

EXPANSION LINK

NEWSLETTER OF THE B&DMES

EDITOR JOHN TAVINER-VOLUME THREE-ISSUE four

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Editorial

Here we are, almost at the end of another year. By the time you read this the AGM will have been held and no doubt a summary of the club's activities will have been presented by the club Chairman. I think I am correct in saying that no public runs had to be cancelled due to poor weather. This in contrast to 2008 when we lost at least three and was the reason we had extra runs this year.

Sadly we have lost two of our members this year. Eddie Hazel passed away back in January and Pete Simmons in November. A tribute to Pete by John Croker appears elsewhere in this issue.

For those members that keep a check on the club website you will have seen that Steve Newell, the club webmaster, has updated the site with an account of the main activities that have taken place during the last year. This includes official club events as well as some outings by groups of members. For those that have not seen the website, take a look. Well done Steve.

John Taviner. Editor.

Forthcoming events

The events listed here are provisional and may change if additions or cancellations are made to the club programme. Watch the notice boards.

January 2010.

- 1 New Year Run (Friday)
- 12 Meeting Night
- 23/24 Maintenance Weekend
- 26 Bits & Pieces Evening

February

- 9 Meeting Night
- 14 Members Running Day/Driver training (Sunday)
- 20/21 Maintenance Weekend
- 23 Meeting Night

March

- 6/7 Maintenance Weekend
- 9 Bits & Pieces Evening
- 21 Members Running Day/Driver training (Sunday)
- 23 Meeting Night



The picture shows the late Pete Simmons with Jersey Lil. and it's current owner Mick Lowe. Although Pete is no longer with us his memory lives on through this fine model.

Chairman's Chat

It was pleasing to see a good turn out of members at the funeral of Peter Simmons. At the request of the family an address was given about his days at our club by John Dixon and another address was given by Steve Newell on how Peter got him interested in miniature locomotives and model engineering and mentored him into joining our club.

The AGM was well attended this year and most things concerning the club were talked through so it leaves me with little to say except to wish you all a MERRY CHRISTMAS .

Terry Hobbs Chairman

A TRIBUTE TO A FOUNDER MEMBER

In mid-summer of 1975 a group of model engineering enthusiasts met to see if there was enough interest in the Basingstoke area to set up a club/society for Model Engineers. A meeting was held and the majority of those at the meeting wished to form such a society. It was here that it was agreed to elect a steering committee. With a Chairman and Secretary already running the meeting, volunteers were required to fill other posts. Deadly silence followed the request for a Treasurer. After some delay, a smallish fellow with glasses stood up and said something like - Yeeess, if no-one else is interested, I suppose I could have a 'bash' at that! And it was then that we were introduced to Mr Pete Simmons, the first B&DMES Treasurer. As well as filling this post more than adequately he was, with others, instrumental in our move to Viables. Being before the age of computers and spreadsheets, etc, Pete would entertain at AGMs with his pie

charts. Quite often he would forget or misread his colour code or notes, which resulted in considerable banter between the Treasurer and members.

Funds were very short in those early years and it was decided to boost the Club's income by collecting old newspapers and taking them to the clubroom. Once again, it was Pete who came to the rescue and volunteered to transport the collected papers to the processing plant at Daneshill. The Club were indeed grateful for Pete's choice of car - a large Volvo estate which at times must have been grossly overloaded. During the early years, when we were laying the track, Pete was always there at Viables, keeping busy whether it was marking out, groundwork, preparing pad and arch mouldings, etc, but always working. Once



the track and platform had been completed and we had started public running, Pete was always there. He was also actively involved with the track extension.

Pete purchased the castings and parts for the 4-4-2 GCR locomotive 'Jersey Lily' from the widow of a former member and proceeded

to build a fine locomotive. Many club members will remember when Pete had just completed the loco and wished to try it out before building the cab and tender. This resulted in Pete driving the engine around the track with a large saucepan of water on his lap from which he could feed the boiler. As we now know, 'Jersey Lily' became our main revenue earner for many years and, whilst in Pete's possession, ran successfully for approximately 20 years.

