

# EXPANSION LINK

## NEWSLETTER OF THE B&DMES

EDITOR JOHN TAVINER-VOLUME Six Issue 2. June 2012



### *Editorial*

Hello to all members.

Whenever I sit in front of a keyboard and a blank screen to start on a new issue of the club newsletter "Expansion Link" I am never quiet sure what to write. This issue is different in that the obvious topic is that of our late Chairman Terry Hobbs. As you will all be aware by now Terry passed away on Sunday June Third 2012.

Terry had already submitted his Chairman's Chat and I have decided, after much consideration, not to leave it in. In it's place Steve Newell has written a few words on his time with the club. I will not comment any further except to say "So long Terry, it's been good to know you".

In this issue Fred Cooper has related on the auction sale of a collection of a steam enthusiast, Steve Newell has written about the duties of the guard on passenger trains and Ken Jones reminds us that the club library holds a selection of drawings for a number of locomotives that are available for members to borrow and Jon Evans Has his Treasurers notes plus a report on the steam rally held back in April. Also included are a selection of pictures of the rally from Jon and new member Austin Lewis. Austin came to the rally as a visitor, liked what we do and joined as a member. To Austin and all new members Welcome to the B&DMES.

*John Taviner. Editor.*

### *Forthcoming Events.*

July

- 1 Public Running
- 7 Members Running Day (Sat)
- 10 Meeting Night
- 14 Public Running (Sat)
- 24 Meeting Night

Aug

- 5 Public Running
- 7 Bring and Buy Evening
- 18 Public Running (Sat)
- 21 Meeting Night

Sept

- 2 Public Running
- 4 Meeting Night
- 15 Visitors Open Day
- 18 Meeting Night
- 30 Members Running Day (Sun)



## *Terry Hobbs*

It is with great sadness and regret to report that Terry Hobbs, the Society Chairman, suddenly passed away on the morning of Sunday June 3<sup>rd</sup>. He was an active member of the club for over 10 years and was the Chairman for over half that time. Terry was always keen to welcome prospective members and felt strongly about encouraging youngsters into the hobby. A keen railway enthusiast, his love of Great Western engines was well known from his younger days train spotting at Bristol Temple Meads station; he would often arouse friendly club rivalry by belittling other railways and their engines!



Away from his committee duties he was a prolific loco builder, turning out ten 5" gauge locomotives and a 700 feet dual gauge raised track at his home. His first and favourite engine, he named 'Bodgebok', named partly after the Martin Evans B1 design on which it was based, but largely from the fact he 'bodged' it together having rescued it cut up from a skip - an impossible task for most, but he felt sorry for the engine and wanted to see it running again. He relished the challenge and 'the old girl' has long since held a soft spot with him. Outside of the Society, he was a devoted family man and leaves behind his wife Eunice, Son Andrew and daughter Alison, to whom all our sympathy's extend.

The picture shows Terry driving another of his engines on the club's track at Viables.

*Steve Newell*

*Picture by James Taviner*

## *Treasurers Notes*

Thank you to all the members that have renewed their subscriptions for the coming year.

However there are 11 subscriptions still outstanding.

We have also recently recruited 3 new members.

This brings the current membership up to a total of 52.

The Steam Rally in April was, thanks to John Poulter and the team, a great success and generated a lot of publicity for the club.

It also made a small surplus just enough to do it all over again next year!

*Jon Evans Treasurer*

## *The Steam Rally 14<sup>th</sup> – 15<sup>th</sup> April 2012*

Monday morning 18<sup>th</sup> April 2011 and the last of the exhibitors leave the field with a passing remark "Nice Rally – see you next



year".

What was initially a one off, was suddenly turning into an annual event – What had we done!.

A few months later the Rally Committee

reforms and we start again. The theme this year was decided to be 'Hampshire Steam', with emphasis on Taskers of Andover, Wallis & Steevens and Thornycrofts of Basingstoke.

Many Wednesday nights were spent organising exhibitors and traders, constructing more Car Park signs and producing hundreds of advertising fliers to drop into local business, exhibitions and



houses in the local area.

Before we knew it the Rally weekend was here. There is a hive of activity in the hall and around the site. The tables and stands were erected, whilst on the field the first of the 40 odd engines arrived. One of the first exhibitors in the hall were the Reading MES who, not only had their exhibition display, but also agreed to help out with the Public Running.

