

# EXPANSION LINK

BASINGSTOKE and DISTRICT MODEL ENGINEERING SOCIETY



Volume 9 - Issue 4 – December 2015

Editor Austin Lewis



Loco owned by Alan Russell Photo by James Barrett

# The AGM 2015 – John Croker

BASINGSTOKE & DISTRICT MODEL ENGINEERING SOCIETY LTD

## CHAIRMAN'S REPORT 2015

Following the excellent season experienced during 2014, the track team knuckled down to the task of improving the curve leading to the tunnel.

A recommendation made by John H to trial PNP sleepers and matching chairs was agreed by your Board and the relevant parts were obtained. This resulted in a generally easier system to lay, with the added bonus of not having to renew the sleepers every 2 or 3 years as required at present. The downside of this system was not having rollers strong enough to bend the thicker rail section required by the sleeper chairs, especially at the end of the rail lengths.

One thing we must consider for track maintenance is our desire to have the track maintained when it is not required for use, ie, during the darkest winter months. To prevent upsetting the 'track team' by members constantly asking 'will it be ready for the steam rally?' we may have to consider having a maintenance period during the summer months which would necessitate cancelling a Public Running Day.

Due to our improved financial standing there are many proposals in the offing for the future, such as a new carriage shed and swing link in the main line enabling a complete set of rolling stock to access the main line without the need for lifting trolleys and running around for couplings, etc.

This, of course, is all in the future and not just dependent on volunteers, as we will first have to secure a new Lease. Although this is due in early 2016, previous experience has shown this process can take up to 18 months.

In March, some of our members attended the Southern Federation AGM. Apart from the transfer of the old Southern Federation assets to the new Limited Company (some £22,000!), the most interesting part of the Report was from Tony (Walker Midgley Insurance) on the insurance claims made during the past 4 years. There had been several claims for injuries derived from sparks.

The following examples were given: In 2012 one settlement was made for £5,000. In 2013 one claim, not settled at that time, was for £7,500. In 2014 burns to child £2,000 and in one claim in 2014 payments made at the time of the meeting totalled £11,500

Although there are no plans at present to enforce the fitting of spark arresters, our attention was drawn to the Southern Federation Club and Society Insurance Scheme statement that "It is strongly recommended that spark arresters are fitted to chimneys."

One instance was given, reminiscent of our own experience last year, where a child caught his/her feet between the trolley and the raised track. This claim had not yet been settled. This lack of settlement is not unusual. An example was given where a 4-year old can make or finalise a claim up to 10 years after the event. This, therefore, shows the importance of keeping accurate records for the maintenance of every piece of equipment, together with a summary of every incident, listing witnesses, etc, as well as action taken at the time. The main advice given was that, by all means sympathise but, on no account admit blame and ensure that relevant records are kept.

An incident involving a Southern area Society occurred during this summer when a serious derailment resulted in the hospitalisation of a member or visitor. The subsequent involvement of the local H&S Office resulted in the immediate closure of the raised track. In this case we will not learn any lessons



until the full H&S Report has been published.

During the last AGM I threatened you with a new set of running procedures and guidelines. This threat has not gone away, but the Board realised that these must include a set of standards compatible with our track and to cover the strongly recommended H&S/Southern Federation guidelines. These running procedures have required much deliberating amongst the Board, with many versions having to be amended on several occasions. However, a draft set of guidelines was available in time for the Steam Rally. These were displayed on the table in the Clubroom for all members to see. However, that table was taken over by the First Aiders who used the Clubroom as their surgery, office and messroom, covering all the papers displayed.

Steve Newell has bravely volunteered to put the final touches to the running guidelines and, also, to introduce a set of standards compatible with our own track and layout. These details are virtually complete and only await the final approval of the Board.

Recent events have indicated that we need to improve our own means of communication. For example: trolleys which had been withdrawn from service were used for public running - there was no note attached giving the necessary information; passengers not being warned before - or if necessary - during the journey, not to lean out and to keep limbs inboard; plus two members felt it necessary to send a letter apologising for their actions taken prior to a Public Run. Perhaps it is the members responsible who should apologise for not keeping members fully informed in the first place. It is obvious we need to improve our methods of communication, not only written, but verbally between members.

It is anticipated that once the new guidelines are published, every member will have their own copy and that training schedules for each Public Running activity will take place before the next running season.

