

# EXPANSION LINK

## NEWSLETTER OF THE B&DMES

EDITOR JOHN TAVINER--VOLUME six--ISSUE four  
DATE December 2012



### *Editorial*

Welcome to this, the forth and final issue for 2012. It is also my final edition as Editor. As I said in the September edition I intended to stand down from the Editor's position and I did so at the AGM. I have enjoyed editing and producing "Expansion Link" for the last six years but felt that it needed new ideas.

I would like to say "Thank you" to all those members that have contributed material over these years.

The new Editor, to take over for the next edition due in March, is Austin Lewis. Austin is a fairly new member, joining the club around the time of the two day steam rally back in April. I trust that you will give him the same support that you have given me. Austin's contact details are on the back page.

In this issue is an obituary, by John Croker, for Fred Pheby who sadly passed away a short while ago.

Eric Widdowson, the man that works wonders with the tea pot to keep us all warm and lubricated at all the club events, gives a report on a visit to The Great Cockcrow Railway.

Finally I would like to take this opportunity to wish all members

**A Very Merry Christmas**  
**and**  
**A Happy New Year.**

*John Taviner Editor*

### *Forthcoming Events*

Jan 2013

- 1 New Year Run (Tuesday)
- 8 Meeting Night
- 19/20 Maintenance Weekend
- 22 Bits and Pieces Evening

Feb

- 5 Meeting Night
- 10 Members Running Day
- 16/17 Maintenance Weekend
- 19 Meeting Night

Mar

- 2/3 Maintenance Weekend
- 5 Meeting Night
- 9/10 Model Railway Show
- 17 Members Running Day/Driver Training (Sun)
- 19 Meeting Night
- 31 Public Running (Easter Day)

*Chairman's notes.*

I would like to wish all members HAPPY CHRISTMAS and a HEALTHY NEW YEAR.

See you all again next year and lets hope the weather is kinder to us for our running days in 2013 than it has been in 2012.

I would like to take this opportunity to thank all the member for their support of the club for without it we could not operate.

I also want to thank the committee for the support they have given me and the club over the past six months.

That's all I have to say, have a good holiday and lets make 2013 a good one.

*Tom Burgess (Vice Chairman)*

*Treasurers' Notes*

Well another year has nearly gone and, despite the poor weather, the public running income has been better than last year. This was mainly due to the success of the Steam Rally and Halloween. Let's hope for another good final run on the 22<sup>nd</sup>.

For those who were not at the AGM, I would just like to confirm that the subscriptions starting in March next year have been increased to £40.00. This is the first increase in six years and will just about cover the increases in rent, service charge and utilities.

Finally I would like to wish all members and their families a very Merry Xmas and Happy New Year.

*Jon.*

*MEMORIES OF FRED PHEBY.*

*A FOUNDER MEMBER*

Fred was one of those larger than life characters which no club or society should

be without. He gave the impression of being completely laid-back' and without a care in the world.

During the early days of the BDMES, when we were trying to build a base and permanent track, Fred must have spent more time at Viables than anybody else. When we were established, it was Fred who volunteered to come on site to receive deliveries of materials or equipment, etc. When we started holding rallies, exhibitions, etc, it was Fred who volunteered to sleep on site for security. For many years Fred served on the Committee and also spent many years as the Club Catering Manager. It must be said that Fred became conspicuous by his absence, with everybody asking "Where is Fred?" when he was absent.

Although living in Basingstoke, Fred, up to his retirement in approximately the mid 1980's, worked in the maintenance department of the London Underground system.

I first met Fred when, along with many other founder members of the Society, I joined the model engineering evening classes at what was then known as Basingstoke Technical College - now BCoT. I remember the lecturer in charge of our class complaining that, although he opened up the workshop half an hour before the actual start time of 7.00 pm, his tea would still be interrupted by the clanking of Fred walking down the corridor at 6.00 pm with his haversack full of castings and other materials.

Fred would be the first to admit that he did not fully understand the finer points of mechanical and electrical engineering, but he attacked every project with enthusiasm which could later be taken over by impatience. One of his early projects was a 5" gauge 'Speedy' which almost reached the stage of being a running chassis. By this

time, B&DMES 'had just completed the track of 707 feet length. Fred was desperate to have some motive power of his own and took the drastic action of fitting the 'Speedy' chassis with a lawn mower engine.



