EXPANSION LINK

BASINGSTOKE and DISTRICT MODEL ENGINEERING SOCIETY

Volume 10 - Issue 4 – December 2016

Editor Austin Lewis

Thumbs up for Christmas

Steve and his B1 Photo James Barrett

Report on the 2016 AGM

by Austin Lewis

This is a short report on the AGM which took place at the Richard Aldworth Community School on the 16th November. The full report will be issued by the Secretary in due course.

Colin Stubbs has been acting as our Chairman since the sad passing of John Croker and in his opening speech made very considered and generous remarks in respect of John's kindness, enthusiasm and dedication to the Club which was demonstrated by the fact that he attended this year's Steam Gala only a few weeks before he died.

A ten year lease has now been agreed with the Council which provides the Club with stability for the future and now provides an opportunity for future developments. The Membership remains reasonably constant at around 48 and Colin thanked several people for their help and input into the Club over the last year: Eddie Turner for his work on the track and passenger trolleys; Richard Holt for maintenance of the signals and associated electronics; Mike Bowman for maintaining the Club web site; Eric Widdowson for all the tea and biscuits he has prepared during the year and to yours truly for Expansion Link (articles always welcome).

Visitor numbers at public running days has been excellent this year thanks to the work that Dave Mitchell has undertaken with our Facebook page which ensures that our name is known around the different groups in Basingstoke. There were 11 public running days with Eddie's 9F and other locos being the workhorses. Colin asked for more members to become involved in these running days to spread the load, as it is often the same people who turn out each time - sun or shower. The Spring Gala was again a great success and many thanks go to the committee who organizes this each year. *[Editor: The committee has four members and another two would help enormously. James Barrett has come forward and so we need just one other member to join us in the planning process starting in 2017.]* Thanks must also go to John Evans and Jon Poulter for a very spooky Halloween Run.

Many thanks also go to Dave Andrews who gave an excellent unscripted talk on the evolution of the Traction Engine. Also thanks to Geoff Burch ex BR driver, who spoke on the 'Ramblings of a Railway man' at the Guildford MPD from 1961 – 1967 and to Mick Lowe for organizing the speaker, both talks were most entertaining.

The Treasurer's report was very positive. The Club is in the black and as a result of several successful spring rallies and the increasing numbers of people visiting, we are in a position to consider undertaking one or more capital projects this coming year.

Projects proposed are:

[1] A movable section of track, past the foot bridge, which would connect to a siding leading into a new carriage shed which would be built parallel to the existing track from the existing carriage shed. This would allow fully made up sets of passenger trolleys to be easily moved onto the main track circuit.

[2] A new coal bunker and water supply.

[3] One public run to be dedicated to the memory of John Croker and the proceeds given to a charity, probably the British Lung Foundation.

The Chief Mechanical Engineer's report outlined the many jobs undertaken including: aligning the track before the tunnel, covers inserted between the trolleys, buffer heights now comply with GL5 standards, one driving trolley has additional 3 ½" gauge buffers, new bogies have been installed on all of the green rolling stock and the traverser's main bearing replaced with the traverser itself being adjusted to sit correctly on to the main track.

Plans for the New Year include projects 1 and 2 above and for the old tunnel to be made safe and watertight and then to be used for storage.

Safety Valves

An article by Bob Bramson

Issue 2 September 2016

Part 1

Introduction

Arguably, the single most safety critical fitting and necessary protective device on a miniature steam plant is the safety valve. Mishaps with miniature boilers are thankfully very rare; however, complacency is a dangerous habit. The amount of stored energy in boilers of steam locomotive models in the smaller gauges is comparatively low, however, the stored energy increases more or less with the cube of the linear dimensions and as the size of a boiler becomes greater in the larger gauges and this presents a much increased risk in the event of boiler failure.

In July 2001 in Medina, Ohio, a Case 110 traction engine boiler exploded killing five persons and injuring several more. Apart from the general unsatisfactory condition of the boiler, a prime causal factor in the explosion was the failure of the safety valves. Amongst other issues, this event led to Her Majesty's Railway Inspectorate developing in association with the Heritage Railway Association a series of meetings of boiler practitioners to discuss the issues, distil good practice and codify it into a series of Guidance Notes. These Guidance Notes are accessible on the HRA website.

This series of articles on safety valves are an extension of the contribution that the author made to the Code of Practice with particular emphasis on miniatures. The subject of safety valves has been relatively neglected for model applications since the days of Henry Greenly although recently the work of Gordon Smith has added to the knowledge and practice relating to small pop type valves. It is hoped that these articles will prove informative and add to the understanding of the operation of the more common types of safety valves and how the principles of operation may be applied to miniature applications to ensure safety and optimise performance and reliability.

Types of Safety Valves used on Locomotive Boilers

This Section discusses the leading types of full size safety valves.

