then be at Beech Hurst over two weekends in late September and early October. Firstly Maidstone pay us a return visit on 29th September, together with the Isle Of Wight and following on from that the Harlington Society will pay us an inaugural visit on 6th October, before SMLS will visit the Malden track on either the 13th or 14th October, details will be on the blackboard in the clubhouse ASAP.

We have also set the dates for the Bonfire and Nosh Nights as below. Details of these will appear in the October edition.

Andrew & Mark

Diary Of Events

6th September 2007 – Club Night – Will start at approx. 1900.

29th September 2007 – Maidstone DMES & IoW MES to Beech Hurst, from 1000.

4th October 2007 – Club Night – Will start at approx. 1900.

6th October 2007 – Harlington Society to Beech Hurst, from 1000.

13th/14th October 2007 – Malden DMES Open weekend invitation, from 1000.

1st November 2007 – Club Night – Will start at approx. 1900.

3rd November 2007 – Bonfire Night – Fireworks & Baked Spuds, from 1800.

6th December 2007 – Club Night – Will start at approx. 1900.

15th December 2007 – Xmas Nosh Night - £5 per head, details at the clubhouse.

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