### *I know that face*

Unfortunately, the gearing was only approximate, with the result that members were kept entertained watching Fred take nearly 10 minutes to cover one lap of the track. This project was abandoned soon afterwards when he found himself in the fortunate position of being able to purchase a completed 5" gauge 'City of Truro' 4-4-0 loco and tender and later a 5" gauge 0-6-OT 'Speedy'. Both of these loco's spent many hours on public running for the Club. Other interesting models of his included a 2"

Clayton articulated lorry and a 3-1/2" gauge 'Rocket<sup>1</sup> together with a first-class coach. Fred also made a 5" gauge petrol engined 'Santa Fe' diesel loco plus some goods rolling stock.

There are many happy memories of Fred and his modelling and he would be the first to laugh when he realised some of the mistakes that he made.

It was Fred's actions which helped in the decision to fit an air supply to the steaming bays for raising steam after he managed to drop his fire onto a battery left in the bay. On another occasion, Fred came down to Viables unhappy because Rose (his wife) complained that every time he tried to use his milling machine, the house lights went very dim. It turned out that the mill's 1-1/2 H.P. motor was being powered by a long lead coming off the bedroom light!!

When Fred had completed his now famous Wallis 'Simplicity' Roller, he had trouble setting the valves and sought advice from a well-known club member who, knowing the trials and tribulations which had gone on before, and struggling to get the valve events even both ways, made the comment "This thing is a nightmare Fred!" This tickled Fred's sense of humour so much that when the Roller finally came down to Viables to run, it proudly displayed engraved plates with the name "NIGHTMARE". One lasting memory of "Nightmare" was during a busy public running event when Fred was driving the Roller around the Viables estate. A while later he casually wandered into the clubroom to be asked everything alright Fred". The reply of "Nah, the front roller's fallen off "Nightmare" and the boiler is embedded in the tarmac" caused some panic with the thought of the public wandering past the Roller in this predicament and still in steam!

About this time Fred was beginning to suffer with mobility problems and it caused a major concern in Fred's life when Rose

imposed a strict 'no chips' diet. This led to the legend of Fred and the mini bus, when



### *Lunch time on Nightmare*

every time we returned from a club visit to an exhibition on the mini bus, Fred would be fast asleep until we passed an open fish and chips shop, when the moan of "fish and chips" could be heard coming from the back. Later on, Fred finding the larger models difficult to move about, decided to downsize. He sold all of his models and his workshop equipment. He turned his garage/workshop into a 16 mm live steam layout and built an indoor 00 gauge layout. With the onset of ill health and failing eyesight, Fred was forced to give up driving, resulting in much fewer visits to Viabes. His interest in railways, however, was maintained to the end as he was able to walk across the road to Stratton Park and visit the Model Railway Society. Despite his failings, Fred was an endearing character, a stalwart of the Society and will be sorely missed.

*John Croker*

### *A visit to The Great Cockcrow Railway*

Through the good offices of Mick Lowe and on the basis of "it's not what you know but who you know" Mick arranged a visit by ten members on the 8th September last to the Great Cockcrow Railway.

This very extensive 7 1/4" gauge line owned by the book publishers Ian Allen, can be found just off the M25 near Chertsey.

We found on arrival that the Club was hosting an invitation weekend and consequently a large number of locos from far and wide were attending. We were allowed access to all parts of the track, engine shed, workshop, Signal boxes etc and any number of rides behind the motive power.



Of note loco wise were a Duchess "City of London" a Gresley ex P2 2-8-2 in its rebuilt A4 form "Earl Marchiel", A4 "Mallard" and for Southern Railway fans a Merchant Navy "Clan Line" and a Q1 0-6-0

There were smaller locos as well. A 0-6-0 National Coal Board saddle tank, a 2-6-2 Standard tank and a battery powered Metropolitan electric locomotive "Michael Faraday"

The railway is some two miles long and comprises three different out and back circuits which are inter linked and controlled by 3 signal boxes, so the rides can be very long, I was out behind the same loco for 40 minutes!

If Mick does the same thing next year, get on the list, it's well worth it!!

*Eric Widdowson*

## **Contact Numbers/Addresses.**

Treasurer John Evans  
1 Grosvenor Close  
Hatch Warren  
Basingstoke  
Hampshire  
RG22 4RQ  
01256 471233

[Jon.h.evans@btinternet.com](mailto:Jon.h.evans@btinternet.com)

Secretary. Brian Hogg  
14 Fontwell Drive  
Alton  
Hampshire  
GU34 2TN  
01420 543581

Newsletter Editor  
Austin Lewis  
16 Church Way  
Hook Hampshire  
RG27 9HP  
01256 764765  
[arlewis101@gmail.com](mailto:arlewis101@gmail.com)

## **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