

EXPANSION LINK

NEWSLETTER OF THE B&DMES

EDITOR JOHN TAVINER-VOLUME FIVE-ISSUE ONE

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Editorial

Welcome to the first issue of the club newsletter of 2011. After a harsh Winter I expect many of you are itching to get back out into the workshop to continue with, or indeed, complete your current project. As I sit down, at the beginning of March, with my keyboard and a blank screen before me I see the trees and shrubs in my garden are starting to show their first signs of Spring so hopefully we can put those cold months behind us and look forward to good, warm weather in the weeks and months ahead. The first big event in this year's calendar is, of course, the Miniature Traction Rally on the weekend of 16/17th April. (See article by Jon Poulter in this issue). The following weekend is Easter public running. Once again a two day event and lots of help will be needed to cover these events.

In this issue our resident main line driver, Mick Lowe, is up to episode ten in his memoirs. As usual this makes interesting reading and gives an insight into the ups and downs of what, I am sure, is a very enjoyable occupation. Not so sure though that the hours would suite everybody. Also in this issue, apart from The Chairman's page and the article on the Traction Engine Rally by Jon Poulter, is a reminder from the Treasurer that it is that time of the year again to pay our dues. Brian Hogg, the club Secretary gives a report on the progress on the Garden Railway and finally the clubs librarian Ken Jones takes on a brief tour of some old issues of Model Engineer.

John Taviner Editor

Forthcoming events

April

- 6 Meeting night
- 16/17 Traction Engine Weekend
- 19 Bits and pieces Evening
- 24/25 Easter Public Running (Sun/Mon)

May

- 3 Bring & Buy Evening
- 16 Public Running
- 17 Stationary Engines
- 31 Meeting Night

June

- 6 McAlpine Museum Visit (Sun)
- 12 Public Running
- 14 Meeting Night
- 18 Efficiency Competition (Sun)
- 26 Public Running
- 28 Meeting Night

Chairman's Chat

First I must thank all those members that are giving so much of their time on repairing/rebuilding equipment, realigning and re-sleepering the track and generally tidying up the site.

You will have noticed that the builder has just about finished the block work for the garden railway and shortly those involved with this project will be starting to lay the track and make the covers no doubt any extra help from the membership will be appreciated.

By now you will know that John Poulter and his team of helpers are well into organising the traction engine and steam rally on our behalf and your help will be expected, we are public running on both days and it would be nice if we could have some real commitment and not just maybe's for this. Also John would like a member to be willing to organise an exhibition in one of the halls on behalf of the club so please if any of you are willing to do this will you please let John Poulter know, I know he will be pleased to hear from you.

You will no doubt see elsewhere in this issue that your subs are now due and I would ask members to pay promptly and not drag your heels for too long.

It only remains for me to wish you all happy steaming and hours in your workshops.

Terry Hobbs. Chairman

A reminder from The Treasurer

Thank you to all the members who have returned the membership data forms. It appears that some of the post codes and contact numbers were completely out of date.

Also if you have an e-mail address please let

me know, as it cuts down on the cost of postage.

Please note that, if the Membership Expiry Date on the Update Form or your current Membership Card is 28th February 2011, then subs are now due.

As announced at the AGM these have been kept at £36.00 for the coming year.

Jon Evans Treasurer

Rally Update

The show, now only a few weeks away, has had good response from traction engine owners across the southern half of the country. With 30 engines booked, with scale 2 inch to 6 inch, I believe we could have one of the best turn outs, for a show our size.



As some of you already know, we hired both halls, these to are filling up, with models and trade. So far we have Steam Technology. Manufactures of Tig welded copper boilers. M.J. Engineering. Range of castings and tools. J.B. cutting tools. Inserts, end mills, lathe tooling.

D.L.F.Castings. Pattern and castings made to order. Mamods on line. For all your mamod items.

Bar and catering with the bar staying open Saturday evening, if you all would like to stay, play and chat.

We are hoping that you the membership will support the show by displaying some of your work on the club stand. This can be part built to finished, tooling to models. So please fill out the attached form and return to me by the end of March, to sort insurance in time. If anyone feels they can help to co ordinate the club display please get in touch A.S.A.P.

