

Sussex Miniature Locomotive Society Ltd

Issue No. 410
August 2014

BEECH HURST NEWS



Cover picture: -

Emergency Situation: When we arrived at Beech Hurst on 5th July to find the path to our station had been severed by drainage works, we needed a cunning plan and fast. So for that weekend only, our station was sited on the 'Tennis Court' straight as shown above on Sunday 6th.

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.

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Editor's Notes

As I sit and write my introduction, it is bright and breezy outside, and the radio news headlines report of this years GCSE exam results – it must be late August! With but a month to go until the end of the running season, the winter season will very soon be upon us. 2014 has been a good operating season thus far, steady and although never very busy, we have not had too many days rained off either! In fact, most of our important days have gone very well and we should be thankful for that. Aside our passenger running, we have had a busy season with regards to the social side too, with several more dates in the diary before the end of the year – we'll just have to hope our luck holds with regards to the weather...! No sign of the recent big storms for the Bank Holiday weekend but general rain on Bank Holiday Monday is forecast. At least our special day and BBQ this Saturday should be dry, if still a little chilly!

From the last issue at the end of June, I would like to thank Roy P and Steve T for their respective articles.

In this issue there are articles by Chris, Norman, Roy P and Steve T, along with reports from the recent social events, all the usual writings, as well as an updated Diary through until the end of the year, so please read on and enjoy...

Andrew

Chairman's Notes

The season is going well and the rain is missing us – mostly! At least, that is, on our running days! There have been some heavy thunderstorms and the cuttings and long tunnel have been waterlogged as in the winter time! Driving last weekend, I was praying not to have anyone lean over and derail us in the middle of the lake! Luckily all was well!

Wednesdays are going well too but they seem to be much quieter than in the 'old days' of say 10 years ago. Of course, the customers are all different now and the kids keep growing up! At the station, I don't recognise many of our current passengers from a few years back. Just occasionally, I still hear someone talk about riding when they were young and before the track was extended (pre 1972). Also now, the new town by-pass has just opened. It will be interesting to see if this affects our passing trade (non-passing now!). Haywards Heath town is undergoing major road works too and is also 'one way', and last time I walked in there it was like a 'ghost' town, shops were suffering and signs were up to say 'the town is still open for business'! So, we will see how things 'pan out'.

Jack P has recently finished a nice 'Polly' driving car and donated it to the Club, which we thank him for.

In the back of the September Engineering in Miniature magazine we had some nice comments and photographs of our 60th track opening anniversary day (3 photos and a few paragraphs in 'Club News' and 'Young Engineers').

Mike W is still working hard, between driving trains, to sort out and tidy the workshop. It is starting to look good. A potential member I showed around the other day was most impressed. Please keep it tidy and put tools back after use.

Roy P has started painting the track steelwork again, ready for the renewal of rails / sleepers during October. Graham M, Jamie Le Masurier, John R, Nick and Roy Le Masurier were busy with Roy P on his first session. If you have a few spare hours, Tuesday AM mostly, and can help, please let Roy P know.

Roy P has also been in contact with a (reasonably local) company with a view to 'revamping' the pneumatics on our 'point' during the winter. It has been wheezing and struggling through the season and now requires serious work asap.

We were the victims of a break-in a couple of weeks ago. I popped by on a Friday morning on my way to town to find the garden store roof and 'flame' store roof broken open at each end. Two strimmers were stolen. Police and forensics came, but 'no one has been apprehended' yet! The Community Support ladies were very helpful and followed up on everything.

The drinks 'kiosk' or 'golf hut' as it was known, near our station building is due to open on the Bank Holiday Monday. 'Better late than never' comes to mind! It has taken all summer to fix it up and I believe there will be toilet facilities included at the back. This may help us next year, as I remember ice creams and train rides used to be a popular 'pairing' a few years ago.

We have a few events imminent, Little Engine Day and BBQ on Saturday 23rd, and then on Sunday 31st August, a special day in the park to celebrate 60 years of Beech Hurst Gardens. I think if the weather is fine we will be busy. We are running extra hours from 12 – 5pm with double headed trains between 2 – 5pm. Watch this space.

