

EXPANSION LINK

NEWSLETTER OF THE B&DMES

EDITOR JOHN TAVINER - VOLUME NUMBER ONE - ISSUE NUMBER TWO

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Editorial

On welcoming you to this, the second, edition of the new look newsletter I would like to say thank you to all those members who have expressed favourable comments on the content and layout of the first issue. When I took on the task of editing the newsletter I was somewhat apprehensive of doing a job that I knew nothing about. As it turns out some of these fears were unfounded and although it takes up quite a lot of time it is well worth the effort. However, I must stress again the importance of input from members who I am sure must have had some interesting experiences that they can write about for the benefit of us all. Don't forget it can be anything to do with our hobby including sales and wants, hints and tips or anything that could be of benefit or interest to members. As this newsletter is only published four times each year there may be a delay between submitting any sales or wants and them appearing in print. This should be taken into consideration at the time of submission.

There are several articles by members in this issue from which you may gain ideas and inspiration to submit articles of your own.

John Taviner, Editor.

Forthcoming Events

July

June 30th / July 1st GALA WEEKEND

Lots of help required for public running and for manning the static display also models for the static display.

3rd Meeting night.

14th Members running day (Sat).

17th Meeting night

22nd Garden railway day

31st Meeting night

August

5th Public running

14th Bring and buy evening

19th Members running day (Sun)

28th Meeting night

September

2nd Public running

9th Possible trip on Waverley, watch notice board.

11th Meeting night

16th Lions event @ Viables. Extra public running

23rd Members running day (Sun)

25th Meeting night

30th Extra public run.

30th Possible Trip out. (Club visit)

Destination to be advised, watch notice board.

Please note. Any items brought for the bring and buy evening should reflect our hobby and not be seen as an opportunity for clearing the junk from your garage.

Secretary's Notes.

Firstly, as most of you now will have seen our new neighbours (JP Morgan's secure storehouse) is nearing completion, and has resulted in a "nice" new boundary fence. This certainly can be described as "secure" and the fact that the boundary is both under video surveillance and patrolled should help the security of our site. The builders have cleared a lot of the old undergrowth and will be replanting the boundary with low ground-cover plants to provide a neat solution.

We have been trying to add a bit of spice to our calendar – the trip to the Romney, Hythe and Dymchurch railway was enjoyed by all I think, and we are planning a day out in September on the Paddle Steamer Waverly, the trip will be a full day starting and ending at Southampton and including a visit to the Isle of Wight and an excursion on the Swanage Railway! – Thank you to Andy Hobbs for researching this one.

Club Internet Bulletin Board

We have put up a private discussion board for the use of club members as we agreed at the AGM. This provides a location for you all to exchange messages, organise ad-hoc events and keep up with the latest news. While the web site managed by Stephen Newell provides the public face of the club (and very well too I would say) the notice board is a private space for us to hold conversations which we do not want to share with the world at large. It also has a complete calendar of events and a membership list so you can get in touch with members by 'phone or e-mail.

You can find this board at this address badmes.proboards51.com. To keep this private, when you first visit you will need to register as a user by clicking the link "[create a new account](#)", when you complete the

registration form this will be forwarded to one of the board administrators (me and Stephen) for approval – this ensures only bona-fide BADMES members can use the system. An email will tell you when you are approved!

Chuffin' Catering

I think this is a final plea... you will have noticed that the girls have not been at public running this year, although they did provide catering for the Maintenance & Open Days and will be "in operation" for the Gala.

The problem is that we are all very busy, for example Louise has been completing her degree course to become a teacher so time is very tight for all of us. What we need is a rota, which will mean that a team of 2 or 3 are responsible for each day we want to offer refreshments and the load is shared...

If you (ladies or gents) are willing to join such a rota please either drop a message onto the bulletin board (see last bit) or call Louise or I on 01420 562835.

Developments at Viables

Now that we have secured our 10 year lease from the council, we can start to make plans. Over the last few months there has been much talk of bendy points, carriage sheds, workshops, ground-level railways, signalling etc.etc.etc.