Weighted Safety Valves:

These can be either Deadweight (directly loaded) or a weighted lever type where the weight can be moved backwards and forwards along a lever to attain the desired pressure setting up to the maximum as shown in Fig 1. These valves are rarely used in miniatures and are representative of early historical types.

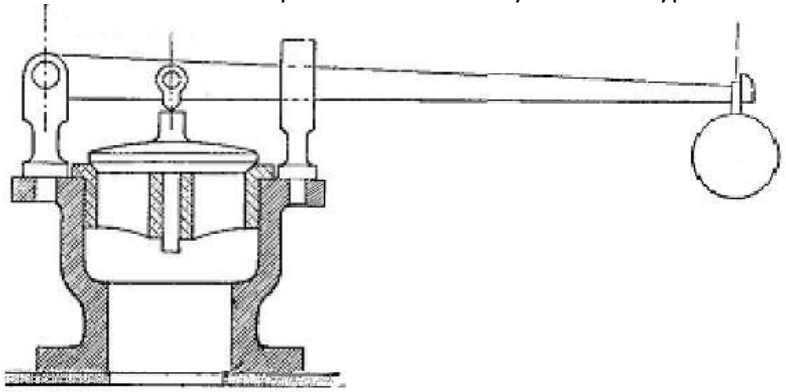


Fig 1 – Basic Weighted Lever Safety Valve

Spring loaded safety valves:

These are the most common type fitted to locomotive boilers almost to the exclusion of other types, the exceptions being some replicas of early locomotive designs. They are to be found in various configurations.

Indirectly spring loaded Safety Valves:

The "Salter" Fig 2, which is indirectly loaded, has a spring tensioned lever with the spring contained in a tube usually with thumb screw adjustment. These valves were invented prior to the adoption of dial pressure gauges and the brass cases were graduated to indicate the boiler pressure at which the valve would lift.

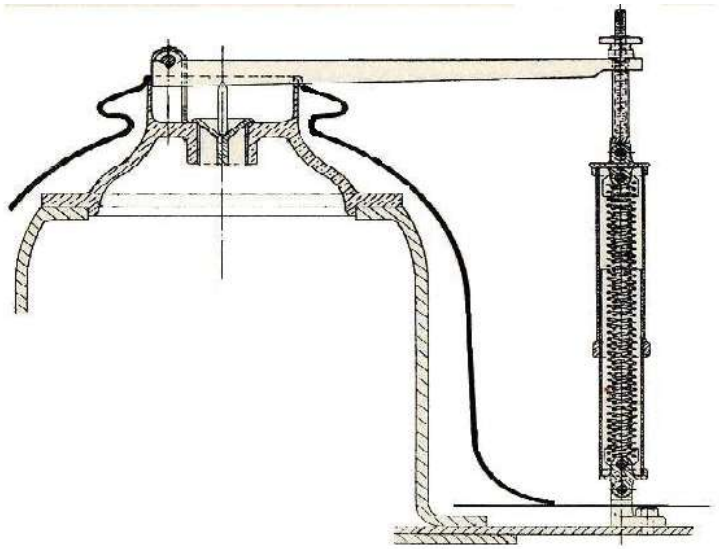


Fig 2 – “Salter” type safety valve

The "Ramsbottom" Fig 3, is basically a U tube with the inlet at the base of the U, each arm of which contains a valve. The valves are retained on their seats by a cross bar tensioned by a spring between the valve bodies and adjustment is achieved by altering the tension in the spring normally by interposing a solid washer between the lower spring retainer and the main casting. There are also safety straps fitted so that in the event of the spring failing the valves and lever are retained. An extension of the cross bar can be used by the driver to test or ease either valve.

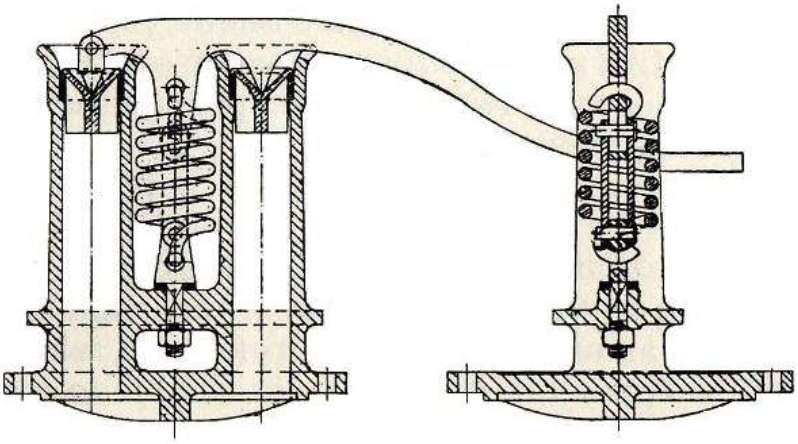


Fig 3 – “Ramsbottom” type safety valve

Directly spring loaded Safety Valves:

Wastage of heat energy and thus increasing coal consumption was always an irksome problem for the Chief Mechanical Engineers of the former railway companies. The constant feathering of early safety valve types represented a source of such waste. On a single locomotive this amounts to but a little, however, over a fleet it becomes a significant cost. Experiments were undertaken principally by private engineering companies and particularly by the private locomotive builders to try to allay this problem. What was needed was a valve that did not waste heat due to feathering, opened quickly, released the excess steam and shut off promptly with minimum loss of pressure.