Who can forget, in his later years, the image of 'Pete the painter' with his cap with the brim turned up, (jockey style), pipe in the mouth, paint pot and brush in his hands. He would paint anything that appeared to be a fixture - sometimes even the surrounding area. The joke used to be 'don't stand still too long or you will end up green'. Pete certainly had a sense of humour and would often laugh at himself.

When looking at all Pete's models including 'Jersey Lily', a reversible Stuart Turner No 4 vertical steam engine, a coal-fired New York Central Hudson class locomotive in gauge 1 and a 1-1/2" scale Allchin traction engine, one can only wonder at the skill of this man to build such quality models without any engineering training.

Pete was a staunch supporter and long serving member of the club but over the last few years he has been unable to attend club meetings due to failing health but his work ethic and presence will be sorely missed. It seems a fitting tribute that, although some members had known him for over 30 years, many were unaware that his initials were A.C, and it was not until his final journey that it was discovered that, really, he was Arthur Clinton but to us he was quite simply and fondly known as 'Pete'.

John Croker

The Footplate Career of Mick Lowe No. 6

Time to book on again

It will soon be Christmas again and this brings to mind a particular incident in steam days when I was a Fireman in No. 3 Link. It was about 1-2 weeks before Christmas, my Driver and I had booked on at 10am, I had taken a small short handled axe (fire-fighters style) with me to work to grind an edge on it as it was very blunt. I did the sharpening - grindstone and file - a good keen edge in the fitters shop and then put it away in my locker.

A short while later the Foreman came in and instructed us to pick up a breakdown van which was always stabled in the short dock road along with the stores van containing items which were put in the stores for future use i.e. barrels of oil, paraffin etc.

We were to haul this breakdown van with a party of Fitters with a U Class Loco to Hurstbourne, going to Overton then going wrong road to Hurstbourne. It was to re-rail the loco that was working the Basingstoke - Andover Freight - shunting at all stations on the way (how times have changed!)

I think that this was a Black Motor 060 Tender Loco.

The Loco in question had been derailed when moving from Hurstbourne yard onto the up main line, causing an obstruction. Single line working had been set up with up and down services working over the down road with a Pilot man between Andover A Box and Overton.

Now what has all this to do with grinding my axe you may be asking!!!!!!

Well my Driver always had an eye for a 'fiddle' so he says 'bring that axe with you' - to which I replied 'whatever for?'

'Christmas Trees' says he.

Once we had got to the site of the incident

(tender first from Basingstoke) and surveyed the damage it had been decided to send for the Salisbury breakdown van and crew. Once all the organising on site was complete the Fireman (from the derailed loco) and myself set about cutting down fir trees.



They were living room sized and we even climbed some trees to take out suitable tops. We supplied all our fitters with trees but the miserable Foreman in charge of the Salisbury Crew would not let his men take any. Think his name was Scrooge (Bah Humbug)

So we loaded up those that were left on the back of our tender and supplied the Signalmen at Whitchurch, Overton, Oakley and Worting with Christmas Trees - for a few years the up side at Hurstbourne was a little bare but it soon recovered.

Now on the subject of Steam

Tools always seem to be in short supply – oil bottles, feeders, prickers, clinker shovels coal picks and sometimes disc boards. This situation was very bad towards the end of steam days.

Firstly to prep a loco you had to find some tools thus robbing other locos as they came into the shed, this was an ongoing and never-ending shortage especially with hand brushes. I recall that once preparing a Loco at Eastleigh no hand brush could be found anywhere on other locos. The stores said

they had none either. As I was about to leave the shed I saw an Eastleigh Fireman come out of the stores with a new hand-brush in his hand! He climbed aboard his 9f Loco and hid it away on the manifold area on the firebox top in the cab and then went back to the sand furnace!

Ha! Ha! I thought – so I nipped across to the Loco, acquired a brand NEW hand brush (of which the stores had none!) and quickly left on my engine. It had to be done.

Another item at times that frequently walked were disc boards, in latter days at Nine Elms they even disappeared off your loco even if you were sitting on it - several times I was told at the loco exit that I had no board up - only to discover that someone had quietly removed the boards or tail lamp whilst we were sitting on the loco having a cup of tea!!