By the time of the next newsletter we will be sweeping leaves, so enjoy the end of the 2014 running season! We always need help to fill the running book in September as so many people are away for holidays or working! Please help if you can to keep the service going to the end of the season. Thanks.

Mike

Mike Killick (1934 – 2014) – An Appreciation by Chris Saunders

Some of us who have been about for a while will remember Mike.

Mike and his cousin Allan were staunch supporters of our railway for many years, and Mike's dad Charlie also.

Mike's uncle, Jim, (Allan's dad) was on the footplate on the big railway in LB&SCR days, known as 'Gentleman Jim', he helped make the tea in our new clubhouse kitchen when it was built.

Allan went on to the power generation industry, where I first met him, while Mike became a precision machinist finally working for another Beech Hurst member, Phil Critchly, in a small engineering works in East Brighton.

I first came across him in the early 60s at Sheffield Park, where he was on the Bluebell Line loco roster and I was just an enthusiastic school kid. My lasting memory from those times is of an evening shunt. I was too small and light to operate the signal levers but I could just reach the regulator handle of 'Bluebell' so with just the two of us we shunted all the stock around, and then put it all back again. We did one movement at a time, me on the regulator and brake, and Mike on the signal levers.

Needless to say from that time on I was hooked!

I next 'fell over him' at Beech Hurst in the mid 60s where he was, if I remember correctly, traffic manager or some such thing, having been a member here since the mid 50s. In those far off times a couple of years concrete mixing and hole digging was needed to qualify for membership! I especially remember Mike keeping the service going while we were all out the back building the long tunnel week after week!

One of Mike's specialities was organising days out by train and with his arrangements we visited most parts of the UK. On one occasion we got to Edinburgh with just enough time to visit a well known supermarket in Princes Street to get a carrier bag as a souvenir, before rushing back to the station for our return train.

My favourite memory of a 'Mike tour' was to Swansea with meals booked in the buffet. On the way back I migrated to the bar where there was a motley bunch; Winfred Vaughn-Thomas was telling stories and Sir Harry Seacombe was behind the bar wearing the barman's cap and trying to serve us drinks! The barman was trying to give Harry instruction and keep order. After an hour's absence, Mike came along to find me and could not believe what he found!

In later years, Mike will be remembered along with the dogs, Susie and Susie 2, running week after week on our passenger service and keeping all our wheels free from oil. I cannot forget, however, his cooked lunches! What he was doing with a pressure cooker and a pile of 'stuff' I will never know, but the fearful stink it made in the kitchen will always be remembered as the famous cattle feed 'weaner nuts'!

In later times, the preferred mode of transport was a small bright yellow car, his neighbours remarked that just before he gave up driving he would have long conversations with the car to ensure it got to its destination & back with no failure! Unknown to us, following on from Susie 2 there was a Susie 3; someone said that to save having to buy a new collar tag he just called the new dog 'Sue'.

He lived in Hartington Terrace, Brighton for 77 years and many of his friends and neighbours were at his funeral on the 27th of June.

Bob Youldon & I attended, and we carried the apologies of many who could not.

To conclude the service we were reminded that Mike would say "Off we go laughing and joking" and so we did.

Chris Saunders

Club History

Continuing the series, you will find my next 2 pages (19 & 20) stapled to the rear of your newsletter, which follow the last 2 published in the June edition.

Steve T

Live Steam Magazines

Following a recent check of the library cupboards, a number of surplus bound Live Steam magazines are available to any member who wishes to give them a good home. If you are interested then do please speak to Ray Parsons at the Club for more details and to view these...

Committee

A Duplex Vacuum Gauge – Part 1 of 3

Having decided to build a 5" gauge SECR 0-6-0 'C' class locomotive, I thought it best to stick to the prototype design and incorporate a working vacuum brake. Further, I felt it best to use a vacuum reservoir in the tender as per prototype.