Among the traders were Tools 2000 with their 48 foot long stand and HPM steam with Jon Poulter's McLaren proudly displayed along side.

The usual suspects again held the overnight security vigilance in the hall only to get rudely awakened in the early hours of Saturday morning by the cleaner!

Saturday morning came and our worst fears were confirmed...Its raining...but not for

long. The weather over the weekend was not as good as the previous year but at least it stayed dry, the crowds slowly increased. And even the ice cream lady sold a few. The Exhibitor Hall seemed to be a success again with the extra traders and attractions. On the field the steam carousel was the star among the public but Les Riley's McLaren traction engine seemed to draw attention from the model engineers, especially his CNC gear cutting.

The train rides were very popular and there were always large queues for Ewen's tractor engine rides.

"Nice Rally – see you next year" .....Isn't this where we came in - Watch this space!

*Jon Evans*

### *The Salem Collection sale.*

A chance conversation threw up the fact that local auctioneers Dreweatt's of Newbury, were to auction a collection of miniature steam locomotives, I quickly used the internet for it is correct purpose and discovered that on the 24<sup>th</sup> of April the extensive collection of Jack Salem, was to be sold. 18 locomotives in total, ranging from 2.5 to 10.25 inch gauge. We therefore planned to visit the viewing on the Saturday before.

The late Jack Salem was by all accounts a very successful industrialist who had retired to Geneva. His garden railway boasted 3.5, 5, 7.5 and 10.25 inch gauges, and a fully air conditioned, heated loco shed come stores, in the form of a Swiss chalet. For motive power he commissioned "one off locomotives", from some of the most eminent Model Engineers in the UK. These were now being disposed of by his family.

As we entered the entrance hall at Dreweatt's, we were confronted by a 9.5" gauge fine scale Great North Ivatt Atlantic, 4-4-0 built by Harry Powell, who had spent his working life at crew works. Its detail and finish were second to none. Near by from the same builder, was the magnificent 7.25" "Duchess of Buccleuch". This locomotive complete in every detail, even down to the steam coal pusher in the tender. It was just a smaller version of Staniers original design. The final locomotive in the entrance though hardly a miniature was a 10.25" gauge Royal Scot "The Welch Regiment", built by Louis Raper. At a rough estimate we put this in as approaching 2 tons with a copper boiler, and the tender.

The main sale room resembled an exhibiting with the remaining locomotives well set out giving easy access for viewing, possibly designed to loosen one's purse strings. Great Western engines were obviously a favourite, with a fine Large Prairie, in 7.25 gauge, along side a Dean Goods, again in 7.25". In 5" gauge again there was some good examples of Great Western engines including a Castle, King, and 47XX heavy freight engine. There was also a nice North Eastern 0-4-2 tank, a Britannia, and one of my favourites a Garrett. Although most of the engines had been steamed, none looked to have done any real work. Being fine scale they were to my mind far too fragile for day to day running, and would only ever be steamed on high day and holidays. Any discerning engineer could never tire of have any one of these engines as an ornament. Although obviously out of the depth on the engineering side, to Dreweatt's credit, all these fine scale locos had been extremely well cared for in their long journey back to the UK. They were displayed in a lightly cleaned, condition, where potential buyers

could examine them close up. Each engine had a good write up which conclude that the engines were sold un-tested, and a full boiler test should be carried out before attempting to steam them. For those intending to bid there was a buyers premium of 22% with the VAT on this taking it to an over all 26.4% on the hammer price.

On the day of the sale close friend, roller driver, and Mid Hants fireman, Pete Narroway attended and furnished me with the following selection of prices:-

7.25" Duchess £140,000

5" North Eastern 0-4-4 tank £7,500

5" Britannia £31,000

5" L&Y 0-6-0 Goods £13,000

7.25" Large Prairie £30,000

10.25 Royal Scot £45,000

2.5" King Arthur £8,500

Possibly it will be many years before another collection of this type comes up for sale, and with one gentleman buying three locos, perhaps those with money can see that British Engineering, at its best, is still a sound investment. Although not the spirit of the hobby Model Engineer, working in his spare time with materials, recycled from the scrap bin, but all these loco's all started life as a commercial propositions.

