

# BEECH HURST NEWS



**Cover picture: -**

*On Display* – After many months hard work with some ups and downs along the way, Nick's coal truck is seen pictured on one of the displays during the bits 'n' pieces night back in February. An article on its construction appears inside.

**Editor**

Andrew Brock  
189 The Welkin  
Lindfield  
RH16 2PW

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

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

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## **Editor's Notes**

With this newsletter right at the tail end of April we are already 5 weeks into our 2010 season and what a change the last few weeks have been from the seemingly endless cold of last winter. Apart from a coldish Easter, April has been almost entirely dry and the last three weeks quite mild too. Trouble now is that having had so much fine weather, May is likely to be unsettled and cool, which would be pretty typical of recent year's – lets just hope this year bucks the trend! It doesn't seem that long ago that the February edition was on the table at the AGM and what a lot has gone by since then! With the last edition in mind, I would like to thank Andrew S for writing an excellent piece to kick off a new 'junior members' article, which Nick has kindly supplied for this edition and I hope to keep running as long as possible. It shows that we are a particularly healthy club when the newsletter is able to continually publish articles about 'younger' member's projects and 'proper' ones if I may use that expression! Along with Nick's article, there are the regular articles in this edition together with an updated Diary of Events, a piece about the 60<sup>th</sup> anniversary next year and our latest 'Officer's' and 'Positions Held' list for 2010 + many pictures supplied with thanks as ever to Andrew S, so please read on and enjoy...

**Andrew**

## **Chairman's Notes**

Well, the 2010 running season is under way with Easter already over! Despite the very cold and damp start, we managed to run each day and the hardy public have once again come to ride our railway! We are off to a good start!

The AGM was well attended and this year Graham Mundy was elected to join the committee and Andrew & I were re-elected. We welcome Graham in his new role, and also thanks go to Norman Payne for his term in office.

Thanks to all those who stood for election, and I say thank you for your 'vote of confidence' and look forward to serving another year 'at the helm'.

Also agreed at the AGM forum, was the plan to celebrate our 60<sup>th</sup> anniversary with a members visit to our friends at the near-by Bluebell Railway. We will hire their Pullman train (with fine dining included!). We agreed this was something that would be enjoyable and relaxing, for everyone in the club to get together – with minimal organising required. A summary, containing our agreed proposition and plan of action, is published later in this edition. It is necessary to start early, because the Bluebell are already taking bookings for next year! Andrew B has kindly agreed to collate names and monies for this event, so please make your bookings soon.

Finally, to the 'winter gardeners' and the members who helped out with all aspects of winter work and getting the railway 'up and running' for another season, I say 'thank you very much'. Everywhere is exceptionally tidy and we are well organised for our start up.

I wish everyone a happy and enjoyable running season.

**Mike**

## **Election of 'Officers' and 'Workers' for 2010**

At our first committee meeting following the AGM we always elect members to fill the Officer's and other 'working' positions within the club and the following list is for 2010:

**Chairman:** Mike Porter

**Vice-Chairman:** Geoff West

**Secretary:** John Baldwin

**Minutes Secretary:** Andrew Brock

**Treasurer:** Andrew Brock

**Other Committee Members In Addition To The Above Officer's:**

John Gange, Graham Mundy, Paul Tomlinson, Steve Turner & John West

**Operations Managers:** Andrew Brock, Mike Porter & Geoff West

**Signals Engineer:** Steve Turner

**Assistant Signals:** Graham Mundy

**Workshop Manager:** Steve Turner

**Assistant Workshop:** Geoff West

**House Manager:** John West

**Materials Manager:** Andrew Brock

**Assistant Materials:** Peter Marten

**Social Secretary:** Val West

**Librarian:** Ray Parsons

**Assistant Librarians:** Andrew Brock & Geoff West

**Newsletter Editor:** Andrew Brock

**Boiler Coordinator:** Steve Turner

**Boiler Inspectors:** Paul Tomlinson, Geoff West & John West

**Custodian of Wharfedale:** Andrew Brock

**Assistant Custodian:** Daniel Evans

**Carriage Valeters:** Nick Edwards & Ian Thompson

**Growler Custodians:** Graham Mundy & George Reynolds

**Webmaster:** Stephen Hutton

**Clubhouse Cleaners:** Andrew Brock & Mike Porter

Any changes to the above will be communicated through the newsletter during the course of the season. In addition we would like to welcome Graham Mundy to the committee and thank Norman Payne for his time served over the last 4 years.