The Ross “Pop" type valves were the answer. They not only fulfilled the requirements but their physical size was small compared with all previous types. They came in a range of sizes from 1.5 to 4 inch diameter seats. The essential features of these valves are the pop recess in the base of the valve stem and the ‘top cap’ unit which regulates the amount of steam released at each discharge. There are two basic Ross “Pop” variants.
The smaller ones Fig 4, comprise two main castings, the base-plate which incorporates the valve seat and the body which houses a spider with its internally screwed and lock-nutted spring adjuster. The top cap fits in the top of the casing and is retained by a lock nutted arrangement.

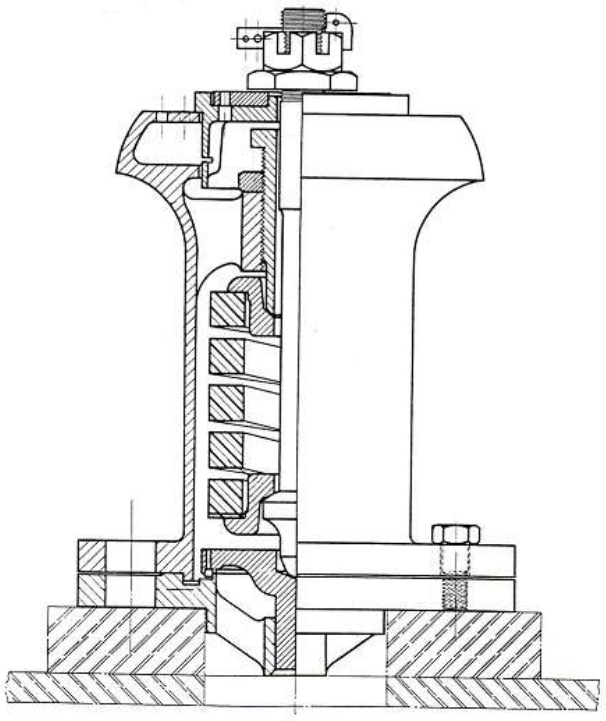
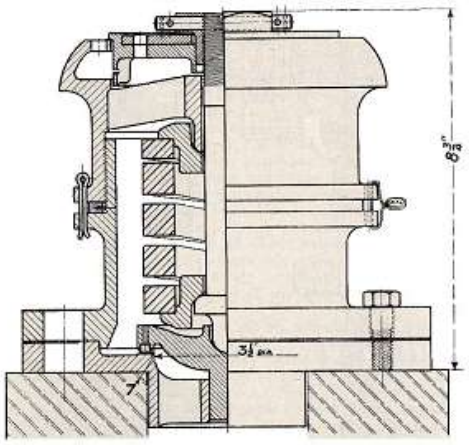


Fig 4 – Small pattern Ross “Pop” safety valve

The larger valves Fig 5a, of 3.5 and 4 inch seat diameter, were developed to suit boilers where gauge clearance constraints became critical and are of reduced height. These utilise three main castings including the base plate, the lower body and the upper body. This type loads the spring by screwing the upper body externally onto the lower body with a spacer ring between to lock the spring compression to the desired level. The top cap fits in the top casing and is retained by a nut and cotter pin. Fig 5b shows the BR variant. With this type, the valve spring compression is locked by fitting a gib head key into coincident radial slots in the body and in the spider.
Fig 6 depicts another type of “Pop” action valve found more commonly on the continent.



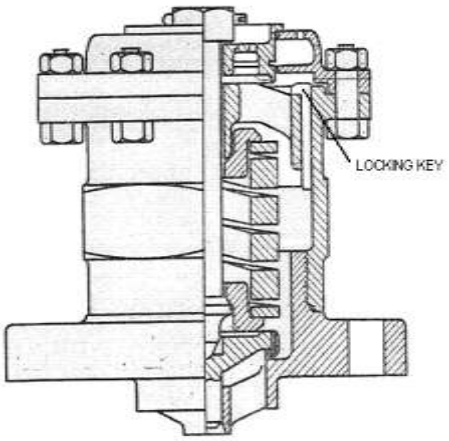


Fig 5a – Large capacity, low height “Ross Pop” safety valve Fig 5b – BR Type Safety Valve