Terry has taken charge of the track running and has some good support, with up to eight locos at the ready. Please come and support, spread the word, the club needs this event to work. Good luck to every one, see you all on the day

Jon Poulter

Since this article was written Malcolm Duckett taken on the task of co-ordinating the organisation of the static display. Malcolm can be contacted at 01420 562835 or 07836 629200 alternatively via e-mail at malcolm.duckett@btopenworld.com

The Footplate Career of Mick Lowe (spanning 50 years)

A Happy New Year to you all and here's hoping that 2011 is a good year for you all with your Locos and Projects.

Starting again with incidents, which will raise a few eyebrows or two!

When I was still at Basingstoke, on a Saturday during the summer season, I was booked on a very nice turn which composed of two trips - one was Basingstoke/Reading and back with a Hampshire Unit. Then for the second trip I was to relieve the crew of a holiday special at Basingstoke and work to Portsmouth Harbour

I was to get relief at Portsmouth Harbour then take my 45 minutes personal needs

break and then work the same train back to Basingstoke. This train would continue then to the Midlands and to the North of England. These holiday specials were regular trains from up North, with most of the holidaymakers bound for Southsea and the ferry service to the Isle of Wight. We had a good trip down with a Class 47 and a load of 10 coaches,

A Fratton man relieved me on arrival and a class 08/09 Shunter came on the rear, releasing the train engine and the coaches were put back on the platform.

The relief crew trained my same loco ready for my return trip.

Whilst they were doing that I headed off to the fish and chip shop just outside the station entrance. On my return I ate my sandwiches with the chips I had bought, washed down with a cup of tea. The inner man was satisfied! and I returned to my loco and train about 5 minutes before departure ready for my return trip. The Fratton crew got off the loco and said 'ok mate, key on same load, all yours' this meant really relief and right of way.

Sitting on my cab seat I heard a voice say 'Nice day Driver' - on looking out who should be standing there, resplendent in full uniform, gold braid and a flower in his lapel it was none other than the Station Master! He struck up a conversation.

Now the platform we were standing in curved away from the loco so I could only see the first coach, usually the station staff would give you the right of way, anyway the signal went green and the Station Master said it was time to go, he looked back along the train and HE gave me the right away. Next stop was Portsmouth/Southsea (High Level) the platform, which is on the second, mans side of the cab (I was single manned) on arrival the platform was heaving with

happy holidaymakers returning home. Crossing to the other side of the cab to get the right of way I had to wait a few minutes for the platform to clear slightly (we were now over time station time) So now here we go, next stop Basingstoke (well in theory on paper!) Approaching Fareham – signal check and I was put into the platform and held at the starting signal – a knock on the cab door and the station supervisor informed me that a tree had fallen over the line and was blocking the track between Fareham and Botley Control wanted to know if I knew the road to Southampton via Swanick (which I did) run round Southampton and up the main line to Basingstoke)



I replied that I was OK with that but check with the guard that he is ok with it also. 5 minutes later he comes back and says that he cannot find the Guard anywhere! So I went back through the train and checked it again with him. OOps no Guard to be found!! He then asks me who was it that gave me the right away at Portsmouth Harbour, here I was on safe ground – the Station Master I replied, he then asked if I had seen the Guard, no I replied as you cant see the majority of the train due to the curved

platform. A Guard then walked up the platform and asked what the problem was when we explained the situation he said he was a Waterloo Guard and didn't know the road but will act as my Guard from Southampton to Basingstoke if I kept a sharp lookout I said it was OK by me lets go for it. Then Mr Jobsworth (Station Supervisor) chips in that he will have to report this to Control The Guard replies 'do that and the train stops here and you had better find another Guard!' Now the Station Supervisor doesn't want the station blocked so agrees to get the signalman to give me the road. Off we go running about 40 minutes late, run round Southampton and relief at Basingstoke Neither of us who worked the train reported the cock up as not many were aware of the crew problem The following Monday I was acting as Train Crew Supervisor at Basingstoke and went through all the weekend workings and alterations to the crew diagrammes and found that nowhere at any depot was a Guard booked on that service, we had got round the problem and any case I was happy you can't have better than a Station Master to give you right away!! Another thought after the Fratton men trained the loco and the shunter coupled up – did he give a brake test? I had relieved on departure time and the crew said 'all yours mate - key on all ok' Oh well its too late to go into that one!! We at Viabes Model Engineers Club have very chalky water which does affect our miniature locos if not regularly blown down, or boiler cleaned out with a drop of propriety chalk dispenser, although this can

cause other problems if used too often. This was also evident on full size engines, where some of them used the TIA treatment briquette. These were dropped into a perforated drum in the tender where they dissolved and were eventually put into the boiler via the injectors.