Turning now to the season just ended, we have again been very fortunate with the weather, which has resulted in another very successful season of Public Running. From the Steam Rally through to Halloween it seems we were guaranteed a steady income. Two events in particular were notable for setting records: the August Public Run must have been the best ever day run with standard fares which resulted in over £630.00 being taken. The Halloween Run netted a total of £765.00, which included £35.00 for rides behind Ewan's traction engine.

Whilst thinking of how well we have done this year, I must thank everyone who has made this possible in the first place. From those involved in managing track, signal, running equipment, electric loco and site maintenance to refreshments, everlasting raffle and event organisers, plus all those who regularly volunteer to staff the railway on running days. Your efforts have ensured our success.

On the social side, we seem to have entertained the same visitors and visited the same venues as in previous years. The main local additions this year were I.M.L.E.C. at Bournemouth and the Southern loco rally at Guildford. That said everyone enjoyed the annual pilgrimage to Great Cockrow Railway (thanks to Mick Lowe) and a sizeable contingent enjoyed the day's running, plus, of course, the fish and chip supper at the Dreaming spires Rally.

We urgently require more members to become involved in the Garden Railway. This facility was built at the request of the membership and, at present, relies on two members who run and maintain this facility as well as helping with other activities. So if you are having difficulty lifting your loco onto the bench, etc, try a smaller gauge!

I would now like to wish the Basingstoke and District Model Engineering Society (now limited) and all its members a Very Happy Birthday. It was on this day the 18th November 1975 that a meeting was held in the town centre to which all interested parties were invited, to gauge if there was sufficient interest in the area to form a Model Engineering Society. We can now say, 40 years later, that the rest

is history. Perhaps we should celebrate in some way? Perhaps a meal for members and their wives/partners. We may also be able to celebrate something during the next Miniature Steam Rally, as 2016 will mark 40 years since excavations were started on the Viabes site.

Finally, as is customary, I would like to thank the Board for their efforts over the past 12 months and to wish the Society and incoming Board every success in the future.

and finally

## NOTES FROM THE 'ARM CHAIR'

During the recent Annual General Meeting the overall majority of members felt it necessary to have a change of direction in the maintenance planning in order to look to the future and this resulted in a vote for a change in the position of Chief Mechanical Engineer. The nomination was accepted by Eddie Turner who was duly elected. Due to the strong feeling at the meeting, the Board members present agreed that, in this case, the 2-year minimum membership rule should be waved and that Eddie was eligible to join the Board as CME, with immediate effect.

I would like to take this opportunity to welcome Eddie to his new post and to ask members to give him their full support in this challenging role. I would also like to welcome Dave Mitchell on to the Board and to thank Steve Newell for his contribution to Board matters to date.

Whilst this change is taking place, I should perhaps remind members and perhaps, to inform newer members, of the invaluable time and effort that John Hutson, the outgoing CME, has given the Society over the years. John first helped by driving the excavator to form the cutting and track bed of the railway, even though there were no members at that stage. Since joining the Society in approximately 1979, John has been involved in every department to date and been the driving force in many projects including: old and new tunnels, steaming bay, loading bay and hoist, track extension, workshop, changing clubroom to present location, station extension and awning, traction engine roadway, the original garden railway and track and equipment maintenance. As well as all this, John was always willing to help members with their individual projects.

On behalf of the Society, I would like to thank John for his overwhelming contribution to helping the Basingstoke & District Model Engineering Society become the established club it is today

JOHN  
Chairman

## MEMBER PROFILE – Eddie Turner

Following the request in the last Expansion Link for magazine articles, I realised that some of us newer members probably know little about other member's backgrounds - so at the risk of boring you to tears, here is how I became interested in this hobby.

From the early 1950's, my father had a small home workshop with an ML4 Myford lathe (that I was encouraged to use). On just failing to get to Grammar School, Dad made sure I attended a school that did metalwork from year 1. In a roundabout way this resulted in me becoming interested in steam - my daily 15 mile round trip entailed 2 journeys on the old steam driven Southampton Floating Bridge - and I could usually be found with my head in the engine room door, totally mesmerised by the workings of the two cylinder compound beam engine that powered it. When there were no inspectors about, I was allowed into the engine room and eventually got to drive it! (In fact, I got to drive all 3 of the steamers - floating bridges 8, 9 and 10 - before they were superseded by diesels).