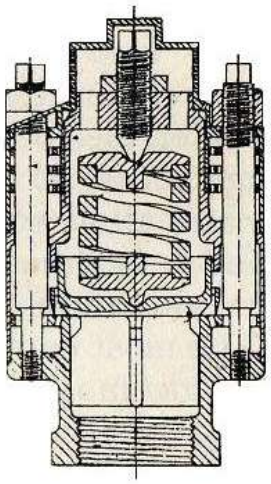


Fig 6 – Continental type “Pop” safety valve

When "Pop" type valves were in their early stages of development, difficulties were experienced with achieving re-seating of the valves. As much as 50 psi could be lost from the boiler due to the action of the steam on the increased area of the valve of the pop recess after the valve had opened. The special pop valve recess together with its chamfered edge and the ‘top cap’ were developed which overcame this problem. The top cap serves two functions. Firstly, the steam pressure inside the casing and acting on its underside provides additional lift to open the valve and thus affords a more effective relief of excess pressure. The second function was to slightly restrict the steam outlet from the body to partially build up pressure above the valve to assist in its closing. With the optimum setting achieved by adjusting the number of open exhaust holes in the top cap, the boiler pressure loss may be limited to typically 3 p.s.i. each time the valve lifts.

Major Company Variations

The "LMS" and BR type “Pop” valve variant consists of four main castings, the base which incorporates the valve seat and is externally screwed at its top end, the body which is internally screwed to allow for fixing to the base and also for the adjusting spider at the upper end. It has a flange on the top end to which is bolted the top plate which in turn contains the top cap.

The Southern railway used Ross valves although the vast majority were almost exact copies made in their own works with slight detail differences in the outer casings. The exceptions to this were some of the Drummond classes which were fitted with their own design of pop valves.

The Great Western Railway fitted their own design of safety valve consisting of a pillar type valve with the compression spring tensioned by a strong back mounted between two threaded supports and bearing on the valve cap via the spring in the centre. Adjustment was achieved by screwing up or unscrewing the nuts bearing on the strong back. Fig 7 shows this type of valve having solid 'locking collars' interposed between the strong back and the support studs. Following adjustment and setting, the distance 'x' is measured and a set of solid machined collars are turned up to this dimension and inserted such that when the complete assembly is reassembled and fully tightened, the valve setting is locked to the blowing off pressure (safe operating limit).

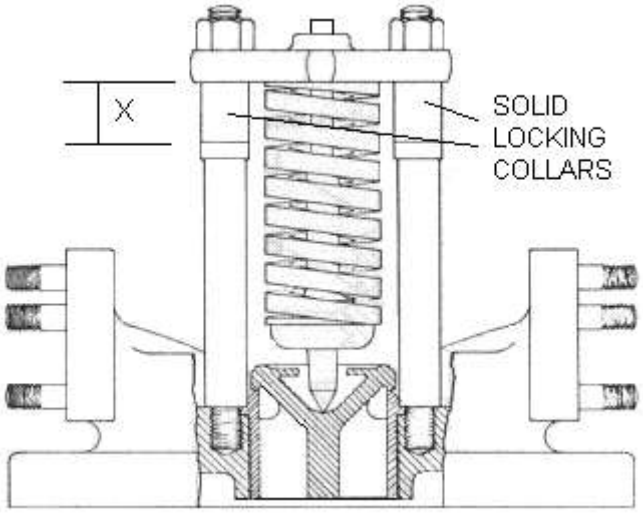


Fig 7 – Great Western combined safety valve and top feed assembly

Characteristics of different types of safety valves under working conditions

All safety valves other than the "pop" types are set to feather at pressures below the blow off pressure, some more than others depending on the design of the valve and its seat.

The valves that have the longest run up or feathering period are the deadweight, lever loaded type, Salter and Ramsbottom which have conical type valves and seats. This is because there is no effective extension of the valve area beyond its seat for the steam to act upon and provide additional lifting action. This type of valve was quite wasteful as it had to be set to feather ten to fifteen p.s.i. below working pressure otherwise the boiler would exceed its blowing off pressure.

The same types of valves, if fitted with flat rather than conical seats on the valve and seat tend to lift higher due to the steam acting on the increased area when the valve initially lifts.

Safety Valves for Miniatures

This Section discusses the issues which affect safety valves for use in miniature steam locomotives. As has been explained, the criticality of the action of the safety valve significantly increases with size, nevertheless even in a small boiler if the safety valve fails to operate effectively a lot of damage can ensue. The author once made some valves which he believed were well suited to the application. They were used without incident for many years until a perhaps overzealous "boiler inspector" managed to generate so much steam during a static test that they simply could not cope resulting in significant accumulation (boiler steam pressure rising above the blowing off point). Apart from embarrassment, there was a safety issue which could not be ignored. This resulted in reviewing the whole basis of the design and some modifications were introduced which cured the problem. To a large extent this occurrence triggered the author to look more critically at the subject of safety valves for use in miniatures.

In the author's experience with full size and miniature safety valves, their performance and reliability depends on five main factors.

