

**FLOREAT RUSPER**

Rusper Model Railway Club

Monthly Newsletter

June 2026

THE VIEW FROM CHARLWOOD *some comments from Editor Tim:* Sunday 7th June was a dry day fortunately, after recent wet weather. Charlwood is a busy station with a main line to Glovers Lane which goes on to Orltons Junction, and also a branch line from Glovers Lane that terminates at Charlwood. Our 'new boy' David joined me at Charlwood for some on the



spot training which went well. We both had a couple of 'lost the plot' spells with the timetable, when there are bells from two stations ringing at the same time. Branch trains that move to the main line to go to Orltons Junction, and main line trains from Orltons that move over to the branch line to go to Glovers Lane (and then round to Newdigate Road), can all conspire to catch an operator out! However it all worked out OK and we managed the new house coal service without any difficulty. My thanks to co-operator David, to Mike at Glovers Lane and to Dennis at Orltons Junction for a very pleasant day.

MEETING REPORT *from Alan:* Fourteen members attended, enabling a six shed operation. Set up was completed in good time under reasonable weather conditions. Clocks started at 10.50 GMT with the 300 timetable starting at 6.30am. This brought in the introduction of the new domestic coal trains. The morning service trains ran relatively smoothly, with a variety of motive power. Lunch was called at 7.29 Rusper time, and benefited from having a healthy number of members able to sit down and chat, making it very sociable. Afternoon running recommenced 13.34GMT. From a personal point of view allocated to



Jordan's which was fairly quiet to operate, I was able to observe train movements through Russ Hill; the non-stop expresses looking very impressive! After breaks in service, the running finished for the day at 8.39 on the timetable, 15.30GMT. Luckily the day kept dry throughout.

NEW HOUSE COAL SERVICES *an update from Roger:* The June meeting saw the first domestic coal deliveries to the Rusper network goods yards. Overall, domestic coal was delivered to each of the eight towns that were expecting it, although as with anything new there were a few hitches.

The most unforgivable hitch was caused by me. Between the May and June meetings I discovered an error on the Birchfields timetable instructions which was confusing. I made the appropriate change and printed the correct version for use at the

June session. Unfortunately, I forgot to bring it to the Club and so failed to avoid the confusion anyway! My apologies to Mike R and Tony.

- Tilgate and Rusper rakes went to Russ Hill.
- A very long goods train travelled down the branch in contravention of the axle loading limits but included the 4 wagons for Newdigate Road and Smallfields.
- The Orltons Junction domestic coal rake was attached to the wrong train and not at the rear. This caused additional shunting requirements at Orltons with subsequent disruption of other trains.
- On the up-side, other rakes for yards south of Prestwood travelled in the correct direction but, rather like Eric Morcombe's piano notes, 'not necessarily in the right order'.



The next set of operations around the coal service will not occur until the 200's timetables. I have still to adapt the relevant timetable sheets.

The information below will, hopefully, clarify the simplicity of the operation:

There are 23 new coal wagons.

These wagons are split into **3** distinct groups.

- Group A, **consists of 3 rakes**. 3 wagons for Charlwood (first in group), 2 wagons for Glovers Lane, and 3 wagons for Russ Hill (last in group).
- Group B, **consists of 2 rakes**. 3 wagons for Tilgate (first in group), 4 wagons for Rusper (last in group).
- Group C, **consists of 3 rakes**. 2 wagons for Newdigate Road (first in group), 2 wagons for Smallfields, and 4 wagons for Orltons Junction (last in group).



Each group travels in a specific train.

- Group A, **at rear** of train **number 103B** leaving Birchfields at 06.48 for Orltons Junction on the main line.
- Group B, **at rear** of train **number 210** leaving Birchfields at 07.31 for Rusper, reversing at Prestwood.
- Group C, **at rear** of train **number 107B** at 07.35 for Orltons Junction via the Branch

All goods yards on the Rusper system have trailing connections to the running lines. Adding the groups to existing trains **at the rear** makes it easier for the intermediate station operators to drop off individual rakes.



SUPERINTENDENT OF THE LINE REPORT from **Matthew**: The maintenance carried out in May proved worthwhile as we have eliminated some of the faults on the system (*Ed - see report below*).

The introduction of the domestic coal service proved popular with the Sussex locals many of whom are now able to get coal supplies from their station rather than from further afield. But they do say, sometimes a solution to a problem creates another problem and at Orltons Junction it was found that it would be desirable for an additional siding to store the coal wagons whilst they are being unloaded.



Woodpecker. All of the Eurasian species. Just goes to show we are never alone! We often see the robin when setting up, as we have to dig out the holes for the bridging unit supports and the robins always want a feast from the worms and other bugs hiding out in there!

MEETING DATES: The following operating dates are currently scheduled for 2026 and 2027. Additional maintenance meetings will also be called by the Superintendent of the Line, and will be advised in the Newsletter and on our website.

2026		2027
July 5 th	October 4 th	January 10 th
August 2 nd	November 1 st	rest of year to be advised
September 6 th	December 6 th	

LOCOMOTIVE SUPERINTENDENT REPORT from Peter: What a turnout we had on the 7th with 14 members and a 6 shed running session. The weather could not have been better apart from lunch time when the wind picked up, however there was no rain in sight which made a change from the weather we had over the last week.



Running started at 10.45 GMT, 06.37 Rusper time with the start of the new 300 series timetable, and running stopped at 15.30 GMT, 08.39 Rusper time.

One loco that has not been seen before on the railway was the BR Waggon & Maschinenbau Railbus (W & B), which Heljan / Accurascale had on sale at a much reduced price. So now the Railway has the use of 3 of the 1st generation railcars, the only one left being the Bristol / ECW.

The problem of trying to couple locos with modern couplings to stock that has old type couplings is an issue that still has to be investigated. Some of the coaching stock that run as a unit have had their couplings changed but not all the stock has been done, and a couple of times at Rusper a loco with a matching coupling had to be found. This is not an issue for all locos as some of the more recently produced models will connect to old stock, but there are problems with old goods wagons that get shunted about as per the timetable, and also parcels and mail vans of an older generation.

The new spreadsheet that notes the power rating of club locos (and member locos used regularly on the railway) is progressing, and we will soon be able to determine where there could be a shortage of locos, that the club or members could add to the working stock.

Members noted a couple of club locos that started to play up during the day, and their guardians were advised of the problems. Some members brought their personal locos with them which was great, thanks guys. Any members that bring their locos on a regular basis, like me and Brian, and would like them added to the new spreadsheet of power ratings, could you please let me know the loco, number, type etc, so they can be included.

RUSPER MAINTENANCE MEETING Sunday 17th May 2026 *report from Brian R:* Members in attendance: Alan, Brian R, Brian T, George, Gerard, Mike R, Roger, Sam, Tony. Work completed included:

Shed 1: Tied up wiring at entrance to stop fouling of stock; cleaned all points

Shed 2: Nothing

Shed 3: Checked power on switches on front sidings at Newdigate Road; cleaned points

Shed 4: Glued platform canopies so they can be removed from each platform as one unit and reattached figures and other loose items; attached building frontages to north end of backboards; glued body of old guards' van to sheep pen area; tidied up buildings yard; tidied up notice board

Shed 5: Nothing

Shed 6: Clock now working. Track section on up line just before home signal extended to allow longer locomotives to stand away from joins; dead section on departure line now has power. Light shades fitted.

Non shed specific: Joining units between sheds 5 and 6 all sides replaced. Wheels cleaned on various stock items. Small 'Really Useful Boxes' in each shed containing pins and fishplates all cleaned and replenished. Stock inventory partly updated



Happy modelling!