The need for a duplex vacuum gauge was therefore apparent and hence my search for a suitable method of producing a gauge in a small enough scale for incorporation in the loco cab.

My first attempt was to make a gauge using two bourdon tubes, the same pressure sensing element used in commercial miniature boiler pressure gauges. From published equations for the displacement of the tip of a bourdon tube, the physical dimensions of a bourdon tube were determined for a phosphor bronze tube of diameter 0.1 inch, flattened and bent to a 'C' shape then curved to a radius about 0.3 inch to fit inside the gauge housing. For a vacuum gauge, the full scale deflection of the gauge has to be achieved for a pressure change equivalent to 14.7 psi. The result of calculations was that the tube should be about 0.001 inch wall thickness to produce a movement at the tip of about 0.2 inch. Needless to say, machining a tube of such wall thickness in a lathe over a length of about 1 inch was not easy, but was accomplished after a few trials by supporting the free end using a centre. In order to achieve a gauge needle rotation of about 170 degrees when the pressure goes from atmospheric to full vacuum, a simple linkage mechanism between the bourdon tube and spindle cannot be used. I therefore decided that it was necessary to use a small pinion and wheel movement to achieve necessary needle rotation. The gauge was duly produced using small home-made gears to translate the displacement to gauge needle rotation. On completion, the problem was soon evident that the force available at the end of the bourdon tube was so small that it would not move the pointer. Further, the bourdon tubes were so thin that they were very delicate.

So, it was back to the drawing board. I felt the main aim was to find a way of achieving a larger force from the pressure-sensing element. The obvious way is to use a bellows in a similar manner to that used in an aneroid barometer. The larger the diameter of the bellows, the larger the force that would be available. Considering the need to translate the force to needle rotation and needing two sets of mechanisms in the gauge body, the bellows diameter could not be any greater than ¼ inch. Such a diameter would yield a force equivalent to no more than 0.7 lb, a force much larger than anything achievable with a bourdon tube. The only problem was finding a source of such bellows. To obtain a large enough displacement of the end of the bellows between atmospheric pressure and vacuum, the bellows has to have a low spring rate which means it has to be made of a very thin walled material, again around 0.001-0.002 inch. An Internet search showed there appeared to be no UK supplier of these, although a number of companies would probably be able to make them but at, no doubt, significant cost. I then found a USA company, Servometer, who made a range of electroformed bellows with some stock items that were physically the right diameter and length, but made from nickel with wall thickness too large for my purpose.

I contacted the company and gave them a specification for my needs and they came back to say they have another range of bellows made with a wall thickness of 0.0012 inch, 0.72 inch long and 0.187 inch plain parallel ends. The company sent me full technical information from which I was able to calculate the displacement in a vacuum gauge application.

Furthermore, the company was prepared to send me three free samples. This was better than their offer to make me special bellows at \$1000 and a minimum order of 10 for \$260!

Unlike an aneroid barometer, a locomotive vacuum gauge does not have to measure absolute pressure. It simply needs to respond to change in pressure in the vacuum chamber from the starting pressure, which is always atmospheric pressure. Before application of the vacuum, atmospheric pressure applies to both the inside and outside of the bellows, and therefore changes in atmospheric pressure do not change the initial bellows length.

Having sourced a bellows, could it be accommodated in a gauge of reasonably small size? With an overall length of 1.1 inch the bellows was really too long. My aim was to accommodate all the mechanism in a gauge of overall diameter no more than 1 1/8 inch, so the plain ends had to be removed. This was achieved using Ron Harris's spark eroder and help from one of his SMEE colleagues. So I now had two truncated bellows similar to the one shown below.



(Picture 1 – The bellows used for operating the gauge gear mechanism)

This bellows would produce a displacement of about 0.14" for the atmospheric to vacuum pressure change. I then made up a small gearbox using a pinion of 8 teeth and wheel of 32 teeth made from brass using Module 0.3 gear cutters.

To accommodate two bellows of this length I decided to place them on the axis of the gauge one behind the other and each linked to a small gearbox behind the gauge face. This linkage was fine for the bellows nearest the front but not for the rear bellows as the force to drive the gears produced a torque that slightly twisted the rear bellows.