These are:

- Design
- Materials
- Workmanship
- Testing
- Maintenance

In very small locomotives, below 5" gauge, the amount of steam to be passed through a safety valve is relatively small and conventional designs of these, if constructed carefully, are quite satisfactory. As the size starts to increase, the volume of steam to be released becomes much greater and conventional designs tend to suffer in the following manner:

- Inability to release excess steam resulting in accumulation
- Significant pressure drops before the valve seats
- Valves leaking when shut
- No facility to lock the valves following adjustment

Design Considerations

The first factor to determine is the capacity of the safety valves to be fitted to a boiler. This depends principally on the volume of steam they require to pass at the maximum steaming rate. This in turn is related to the combined heating surface area and the blowing off pressure (safe operating limit). The size, basically the diameter of the valve/s, can be established from empirical formulae or by use of an appropriate nomogram[1]. Another factor to bear in mind is that as the pressure rises, the specific volume of the steam decreases and conversely, its velocity increases. In simple terms, as the blow off pressure rises the diameter of the valves decreases. J. Greenley Steel's equation is as follows:

$$D = C\sqrt{\frac{H}{P}}$$

Where:
D is the diameter of the valve in inches
H is the combined firebox and tube heating surface in square inches
P is the blowing off pressure in lb/in^2 absolute (i.e. WP + 15)
C is a constant (0.129 for a single "Pop" type valve; 0.092 for twin "Pop" valves and 0.163 for a Ramsbottom type valve)

A point which does not affect the above formula is that the steam generating surfaces of a locomotive boiler are very difficult to determine, especially in a miniature. For one thing, most of the steam is generated in the area of the firebox with probably only the first few inches of the tubes actually contributing to making steam. The rest of the tube length is effectively a water heater.

[1]Model Steam Locomotives – Henry Greenly – Nomogram by J. Greenly-Steel

Other definitions are:

- The steam escape area is the product of the circumference of the valve seat and the lift of the valve.
- The spring load is determined by calculating the area of the valve and multiplying this by the pressure at which the valve is required to lift.
- The Spring Rate is the applied load divided by the deflection, often stated as lb per inch.

To be continued - Part 2 March 2017

THE STATFOLD BARN RAILWAY

by Austin Lewis with photos by Brian Hogg and Bob Lovett

Brian arranged a visit to the Statfold Barn Railway for early September this year. Colin and I joined him and he very kindly drove to Tamworth (east of Birmingham) - we met Bob Lovett at the railway. Brian said it was good and he certainly wasn't wrong – it was **fantastic**.

The 'round house' at Statfold Barn showing many of the locos and full size turntable

The Garden Railway and Workshops – words taken from the Statfold Barn Railway Guide Book

The story of railways at Statfold Barn Farm began in the late 1990s when an oval of 2'0" gauge track was laid around the lake in Graham and Carol Lee's beautiful landscaped garden.

The railway itself was complemented by a fine locomotive shed, built new but giving the impression of having been there much longer thanks to the sympathetic use of salvaged components such as the 1896 stone above the door and the row of cast iron window frames along the east wall. The photo below of the loco shed has the recently restored and diminutive 0-4-0ST. This loco was originally delivered from Kerr Stuart's Stoke-on-Trent works to the National Smelting Company's zinc refinery at Avonmouth near Bristol on 31st July 1918.

Work's number 3128 was a standard 'Wren' with an open cab and full height chimney. The arrival of larger diesel locomotives post-war led to many locos being scrapped but 3128 was retained as a spare until May 1959 when it was sold to CH Lamb & Sons of Bromsgrove and then resold the following month to a Canadian collector, Charles Matthews, in Ontario. Over 50 years later in 2013 Statfold Barn was engaged to carry out a complete overhaul of 3128 which included extensive boiler work and a full ultrasonic test of the pressure vessel. She was shipped back to Canada but unfortunately the Canadian certification bodies were unwilling to accept the hundred year old boiler design and would not insure it for use in Canada. It was eventually offered for sale to Statfold and returned to England permanently in August of this year where it can be seen in steam hauling visitors around the lake.

An historic Hunslet

At around the same time as Graham was building his garden railway the engineering company he then owned, the LH Group, acquired the Hunslet Engine Company. Hunslet, in 1971, completed the last industrial locomotive to be built in the UK. It had been ordered by Robert Hudson & Co Ltd., a Leeds based supplier of anything from a single wagon to a complete railway system, for delivery to the Trangkil sugar mill estate in Indonesia. The obvious challenge to Graham was therefore to secure the return of such a historically significant locomotive to the UK for preservation and further use at Statfold. Negotiations were conducted via Hunslet's agent in Jakata and Graham visited Java to conclude the transaction and supervise the loading of TANGKIL No. 4 for the journey home. That visit also allowed Graham to visit a number of sugar mills where a variety of early 20th century European built locos remained in existence; some working on a regular basis others stored but steamable and some derelict and only fit for scrap. Pakis Baru and Sragi mills stood out as having interesting locomotive fleets and two examples from

German manufacturers were acquired from each. However, before any of the locomotives could be shipped to the UK they had to be steamed in order to demonstrate that they were leaving in working order and thus satisfy an Indonesian Government regulation forbidding the export of scrap metal. The five substantial narrow gauge locomotives acquired from Trangkil, Pakis Baru and Sragi were really too large for the garden railway and needed their own railway to run on and so the Statfold Barn Railway is it is today, was born.