**Andrew**

## **Nick's Story and The Youngsters**

**Ed No.** Following on from the first article written by Andrew S in the February edition of this magazine, Nick has kindly sent me the following piece describing his latest projects and experiences at the club. I have added a further section at the end to update you all on the current status of other projects being undertaken at the club by our junior fraternity.

Many countless hours are often spent by young men interested in this hobby wondering 'what is the first engine I should build?' This was also the case with me and I rather liked the idea of producing a locomotive, however, being only 14 years old at the time but still very keen I fell for something which would be considered way out of my skill range, the very pretty Ivatt 2MT tank locomotive. For a first build this seemed out of the question and with many engines now for sale on the internet and through dealers, many of today's model engineers are buying rather than building. Sure enough I was very lucky to have the opportunity to purchase a 5" 'Simplex' locomotive and I have learnt a great deal from it, with help from Society member's who have assisted me with problems that were found and then sorted, and I am very grateful to all those members who gave me time to help fix these defects as they arose.

Moving on and my mind came back to thinking about my first building project. This time I wasn't considering an engine, despite the enthusiasm, because the skills to build one would be immense and many of these 'skills', including cutting, filing and machining were yet uncovered so this led me to a discussion with a fellow member who suggested a model coal truck for use with the Simplex. I rather liked the idea as this would teach me the basics of model engineering and at the same time produce a working vehicle, which would later go on to be used as it was set out to be.

So in 2008 work commenced on a 4-wheel coal truck made from the basic bogie chassis similar to that on Ian's Class 37, except with one axle removed. Many weekends and school holidays went into building the truck as I learnt about the machines in the workshop and the various do's and don'ts of each.

As well as the many machining tasks, such as taper turning the buffer stocks and milling the axle boxes to a good fit in the horn cheeks, there are the many hand skills including marking out accurately, filing metal flat and square, tapping threads for bolts and using a hacksaw to cut neat straight lines. Learning by my own mistakes is how one can become better at producing work to the very best of your own capability, often something I held in my hand after a few hours in the workshop went in the dustbin! With guidance, encouragement and constructive criticism from other members my skill was gradually beginning to come through. This was evident when at long last at the beginning of 2010 the coal truck was out shopped. I now look back and can be proud of my achievement, because, I didn't go in at the deep end building an engine. Some youngsters, however, have and continue to do so to this day and I take my hat off to them for doing so.

Following on from the coal truck, I wanted to extend my basic workshop skills to produce a better quality of work, as I am sure many of you know if you make something poorly then you should be able to improve on that for the next time, often producing it quicker and easier. I therefore decided on a GWR 'Toad' brake van, as it would be something different and require a bit more attention to detail. This time I'm hoping for a better quality of work, however still being fairly inexperienced because of my age (now 17) there could be some rubbish, but this is what it's all about. On another topic, many of you know me as a bit of a 'whistle man'. Yes, whistles are a bit of a troubling subject in the model engineering world as many want the perfect note for their engine but often fall short of the mark.

I wanted to know the secrets of whistle making, so with a little help from other members we're learning by trial and experimentation. It has been pretty much proven that there are certain key elements required to create the perfect whistle. I take great interest in listening to different theories that people have as it can make someone (particularly a learner) a better model engineer for it and makes me think why this would work or not and how it would work or not. Carrying those theories into practise will also kick the mind into understanding what one is doing, therefore knowing that the way they are producing something is both good + true. I shall now close by thanking everyone who has given their time not just to me but to the other junior members of the club who are keen to learn and want to do well, and furthermore for making us feel welcome into a fantastic club, long may this continue. Thank you.