So, Mk1 of the bellows duplex pressure gauge was not a success. Clearly, I needed to have a shorter link from the end of the bellows to the gear and a link that was as close as possible coaxial thereby minimising lateral torque.

Part 2 to follow in October...

Roy P

A Trip to Sudan for Food Aid – Part 3 of 3 – By Norman Payne

Following a brief break for the June edition, the third and final part of Norman's articles appears below.

After explaining in part 2 about the shipment of the locomotive boilers to Tredegar in south Wales for repair, we next returned to Sudan to see our handiwork back where they belonged – on their respective chassis'.

We flew out to Khartoum from Heathrow and the Sudan railways then took us back to the railway works at Atbara in their director's saloon to view the locomotives. By this time the boilers had been fitted back to their respective locomotives and were ready for us to take out on some test runs, which proved to be very satisfactory. This being the final stage of the operation, and with the locomotives now serviceable once again, our work was complete and we could return home.

On our way back to Khartoum we heard there had been an accident further up the line and this would likely delay our journey. In addition, we also ran into a sand storm at Shandy caused by the high winds whipping up the desert sand, which covered everything in its path. At one point the director of the railway company opened the door of our coach and pulled a man inside who was hanging on the side of the coach before he was potentially blown off! People in Sudan who do not have tickets travel on the outside of the train – something you don't often see in England! We eventually got to the scene of the aforementioned accident, which was completely blocking the line. There were cattle wagons lying in all directions with lots of dead cows and sheep decaying in the sand! We asked the director why they were transporting livestock in this way and he explained that they breed the animals on the banks of the River Nile and this was their export, which seemed very strange to us as we were working for Food Aid because people in Ethiopia were starving! Our delay was about 6 hours whilst we waited for new tracks to be laid in the desert to pass the derailment and this in turn meant we had missed our flight home. Because of the delay, Food Aid arranged for a new flight a couple of days later and in the meantime a representative took us around places of interest, including the General Gordon / Kitchener museum. After this brief break we returned to England to close down our factory in south Wales and return to normal working life.

Norman

EdNo. This piece has been very interesting to compile and an insight into some of the work that took place behind the scenes of what we know as Live Aid. The concert (for those of us old enough to remember) is well known but the work that went on to actually deliver food to Africa is less well known. Norman's story is one of those that many people would otherwise never know...

Recent Social Events

Despite the obvious advantages of modern digital photography, the Lavender Line visit on 27th June came just too late for inclusion in the last newsletter. Their recent annual visits have often been beset by cool and windy weather, and for some reason 2014 was the same! It was dry and sunny at least, and prior to the main event itself there was the small matter of the food preparation & trains too.



Speaking of the latter, the original idea was for the Club's 'Ajax' steam loco to be used for our guests, however some afternoon machining on Adam's 'Maid of Kent' meant a last minute change and this loco, with new 'O' ring fitted pistons deputised, to be run alongside our Class 73 and a visiting Class 103 'Bubble Car' conversion owned by one of the LLPS members (see picture top). With Val & John busy preparing all things edible inside (see picture bottom), the railway was set up and trains readied for the arrival of our guests, who were due from 18:00. About 20 members and family from the Lavender Line turned out for the visit and they started by taking it in turns to drive trains for the first hour or so, before their salad buffet tea was served from 19:00.

Having re-fuelled, they were back out on the track again until dusk, enjoying a pleasant evening, if perhaps a little chilly! Thanks through these pages to Val & John for preparing all the food, also the Adam, Andrew S & I for looking after our guests and making sure everything went smoothly on the track, and finally to Mike Laker for all the initial liaising. With a bit of luck we will be able to repeat this visit again in 2015 and if so, hopefully some slightly warmer weather too!