*Fred Cooper*

### *Guards duties during public running*

Much has been said about guarding of passenger trains during public running over the last year and it was raised at a recent committee meeting for discussion. It was observed how there is often a shortage of willing volunteers to man the station and guard the trains during busy times and often members of limited aptitude were being put into a position of responsibility with duties

they may not be fully aware of. This issue came to a head when some club members expressed their concerns over the increasing number of trains being guarded by junior members of the Society at the first club steam rally; their competency to do the task being the issue in question, rather than their age specifically. Other examples of guards failing to protect their trains was discussed and so on and it was therefore thought by the committee to be a good idea to make use of our excellent Society newsletter to provide the membership with a refresher what a guard's duty entails.

Firstly, a little bit of background is needed as to why we should all know how to do the job properly. Any Society that wishes to be a Member of the 'Southern Federation of Model Engineers' agrees to run it in accordance with the legislation set out by the Health and Safety at Work Act 1974, despite us being a non profit/volunteer organisation. This means that all club activities, particularly those concerning the public, should be carried out in accordance with written procedures which are drawn from risk assessments and best practice-this is also the first clause of our club insurance policy with Footman James. This Act places duties on employers, manufactures, people in control of premises and employees. In laymen's terms anything we do on the site, for the site or towards other people on the site has to be done in a safe manner, following safe methods. Why do I mention all this you wonder? Well, to draw attention to the Society's Health and Safety Document (yes, we do have one!) which contains all our policies and procedures for on site activities, for which there is one for Guards Duties.

The following details the responsibilities

held by the guard and are based on the points set out in the Society's written procedure as well as good practice. It should be observed during your time whilst acting as a guard that ;

1. *The guard has ultimate control of the train from departure to arrival;*

Only the guard shall release a train-Drivers will wait for his whistle only. A single blast on the guard's whilst indicates to the driver the train is safely loaded, all tickets are clipped, all passengers are sat upright and children are properly supervised. *Remember, drivers are NOT responsible for the loading or the security of their passengers throughout the journey - that is the guard's responsibility.*

2. *The Guard can stop the train;*

The guard also has control of the train when underway and can stop the train if progression is not considered to be safe. Short repetitive blasts on his whistle will signal to the driver to stop immediately-the guard may wish to use his brake to assist. Typical reasons to stop during a journey are derailments, children dragging their feet along the ground, passengers sitting incorrectly or excessive leaning out with video cameras.

3. *The guard is responsible for the passengers on his train*

Remember, it is a guard's job to observe his passengers at all times throughout the journey. He should not be afraid to instruct a passenger to stop doing something that may endanger the train or the passengers themselves, typical examples include children attempting to grab passing foliage or attempting to shake the train from side to side, likely to cause a derailment. It is not

unknown for serious damage to be done to locomotives and tenders due to a sudden derailment of a passenger truck, particularly when the derailed leg boards meet a concrete track upright. Also, it is the guard's job to escort his passengers to a position of safety if a train fails for whatever reason.

#### ***4. The guard is responsible for protecting his train in the event of an emergency***

This point is an important responsibility for a guard to remember to undertake; a rear end shunt can cause injury as well as wrecking someone's pride and joy. If your train is required to stop, whether due to a red signal or problems with the train itself, the guard should immediately be considering the train behind. If there are two or more trains running on the track at any one time then the Society should be running with signals and your train should be protected. However *this should NOT be relied upon* and the guard should always be listening out for the second train.

In such an event the guard should walk back along the railway to a position where the second train driver can see you and can stop with plenty of braking distance. Before walking back, a guard should instruct his driver what he is doing and remind him not to depart until he has returned and signalled to again release the train. Proper railway procedure to stop a train is to face the oncoming train and put both arms in the air above your head, palms facing forward. However, as long as it is obvious to the proceeding driver it does not particularly matter, however, coming running out of the tunnel with arms flapping like a bird is perhaps not instantly recognisable as a clear sign to stop!! *Remember, as a guard your duty lies with protecting your train, not finding out*

what is wrong with the steam locomotive or correcting your derailed passenger trolley, that can wait until your train is safe or the driver of the locomotive can sort it out. The exception to the rule is if a passenger sustains an injury and the guard is aware/witness to this. Stopping the train and sending the driver to protect it may be the better course of action to take.

#### ***5. The guard is responsible for reporting any issues or defects during his guard duty***

Derailments, track problems, signal failures, passenger/guards trolley issues are the duty of the guard to report to the track marshal or appropriate officer in charge. Remember if a guard is not happy with the safe passage of his train, he is within his rights not to release it!