Whilst at secondary school, Dad instilled in me the need to get an apprenticeship, so good GCE results were a must. Sadly we lost Dad to a combination of asthma and influenza just before I took my exams in 1959 but I still managed to get 4 passes which were enough to secure an apprenticeship in Ford's tool room at Swaythling plant. Dad's second wish was that I should have my own transport (a motorcycle) - Mum honoured that wish and I soon became the proud owner of a 1953 250cc BSA. My interest in steam was now being challenged by the motorcycle bug (which eventually won but not before I had bought the castings and materials for a Hielan Lassie from one of my new workmates at Ford's).

By the time I finished my apprenticeship, the motorcycle bug had got a good hold and I soon got interested in Motocross (or scrambling, as it was then known) and with 'Ford's assistance' had built my first scrambles bike (which I rode for 10 years). By this point, I was becoming less competitive so turned my hand to vintage trials, riding a 1950 trials Douglas for the next 25 years. Eventually, in 2003, I got talked into trying Sprinting - I was loaned a 1929 600cc Douglas - and soon got hooked, building and tuning my own bike - which ended up being competitive enough for me to take the British unlimited vintage championship in 2011.

Fortunately, my bikes (and cars) proved to be reliable and got me a reputation for putting engines together correctly and an offer, out of the blue, to work on larger machinery in the form of marine engines. So, for about 20 years I earned a living cruising around Southampton Water, the docks and the Solent maintaining a fleet of work launches and small tugs. I was even expected to stand in as skipper during busy periods. My reputation for bike building (I preferred building specials) also got me my next job - I was asked if I would be interested in restoring classic cars - MGB's and more exotic stuff like early 50's Triumphs and Jaguar XK120's and 150's. Whilst this work was very interesting, after a few years the boss felt there was not enough profit in it and eventually sold the garage site for redevelopment - so I needed to look for work again. A local 6th form college was advertising for a technician in the CDT department - a temporary job that may become permanent - so I applied and got it! The previous incumbent was having health problems and had been given 3 months to decide if he would like to take early retirement on health grounds - which he did and I was made permanent. I had fallen on my feet! The job was 'hands on' and anything which broadened the student's design options was encouraged - I was even expected to do 'homers' in lesson time so that the students could see processes that didn't fall within the scope of the normal lessons. The workshop was fully equipped with industrial machinery (ex Vosper's), along with computer controlled equipment for working with plastics - and most important, a foundry with welding equipment. Sadly, by 2003, the intake of students to CDT had dropped to the point that providing lessons was no longer viable,

so CDT closed and I was moved to maintenance but didn't have the same motivation, so decided to take early retirement in 2006 to concentrate on finishing my latest motorcycle project - to build a 4 cylinder bike based on a Douglas Dragonfly - this eventually took to the road in 2008, and after another couple of years, I had all the bugs sorted out, and the bike, on 2 occasions, won the award for the best 'non standard' machine at the Bristol Classic Bike Show.

During this time, I had still maintained a keen interest in steam (mainly railways) and with the downscaling of my motorcycle activities, needed something to fill the time available, so Marg suggested that I should consider buying a live steam loco. After scanning the ads, I came to the opinion that Station Road Steam probably had the best selection of locos available, so arranged to pay a visit with a view to buying one of the Winson 14XX locos they had in their 'fixer uppers' list. Having been informed that both the engines were in need of some fettling, I picked the one that had only been steamed the once, prior to being put on display. On getting it back to Southampton, the prophets of doom soon descended, telling me how bad these Winson locos were/are, but after a little fettling, it ran well - but only for short periods - it had a voracious appetite for 'O' rings! Eventually, I bored the cylinders and fitted thin wall stainless liners - at the same time paying attention to the slide valves which had a habit of falling away from the ports. Providing the lubrication is not skimped, it now runs well and has a good turn of speed, but proved to be a bit on the small side for passenger hauling, so thoughts turned to keeping a look out for something a little larger! This coincided with - shall we say - a period of political unrest at Southampton - so we ventured up the M3 to see what Basingstoke had to offer - and Marg and I were made most welcome (thanks guys - it is much appreciated!) We, and the 14XX soon became regulars at the Viabes track - but I still wanted something a bit larger for passenger hauling. I guess you could say 'I enjoy a challenge' - in my motorcycling days I scrambled a BSA Gold Star special (when they had gone out of fashion), trialled a Competition Douglas (some said it was like trialling with a JCB!), and ended up sprinting with a 1929 ex speedway Douglas - so my next move in the model engineering world was probably pretty true to character, I went to the other extreme and bought a 9F (Mick Lowe's Evening Star) - again, this needed some tweaking but I get a lot of fun and satisfaction from the tinkering and, hopefully, eventual improvement in performance.

