

# EXPANSION LINK

BASINGSTOKE and DISTRICT MODEL ENGINEERING SOCIETY



Volume 9 - Issue 3 – September 2015

Editor Austin Lewis



Photo Richard Holt

## Editorial

There has been mention that there are too many photos and not enough reading in Expansion Link – well, I will try to remedy this but you know what the answer is – SEND IN ARTICLES - pleeeeeease.

# A NOTE FROM THE “ARM CHAIR”

**John Crocker**

First of all, a ‘well done’ to all the members who manned the August Public Run. The good weather together with the holiday season and other attractions taking place on the Viabes site, resulted in a very pleasant and busy day for all present. With takings of £630.10 this must have been our most successful day at standard rate fares, despite concerns of where to ‘hide’ the surplus cash, we’ve run out of tickets and at least four attempts to run the ‘last train of the day’, everyone managed to maintain their sense of humour.

[The previous figure mentioned for takings of £650.10 had not taken into account the fact that the float had been raised from £80 to £100 and so an extra £20 went back into the float for the next event leaving £630.10 profit for the day. Also more tickets have been ordered.]

I have heard a comment recently regarding the Expansion Link containing only photographs. If you feel this is the case, I should remind you that this is down to the rest of us to provide the Editor with items of interest to include in the forthcoming publications of our Newsletter.

Due to the dangerous state of the old tunnel store, a decision has been made to clear out the contents and demolish the old tunnel. This action will obviously put a strain on our other storage facilities i.e. the garage and workshop. We will therefore have to dispose of our ‘might come in handy’ collection. If you see anything that might be useful to yourselves – materials, old equipment etc., please contact a Board member. N.B. we have not yet drawn up a list of everything that is surplus to requirements but once a skip has been delivered it is our duty to fill it as soon as possible and so a working party will be required. Please let me know if you would be willing to help.

As this will be the last publication of Expansion Link before the AGM, may I remind you to put your thinking caps on should you like any changes made, as these will be required in writing two weeks prior to the meeting. This may also be a good time to remind you to start thinking of nominations for the new Board. I do not know at this present time, if all of the present Board members are prepared to stand again but the final decision is yours and it should not be a last minute decision of “Oh, he will do!”

Finally it is my unhappy duty to inform you of the sad loss of another founder member. Don Squibb passed away on the 2nd August. He was Secretary for the first fourteen years of the Club’s existence, arranged the initial meeting to gauge the interest in model engineering in the area, was on the steering committee to form the basis of the Society and also helped to negotiate our lease at the Viabes. Our sympathies go to his wife, two daughters and their families.

**JC**



# Oxford's Dreaming Spires Rally

## Steve Newell

The first shot is Ian Roberts' Manor on the turntable awaiting a slot onto the main running line as my B1 simmers. The second shot is of the 'gang' tucking into the Fish and Chip supper organised by Oxford club on the Saturday evening.



Photos Steve Newell

# **PASSENGER TROLLEY GAP COVERS**

## **Introduction**

This Guidance Sheet has been produced by the Southern Federation to help the member organisations take appropriate action to minimise the risk of accidents related to missing or defective gap covers on passenger carrying trolleys. Accident Reports have indicated that there is a potential for injury to passengers if a gap cover is not fitted or fails in service. Paragraph 75 of the document *Passenger Carrying Miniature Railways Guidance on Safe Practice (HSG216)* indicates that protection should be provided to ensure that the risk to people is minimised. Injuries are caused by limbs (hands, legs and feet) coming in contact with track work or by becoming trapped in the closing gap between two trolleys. The information contained herewith is by no means to be considered as mandatory, nor is it the only solution to the problem. It is presented to give some guidance on the type of construction that has been proven to perform satisfactorily over a long period of time with regard to the basic design requirements. However, variations of the design may well be required to accommodate different trolley configurations.