The Loco Shed and Workshops

The central courtyard area is the starting point for any visit to the Statfold Barn Railway. In addition to the original SBR terminus station the most prominent features are the triple gauge turntable and traverser, both of which were designed and built in-house at Statfold Works. The turntable is capable of handling locomotives of up to fifty tons in weight and in addition to enabling them to be turned, provides the main access route for locomotives and rolling stock arriving at Statfold by low loader. The traverser gives onward access to a triple road storage shed in which locomotives awaiting restoration are kept. The traditional railway style frontage of the storage shed disguises the fact that it was originally a farm barn.


Photo SBR

From the turntable, at right angles to the traverser, a triple gauge track leads into the locomotive shed, a purpose-built centrally heated structure equipped with a ten tonne capacity overhead crane. The line from the turntable is the central of three tracks in the shed and is provided with a deep pit to allow work to be carried out underneath locomotives safely. The triple gauge track is flanked by 2’0” and dual 2’0” and 2’6” tracks. All three tracks lead out through roller shutter doors to a preparation area dominated by a Great Western Railway style parachute water tank and water column. The building between the workshops and the storage shed houses the Hunslet Museum.

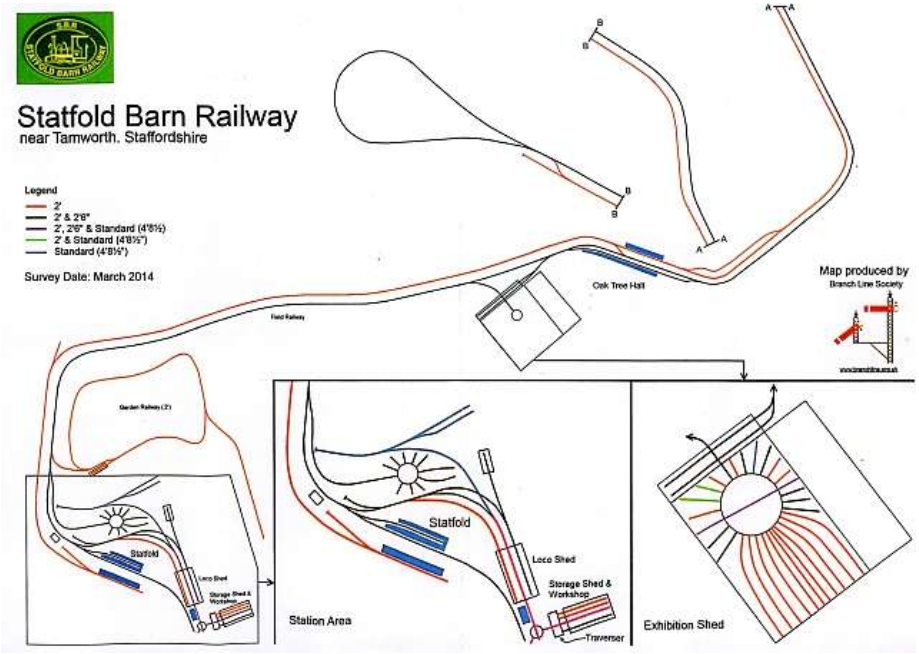
The Railway Described

A journey on the SBR's dual gauge railway starts from Statfold Station, the line’s main station, located immediately below the loco shed yard. This new station was constructed over the Winter of 2006/7 to replace the original 2005 station adjacent to the turntable. The new station's two longer platforms mean that a more intensive passenger service with two two-coach trains can be operated on Open Days. The platform canopies of both the old and new stations utilise stanchions originally from South Beach station at Great Yarmouth. The ornate ironwork includes the initials E&MR, representing the Eastern and Midland Railway, the predecessor of the Midland & Great Northern Joint Railway.

Immediately after leaving the station the loco shed sidings trail in on the right. The shed yard layout includes examples of single, dual and triple gauge trackwork. Soon afterwards, the short standard gauge line is crossed on the level, a feature the Railway shares with the Welsh Highland Railway and Network Rail crossing at Porthmadog, albeit Statfold’s crossing has 3 gauges!

Next the connection to the garden trails in on the right. As a reminder that the garden line is 2'0" gauge only, although now with the addition of 7¼” and 10¼” gauges, there are signs reminding train crews not to attempt to take 2'6" gauge stock over the connection.

At this point we enter the Field Railway, which becomes a working industrial railway at harvest time, when seeds are collected from the combine harvester in purpose-built bulk hopper wagons. The line continues to follow the edge of the field until Oak Tree Halt is reached. Here there is a passing loop and a platform, as well as a spur providing access to the new carriage storage shed built in 2007.