Do we all do our jobs, as we should? I wasn't perfect - it amuses me now but at that time a rather stupid individual riled me. One Sunday afternoon in winter booking on at 16.00 - I was spare/standby. Around 18.00 – 19.00 the Supervisor told me to get a Class 33 out from the North Yard and to take the Station Supervisor with me and go out to Old Basing to the assistance of a West of England Passenger train that had failed. I was to haul it back to Basingstoke Station. Having contacted the Signal Box we were allowed into the obstructed section to rescue the train in question (a Warship Loco with 10 coaches)

I remember it was a very dark night and it had been raining so caution going into the section.

Rules state that the Guard of the failed train in Track Circuit Block sections must walk back 300yards and put a detonator on the rail and stay there exhibiting a red light. Going on with caution suddenly out of the

night came loud, anxious and frantic shouting. I stopped and climbing onto our loco was the Guard – he was a black man He had to draw attention to us somehow as we wouldn't have seen him in the dark!! The problem was that the silly idiot did not have any detonators or even a torch with him. He said he did not think he would need these things, as he had never had to protect a train before, as he had never broken down!!

Incidents like this are serious with the potential for rear end collisions due to one stupid, negligent person not carrying the safety equipment which he is supposed to simply because he thought it would not happen to HIM!

Recently I found a newspaper cutting that I had forgotten about, being an interesting incident.

My brother who lives near Poole in Dorset rang me up to tell me there was an article concerning me in the Daily Sport Newspaper.

This is the story

One Summers evening when I was a Basingstoke Driver I was working a Cross Country passenger service from Reading to Poole

After leaving Winchester (where we had stopped) on approaching St. Cross on the lineside, just up the bank I spotted a figure in what seemed light coloured clothing so I eased off the controller. There are houses nearby quite close to the line and I thought it was maybe a child or youth.

To my great surprise it was a completely naked adult man stroking his erect Todger. As I passed him I thought now what do I do? – Stop to report it or not – all these decisions.

Well I stopped at the next signal and phoned Eastleigh Panel Box and reported it. I thought it wise seeing as it was so near

houses and he could be a danger to women and children.

Off I go again, to a booked stop at Southampton. There the Police met me for more information. This done and now on my way to Bournemouth where the supervisor came out to ask if I felt ok to carry on (did he think I was in shock at seeing something of that magnitude?)

I returned to Basingstoke where my Supervisor asked me if I would telephone the Daily Sport News desk as they wanted to hear the story – they had cleared it with the police and so I could tell all.

I phoned them up and said I was willing to spill the beans if they would make a small donation to Woking SR Children's Home. The person I spoke to said that he could not authorize a payment but asked if he could ring back if he was able to do this. About 10 minutes later he rang back and yes a donation would be made.

So I told him the full story and so that is how my story appeared in the newspaper!!

I would never had seen the report in the paper if my brother's work colleague hadn't pointed it out to him knowing that he had a brother who was a Train Driver.

Well now I think I need a STIFF drink recalling that incident!!

Cheerio for now - until next time drive carefully!

Mick Lowe

Playing with the 'Big Boys Toys'

The date was Monday 7th September and long awaited holiday to Poland had finally come. A week of footplating experience driving and firing full sized and narrow gauge locos at high speed in the Polish countryside from the only operational steam shed in Europe.

The first experience of Polish railways came on Arrival at Poznan, where we had flown to from London Luton, we had just missed the 1712 service to Wolsztyn and had to wait another two hours. The first real challenge was to try to buy our train ticket off people that couldn't understand English. Somehow we managed to get a ticket which like everything in Poland was dirt cheap; about £3 for 50 miles of rail train travel!

