

# EXPANSION LINK

## NEWSLETTER OF THE B&DMES

EDITOR JOHN TAVINER-VOLUME FOUR-ISSUE THREE  
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### *Editorial*

Here we are at the third issue for of 2010. Only another three months and we will be sending our wish lists to Santa Clause. The period since the last issue has seen progress on the improvements to the station. The edging to the roof has been made and fitted to two sides with the remainder in production. A lot of the painting has been done and our thanks to all those involved. A number of comments on these improvements have been made by some of our customers at public running and it is nice to know that all the hard work has been noticed and appreciated.

In this issue our regular contributor Mick Lowe continues to tell us of more of his experiences as a main line driver, Graham Blisset relates his participation at various events which although not club events may, hopefully, help to spread the word of our existence and help to bring in more customers to public running.

That's it for now except to repeat my usual request for material for future publication. It can be of any aspect of our hobby or any subject that is of interest to members.

Without your input it is not possible keep this mighty tome going and it could fall by the wayside as it has done in the past and I don't think we want that to happen.

Deadline for the next issue is first week of December.

*John Taviner Editor.*

### *Forthcoming Events*

#### October

- 3      Public Running
- 5      Meeting Night
- 17     Members Running Day (Sun)
- 19     Bits and Pieces
- 30     Halloween Public Running (Sat Evening)

#### November

- 2      Meeting Night
- 16     Bring and Buy Evening
- 21     Members Running Day (Sun)
- 22-26 AGM (Date to be confirmed)
- 30     Meeting Night

#### December

- 5      Public Running
- 14     Meeting Night
- 28     Members Christmas Run (Tuesday)

### *Chairman's Chat.*

As a lot of you will know we have received some money from the fund that Graham Blisset applied to, on our behalf, almost 12 months ago. We were awarded 80% of the amount we applied for, this being to replace the garden railway, negotiations are now going on with the contractor to get the job done. Brian Hogg is seeing to this on our behalf so for the latest developments please ask Brian.

Club member Steve Newell had his name in the hallowed pages of Engineer in Miniature in the club news pages, this was for the best turned out 3.5 gauge engine at the Bournemouth Clubs visitors day, any one who knows Steve will know his engines are always well turned out, but congratulations to him.

Since the last issue of Expansion Link we have had our Gala Week End and our thanks are due to all those members that helped out in many ways. Although much smaller than our first gala anyone attending definitely enjoyed themselves, club members and visitors alike.

Elsewhere in this magazine you will see the notice for the auction of two of the club assets. Hopefully those members who in the past have shown an interest in purchasing these items will turn up and bid for them and hopefully you will have noticed that this will be a live auction and NOT a sealed bid version.

Also I would like to thank all those members who continually turn up to help on our public running days both those who turn up with locos and those who do the other jobs that keep things running. The number of passengers are a bit down on the norm these days due to a number of factors outside our control.

Eric Widdowson has taken over from Fred

Pheby the everyday catering for the members. He has also taken on the post of Club Publicity Officer due to Malcolm Duckett giving up because of increased pressure at work. Our thanks must go to Fred and Malcolm for their efforts in these posts and to Eric for taking them on. Those of you that turn up for public running will have noticed the new station name board this has been made and donated to the club by Bob Lovett. Many thanks Bob on behalf of the membership.  
Well until the next issue I will wish you many happy hours in your sheds.  
*Terry Hobbs.*

### *FOR SALE BY AUCTION.*

The club's single wheeler with its driving



trolley and old boiler and another lot comprising of trolley chassis with twin bogies will be sold by auction on TUESDAY OCTOBER 5th at 8pm in our clubhouse at VIABLES.

Those members who are not able to attend may submit written bids in advance. The auctioneer will open the written bids and conduct live bidding as appropriate.

**BIDDING INCREMENTS WILL BE IN AMOUNTS OF £5.**

The Committee agreed starting bids of £400 for the Loco. and £50 for the trolley chassis.