Who knows, I may even find time before the plywood overcoat beckons, to finish the Hielan Lassie, which has now reached the stage of an unpainted tender, an air running chassis and a kit of boiler parts.

Eddie Turner

*Many thanks Eddie for a very interesting article – are there any other members out there who would like to tell us about their life, career and model engineering? There must be*

*Editor*



## Club visit to the Great Cockrow Railway 2015







An interesting coupling pin retainer – the bottom loop slips over the pin and the whole retainer rotates about the pin via a hole drilled through the head of the pin



One of these days  
when I get

.....

....finished  
(Baby!)







I wish it was 5" gauge



Mount up



The simple pleasures in life





No caption required!



Now don't look up but I think I can see a camera



Southern Pacific back on the tracks – a very large loco for 7 ¼" and as smooth as silk when running





A few of the Club who were present

And at the Club track – Michael Topping's recently completed 'Jinty' which looks the part and runs very well



Photos Austin Lewis

# Drummond 5 Inch Lathe: No 1249

Ken Jones



The lathe came into my position in circa 1952. I was working as an apprentice draughtsman in a company called Hackbridge & Hewittic, we made big transformers and mercury arc rectifiers and I worked next to a guy who seemed to have a lot of drinking friends. I happened to mention to him that I would like a lathe and of course he knew of one which was up for sale. I was about 17 at the time so I discussed the idea with my dad who agreed to come with me for a look. We drove up to London, Twickenham I think it was and found the address we had been given. The lathe was in a small wooden shed down this bloke's garden, not particularly well protected from the elements but seemed to be in good condition as far as dad & I knew, in fact neither of us really knew much about lathes. The owner explained that he had bought it to modify as a wood turning lathe but interest had waned on the idea, anyway, Dad was sufficiently impressed and agree to buy it and I know that it was exactly £5.00.

A 5 inch Drummond is no lightweight so some means had to be arranged to get it home which was in Addlestone Surrey. I have this memory of taking it home in the family car of the time which was a 1937 Ford 8, we must have made at least two journeys as a Ford 8 is not a big car, even so it must have been a struggle for the old girl.

Once home it was rigged up in the garage where it remained for about 20 years. I have no memory of assembling it; I think dad did most of it. As he assembled each part together he cleaned and painted them, he chose a fairly bright green for the outside and he painted the inner areas red. It had no motor being basically a treadle lathe (all the treadle parts were missing) but dad managed to



acquire a ¾ hp motor from where he worked (Aircscrew & Jicwood). The motor had been rejected because of a bent shaft, (but we never noticed it), so it came cheap at 35/- (£1.75), we had agreed that as dad had paid for the lathe I would pay for the motor but later he moaned that I had not coughed up, 35 bob was almost a whole weeks wages for me so he may have been right. Dad rigged up some bracketry and a motor mount and we then had a usable machine. He also built a tool try which he mounted under the bed. Dad did all this work to the lathe and was very proud of it but I am pretty sure that he never used it; however I used it quite a bit for the first couple of years. Dad was an aircraft fitter by trade and he had a skill of making hand tools. He quickly recognised that there would be some useful additions to the lathe tool kit and made several spanners specifically for use on the machine.

The drive was via a leather pinion onto the flywheel which must have been part of the treadle system; the flywheel had teeth cut into the largest of 4 flat belt pulleys and was very heavy. The concept of creating a gear out of leather and expecting it to transmit power through a gear train was a bit odd to me but it was still working for me about 50 years later. When running it made a sort of howling noise and the neighbours always thought that a storm had blown up when I used it. The flat leather belt also lasted a long time but I did get a new one after about 40 years.