Oak Tree Halt was the original terminus of the Field Railway until it was extended early in 2006. From Oak Tree Halt the line continues downhill, following the perimeter of the field, to a balloon loop which enables the whole train to turn for the return journey without having to stop for the locomotive to run around. As the Field Railway is dual gauge an ingenious fixed crossing is provided part way around the loop to switch the 2'0" track from the inner and centre rails to the centre and outer rails. After completing the circumnavigation of the balloon loop the train returns to Oak Tree Halt and then as outwards to the terminus.

Get along to the Statfold Barn Railway it is an excellent day out – web address: www.**statfoldbarnrailway**.co.uk

An interesting drive mechanism – Minas de Aller built by Corpet, France in 1884

CORPET LEVER LOCOMOTIVES - Five 0-6-0 pannier tank locomotives on the Brown system were built by L. Corpet of Paris, presumably under licence. They had the narrow gauge of 600mm. (1 ft 11-5/8 in). Similar locomotives were also supplied to contractors and West Indian sugar estates. Remarkably, three out of the five of these loco have survived.

The Goose based on a Morris lorry chassis

Burton and Ashby tram built by Brush c 1910

Andrew Barclay loco built 1931 and returned to the UK in April 2016

Davenport - built in 1917 in the USA and supplied to the Bihar State Sugar factory in Ryam, India

Us in the Round House

SRAGI – Orenstein & Koppel (Berlin) 0-6-0 well tank built in 1923

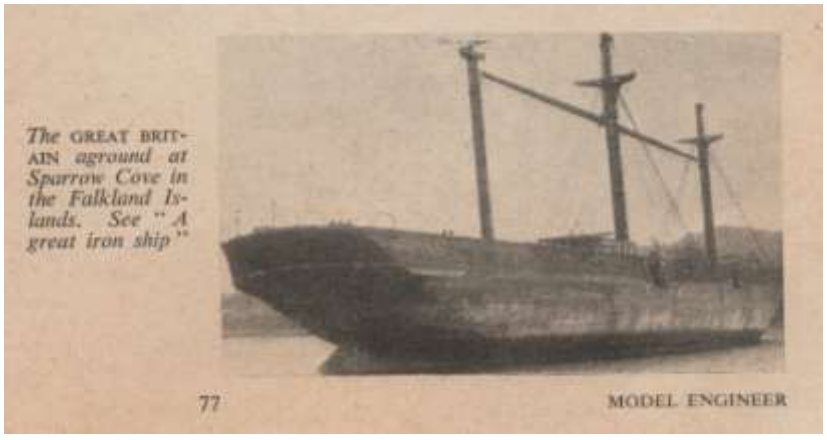
NOTES FROM THE LIBRARY

Dear club members,

As librarian I have been holding spare copies of the Model Engineer going back to around 1935. As you may appreciate these are taking up a lot of space in my garage and I feel that as I am so rarely asked to refer back that far, they are of little use to the club. With this in mind I have decided to downsize my collection. The club set of copies which also goes back to 1935 (and further for a few issues) is almost complete but again it is only rarely that anybody refers to them. Back in 2013 I wrote piece for The Link asking the clubs thoughts on dumping some of the really early issues in order to make space, my suggestion to cut off the collection at the year 1960 and dump all previous issues was met with a deafening silence so I am assuming that -- either nobody reads The Link or nobody cares. Either way, I am not hanging on to these early mag's any more.

Early in the year I had a bit of a flood in the garage and this resulted in some damage to a few issues any way, those beyond reclaim were immediately discarded but even then I found it hard to bin them without just a glance at the contents and it has now become a bit of a habit to grab a couple of issues and a glass of wine and read them through before dumping them. There is generally some item of particular interest to me and there are often items of historical interest which other club members may like to hear about. The section which is always of interest is the 'Postbag' or reader's letters.

For example Volume 115, number 2877, (July 1956) there is a letter from a Mr. Cecil C. Brinton with the heading 'A Great Iron Ship'. In his letter Mr Brinton describes a recent visit to Port Stanley on the Falkland Islands where he saw the remains of a great ship beached at a place called Sparrow Cove. On enquiring at Port Stanley he discovered that it was the SS Great Britain! He then goes on to relate some of the history of this ship. I wonder if it was this letter which inspired the reclamation that finally brought the ship home?. The ship was towed back to Bristol on a pontoon in 1970.



The picture of the SS Great Britain, stranded in Sparrow Cove which accompanies Mr Brinton's letter.

As she is now in Bristol dock

All editions started with an editorial section under the title of Smoke Rings, written under the pen name of 'Vulcan'. This was a weekly comment on news items, presumably picked up by the editor (name not disclosed). It is clear from earlier editions that Vulcan was a keen advocate for OHC engines however there were a lot of ME readers who did not agree with him. For example in the above issue there is a letter from a Mr. D. A. Sproson who offers several reasons why the OHC design should not be adopted such as 'difficult to service and repair' replacement of bevel gears is 'frequent and costly' and 'failure of the oil supply to the camshaft can have disastrous results'. It's clear that the engineers of the time did not agree with Mr. Sproson, how many modern engines use side cams with push rods?