### *Foot note*

Concerning the figure for the starting bid of the single wheeler, the committee took in to account the report given to the membership as to its condition by JOHN HUTSON and decided on the above figure it being 50% of its recommended insurance valuation.

### *FOR SALE*

A set of drawings for a 3 inch BURREL TRACTION ENGINE plus a pair of finished HORN PLATES and CHIMNEY BASE and a few other small parts for the same.

A Set of drawings and LBSC's book for a 5 inch gauge SPEEDY. if you are interested contact Terry Hobbs 01256 397607.



Can anyone suggest a caption, amusing or otherwise, for this picture sent in by Eric Widdowson.

### *A Message from Pat*

I would like to say a big thank you for the great response with the donations of food from members to feed everybody over the Gala Weekend

It was a huge success and many members were so generous in supplying all the items

requested

When our members visit other Model Engineers Clubs they are always catered for very well so it was only right that our Club should make an effort and return the compliment!

This exercise has saved the Club a great deal of money

So once again thank you to you all  
Just to say also thank you to Eric for  
'Catering Manager' duties manning the  
'teapot' and for keeping the Clubhouse spick  
and span

*Pat Lowe (or Mrs Mick as some of you call me!!)*

### *The Footplate Career of Mick Lowe No. 8*

Well here I am again after a break in the last issue

Clean overalls on lets start off with a correction in my last article (N0.7), nothing wrong with the text, but I have been asked if the photo was of myself and Fred Carlisle as it was included with the story about 75000 Class 4 Locos.

No it wasn't Fred Carlisle but another Driver who was a real easy going gentleman and that photo does have a story so here goes.

When as a Passed Fireman, one week out driving my Fireman and myself had the same class 5 Standard on most days on different turns - a loco that was in tiptop condition.

On the Sunday at the end of the week I was booked on a Special to Eastleigh Works with Driver Arthur Osborne (who was in the photo with me)

We booked on, prepared the loco and left the shed on time (which was always 30 minutes before the booked time of leaving

with a train). We stood over on the down local ready to set back on the train. After start time came and went I went to the signal box and enquired as to where this Special had got. The signalman informed me that it was running 40 minutes late!! After signing the train register (Rule 55) I returned to Arthur and the Loco.

Eventually the train arrived and the train Loco came off – the Loco was in fact a WR Castle Class.

The organ was on full force (blower), it was in a very bad state for steam and the boiler water was low with the crew giving us the thumbs down signal denoting down and out!!

Of course we set back on the train, I coupled up and regained the footplate only to find that two individuals representing the Excursion were already there. Introducing themselves one wearing a trilby was a WR Footplate Inspector, his first words to me were 'she doesn't look very healthy Fireman' to which I replied that I thought she would be ok. He said 'do you think so? – His concern no doubt being that due to standing waiting for the train the fire had died down and was looking lifeless and the brick arch was black, anyway we couldn't leave until all the strings had been pulled on the coaches. The difference between our Loco only drawing 21 inches of brake whereas the WR Loco pulled 25 So the brakes were vented and we could then run with 21 inches otherwise the extra 4 inches would have resulted in the brakes dragging on the coaches with the possibility of the wheel tyres getting very hot with possible damage.

We got the tip to create the brake, had a brake test and got the right of way to a load of 11 coaches.

The Pressure Gauge was showing 210-220

lbs and ¾ glass of water.

I could understand the Inspectors concern but he didn't know this Loco!

Away we went, up past Winklebury but we didn't make any steam and I had rocked the grate. It was really time to put the injector on but that would have knocked the pressure back too much.

Then I noticed that Arthur had pulled the reverser into 20% - no good on this Loco, as she liked hardworking.

Now it was never the done thing to tell a Driver how to do his job, but Arthur was a really good Engineman who often let me do the driving whilst he fired for me.

I crossed over to him and put my face close to his whispering 'she likes to work hard Arthur, put her in 35% and full regulator, to which he replied 'if you are happy then ok'. The beat from the chimney was sharp and crisp, the pressure gauge came back to 225lbs, with the exhaust injector on and a few shovels of coal a little and often.