I had an uncle who used to work for Long & Humpherries at Chertsey, he was a turner by trade and he was a great help in setting up the lathe, I remember dad telling him that he felt he had got such a bargain that he didn't bother to haggle over the fiver that the bloke asked for. Uncle found a three jaw chuck on a tip and made a back plate for it to fit on our lathe. I was impressed by the fact that he just come over, took a couple of measurements and machined the back plate (presumably in his lunch hour). When he fitted it to our Drummond headstock it fitted perfectly first time, I can't do that even now. It was a little while later that we discovered that there was a crack in it so it could have been an early victim of the health & safety mob, but I used it frequently and never bothered about the crack, anyway the maximum speed that I could run the lathe was quite slow and it was not likely to split apart. The chuck was (to me) unusual as the scroll was slightly coned so the jaws moved on a plane that was inclined away from the face. The lathe had come with a 4 jaw which I found very useful even though one of the screws was virtually useless as the square had become almost round. I used to set that one about right and tighten the others to it. The lathe had also come with a really impressive faceplate some 14 inches in diameter and that was a very handy item.

I remember that the first thing I made was a locking nut for the spindle; I copied the existing one which kept coming loose so you could only cut towards the head. It was a bit of a challenge as I had never cut a thread before but in the end it worked and is probably still there. I know that dad was very pleased with my effort as it made the lathe much more usable. After that I tried a bit of model engineering and made a pulse jet. This proved to a bit too ambitious and never worked, I also machined the inside of a set of brake drums for a guy at work, I was pleased with the result but he didn't even buy me a drink for my efforts so that was a lesson learnt about doing favours for people. I bought a tailstock drilling chuck from a good tool shop in Guildford and I remember buying a quantity of Slocome centre drills from some mail order outfit. I got about 25 and I still have a few left. Although the tailstock was No2 Morse the headstock was not -- so I set about machining a double tapered insert so I could use the drill chuck in the headstock. Bearing in mind that I had never done anything like this before it took a lot of thinking about first but I planned it out, foresaw some of the pitfalls and after several hours winding the top slide in & out and frequent angle adjustments I produced a workable result.

Time moved on and I got married and started up a home of my own. Mum & dad decided to move to Cornwall so the contents of the garage were up for grabs. Dad wanted to know what was to happen to the lathe, well, having a job, a home and a growing family, model making was not something I could spend time on but I was very reluctant to see the thing dumped so I agreed to move it to my place which was in Sandhurst Berkshire. Once again the lathe was dismantled, put into a car and moved the 18 miles or so to its new home, where with the aid of a friend it was assembled, connected to a mains supply and made ready for use. The year was 1970 and the lathe remained in this position for another 31 years.

During this period I found very little time to use the lathe, occasionally it would be used to turn up a drift to be used on the repair of some car or other but over most of the time it stood in the corner of the garage doing nothing. I considered dumping it on several occasions but always changed my mind as it represented a tool which could be pressed into service to solve a problem that no other equipment in my possession would. I remember that I spent some time making a jig for a friend who was working a little sideline making wind generators using Sturmy Archer hub dynamos for use on yachts. The jig was great success but almost immediately the outlet that sold him the dynamo's refused to supply him with anymore so he was obliged to stop making them so I didn't get anything from that job either.

We move on again to the year 2000 and retirement looms. I have always had a keen interest in Stirling hot air engines and I had made a couple of attempts to make one but with no success. I now had access to the internet and this opened up a vast area of information that was not available before, it was clear that the accuracy that I had been achieving with my limited machining skill was not adequate for the ideas I had in mind so I decided on another lathe.

Until this time I had no idea what the make of lathe I had and I started looking on the web for some information. I was amazed to find a picture of an identical lathe to mine (except that this one was still complete with treadle) on a web site called Old Engine House and that was the first time that I could name my machine as a Drummond. Since then I have seen another but I am not sure where, I think it was at a machine tool exhibition, possibly Warco. I found out that they were built nearby in Guildford and had occasion to visit the small museum there where I found a small Drummond on display. I contacted the curator and invited him to take my old lathe as an exhibit, he politely turned it down on the grounds that it would be too large for their little display but I should contact another gentleman who was interested in these things. I rang the phone number given and found I was speaking to an ex employee of Drummonds who had retrieved from a skip a lot of the old Drummond sales records. I gave him the serial number which I had found on my lathe and after a while he was able to give me details of the date and buyer. As I recall it had been sold to the Ministry of Works in April 1917 and this suggests that it was probably for use on a war ship, the actual ship being hard to identify. I have often considered the stressful situation which might be encountered if, as an armourer on a ship in the middle of the Atlantic being given the task of machining a part for that gun-- vital for the defence of the ship, using a treadle lathe in the middle of a storm.