## **Design Requirements**

The gap cover should meet the following basic requirements:

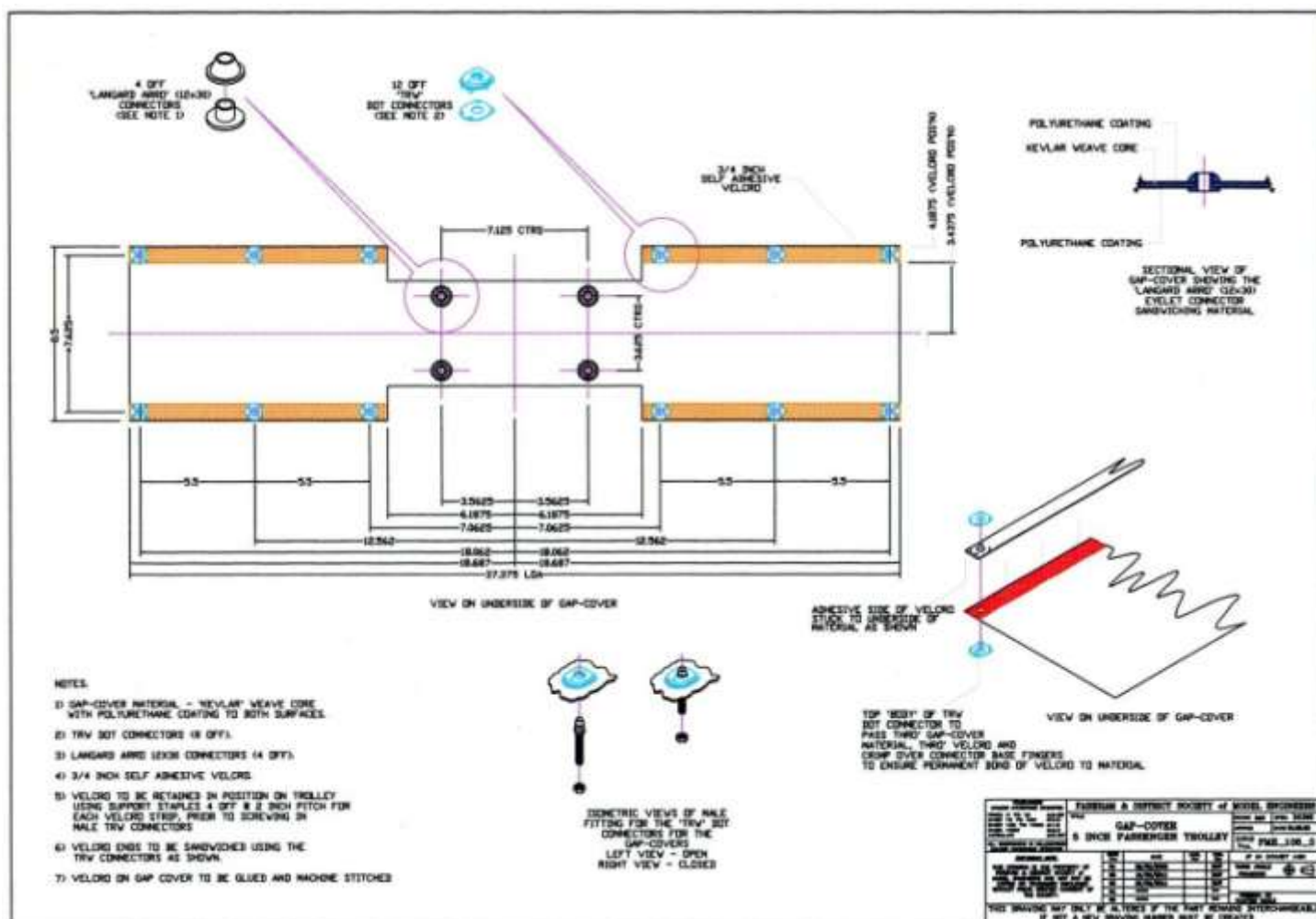
- Be easily fitted and removed.
- Be interchangeable between passenger trolleys.
- Be of sufficient strength to withstand the loads likely to be applied to the cover including kicking and the weight of a child standing on the top.
- Be tamper proof such that the cover cannot readily be removed whilst it is in service.
- Be of stable construction such that the performance is not affected by high ambient temperature.

## **Standardisation**

In order to meet the requirement of interchangeability it will be necessary to meet the following criteria:

- The gap covers will need to be manufactured to some form of template.
- The interface on individual trolleys will need to be of common design.
- The bars connecting trolleys will need to be of uniform pitch centre holes.
- The mechanical fixing points for the gap covers will need to be jig located.