She went like a rocket, light fire, needle on the mark and never blew off. We went through Winchester at 98 mph, down through Shawford, fire doors open, footplate clean, damper shut and ran into Eastleigh – a perfect trip!!

Then a slow shunt into Eastleigh works, shunt release and light engine to loco On the journey down every so often Arthur would look at me to ask if I was alright- to which I replied 'keep going I'm ok'

The real icing on the cake so to speak was that the WR Inspector congratulated us on a fantastic trip and wished we had worked on the Castle. He remarked that he had heard me ask Arthur to work her hard as he was standing in earshot

He then pulled out his wallet and gave us each a 10-shilling note (50p in today's money) but a truly handsome tip in those

days.

He then took photos of us on the footplate with the parting remark that this was one of the finest trips he had ever had. Hence the photo printed in article no. 7.

Well that was the glamour of the job, but on the other side the less glamorous,

The more senior of us (old boys) will no doubt remember the train trips to Reading when the trains ran into the bay platforms. Looking down on the right hand side was the Abattoir with the slogan: -

You must succeed with meat from Meade  
You may have noticed the large open containers in their yard full of the intestines from the animals that had been slaughtered and no doubt the smell. This soon got to you if you were held up there when shunting coaching stock (No elf and safety then)

Worse still was further down the goods yard where wagons were often full of animal bones and carcasses, these being alive with maggots during the warm weather. When shunting these wagons a shower of maggots would be released onto the ground

If you had been a fisherman I would think that this would be free bait for river fishing – perks of the job!!

We always assumed that the bones came from the Abattoir, but who knows if they really did!???

Now to finish on a light hearted note Every year we had a new issue of uniform to keep us smart! Usually three shirts a year that never wore out.

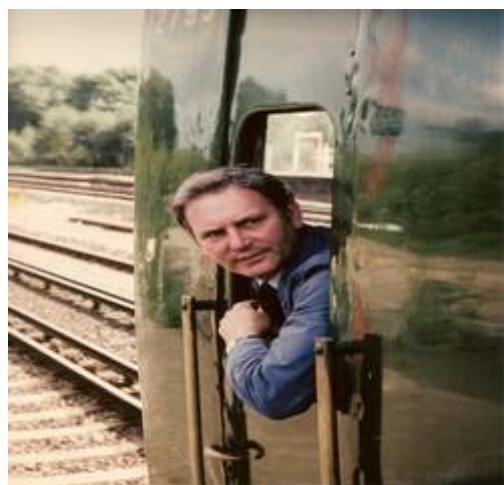
One year my issue never arrived, so making a complaint that mine had not been issued I was told I could buy three shirts near to the issue design (striped) and submit the receipt. This I did - got my money back in cash. As I had plenty of issue shirts I returned the

shirts to the store, without a receipt I was able to exchange the goods for a polo shirt and a pair of new jeans.

Long lives free enterprise!!

Talking of uniform, one other little shake up. The 165 and 166 Thames Turbos that I worked on at Reading were quite a clean working environment with a good cab layout and excellent all round vision due to the large windscreens, however the cab could get very unpleasant in hot weather (greenhouse effect).

One day during a very hot spell of weather when I was booking off at 16.30 I enquired to one of the Driver Standard Managers (old



Footplate

Inspectors) whether shorts could be worn in these hot cabs. His reply was that he didn't think so! so I said I would approach the General Manager with my query. I was told that this was not possible as he was in a meeting, so I said that I would come in early the next day to see him about these cab temperatures and if shorts could be worn. I booked off, caught my train home and whilst I was eating my evening meal the telephone rang and my wife said it was someone from Thames Trains wishing to speak to me. It was the DSM I had spoken to earlier. He had seen the GM with regard to my request and he had said yes it would be in order to wear sensible shorts – no

garish Bermuda types.

So next day off to work in a pair of navy blue shorts, railway uniform shirt with grey trainers and grey socks!!

When booking on I was questioned about my attire – ‘ who said you could come to work dressed like that?’