The following evening was our first BBQ of the year. A dry day was followed by a decent evening, if perhaps a little chilly again – the heat wave had yet to arrive! About 20 or so members and family came and went during the course of the evening with a couple of trains traversing the track also. The BBQ was the normal 'Bring Your Own' type with onions and puddings provided. Light up was a little before 18:00 and the smell of freshly burning charcoal was soon replaced by a myriad of different smells from the cooking meats as the BBQ proper got underway! The trains aside, these evenings provide plentiful opportunity to chat with fellow members and to generally have a good time. Through these pages I would like to thank Val & John again for preparing the supplied food and of course to everyone who attended for another fine evening. If the forecast for tomorrow (as I write this) stays the same then both 2014 BBQ's will be dry & fine! Although not strictly a 'social', the events of the following weekend are of particular note too. Arriving at the Club on Saturday 5th July we were aware of issues down by the old ice cream kiosk. The Council have been talking about an overhaul and re-introduction of this facility for many years and finally during 2014 this is taking place. Part of the work required a new incoming water supply to be added to the building, the nearest take off for which is straight down on the lane at the bottom of the old pitch and putt. No problem there, but in order to reach the hut itself, a trench had to be dug through the path leading to our station building.



Although partially complete, the job had stalled over that weekend and the 'Heras' fencing and trench blocked the path completely (see **picture left**). With no chance of moving the fencing or covering the trench, the decision was made to run with an emergency station at the bottom end of the 'tennis court'

straight opposite our normal facility (see **cover picture**). The old traditional parkland iron fencing at this point provided the ideal barrier on the railway side and with some thought, further makeshift fences and signage (see **picture next page**) were erected to make an 'in' / 'out' situation as per our normal operation!

Trains ran in the Saturday (reverse) direction on both days and despite some heavier loads on the Sunday, all trains coped very well with this. Moreover, the



passengers were surprised by our new location but quite happy with a change to the normal operation. Needless to say the following weekend we were back to normal but in the meantime we had great fun and proved that you can still run very efficiently wherever you are and in whichever direction.

Station Ideas: Further to the above paragraph and since the events of that weekend, Roy P has been meeting with the Council to discuss the idea of expanding / improving or moving our current station facilities. A couple of suggestions so far include widening the pathway opposite our current station building to alleviate congestion at busy times and the possible construction of a further building to house historical and relevant park / railway information for people to look at during their visit. From Roy's discussions, there may be a pot of money available for such enhancements and with this in mind, if any members have ideas as to what they might like to see in this area then do please speak with Roy P at the Club and these can be put forward via the Committee. At this stage pretty much anything goes and ultimately some, all or none of these ideas may come to fruition. These schemes have come and gone in the past but where there is a will there is a way and if the benefits are there to be had then there's no reason not to explore the possibilities at least. Any developments on this will of course be reported as they occur.

A fortnight later, Andrew S, Mike W & I went for a visit to Colchester Club in Essex. We went on a similar visit 2 years ago and thought another this year would be good. At a little under 2 hours (assuming good traffic) the distance for a day trip is reasonable and with my Railmotor and a 'Black 5' onboard we set off for hopefully a good day but with the prospect of thunderstorms later! Arriving in good time and having only made one 'u' turn along the way, we set about unloading and lighting up straightaway before the weather was due to turn! Just as luck would have it, no sooner were we ready to go on the track and so we got caught in the first (and only I might add) downpour of the day! Andrew & Mike were clearly more resilient and got a bit wet! I sheltered myself and the loco under an umbrella for 10 minutes and waited for the shower to pass! Thereafter, it was warm and sunny! The track at Colchester is sandwiched between 3 areas of housing and a communal open space in the Lexden area of the town.