#### ***What the Guard is NOT responsible for...***

The guard shall only use his brake to slow the train in an emergency application or act as an assisting parking brake when loading at the station. The guard *should not* assist in braking the train unless he feels the train is travelling unreasonably fast. In such an instance the brake should be used to control the speed of the train and the driver and track marshal should be informed of this as soon as the train is brought to a stand in the station. Further, the guard *should not* be applying/assisting with the brake when bringing the train to a stand at the station. If a driver is competent he should be able to bring the train to a complete stop where he requires by judging his speed correctly and using the braking systems within his control. There is nothing more irritating when driving a steam loco and you want to pull up to the water tower but find your guard has the brake on full and stops you short.

The only other applicable rule is that a guard must travel on a passenger train with more than one passenger trolley, as it is considered beyond the reasonable charge of the driver and the guard must also be in possession of a whistle.

So hopefully it can be realised that there is in fact a point for the 'bloke sat on the back' and he is there to protect the train and its passengers, as per full size practice and plays an important role in the safe operation of our railway.

*Steve Newell*

### *LIBRARY MATTERS*

During a recent revision of the club Model Engineer Library, when I added several of the later volumes which have been donated to the club, some members noted that there were some construction drawings which I had not yet added to the file. These are now included and are herewith published.

It should be noted that all these drawings have been donated by Fred Pheby.

He has presented his collection to the club for the general use of members. Most of the drawings are in excellent condition and readable.

All are in the care of Ken Jones (Librarian – B.D.M.E.S.)

I have reviewed the collection and have listed below a shortened version of what is available, I will however prepare a full list with sheet 'titles' for the club notice board. Should any member wish to study these drawings or is possibly considering the construction of one of the models, please feel free to contact me with details of which set they are interested in, I will bring them to the next meeting.

The following are 5 Inch Gauge:-

1:- 'TICH' 5 inch Gauge 0-4-0 By C. Kennion & R. Thompson.

(7 sheets of drawings)

2:- G.E.R. – L.N.E.R. Class Y4 0-4-0 Side Tank 5 inch Gauge 1-1/16 Scale.

(8 Sheets of drawings)

3:- 'CHUB' A 5inch Gauge 0-4-0T By C.J. Kennion. (12 Sheets of drawings)

4:- 'METRO' By Martin Evans. An ex 'Great Western' (Small Metro Class) for 5 inch Gauge. (6 Sheets of drawings)

5:- 5 inch Gauge. Gresley L.N.E.R. N2 Class 0-6-2T 'Barnet' By Don Young. (7 sheets of drawings)

6:- 5 Inch Gauge 'CRAMPTON' 4-2-0 (Note: Some of these drawings are rather faded but much of the detail has been inked in).(14 Sheets of drawings)

7/- 5 Inch Gauge 'HUNSLET' (Alice Class) 0-4-0 Narrow Gauge Saddle Tank By Don Young. (6 Sheets of drawings)

8/- 5 Inch Gauge 'CHARLATAN' 0-6-0 Diesel Unit modelled for electric motor drive. (9 Sheets of drawings)

The following are 3-1/2 Inch Gauge:-

9:- 'ROB ROY' By Martin Evans. A 3-1/2 Gauge 0-6-0 Caledonian Railway Tank Locomotive. (6 Sheets of drawings)

10:- 'TICH' 3-1/2 Gauge 0-4-0 by L.B.S.C. & L. Clarke. (12 Sheets of drawings)

11:- 3-1/2 Inch Gauge 'SWEET VOILET' 0-4-0 Engine design By Blackgates. (5 Sheets of drawings)

12:- 'EVENING STAR' by LBSC 3-1/2 Inch Gauge B.R. 2-10-0 Locomotive. (10 Sheets of drawings)

The following do not have a gauge specified on the drawings:-

13:- 'DIDCOT' Collett 0-4-2 Tank '1400' Class By H. N. Evans (? Gauge). (12 Sheets of drawings)

14/- 'EDWARD THOMAS' 0-4-2 -The Talylyn Railway Company By Lirima Designs (? Gauge).  
(14 Sheets of drawings)

*Ken Jones Librarian 31/05/12*





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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

Vacant

Vice Chairman

Tom Burgess

Secretary

Brian Hogg

Treasurer

Jon Evans

## **Committee Members.**

Graham Blissett

Member

Barry Spender

Member

Dave Andrews

Member

Darren Davis

Member

Steve Newell

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/

John Neal

Traction Engine Track

Vacant

Webmaster

Stephen Newell

Newsletter

John Taviner