A variation on one or more of the above criteria may require a specific gap cover to be manufactured to suit the particular configuration.



## Meeting the Design Requirements

- The gap covers are easily fitted and removed by the use of the TRW 'lift the dot' connectors.
- Interchange ability is achieved by the use of templates and jig fitting of the dot connector parts, male and female. Care should be taken in the design of the cover to take in to account the distance between the trolleys as defined by the centre distance of the bar coupling together with the increased gap movement when the trolley is on a curve of minimum radius.
- Strength is achieved by the use of the Kevlar based material. Alternative materials may be used but the material should be of sufficient strength that it does not readily tear when subject to normal usage.
- The cover, when fitted, is tamper proof by the use of the TRW 'lift the dot' connectors. These can only be released when lifted from below which is not readily possible whilst in service.
- The self adhesive function of the Velcro is only used for nominal fixing to the trolley and the cover. Structural strength is achieved by the use of staples on the trolley and machine stitching on the cover, together with the mechanical fixing of the dot connectors. Reliance on the self adhesive function alone is not recommended due to degradation of the adhesive in high ambient temperatures.



## Typical Installation

A typical installation is shown on the pictures herewith. Design modifications will be required to suit individual trolley design and track conditions. In some cases it may be appropriate to add foot rest gap covers provided that they do not produce an additional hazard.



## Extract from:

# Passenger-carrying miniature railways Guidance on safe practice

This guidance has been agreed by the Health and Safety Executive (HSE) and the Miniature Railway Liaison Group and can be found on the Southern Federation's web site

## RISK and ASSESSMENT – For us all to keep in mind

Miniature railway operators need to introduce procedures to identify hazards and assess risks to determine what control measures should be adopted to avoid risk or reduce it to acceptable levels. Procedures for existing miniature railways should be kept under review in order to identify whether any changes to the control measures are needed.

Most accidents happen because simple precautions are not taken. An assessment of risks involves looking at what can go wrong, the likelihood of it going wrong and what needs to be done to prevent it from happening. Risk assessment is often about applying common sense in a logical way. A good risk assessment needs to:

- identify the hazards;
- look at who might be harmed and with what degree of severity;
- decide whether the risks are already adequately controlled; and
- determine what further action (if any) is necessary to control the risks.

A risk assessment needs to be carried out during each stage of the design, planning, construction, operation and maintenance of a miniature railway. For an existing miniature railway, a risk assessment needs to be carried out for the ongoing infrastructure and operation.

A risk assessment may be carried out by anyone who has suitable knowledge and experience of the operations involved. Remember that the owner or operator is responsible for seeing that the risk assessment is done and is adequate.

The recommended approach to risk assessment consists of five steps as indicated below.

**Step 1** Look for the hazards. 'Hazard' means anything that can cause harm (eg hot ashes, runaway vehicles). Look at all of the activities, including non-routine tasks. Look at what actually happens rather than what should happen.

**Step 2** Decide who might be harmed, and how. There are volunteers, members of the club or society and members of the public to consider. Think about how people may be at risk either in carrying out their tasks or as spectators or passengers.

**Step 3** For each hazard, evaluate the chance, big or small, of harm actually being done and decide whether existing precautions are adequate or more should be done. For each hazard, consider what would be the worst result. Would it be damage to limbs, someone being burned, scalded or even killed? How likely is it to happen? If you consider more needs to be done to control the risk, ask yourself if you can avoid the hazard by performing the task in a different way. If not, you need to think about controlling the hazard more effectively:

- Choose the most important thing to tackle first.
- Work with those performing the task to solve the problems and agree precautions.
- Don't forget that new training and information may be required. Remember, even after all precautions have been taken, some risk will often remain. The important things you need to decide are whether the hazard is significant, and whether you have taken satisfactory precautions so that the risk is as small as possible. Check this when you assess the risks.

**Step 4** Record the significant findings of your risk assessment. A 'significant' hazard has the potential to cause serious harm. You can keep paper or electronic records but make sure these are easily accessible. Remember, you only need to record significant findings. These would include the hazards, the existing control measures and the people who may be affected.

**Step 5** Review your assessment from time to time, and revise it if necessary. Remember that things change - you might start new operations or there may be technological or social changes. Rules get broken and people don't always do as they have been told. The only way to find out about changes like these is by checking. Don't wait until something has gone wrong. Check that the hazards are the same and that the precautions are still adequate. You should record the results of the review.