The smallish site (see picture left), however, has a raised 3 1/2" and 5" track in a compressed '8' shape with ground level 5" and 7 1/4" around the periphery. Both tracks are fully signalled using automatic track circuiting and upper quadrant semaphore signals. There is also a lifting bridge to gain access to the centre of the site (not dissimilar in construction to the sort you find on many canals) as well as a very well appointed clubhouse / workshop. One of the things that strikes you the most is how well kept the

whole site is. Everything is clean, neat and tidy, and care is obviously taken to keep it that way. The track is equally well kept and rides very well with a couple of fairly challenging climbs to keep drivers on their toes! It is not a particularly fast track but a very good distance for smaller wheeled locomotives that perhaps do not tend to travel quite so fast! During the course of our visit we all took it in turns to drive or chat with some of their members and we also had a very nice light lunch provided too, for which we must be very thankful. We packed up and left a little before 16:00 with the intention of getting home fairly promptly but due to problems on the M25 we had to take a tour via the Blackwall Tunnel and South East London, something I do not recommend! Apart from that, it was an excellent day, very pleasant company and both locos performed very well. Thanks of course to our hosts who looked after us superbly and I look forward to welcoming them likewise to Beech Hurst in a couple of week's time. Hopefully this is a visit we can reciprocate again in future years...

Just a last note, I would also like to thank Engineering in Miniature magazine for their excellent write up in the September edition about our 60th Track Day and Young Engineers section. Good publicity like this can do the Club no harm and I was pleased to be able to escort one of their regular contributors, John Arrowsmith, around our facilities earlier in the season – he was most impressed!

Forthcoming Events

Next Sunday, 31st August, Haywards Heath Town Council & Mid Sussex District Council & are hosting a 'Party in the Park' at Beech Hurst to celebrate 60 years since this was bequeathed to the people of Haywards Heath by the Yapp family.

Local groups, including regular users of the park such as ourselves, will be part of the celebration, something along the lines of the Jubilee Day, which was a great success. We will be operating from 12 – 5pm with double headed trains between 2 – 5pm. If you would like to come along and be part of this and perhaps volunteer for a ‘turn’ then all help will be gratefully received!

On Saturday 13th September, Colchester Club has been invited to visit Beech Hurst. They had a very successful reciprocal visit a couple of years ago and hopefully it will be likewise this year. As with Chelmsford Club, we see many of our friends from Colchester at the exhibitions so it will be nice to welcome them to Beech Hurst to run their locomotives on our track.

Saturday 27th or Sunday 28th September, Basingstoke Club has been invited to visit Beech Hurst. Confirmation of the day had not been finalised at the time of press, however reports will appear in the next newsletter of this visit.

Into October, and we have been invited to play Pentanque on Saturday 4th in the afternoon. Exact timings have yet to be confirmed, however if you are interested in having a go at this game then please add your name to the blackboard in the clubhouse before the end of September, so preparations can be finalised.

Bonfire Night 2014 will be on Saturday 1st November with the usual potato, beans and cheese menu on offer. In addition to the good food there will also be a fire and fireworks! A list will appear on the blackboard later in September and if you would like to come along then please add your name to this list so we can plan catering requirements.

Finally for 2014, SMLS has been invited to display at the Sandown Park exhibition again this year. Exact details for this are at an early stage and lists for each day and models for display will appear on the blackboard towards the end of September if you would like to volunteer models, yourself or preferably both!