What we need to do is develop a "long-term" view of what we want to do and build at Viables. You will have noticed perhaps some of the sketches and designs Tom Burgess has been circulating for new workshop and carriage store. [Copies available in clubhouse.](#)

We do not have to rush at any of these projects, but I think we have great times ahead and a very positive future.

Malcolm Duckett.

2007 Model Railway Show.

The Model Railway Show is an annual event that is organised by the Basingstoke and North Hants Model Railway Society. The show is held at Aldworth Science College and this year's show took place over the weekend of 10/11th March. More space was available this year with the exhibits spread over three halls instead of the usual two. This meant it was much easier to view the model layouts and visit the trade stands without the usual jostling that occurs at this type of event. A total of forty eight layouts and trade stands were in attendance.

For the B&DMES stand we had a selection of three and a half inch and five inch gauge models on the Saturday and were joined by Brian Hogg with an example of the garden gauge on the Sunday.

The three and a half inch models were Terry Hobbs with his "William" John Dixon with his "Shay" logging locomotive and Stephen Newell with his "Juliet". Also in this gauge were a couple of wagons and a part built "Invicta Canterbury Lamb" locomotive.

The larger five inch gauge models included Bob Lovett's "Railmotor" and coal wagon, my own "Butch" and the electric powered models were represented by Guy Harding's "Metropolitan" and driving trolley disguised as a horse box.

A lot of interest was shown by the public with, hopefully, some more customers for public running and one potential new member. On the whole a successful weekend and we have already been invited back for next year. I feel I must add that I was more than a little disappointed at the position we

were allocated, being up on the stage. As there were two tall stands in front of the stage this meant that we were possibly missed by some visitors in spite of Ken Jones's extra direction arrows.

I would like to thank all those members who helped to set up on the Friday evening, Terry for his help in manning the stand on Saturday and to all those that helped man the stand and pack up on Sunday.

John Taviner.



Cheddar Valley Steam

As many of you will know Cheddar Models ceased trading about 18 months ago. I do not know the reason but I can tell you that Tim, the boiler maker from Cheddar Models, and his wife Claire, who worked in the shop, have recently started their own company making boilers. They can make boilers for all the common models from garden gauge up to seven and a quarter inch gauge and traction engines. They will quote for any specials to your particular needs. They have an excellent website at www.cheddarvalleysteam.co.uk they can be contacted by telephone on 0870 8554511 or e-mail at info@cheddarvalleysteam.co.uk If you require a boiler for any new project you are working on give them a call.

John Taviner.

Garden Railway

Continued from issue one.

Part of the reasoning behind investing in the garden railway was not only to appeal to a larger audience and attract new members but also to offer a new challenge to existing members. We have already seen members getting involved and running live steam locomotives at this scale very successfully, so to an extent we have achieved our initial aim.

Thanks must go to everyone who offered assistance during the construction, it was much appreciated. The next step in the development is to install steaming bays and sidings plus a passing loop to simplify running and to make life easier generally. By the time you read this some of this will already have been carried out.



We will be running at every members run and public run this year so please come across to say hello and have a chat. We will also be having a "Garden Railway Day" on Sunday 22nd July for those interested to learn a little more about garden railways and to try their hand at firing and driving members' locos under instruction and supervision so we hope to see you there.

So get out those old Mamods from the loft and give the track a try. You never know you may enjoy yourselves and get hooked.

Future articles will explain the various garden

railway scales, look at firing and running a live steam locomotive and go into a bit more detail about the range of locos and stock the members have running at the club.

David Dowson.

Steam powered Radio.

We have all heard the joking words "Steam Radio" applied to old radios. Well here it is for real. This demonstration took place during The Steam and Vintage event at Milestones Museum in May 2006. It shows John Hutson's 2 inch Fowler M7 traction engine driving a dynamo through a flat belt. The power generated is then used to light the model lamp post and power the small portable radio.



Truly a "Steam Powered Radio".