Finally we had arrived at Wolsztyn in the pitch black about 2100 where we meet the Englishman, Howard Jones on the platform, who runs the Wolsztyn Experience which part funds the Polish steam services. We were taken to the depot, our place of accommodation for the week, where our steam loco for the week was on shed simmering away. We were given our Polish safety briefing by Howard, which consisted of "you can walk anywhere on the tracks and if you see a train, get out the way. There is no Heath and safety. Welcome to Poland!" We were also told that the trains have priority on level crossings in Poland, as there are no gates - we were told we would get a free weeks holiday again if we could hit a Mercedes! In the 13 years of the

Wolsztyn experience they have hit 15 cars, with about 5 or 6 fatalities; if they survive then the railway can sue them! We were given the plan for the next day which was driving on the narrow gauge railway and that we had to be at the station booking Hall for 0700 for the train back to Poznan. We were both pretty tired so got some early shut eye.



Next morning, the Tuesday, We got up for breakfast at the Wolsztyn Experience house, where there is much Polish Railway memorabilia on the walls and more videos and DVDs for viewing than you could watch in a lifetime! We met Howard again and walked to the station through the town in our overalls which got some strange looks from people. We caught the 'railcar' (AKA the Donkey train) to Poznan where we also were introduced to Michael and his wife, the other people on the same course as us. From Poznan we got a 'high speed' train to Gniezno, once the old capital of Poland, where there is a big loco shed and roundhouse all empty and some old locos decaying away; for us 'youngsters' it seemed like all those pictures we had seen in the magazines of the late 60's in the UK had come to life.

The narrow gauge loco was already in steam and waiting for our arrival. The steam just for us to play on all day, there were no passengers, no stations or no timetable. The line was originally used as a freight line, which was 20 miles in length. The plan for the day was to take it in turns between the three of us to do the 40 mile round trip, one at a time on the footplate. The others travelled in the 'luxury' saloon made of varnished chipboard. We decided to let Michael go first as it was the slow bit along the high street which was very scary! We stopped the train outside a corner shop to buy our lunch (literally 5 feet from the door as the track is imbedded now in the pavement). The driving was very interesting at times as there were cars parked very close to the track and at level crossing the cars really don't stop! When we got out of the urban areas it is all flat countryside where you can't see the track through the grass and are effectively driving blind!

Along the route we stopped for several photo opportunities and would change drivers. Driving the loco was pretty easy and very relaxing. The polish crew were very friendly and amusing, but we couldn't understand each other! You learn pantomime quickly! When we got to the run round loop, the Polish crew got off and told Steve to drive it around the carriages, on his own...which was no problem but very trusting!! It's easy starting a loco but braking where you want when backing onto the train is a different story... With the loco now facing tender first, driving backwards was

an interesting experience as you need to look out of the window to see where you are going, but unfortunately you get hit in the face by the trees rather a lot!! The highlight of the day was for Steve to drive the final leg to the pub! Again we stopped right outside and had some grub in the sunshine, much to the amusement of people watching!

We thought that the Tuesday start was early, but unfortunately the Wednesday start was even earlier getting up at 0400 for the 0505 first steam and service train of the day to Poznan. We met the crew with the loco, OL49-59 a 2-6-2 tender express engine on the station where we decided James would drive out and Steve would fire. We would swap roles on the return leg. It was a bit nerve racking for James who was given the



regulator - in the dark; firing in the dark is a bit easier, as there's quite a lot of light to help! The white fire has a blinding glare and the heat from the radiation is just unbelievable. The grate on the OL is a cross between a Bullied and Hall, not too wide and not too long. The firing technique was 4 shovelfuls down the sides and 3 up the middle.

30 minutes into the journey, James broke the loco, and chose a very bad place to stop; on the level crossing on the main road to Poznan. One of the two bolts that hold the spring on for the left rear driving wheel sheared off and in doing so knocked open the air brake 'reservoir' cylinder dump valve on the loco, which pulls the brakes on as the system is no longer closed. The fault was quickly discovered, the valve was closed and we were on the way again. The return leg back to Wolsztyn was uneventful, just a bit rough with only 5 out of the 6 springs working! On arrival at the depot, we were lucky to get out of cleaning the loco wheels and retired for some rest and a shower. In the afternoon we ventured around the town and found a nice restaurant.