Diary of Events

31st August 2014 – Beech Hurst Gardens 60th Anniversary Special – see above

4th September 2014 – Club Night – Will start at approx. 1900

13th September 2014 – Colchester Club invited to visit Beech Hurst – from 1000

27th / 28th September 2014 – Basingstoke Club invited to visit Beech Hurst – TBC

2nd October 2014 – Club Night – Will start at approx. 1900

4th October 2014 – Pentanque Match – Times TBC – see above

1st November 2014 – Bonfire Night – Will start at approx. 1800

6th November 2014 – Club Night – Will start at approx. 1900

4th December 2014 – Club Night – Will start at approx. 1900

11th – 14th December 2014 – SMLS to display at Sandown Park Exhibition

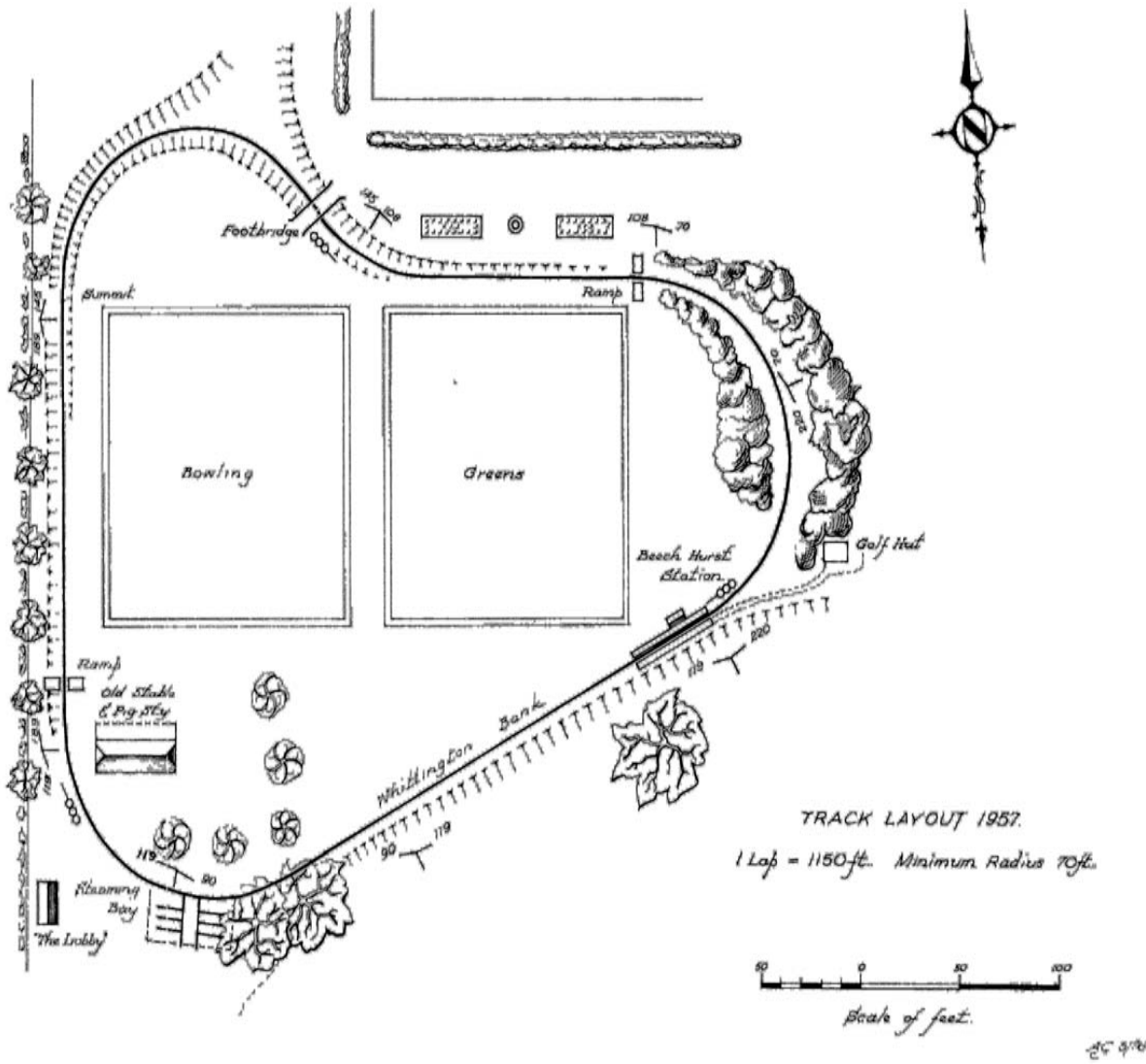
NB. Certain events may be organised at short notice and will not therefore appear in the newsletter. Please check black / notice boards in the clubhouse for details of such events.

Andrew

History of The S.M.L.S.

