

WELCOME TO SUMMER. As I write this we have just had our first rain for weeks which was welcome after a long hot spell of fine sunshine and the garden certainly needs it. Although it has cooled things down just a bit the sun now looks like its about to come out again.

BUSY BEES AT STAPLECROSS

Despite the hot weather at the site it has not stopped us from doing all things we are aiming to do. The "0" gauge model rail shelter has now been roofed over and completed. Helen Brett has been working on building the track, the structure and base to fix to the fencing. Apart from that Helen has been busy working on end section of the Mk 1 railway coach and doing other small odd jobs about the centre as requested, this is of course good for us to do seeing that we are on their site and have use of water and electricity for free by the owner, we are at least giving something back in return for our space.

REDEVELOPMENT OF OUR SITE

We have been discussing the present layout of our site regarding the members mess hut, Helen's shed, the kitchen area and the tool shed at the rear, plus an open area. The idea is to put all these together under one overall roof using what materials we have plus whatever else needed to complete it. Already the two sheds have been turned around into their new positions and Helen has faced off the front elevation of our mess but with new overlapping feather edge fencing panels. This is all in aid of our plan to re-site our workshop area which at present is within the BR Mkl Buffet/Restaurant Car in case the owner may at any time need to start work on the railway coach as he plans to turn it into a restaurant with a viewing platform overlooking the garden site.

PUTTING NEW FRAME UNDER 48

After inspecting the steel frame under No 48 it was decided to see if we could replace it as rust from bolts and frame were causing damage to the upper timbers of the tram itself. We knew that there may be a chance that the steel under frame from No 43 might still be available from where it was left around ten years or so ago at a site near Three Oaks so I took myself off there to find out. To my relief I found it, so now the plan is to try and manage to remove the old and replace it with this one. We are presently planning how we can do this. Geoffrey Wyatt is in charge of removing years of rusting bolts that hold the main frame to the body. The mock-up front will have to be removed so that we can pull No 48 clear of the lean-to and also make space for the replacement frame when it arrives. We are aware that this is going to interfere with the Mini Trams as the tracks will be blocked therefore I have come up with an idea that if we can extend the track a few more feet south end and build a temporary shed there then we can use that for our Mini Trams. Derek and myself have been busy clearing and digging our way through and laying track, plus planting some extra hedging.

ARCHIVES

A look back to our exhibition in 1994 where we had the pleasure of meeting Mr Richard Elliott (TLRS President) who I might add lived not so far from us in St Leonards, who displayed some of his superb model trams, along with their members and their model trams. We had only just begun as a club and were not quite aware of the vast interest in trams and model trams already available, a very interested young boy watched as the larger model trams glided along, this young boy became one our members - Mr Philip Standen.

HONORARY MEMBERS

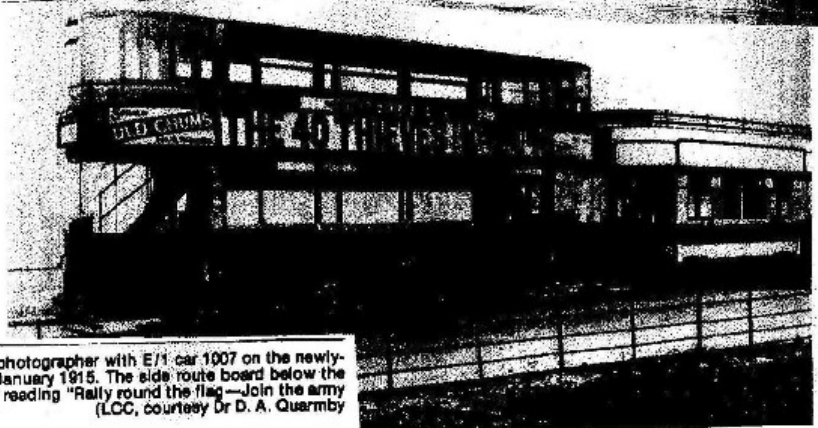
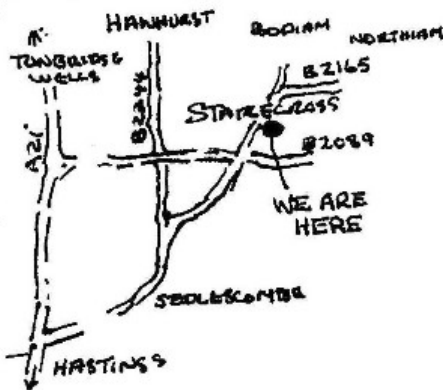
As Chairman I would like to make two of our members, Mr & Mrs J Gasson, honorary members due to the fact that Mr Gasson has gone sent into a nursing home leaving Mrs Gasson on her own. She has been given the task of removing much of his possessions including many tram mags ,etc which she has handed over to Derek for the club, we wish to thank her and send them both our best wishes.

LONDON TRAILER CARS

With the loss of the London Trailer car we were hoping to rescue some years ago at Winchelsea Beach, it occurred to me that there was not one, but two, not so far away in the same area, I decided to go along with Derek and see whether they were still there. Trying to locate them I at first I thought it was too late and that they had gone, probably flattened to make way for a new bungalow, then Derek called me over to say he thought he'd found them and sure enough he had. By an extraordinary coincidence the owners had only just arrived for a week's holiday there. I explained our interest in the trams and they were kind enough to show us around. The two Trailer Trams No T86 and another were there, plus some other items of railway interest. No T86 we know is of interest to the Tram Museum at Crich in Derbyshire, the other Trailer car is unknown.

WORKING DAYS AT STAPLECROSS
(and open to the public)
Sundays & Wednesdays Winter 10-4 pm
Summer 10-5pm

HOW TO GET THERE



The first of the new Brush-trailers, T9, poses for the official photographer with E/1 car 1007 on the newly-completed turning loop near Nightingale Lane, Clapham in January 1915. The side route board below the upper-deck windows has been replaced by a recruiting board reading "Rally round the flag—Join the army today—Every fit man wanted". (LCC, courtesy Dr D. A. Quarmby)

Date and Time of Next Meeting

Next meeting at
Mike Turner's Studio, 17 Priory Road at 7:30pm on Monday 1st September 2014
ROY AUSTEN 01424 751798 DEREK MASTERS 01424 752668