John Taviner

Ken's Contribution

1st and 3rd Angle Projection

There has been a discussion in the club house recently about 1st and 3rd angle projection and as I am a draughtsman I thought I would try to throw some light on the subject.

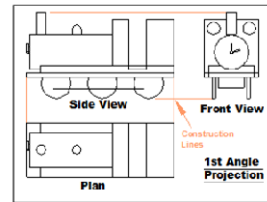
The draughtsman's job is to provide sufficient detail on paper for a manufacturer to correctly produce a three dimensional version of the part which he requires. Over the centuries many conventions for drawings have become established and the principle of providing several views of a part (as if viewed from different positions) is one of the most basic.

Usually, the draughtsman will prepare at least 3 views or elevations, and we will all be familiar with a side view, an end view and a plan. The decision to prepare the drawing in 1st or 3rd angle projection will determine where these views appear on the paper.

1st angle projection will show a side view of the item presented in the top left quarter of the paper, from this lines would be projected to create an end view which would appear in the top right hand area and the plan would be prepared by projecting lines from the side view downwards thus the plan would be in the bottom left quarter.

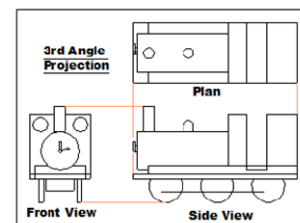
If we imagine we are standing on the left of a locomotive which is facing to the left and if we also imagine that it is standing on a huge piece of paper, a bird flying over the top would see exactly that, - the top, which of course is the plan, this then must be in the bottom left hand area of our huge sheet of paper. For our bird to see a side elevation we would need to roll over the locomotive, (top away from us) and lay it on its side—hence 'side view' which will now be located in the top left of our sheet of paper. As for the end or front view, we must raise the entire locomotive turning it through 90 degrees, (front away from us) and place it on the right

(see sketch).



So what's wrong with this I hear you say, well it seems that the fact that the end view is obliged to show detail which is actually at the opposite end of the side view (way over to the left) tended to confuse. A further complication was that the Americans had adopted the other method (3rd angle projection) and because this places views differently it was rumoured that parts were being made with details fitted to the wrong end.

Let us return to our locomotive positioned upright on its huge piece of paper. If our bird flies over again he will see exactly the same plan view as before but this time we will move our paper so that the locomotive is in the top right hand area. In order to create the side view we must lift and rotate the engine, (wheels towards us)- and place it down in the bottom right hand area which is exactly where we would need to stand to see this elevation, as below.



Similarly, the front view is located by standing at the front of our engine, raising it and rotating it, (tender towards us) and placing it down in the bottom left hand area, in effect at our feet. This then is 3rd angle projection.

Ken Jones. April 2007

Romney Hythe and Dymchurch Trip

Sunday the 29th of April saw us off on a club trip to the Romney, Hythe and Dymchurch Railway.

It was a bright sunny morning; Malcolm had hired a minibus to take all eleven of us. We set off at 8.30 sharp, straight down the motorway stopping for our customary breakfast at Clackets Lane Services on the M25. As we reached junction 10 on the M20 it started to rain, everybody thought we were in for a wet time but by the time we reached Hythe station it had stopped, cheering us all up. We all piled out into the station booking hall/shop proceeding to get everyone confused as to who was an OAP, it worked out that most of us were entitled to a concessions ticket, John Croker ended up with two concession tickets which made John Hutson his son (we think that's how it worked out in the end). Malcolm had made arrangements to see the signal man at New Romney station to look around the sheds, by this time it was coming up for 11.30 and time to board the train to New Romney.



At New Romney we were taken to the workshop and introduced to the foreman - fitter who gave us a very interesting tour of the workshops and train sheds. We left there just in time to catch the next train to Dungeness. We arrived at the station which is right out on the point, a wee bit windswept,

we had a twenty five minute wait for the train to start back down the line, if you missed this one there was two hours until the next one. Arriving back at New Romney we had about an hour and a half before the last train back to Hythe, this was spent looking around the model exhibition and buying videos. Some of the group had a stroll down to the sea but the tide was out and all they could see was miles of sand. We got back to Hythe at about 5.15, left at about 5.45 and arrived back at Basingstoke at 7.40. I think everybody had a good time and are looking forward to the next outing.