JC and his Schools loco at the meeting of Southern locos at Bournemouth earlier this year.





# Locos at August Public Running

Photos Richard Holt



## Extra Events in September

12<sup>th</sup> September – Visit to the Great Cockrow Railway, Chertsey. We usually car share and leave the Club at about 9am. There is a very good cafe on site or bring your own lunch.

19<sup>th</sup> September – Charity Run at the Viables for the Autistic Society. Details to be confirmed.

## EVENTS FOR THE NEXT THREE MONTHS

### September

1	Meeting Night
6	<b>Public Running</b>
13	<b>Visitors' Open Day (Sun)</b>
15	Meeting Night
26	Members Running Day (Sat), incl. Fish & Chip Supper
29	Meeting Night

### October

4	<b>Public Running</b>
11	Members Running Day (Sun)
13	Bits & Pieces Evening
27	Meeting Night
31	<b>Halloween Public Running (Sat Evening)</b>

### November

10	Bring & Buy Evening
15	Members Running Day (Sun)
16-20	AGM (Date to be decided)
24	Meeting Night

# Basingstoke & District Model Engineering Society

## 2015 Calendar (Draft 1)

### January

1 Members Day (Thursday)  
6 Meeting Night  
17/18 Maintenance Weekend  
20 Bits & Pieces Evening

### February

3 Meeting Night  
8 Driver/Public Running Training (Sun)  
14/15 Maintenance Weekend  
17 Meeting Night

### March

1 Driver/Public Running Training (Sun)  
3 Meeting Night  
14/15 Maintenance Weekend  
17 Meeting Night  
31 Meeting Night

### April

6 Public Running (Easter Monday)  
11/12 Miniature Steam Rally  
14 Bits & Pieces Evening  
28 Bring & Buy Evening

### May

3 Public Running  
12 Stationary Engines  
17 Visitors' Open Day (Sun)  
26 Meeting Night

### June

7 Public Running  
9 Bits and Pieces Evening  
20 Members Running & Barbecue(Sat)  
23 Meeting Night

### July

5 Public Running  
7 Meeting Night  
12 Members Running Day (Sun)  
21 Meeting Night

### August

2 Public Running  
4 Bring & Buy Evening  
18 Meeting Night

### September

1 Meeting Night  
6 Public Running  
13 Visitors' Open Day (Sun)  
15 Meeting Night  
26 Members Running Day (Sat),  
incl. Fish & Chip Supper  
29 Meeting Night

### October

4 Public Running  
11 Members Running Day (Sun)  
13 Bits & Pieces Evening  
27 Meeting Night  
Halloween Public Running  
(Sat Evening)  
31

### November

10 Bring & Buy Evening  
15 Members Running Day (Sun)  
16-20 AGM (Date to be decided)  
24 Meeting Night

### December

6 Public Running  
8 Meeting Night  
22 Meeting Night

Public Running 11am to 4pm (setup from 9:30am) Sunday, unless stated otherwise

Member's Running days 10am to 5pm

Tuesday Evening Meeting 7pm to 9pm, with optional members running afternoon

Maintenance Weekends - Working parties to keep track & site shipshape. Check notice board for details



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If you have received a copy of the newsletter by post, it is because we don't have your Email address. Each newsletter costs over £1.50 to print and post, where as Email is effectively free. If you do have an Email address, which we can use, could you please Email me with your details.

*Jon Evans*  
*Treasurer*

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*Vice Chairman*  
*Secretary*  
*Treasurer*  
*Director*  
*Director*  
*Director*

**John Croker**  
**Colin Stubbs**  
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**Darren Davis**  
**Steve Newell**

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<i>Electrical Work</i>	<b>Jon Evans</b>
<i>Library</i>	<b>Ken Jones</b>
<i>Station Buildings &amp; contents</i>	<b>Dave Andrews</b>
<i>Publicity</i>	<b>Dave Mitchell</b>
<i>Track maintenance</i>	<b>John Hutson</b>
<i>Site maintenance</i>	

**Eric Widdowson & James Barrett**

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<i>Webmaster</i>	<b>Mike Bowman</b>
<i>Newsletter</i>	<b>Austin Lewis</b>