**Nick**

**Ed No.** Thank you to Nick for writing that article for the magazine and I will conclude by saying that progress on other junior member's projects is proceeding very well too. Hamish's 'Juliet' locomotive is coming back together and should be ready to try in a couple of weeks or so, with a few less leaks than were present before we stripped it apart! Andrew S is also making good headway with the boiler for 'Dougal' and is fast approaching the century mark in terms of hours spent. Recent progress has been with drilling / reaming holes for the fire tubes, drilling / filing the inner firebox to take the fire hole ring, which was soldered with C4 a few weeks ago. Most recently he has finished making a modified dome, which will allow for removal and access to the boiler, unlike the published design. Being made in several pieces the whole assembly is now together and is a real quality piece of work, one which I would be quite proud to call my own and thanks to John West for the kind donation of a lump of PB1 bronze for this! There will be an updated Junior section in the June edition, with hopefully good progress made on all of the above projects for you to enjoy.

**Andrew**

### **Winter Work**



With the winter now far behind us a last little note to say thanks to everyone who helped out during the bitter cold months and a last picture taken a week or so back showing both fully re-painted and named Pullman sets, behind our club locomotive in the warm spring sunshine!

**Andrew**



## For Sale

Model Engineer magazines as follows:

A few from 1945 – 1951 and the rest from 1969 – 1980 and on to 2005.

Best offers please contact Alan Temple on (01444) 244855 if you are interested.

**Alan Temple**

## For Sale

Model Box, measures 5' 11" x 2' 2" x 1' 6", polished oak with brass handles...

...original client feels much better and will now not require it!

**Mike**

## SMLS 60<sup>th</sup> Anniversary Celebrations



Following on from the 'forum' discussion at the last AGM, the club has agreed that the main event for our 60<sup>th</sup> celebrations will be to ride the 'Golden Arrow' 'Pullman' train at the Bluebell Railway for a steam hauled trip with 3-course meal included! We propose to hire the whole train (which will be operated exclusively for SMLS) and has seating for 106 people. Places on the train will be offered initially to members only, and later opened up to those members who wish to bring a guest (subject to availability and based on the premise that an eligible member is one who had paid up his / her subscription by the AGM 2010).

Previous anniversaries have been celebrated by parades / exhibitions etc... at the club site. This has always involved a tremendous amount of work and organisational effort and it was felt, this time, that we would have a more relaxing celebration that everyone (who wished) could take part in.

We initially proposed the 10<sup>th</sup> June 2011, but this has proved operationally impossible for the Bluebell, but they have offered us the evening of **Friday June 3<sup>rd</sup> 2011** (one week earlier), which we have decided to accept (as bookings are already being secured for this period)!

The exact time is still to be confirmed, but we have requested 18:30 or 19:00 if possible with evenings still light till 21:00 by then.

All the train costs will be paid for from club funds, but a deposit of £20 in cash (paid, together with a completed application form, to Andrew B in person at the club at weekends) will be required, per person, per booking (to ensure bookings are made only by those who are serious about attending)! The £20 will be refunded to all those who ride the train (or otherwise will be forfeited)!

**NB.** Cheques accepted only by prior agreement – see Andrew’s contact details on the front cover.

Transport to / from the Bluebell is **not** included, and **must** be arranged independently. Drinks are also **not** included but are available for purchase on the train as desired.

This opportunity for members to reserve a seat for themselves will be open until a cut-off date of 30<sup>th</sup> June 2010. After this date, we will offer further seats to members who would like to bring a guest (junior members will be required to bring a Parent / Guardian with them)! If, after this time, there are any other seats still available, they will be offered out to other guests of members at the price of the meal only (i.e. £41 per person). The committee will administer and make final seating decisions if necessary. When guests are booked, there will be opportunity to request seating arrangements (with friends etc...). A seating plan of each coach of the train will be prepared and displayed in the clubhouse well in advance of the event. All deposits will be held...