Our thanks to Malcolm for the organisation and the driving.

Tom Burgess.



The pictures show Fred posing for a glamour shot by Malcolm, John Croker making mental notes on a colour scheme for his next model and Black Prince 2-8-2 on the turntable (Ed.)



Milestones Model Engineering Show

Over the weekend of 21st/22nd April B&DMES participated in the Model Engineering show, which was held at Milestones, Hampshire's living history museum. The weekend started on Friday afternoon inside Milestones setting up the static exhibition display and the live steam garden railway. Despite eight tables being booked it soon became obvious that this number was inadequate for our exhibition and the garden railway. So, possession being 9/10^{ths} of the law, we covertly doubled the number of tables. By early evening everything was set for the weekends events. On Saturday morning (early morning for some of us), we setup two 5" gauge tracks outside milestones. A ground level track was positioned in the car park outside the front entrance to Milestones and a raised track was positioned on the grass running down the side of Milestones.



Having a Model Engineering show inside Milestones provided an atmosphere not normally seen at Model Engineering shows. This combined with more Model Engineering clubs and societies under one roof than normally seen at any national Model Engineering show in the south of England, indicates what a well supported and successful show Milestones was. B&DMES put on a good exhibition with a diverse cross section of Model Engineering exhibits ranging

from Hot air engines, Stirling engines, miniature static steam engines, right through the railway gauges culminating in two work-in-progress Gresleys, displayed on innovative work holding stands. Malcolm Duckett even managed to provide a live demonstration of his Quorn grinding machine in action, probably the first demonstration of its kind ever at an exhibition. Outside we managed to run five electric locos and one steam engine hauling passengers on both days.

Although the show was not as well attended as we would have liked, we as a society, did significantly raise our profile within the Basingstoke area and in the Model Engineering fraternity. As this was the first Model Engineering show which many of our members have exhibited at, I believe that B&DMES did ourselves proud. So well done to all those who took part and thank you for making it a successful show. The Milestones curator is under pressure from the Southern Federation to make this an annual event.

Graham Blissett, Treasurer

Gala Weekend

The Gala weekend 30th June/ 1st July is fast approaching and armed with one of the lessons learnt from Milestones. If any member wishes to provide Model Engineering items for the Gala exhibition, located in the club house, could they please let me know in good time and preferably not on the Friday evening before the Gala. The problem is arranging the insurance to cover the exhibits, which has to be agreed in writing with the insurance company, for named items, by 5:15pm on the Friday evening. So if you could let me know in advance what you would like to exhibit and its insurance value I would be grateful. It will also reduce my stress level and blood pressure!!

Graham Blissett, Treasurer

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B&DMES Clothing

I am glad to say that we are now in a position, having achieved the minimum number of signatures, to place an order for B&DMES polo shirts and sweat shirts. However, there has been a slight hiccup with the supplier, due to an issue of colour and the availability of some sizes. This has also led to a potential slight increase in cost. I am working on this and will report back to members who have signed up as soon as I know the full details. If you have not yet signed up and wish to do so, please contact me and I will add your name to the list.

Graham Blissett, Treasurer

Who's Who?

Chairman	Vacant
Vice Chairman	Terry Hobbs
Secretary	Malcolm Duckett
Treasurer	Graham Blissett

Committee Members

John Taviner	Newsletter
Simon Hutson	Garden Railway
Tom Burgess	Member

Project Leaders

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

Bye, bye Bluebird

Lastly, you may also know that our beloved petrol-hydraulic has been sold to a new home, and the committee and members decided to purchase a new electric club loco... This 6 motor type 66 loco has now been ordered



from Maxitrak and the kits of parts are expected anytime now...quite a machine!