Information Found			Names	Relevant Information	Notes
Place	No	Date			
News Letters 1954-62 Bound	8	28 December 1956	Ron Bostel (S.R.) Editor	Newsletter	The 2nd Sunday of each month is to be set aside for a visitor's day where possible A visit to our track is planned for The Maidstone Society track provisionally the date is the 12th May 1956
SMLS Committee Minutes 1951- 59 Bound	19	02 February 1957	11 In Attendance		Minutes of the previous Committee meeting were read & confirmed as correct then signed by the Chairman.
			Leonard Whittington	Chairman & Treasurer	The Calor Gas equipment was in order.
			Arthur Ayliffe (A.E.)	Vice Chairman	The gearbox for the Transporter is on order.
			Ron Bostel (S.R.)	Secretary	The question of dealing with the crowds at the Station was discussed.
			Alf Funnell	Other	After a very long discussion on the subject it was agreed that a set of proposed Rules be produced for the A.G.M.
			Ernest Brown (Father)	Vice Chairman	
			K.N. Harris	Other	
			Eric Rowland (R.C.)	Other	
			Arthur R. Toone	Other	
			Major Best (T.W.)	Other	
A.G.M. Minutes	5	16 February 1957	Attendance Unknown		Minutes of the previous Committee meeting were read & confirmed as correct then signed by the Chairman. Some small changes were made to the Committee.
			The New Committee for 1957/58		The Track Manager's position was dropped.
			Leonard Whittington	Chairman & Treasurer	The signals have been altered & improved.
			Ron Bostel (S.R.)	Secretary	The staff Hut had been erected & the water supply & tank have been laid on.
			Ernest Brown (Father)	Vice Chairman	Calor gas would soon be laid on for Hut.
			Arthur Ayliffe (A.E.)	Vice Chairman	Plans have been drawn up for the Transporter.
			Jack Austen-Walton	Other	The question of an electricity supply was discussed.
			Alf Funnell	Other	The number of members was at this time over 40.
			K.N. Harris	Other	It was suggested that a notice be displayed in the station that the Railway was run by a private Club for its members & not the Council.
			Harold Lovell (H.A.)	Other	Members asked if another night run could be arranged.
			Allan Killick	Other	T.W.Best did not wish to stand for re-election.
			Arthur R. Toone	Other	A thank you on behalf of the SMEE was given by K.N.Harris.
			Mike Killick (M.C.)	New Committee Member	A draft of the Club Rules was put to the members & agreed.
Eric Rowland (R.C.)	New Committee Member				
SMLS Committee Minutes 1951- 59 Bound	20	07 April 1957	12 In Attendance		Minutes of the previous Committee meeting were read & confirmed as correct then signed by the Chairman.
			Leonard Whittington	Chairman & Treasurer	The matter arising at the A.G.M. concerning the election of Mr Clark has been left till the Committee hear from him.
			Arthur Ayliffe (A.E.)	Vice Chairman	The official start of passenger service has been set for 20th April 1957.
			Ron Bostel (S.R.)	Secretary	The lining materials for the hut will be fixed up soon.
			Ernest Brown (Father)	Vice Chairman	A notice board is to be brought to hang inside one of the glass doors to the hut.
			Alf Funnell	Other	A locomotive index board is to be made to hang in the Station.
			K.N. Harris	Other	A notice board to state that the Railway is not run by the Council is to be made and hung in the Station.
			Eric Rowland (R.C.)	Other	The calor gas equipment & the lighting has been installed in the kitchen.
			Arthur R. Toone	Other	
			Allan Killick	Other	
			Jack Austen-Walton	Other	
			Mike Killick (M.C.)	Other	
Harold Lovell (H.A.)	Other				
News Letters 1954-62 Bound	9	10 April 1957	Ron Bostel (S.R.) Editor	Newsletter	The running season will start on the 20th April 1956 Members are asked to come along with or without loco's as it is proposed to have a Grand Parade at 5 o'clock at the end of passenger running A tea making plant fired by calor gas has been purchased for the Club kitchen

History of The S.M.L.S.



Track Layout 1957
(1957-00-00-TL-0052)



5in 4-6-0 Class 5 Hank
circa 1957
(1959-00-00-OSB-0749)



Mike Killick driving Hank in service
circa 1955
(1955-00-00-IPS-0052)