Please complete the first form below to book your own place on the train. The next form (for the reservation of a guest place) will appear in the June newsletter due to be released on or around the 26<sup>th</sup> June. Once we have initial numbers we will have a better idea of how everything will ‘pan out’, and keep you informed.

Further details can be obtained from Andrew B or Andrew S at the club or can be found at <http://www.bluebell-railway.co.uk/bluebell/arrow.html>. A sample menu has been provided on the next page to give you an idea of the kind of food normally served on the train; however this does vary and is dependent on the chef at the time of travel.



**Please reserve me a place on the train on FRIDAY JUNE 3<sup>rd</sup> 2011**

.....(Name)

.....(Signed)

.....(Date)

## Sample Menu

Cream of Carrot and Coriander Soup  
Smoked Duck Breast and Asparagus Spears  
Served with Summer Leaves and Pine Kernels

Crown of Galia Melon with Exotic Fruits  
Served with a Passionfruit Coulis

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Roast British Sirloin Beef, with Sauté Chestnut  
Mushrooms and Red Wine Sauce

Roast British Sirloin of Beef & Yorkshire Pudding

Rump of New English Lamb coated in a  
Rosemary and Madeira Jus

Grilled Fillet of Sea Bass

Served with Marinated Artichoke Hearts and a Rocket,  
Cherry Tomato and Parmesan Salad

Served with Fresh Seasonal Vegetables and Potatoes

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Strawberry and Clotted Cream Tartlet

Belgian Chocolate Truffle Torte

Coffee & Mints



## **Forthcoming Events**

I will keep this brief in this edition to save on an additional couple of pages. Looking forward into May, we are due to welcome Chelmsford to Beech Hurst on the 16<sup>th</sup> and then at the beginning of June, the Lavender Line are due to make a visit to Beech Hurst too, with a return visit to Isfield the following Wednesday night (see blackboard in the clubhouse very soon if you're interested). Later in June there is the opportunity to visit Chelmsford's track on the 19<sup>th</sup>, followed by our mid-summer BBQ which has been pencilled in for the 26<sup>th</sup> June. Further details of the visits to / from Maidstone, plus other events for later in the summer will be in the June edition.

## **Diary of Events**

- 6<sup>th</sup> May 2010 – Club Night – Will start at approx. 1900
- 16<sup>th</sup> May 2010 – Chelmsford club to visit Beech Hurst – details at clubhouse
- 3<sup>rd</sup> June 2010 – Club Night & visit to Beech Hurst by Lavender Line from 1800
- 9<sup>th</sup> June 2010 – SMLS invitation to visit the Lavender Line from 1800
- 19<sup>th</sup> June 2010 – SMLS invitation to visit Chelmsford club – details at clubhouse
- 26<sup>th</sup> June 2010 – Mid-summer 'bring your own' BBQ evening from 1800
- 1<sup>st</sup> July 2010 – Club Night – Will start at approx. 1900
- 17<sup>th</sup> July 2010 – Maidstone club to visit Beech Hurst – details to follow
- 5<sup>th</sup> August 2010 – Club Night & Bowls Match Evening from 1800
- 7<sup>th</sup> August 2010 – SMLS invitation to visit Maidstone club – details to follow
- 28<sup>th</sup> August 2010 – End of summer 'bring your own' BBQ evening from 1800
- 2<sup>nd</sup> September 2010 – Club Night – Will start at approx. 1900
- 7<sup>th</sup> October 2010 – Club Night – Will start at approx. 1900
- 16<sup>th</sup> October 2010 – SMLS invitation to Boules Match – details to follow

**NB.** Certain events may be organised at short notice and will not therefore appear in the newsletter. Please check black / notice boards in the Clubhouse for details of such events.

**Andrew**

## Sussex Miniature Locomotive Society Ltd



### Rear Cover picture: -

*On Test* – With the coal truck complete, Nick is seen above during testing earlier this season. The vehicle has since run on several occasions this season and has proven to be a worthy edition, providing much needed additional coal and water capacity during running.