Another item which attracted my attention is in Volume 114, number 2874 (June 1956) It is entitled 'A new Principle of Lubrication' In this article this 'new' principle of lubrication is discussed where the application of which will prevent bearing seizure, due to scuffing and galling or when operating at high temperatures and pressures. This magic new material is no less than our (now well known) MoS2 (molybdenum disulphide).

In the same issue the cover picture which I have reproduced here shows a Mr. Paul Salmon of Surbiton and his two children. It appears that Mr. Salmon has built the model of a Rolls Royce also shown in the picture, which is fitted with radio control equipment 'operating forward and reverse gears, headlamps, crane and steering'. I am sure that this was a great achievement in 1956 but please take note of the size of the transmitter, it's almost as big as his son! How much better off are we now with the small hand held unit that we are all familiar with? Another thing that intrigues me in this picture is the model; it must have included batteries, a radio receiver and at least two servo type mechanisms and yet is quite small, why then was the transmitter so big I wonder.

Mr. Paul Salmon and Family

Ken Jones
BEMES Librarian

Postage Stamps and Milk Bottle Tops

Thank you to everyone over the year that has saved Postage Stamps and Milk Bottle Tops. For those of you who do not know which charities we support please see below:

The Postage Stamps go to a Leprosy Charity

With Christmas coming up you may be able to collect a few and if so please leave a wide border round each stamp.

The Milk Bottle Tops

Please save washed green, blue, red and white tops and if not too sure put them in as they all get sorted. They go to making clothing (i.e. fleeces etc) and the money raised now goes to our own local charity - Basingstoke Hospice, which is very good news.

Please give your collections of stamps and/or bottle tops to Mick at the Club.

Thank you for your support

Pat Lowe

MEMBERS RUNNING – PHOTOS BY JAMES BARRETT

How did Margaret get into the bunker? !!!


L M S
5241

HALLOWEEN RUN 2016 – PHOTOS BY RICHARD HOLT

Basingstoke & District Model Engineering Society Ltd 2017 Calendar (Draft 1)

January	
1	Members Day (Sunday)
3	Meeting Night
14/15	Maintenance Weekend
17	Bits & Pieces Evening
31	Meeting Night
February	
11/12	Maintenance Weekend
14	Meeting Night
26	Driver/Public Running Training (Sun)
28	Meeting Night
March	
11/12	Maintenance Weekend
14	Bits & Pieces Evening
19	Driver/Public Running Training (Sun)
28	Meeting Night
April	
1/2	Maintenance Weekend
8/9	**Miniature Steam Gala**
11	Meeting Night
25	Bring & Buy Evening
May	
7	**Public Running**
9	Stationary Engines
14	**Visitors' Open Day (Sun)**
23	Meeting Night
June	
4	**Public Running**
6	Bits and Pieces Evening
17	Members Running
20	Meeting Night
July	
2	**Public Running**
4	Meeting Night
15	Members Running & Barbecue(Sat)
18	Meeting Night
August	
1	Bring & Buy Evening
6	**Public Running**
15	Meeting Night
29	Meeting Night
September	
3	**Public Running**
10	**Visitors' Open Day (Sun)**
12	Meeting Night
24	Members Running Day (Sun),
26	Meeting Night
October	
1	**Public Running**
7	Members Running Day (Sat) incl. Fish & Chip Supper
10	Bits & Pieces Evening
24	Meeting Night
28	**Halloween Public Running (Sat Evening)**
November	
7	Bring & Buy Evening
12	Members Running Day (Sun)
15	AGM (Date to be confirmed)
21	Meeting Night
December	
3	**Public Running**
5	Meeting Night
19	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

Treasurer

Jon Evans
1 Grosvenor Close
Hatch Warren
Basingstoke
Hampshire RG22 4RQ

01256 471233
Jon.h.evans@btinternet.com

Secretary

Brian Hogg
14 Fontwell Drive
Alton
Hampshire GU34 2TN

01420 543581
brianjhogg@btinternet.com

Newsletter Editor

Austin Lewis
16 Church View
Hook Hampshire RG27 9HP

01256 764765
arlewis01@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 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	**Vacant**
Vice Chairman	**Colin Stubbs**
Secretary	**Brian Hogg**
Treasurer	**Jon Evans**
Director	**Dave Andrews**
Director	**Darren Davis**
Director	**Steve Newell**

Project Leaders

Catering manager	**Eric Widdowson**
Electrical Work	**Jon Evans**
Library	**Ken Jones**
Station Buildings & contents	**Dave Andrews**
Publicity	**Dave Mitchell**
Track maintenance	**Eddie Turner**
Site maintenance	**Eric Widdowson & James Barrett**
Traction Engine Track	**Austin Lewis**
Webmaster	**Mike Bowman**
Newsletter	**Austin Lewis**