At times the water in the gauge glass looked slightly murky.

On standard class Locos and Bullied Pacifics the boilers were regularly blown down.

At Nine Elms a Fitter always came round and took a boiler sample via the gauge glass test cock

This went into a numbered copper bottle and went for testing and he would blow the boiler down. This was like sitting in a sauna bath if you were sitting on the engine having your sandwiches.

(The mess room at Nine Elms was a real grotty hole to eat in)

Besides if you left the Loco it was quite possible that half of your tools would go missing!

At Basingstoke near the end of steam days a blow down pit was put in the road as you left the turntable just before a pair of points leading to number 4/5 roads.

It was very rarely used, as steam was coming to an end. What a waste of money! Still the thought was - better late than never.

Towards the end of steam a slightly different system was used on some GWR Locos.

This consisted of a flat-sided type of funnel bolted to the Fireman's side tender toolbox. A pipe lead from it to the water feed near the exhaust injector – a container of white milky fluid was there to be poured into the funnel when the injector was used.

Other than that I never ever saw any notices relating to the use of it.

I only ever saw it on a few engines –

perhaps it was an experimental system.

Time to book off again

Cheerio for now until my next shift.

Mick Lowe

Garden Railway

As most of you will know the block work base for the new Garden Railway is essentially complete. Unfortunately, at the time of writing, the builder has not yet tidied up all the loose ends despite several reminders and promises to have the work done "by the end of the week". The outstanding item is the installation of the cross tubes at intervals through the wall to provide an anchor for the fixings of the removable protective covers.

The initial delays were outside the builder's control. Barely had he started when we had the lengthy periods of snow and cold weather in December, followed by more cold spells into January. Warmer temperatures allowed rapid progress at the end of January to completion, except as noted above.

It is still our intention to have the two loops operating during the Miniature Steam Rally in April. The steam-up sidings will follow. As explained previously, it will be necessary to fabricate and install the protective covers over the track in parallel with track laying. In practice this means fabricating the covers before starting on the track. It is proposed to re-use the plywood boards from the previous layout for the covers, but some cutting and splicing will be required in order to make covers of uniform length as dictated by the cross-tube spacing. Some 25 to 33 per

cent of the old boards are unusable due to rot or de-lamination. We are currently assessing the cost and availability of steel sheet securing straps for the covers, and have an economical short-term alternative solution if needed.

Additional 32mm gauge track has been purchased to allow the installation of the continuous loop, but a small further quantity will be required to complete the sidings.



Work has been carried out during the Maintenance Weekend just finished to remove the last of the old layout and to recover the boards for use as covers. In addition a good deal of tidying work was done around the Garden Railway which has transformed its appearance from that of a building site to one of an integral part of that area of our site. The removal of many buckets full of excess mortar to the skip has greatly improved the look of the Garden Railway when viewed by passengers arriving through the underbridge into the station area. Doubtless the greenery will soon be pushing its way through the ground. It is interesting to see that some of the concrete blocks are already taking on a

green tinge.

We can look forward to an enjoyable season's steaming, and I hope that many of you will become converts to the smaller scale.

Brian Hogg

Model Engineer 50 Years Ago

In response to the editor's plaintive requests for material for The Link, I thought that, as librarian I might be ideally placed to create a piece with the above title so I have duly checked the file and come up with the following notes.

Events of 1961

In the early part of 1961, J. F. Kennedy succeeded Dwight D. Eisenhower as the 35th president of the United States.

The old black & white £5.00 note ceased to be legal tender in the UK.

May 5th Alan Shepard became the first American in space on board Mercury-Redstone 3, but Yuri Gagarin had already been there on April 10th of the same year. And my family car was a Standard 10 Companion, green, but I think they all were! The ME was being published by Percival Marshall weekly at 1 shilling a copy. They were up to Vol 124, issue numbers from around 3100. Subtitled as 'A Magazine for the Mechanically Minded and incorporating Mechanics (Home mechanics and English mechanics) and ships and ship models You could get a 3 ½ inch Myford for £67/10/0 from S Tyzack & Son of Shoreditch London. This equates to a figure of £1,147 50 at today's prices. A Myford Super 7 would set you back £97/10/6 (£1657.50) I am quite surprised at these figures but I Googled for a comparison between today and 1961 and it said multiply by 17 so that it what I did. I

know that a similar lathe purchased at the present day would be in the region of £6,500.00, so who would buy one?