We had a lie in on the Thursday as we had the afternoon turn to Poznan. We meet the crew, Janus and Bum on shed (nicknamed the bum because that's all you ever see of him) and went with the loco to the station. James was firing and Steve was driving. The highlight of the outward leg was racing a car



full of yobos videoing us as we departed a station. Steve's driver Janus was egging him on to go as fast as possible! What a race! The highlight of the return leg for James was

breaking the loco again! This time, when he was driving the lever that works the mechanical lubricator linkage broke off and was hanging just above the track of the pump! Janus unbolted it and put it in the cab so we did the last 30 miles without oil on the left hand cylinder! Steve's highlight was firing all 50 miles from Poznan to Wolsztyn unassisted, either because of a limited level of competence or more likely, laziness on Janus's part! On arrival back at the depot, we were allowed to dispose of the engine. James had the hard joyful job of cleaning the fire and rocking the grate clean. Steve didn't think he'd ever seen much sweat (and swearing) in his life! Whilst James collapsed into a heap, Steve got to lay the new fire across the whole grate, which was some satisfy firing and top the boiler water right up. After this we went to the pub with our drivers and a very nice Polish girl we had met. 'Nuff said!

Friday was our 'free day' on the holiday, where we decided to explore more of the town and depot. Not much to see, just the usual same old drab clothes shops you see in England. On the Friday evening the new English people arrive to do the experience, all from up North. We decided to go to the pub with these chaps who were a good laugh. One of these chaps got rather drunk, went off and joined a Polish wedding reception until the early hours of Saturday morning, so we heard!

Saturday we decided to go to Leszno where the locos are overhauled. We saw PT47-65, a large 2-8-2 freight type loco in the works

and where the GWR Prairie lived when it was on its holidays in Poland. We saw 'Beautiful Helena' a Polish Pacific undergoing its major overhaul, striped right down with the boiler out. James was interested to see their workshop heating system; a 2-10-0 German freight loco permanently plumbed into the shed which supplies the steam heating! It was nice for Steve to see all the diesels lined up ready for scrapping and many piles of broken up diesel locos all in wagons ready for the scrappy! In the evening we retired to the pub and stayed until midnight. We then realised we should get some shut eye as we were being picked up at three for the car to the airport! All too soon the fun was over, the flight was an early one at 0610 and we arrived safely back in England at 0730. The Wolsztyn experience is the best holiday in the world, a thumbs up from us both!

James Taviner and Steve Newell.

Nicknames

After the reference to "bathtubs" in a previous "Link" it occurred to me that many locos had nicknames or names they were fondly remembered by. Of course the "A4s" were known as "Streaks" for obvious reasons and unrebuilt Merchant Navys and Battle of Britain Pacifics on the Southern as "Spam Cans" The Q1 class, also designed by Bullied were peculiarly known as "Charlies" but nobody seems to know why. Some "King Arthurs" were "Scotch Arthurs" on account of being made in Scotland by the North British Locomotive Co. GWR don't seem to have had many

nicknames, after all when you have classes named Kings, Castles, Halls et al, you don't want to demean yourself !!

However, two do come to mind! "Dukedog" a combination of two classes, boiler from one, frames etc from another. It seems also that Pannier tanks had the name "Ducks" on account that they waddled somewhat! On the LMS "Black Fives" power rating 5 and of course they were black!

I know members are now saying, "what about so & so?" Well, if you have some more to add, let our Editor know, he will be only too pleased to fill up a page or two for the next Link!

Now, I know there is going to be a collective groan from our enthusiastic steam members when I mention Diesels but whether it's a modern thing or not, diesels seem to attract nicknames.

Let's start with an EMU. Most older EMUs had two windows in the driver's cab. One class that travelled mainly to Portsmouth, had the non driving window blanked out. They immediately became "Nelson's".

Why the window was blanked out? Nobody I've spoken to seems to know why but I think it was something to do with a route indicator.

On to diesels.

Explanation

Class 08 "Gronks" Noise they made

" 33 "Cromptons" Made by

" 50 "Hoovers" Noise

" 55 "Deltics" So named by the manufactures after the configuration of the engine.

Although all named after Derby winners, were always known collectively as "Deltics"

" 56 "Grids" Noise

" 58 "Bones" Shape

" 67 "Skips" From the side they look like one!