To which I replied ‘ Terry Worrel our General Manager

No one else knew about this arrangement as no notices had been posted to this effect, so I was the only one so casually dressed for the hot weather. Next day taking my lead many other staff came to work dressed in shorts also

The Drivers of the HST’s in the mess room at Paddington commented also wishing they could do the same as their cabs were very hot. I don’t know whether they were allowed to wear shorts or not.



So another triumph for the workers !!!!

All for now

*Mick Lowe*

### *Lady Galtbe goes on Tour*

The “Purple People Eater”, your chairman’s nickname for my electric 0-4-0 saddle tank loco “Lady Galtbe”, had a busy time during June providing over 700 rides at 50 pence a go, the bulk of which, after incidental expenses, went to the particular fund raising events. The first event was the fulfilment of a longstanding invitation, over three years,

to support the Upton Grey fete, which I was able to do on the third attempt. On the first attempt I had to cancel due to heavy rain and the second was due to total battery failure the week before. The third attempt also nearly suffered the same fate after the replacement batteries I ordered (yes I know it was a year later), were not only delivered late, but also the courier managed to damage both batteries during transit, resulting in an emergency replacement set coming all the way from the Netherlands !! In previous years the Upton Grey fete, which is usually held in one of the residents’ gardens, has taken place on the lawns, which were immaculately laid and level; the ideal arrangement for my portable 5” ground level track. This year however, I was asked to set up on the tarmac tennis court in the owner’s garden. The owner was very excited about having a railway in her garden, as when she was a child she spent may hours going round her father’s own garden railway, some 60 years previously. I was then thrown down the gauntlet of “wouldn’t it be nice to have a complete circuit rather than a straight track”. As it happened when Ian Shanks moved to Derbyshire, I purchased the remains of his



5” gauge garden railway track, so I had the beginnings of an idea. By grouping the track lengths together and adjusting the bend radius to 15ft, I produced over a

period of a week, 12 sections of track, which when combined with my existing 160ft of track, created an oval track some 250ft long. I can only assume that word spread at the fete about a ride on railway, as we (my wife collected the fares), were inundated with small children and then the fully-grown ones, right from the opening of the fete. A good day was had by all with the "Purple People Eater" pulling 230 passengers.

The following day was the Basing School Fete, which was a last minute call on the support of the "Purple People Eater" after they had been let down by their main attraction. This time my allocated space would only allow a straight up and down track of 160ft, which despite first appearance was on a slope. The slope meant that a loaded passenger train had to set off backwards first, going up the slope and returning forwards down the slope, so that I could apply the breaks at the appropriate time. Despite a prominent position, attracting our first passengers took a while, but eventually they started to arrive in a steady trickle. By the end of the day we had pulled nearly 220 passengers.

Two weekends later came the last event of the "season", with the fete at my children's school, which has become an annual event. Again this was a straight up and down track of 160ft, but this time on the level. This year was our best ever for this event pulling nearly 260 passengers, despite it being a sweltering hot day.

I hear you ask "What did BADMES get out of these events ?". Well the simple answer is Publicity, from our banners and my wife pressing the BADMES public running calendar into the hands of each group or individual passenger. So highlighting our presence to potentially another 700 passengers cannot be bad thing, providing

they don't all turn up at once.

*Graham Blissett*

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## **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, whereas 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.

*Jon Evans  
Treasurer*

## **Who's Who.**

Chairman	Terry Hobbs
Vice Chairman	Tom Burgess
Secretary	Brian Hogg
Treasurer	Jon Evans

## **Committee Members.**

Bob Lovett	Member
Graham Blissett	Member
Barry Spender	Member

## **Project Leaders.**

Catering manager	Eric Widdowson
Electrical Work	Vacant
Library	Ken Jones
Painting/Decorating	Vacant
Publicity	Eric Widdowson

Signalling	Graham Blissett
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Station Building/Contents	Vacant
Track/Site/Ground Maint.	Dave Blaza/ Mick Lowe
Traction Engine Track	Vacant
Webmaster	Stephen Newell
Newsletter	John Taviner