I checked through 20 issues and among the many articles included were the last few on the construction of a 1/4 inch scale model of the Tug Moorcock by Oliver Smith. It appears that builders were expected to create their model from a written description and a series of photos taken from the full size ship. There may have been a set of plans issued somewhere but there is only the occasional drawing included in the articles.

LBSC was continuing his description of the Heilan Lassie, a 3 1/2 inch gauge Pacific patterned on a rebuilt Gresley 4470 of the LNER. Every couple of weeks he produces a couple of pages with detailed drawings of, at this stage, boiler fittings and gauges.

Another engine is introduced by Martin Evans called the Firefly and in this the constructor has the choice of design for 3 1/2, 4 3/4, and 5 inch gauges. It is described as a GWR 4500 class, 2-6-2 tank engine.

There is another famous author contributing at this time, the great Edgar T. Westbury who starts a series of articles on the magneto where he explains the principles and provides detailed diagrams of various types in use.

The one contribution in particular which caught my eye was that by a Mr Horace B. Claydon in which he describes the construction of a 3 cylinder petrol engine which he made for his car! Including machining the crankshaft on his Myford, using a fabricated method of construction. He describes it as a completed machine as in his specification it is said to have been fitted into an 8HP Singer Chassis. I think it must be a 2 stroke cycle.

The postbag is always a source of interesting

gems, in this case some discussion has developed about Brunel's ship the Great Eastern and one letter from a Mr Hisley Halliday describes how his father took him for a trip in a small dinghy around the great ship as it was layed up at Pembroke docks. He describes how they passed under the paddle wheels and through the propeller aperture to inspect the boss, blades and nut, where were the security guards I wonder, not to mention old 'elf-n-safety'. The year being circa 1885. Yet another letter on the subject was sent in by a Mr Norman Gardener who writes about his great uncle who it appears knew something about steam engines and worked at the Tangye factory in Birmingham (as did my father, but much later). Mr Gardener's uncle was relating to him about a problem with one of the Great Eastern cylinders which had been sent to Tangyes for modification and he points out that he was able to pass down the cylinder bore while sitting on the shoulders of a colleague, his estimate of the bore diameter being between 7 and 8 feet. Another detail he explains was that the cylinder was transported by train but only on Sundays as it was so large that it overlapped the gauge of the other track.

Ken Jones 2011



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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, 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.

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

David Andrews

Publicity

Eric Widdowson

Assistant needed

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

Basingstoke & District
Model Engineering
Society

Miniature Steam Rally
16th & 17th April 2011

Viables Craft Centre
Basingstoke Hampshire RG22 4BJ



Exhibition Model Entry Form

We are holding a Steam Rally with models of all types and sizes. This Entry Form is to invite model engineers to the show to display everything from part build models to stationary engines.

Name:.....

Address:.....

Post Code: Tel. No:

E-Mail:

Days of attending: Sat Sun

Model or Models

| | <u>Type</u> | <u>Scale</u> | <u>Insurance Value</u> |
|---|-------------|--------------|------------------------|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |

Please complete the Insurance Value column so exhibits are fully covered.

All exhibits for the exhibition must be registered on arrival. No model or exhibit will be allowed to leave the site before 16:30 on either Saturday or Sunday unless prior arrangements have been made with B.D.M.E.S. Exhibits will only be released from the hall on production of the necessary documents by the exhibitor.

Within the halls exhibits are protected by a wired alarm system. In the absence of any alternative means of attachment e.g by threading through a wheel, each model should be provided with a loop or ring of minimum internal diameter 5/8" (15cm), through which the security cable may be passed. This is particularly important for small or fragile models.

Models **must not** be left unattended outside the halls at any time. B.D.M.E.S cannot be held responsible for loss or damage to any model which is classified as `attended by exhibitor` whilst on the B.D.M.E.S site.

Signed.....

Date.....

Please return to: Jon Poulter, 35 Blackberry Walk, Lychpit, Basingstoke, Hants. RG24 8SN