" 70" This is a General Electric loco ordered

by Freightliner and is the first loco made by GE to run on mainland Britain.

It is similar in shape to a Class 58 but the cabs are a bit futuristic and it seems look similar to some sort of computer generated robot. Only see it in print once and now can't remember it !

Under this heading we do have a GWR nickname , that of their pre war railcar, a "Flying Banana"

Most of these nicknames came from linesiders, Footplate crew had their own names, most of which cannot be repeated here!!!!

Eric Widdowson

Library Matters Update (and other stuff).

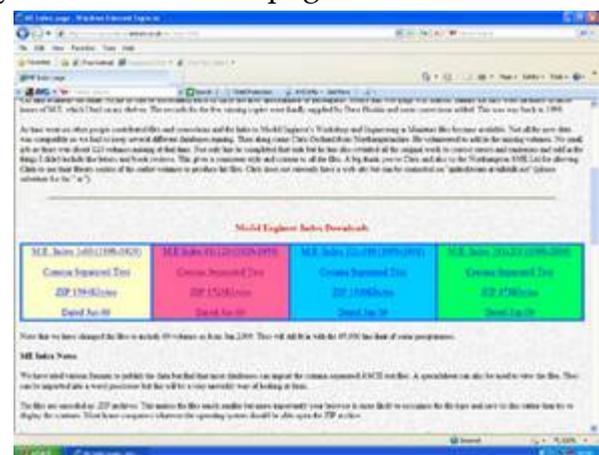
The Bits and Pieces evening on the 20/10/09 was a little disappointing in that there was only one member who was prepared to give a presentation, unfortunately that was me! I hope the club found my offering interesting and informative however it seems surprising that my attempt to create a flywheel from a derelict car brake disk has been the only model engineering activity among club members during the last 3 months. Come on guys, give us some more opportunities to take the micky out of each other, it's the jokes that make the evening.

It appears that some members are having difficulty in locating some specific information from back numbers of the Model Engineer file. I am sure that members are aware that the ME file which is available at the club represents only part of the store of issues, all the rest are currently stored in my garage and taking up a good deal of space. Sorting, filing and updating the records do take time—and materials, all of which I currently provide and I am happy to continue to do so unless or until another

member wants the job.

As to the absence of any on site index system, when I took over there was no controlled index. There is an excellent 'on line' index which is always up to date and I have made it clear that any member requiring information on a specific subject needs only to contact me with the details and I will do the search for them (however more than one minutes notice would be appreciated). Therefore I decided that I would not trouble with any on site documentation. This also means that should the identified issues be among the spares in my store I can supply those as well, thus leaving the library docs for reference only.

Those members who do have internet access may like to do the search for themselves and I will attempt to describe my system in the following notes. The website that I use is www.groundlevel.demon.co.uk , when it opens click on the 'Model Engineer Index'. Scroll down to the 'down loads' section and you should see the page shown here:



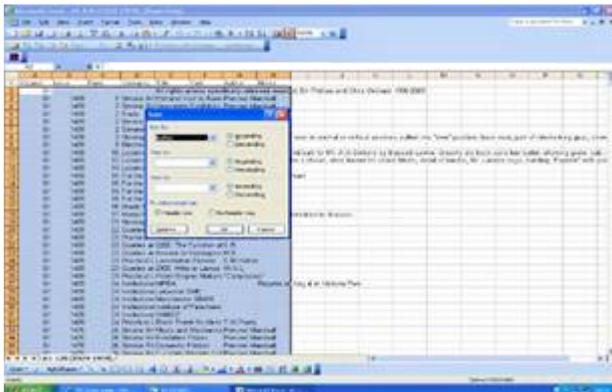
From the four down loads select the one covering the years in which the article is likely to have been published and click on it, for example let's choose 1929 to 1959.

In the resultant file window click on 'run' and after a few seconds a file window will

appear with an ms- excel file in it, click on the file and open it. Again after a few seconds the index file will appear, -- you will note that this is a large file with over 52,000 entries in it!