Now that I was using the web I found a chat group interested in model engineering and I also found another who specialised in Drummonds, (both still going by the way) and having now retired I was able to spend more time finding out about both subjects. I took some digital pictures of the lathe and loaded them onto the Drummond picture gallery and they are still there, it looks a bit odd with its bright green livery but shows up well against the others.



I had located a Myford which I set up and started using so the old Drummond had to go. I had made contact with a gentleman named Dick Clements who had already helped me with advice on model engineering subjects and he expressed an interest in the Drummond so we did a deal and he offered me £180.00 for it. I included all the tooling I had such as a very large 3 jaw chuck and a large selection of screw cutting gears, some cutting tools etc. so I think it was a fair price. Dick came to pick up the machine with a trailer on the back of his Land Rover but although we did manage to get it on board it was far too heavy and not safe so we tried again a couple of days later but by this time I had dismantled the lathe into its separate bits, the bed, the stand, the motor, the flywheel etc. and it was much easier to transport.

I had now learnt a bit more about my lathe and it was clear that it had been somewhat modified. The second lead screw had gone and there must have been a sort of cross slide feed arrangement but that was missing. The headstock pulley had a weld on the middle belt diameter which I could never understand as it appeared to have been shortened and rejoined. The tailstock had a piece broken off and replaced by a bit of angle iron but was still usable. The rack was not great and had been rebuilt with some studs screwed into it and shaped to form teeth, it was too short anyway and if not careful the saddle could be unwound passed the end of it. The headstock spindle was always good without a sign of wear although somebody had been a bit heavy with a drift at some time and spoilt the capstan holes in the bronze bearing. The cross slide handle did not appear to be original and the way the nut was held was always difficult to keep tight.

At first Dick would send me pictures of his restoration progress but at about this time he had found out that he was seriously ill with some sort of blood disease. On each occasion that I met him he was very positive about his future and we were very hopeful about his recovery in fact I was able to locate a Lister farm engine which he was going to help his son restore but unfortunately this was not to be. He died in (I think) 2003 and I was concerned about the future of the old lathe and his tools but I had heard that a friend of his was dealing with his machinery and I felt that he would find a good home for all of it.

Even though I was no longer a Drummond owner I have kept in touch with the Drummond forum site (partly because I think I was instrumental in its inception) and a couple of years ago somebody named Scott wrote in that he was now the owner of a 5inch Drummond no. 1249. Well, a quick check confirmed that this was indeed my old lathe, so I mailed him with a copy of the above history. It appears that he had every intention of restoring the lathe but it was now missing its stand, its flywheel and motor drive. Unfortunately I have not heard anything more from him so the current whereabouts of my old machine is unknown. I know that there are many restorers of old lathes out there but to take on such a project as this old 5 inch machine is I think a daunting task so perhaps he has given up. So where is it now? Anybody's guess of course, it's probably ended up as scrap iron, it would have been worth a lot of money a few years ago, I hope not.

**Ken**

# Congratulations to Ian Roberts

See the extract from the Model Engineer 27<sup>th</sup> November – 10<sup>th</sup> December 2015

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## **Australia Trophy for Ian Roberts**

Reported in the Southern Federation of Model Engineering Societies' current *Newsletter* is the awarding of the Australia Trophy to Ian Roberts of Basingstoke & District MES for his beautifully presented GW Pannier Tank, No 3767.

The trophy was presented to the SFMES by the Australian Association of Live Steamers, in recognition of the close ties between to the two organisations; it is awarded annually for the 'Best Commonwealth Prototype' in any scale between 2½ and 7¼ inch gauge inclusive, at the SFMES Autumn Rally which was held this year at Southampton SME. Congratulations to Ian!

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# 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*

**Board Members**

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

**John Croker**  
**Colin Stubbs**  
**Brian Hogg**  
**Jon Evans**  
**Dave Andrews**  
**Darren Davis**  
**Steve Newell**

**Project Leaders**

*Catering manager*  
*Electrical Work*  
*Library*  
*Station Buildings & contents*  
*Publicity*  
*Track maintenance*  
*Site maintenance*

**Eric Widdowson**  
**Jon Evans**  
**Ken Jones**  
**Dave Andrews**  
**Dave Mitchell**  
**Eddie Turner**

**Eric Widdowson & James Barrett**

*Traction Engine Track*  
*Webmaster*  
*Newsletter*

**Austin Lewis**  
**Mike Bowman**  
**Austin Lewis**