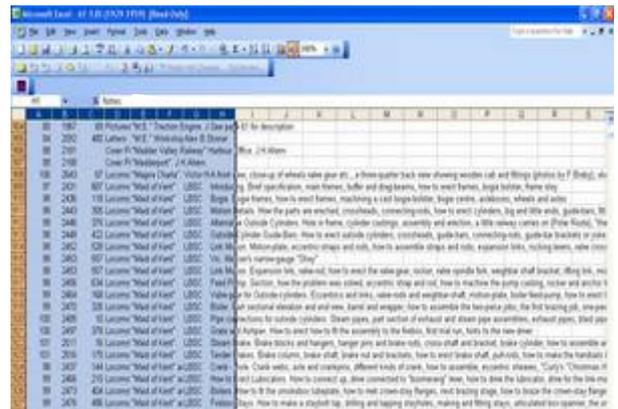
To find your specific issue you must do a 'sort', to do this first select all the columns, this is important as the whole file must be sorted together. I just click on the top of column H and run the pointer across to A – all columns will turn blue to show they are selected. Now go to the menu and select 'data' and then 'sort'.

Now comes the tricky bit. It depends on what information you have to identify the issue that you are looking for, but usually the author is known so by now you should have a little window like this:



In the 'sort by' space, select author and click OK. In a flash the whole 52000 entries are sorted by alpha/numeric in ascending order under author. Lets say we were looking for LBSC so scrolling down to 'L' we eventually come to his section covering no less than 2000 entries. It is now a matter of trawling through this group – looking at the titles until the articles that you are looking for come into view, and by panning across to the volume and issue columns you can see which issues you will need to collect from the library.

Alternatively you can sort by title, follow the above steps but this time put 'title' in the 'sort by' window and click OK. Again the electronic magic is performed and titles are sorted in alpha/numeric order. This is a bit trickier because some titles start with the " sign and some don't but let's say it's the 'Maid of Kent' that is of interest, just scrolling through to M in each section will find it, See diagram:



From this it is clear that the issues with the relevant information are in volumes 97; 98; 99; 100 and 101 which is (from my records) in the years 1947, 48 and 49. I hope members will find the above helpful, and may I wish you all good sorting.

Ken Jones, Librarian.

Although the illustrations in Ken's article are too small to read in the text they are perfectly legible on screen. *Editor.*

*On behalf of myself and the
committee I would like to wish
all members
A VERY MERRY
CHRISTMAS AND
A HAPPY NEW YEAR
John Taviner (Editor).*

Contact Numbers/Addresses.

Treasurer Graham Blissett
230 Kempshot Lane
Kempshot
Basingstoke
Hampshire
RG22 5LR
01256 842521
graham.blissett@btinternet.com

Secretary. Brian Hogg
14 Fontwell Drive
Alton
Hampshire
GU34 2TN
01420 543581

Newsletter Editor
John Taviner
67 Mullins Close
Basingstoke
Hampshire
RG21 5QY
01256 464642
wejot@btopenworld.com

Email Addresses

If you have received a copy of the newsletter by post, it is because we don't have your Email address. Each newsletter costs us 60p to print and post, where as Email is effectively free. Currently, we do not have an Email address for nearly half the membership. If you do have an Email address, which we can use, could you please Email me with your details.

Graham Blissett
Treasurer

As from March 2010 Jon Evans takes over from Graham Blissett as Treasurer. Graham will remain as a committee member.

Who's Who.

Chairman	Terry Hobbs
Vice Chairman	Tom Burgess
Secretary	Brian Hogg
Treasurer	Graham Blissett

Committee Members.

Bob Lovett	Member
Jon Evans	Member
Barry Spender	Member

Project Leaders.

Catering manager	Fred Pheby
Electrical Work	Simon Hutson
Library	Ken Jones
Painting/Decorating	Vacant
Publicity	John Dixon/ Assistant required
Signalling	Graham Blissett
Station Building/Contents	Vacant
Track/Site/Ground Maint.	Dave Blaza/ Mick Lowe
Traction Engine Track	Vacant
Webmaster	Stephen Newell
Newsletter	John Taviner