



NEWSLETTER OF THE COLCHESTER SOCIETY OF MODEL & EXPERIMENTAL ENGINEERS LTD

No 56

Spring 2020

**Activities since Autumn LINK No 55**

**Winter talks**

**27 Sep 2019 – Undersea cables – Tony Zymelka**

Tony explained that the first cables were copper wire telegraph cables insulated with Gutta-Percha, a type of rubber, and have been around since 1850 when the first subsea cable was laid from UK to France by the SS Goliath. The idea of an electromagnetic trans-Atlantic cable was surprisingly first postulated in 1843 by Samuel Morse and the first international (Trans-Atlantic) cable was laid between Newfoundland and Ireland during a campaign over three expeditions between 1857 / 1858 by the US steam frigate Niagara and HMS Agamemnon, although the first (successful) trans-Atlantic cable being laid from UK (Ireland) to USA in late 1865, was laid by the re-purposed, Brunel designed ship: SS Great Eastern. This Trans-Atlantic Telegraph (Morse code) cable was originally 8 words per minute increasing to 120 words per minute by early 1900s. In 1956 the copper cables handled 36 telephone channels and by 1978 when the last of the Galvanic cable was laid it had increased to 4,000 channels. In 1988 the first fibre optic cable was laid handling 40,000 channels. Today Some 97% of all the worlds communications including internet traffic is carried by Subsea Cables, NOT Satellites!

**11<sup>th</sup> October 2019 – Robert Raven Watch Maker**

Robert Raven trained at a watch making college in Switzerland, He showed us the very fine watch he made at the college in the mid-fifties which is still working today. He outlined the history of watch making as the makers strived to obtain greater accuracy using innovative mechanical devices such as a tuning fork. He then went on to describe the change to quartz crystals where the makers continue to strive for ever greater accuracy. He showed examples of Swiss products including a ships chronometer.

**25 Oct 2019 – RNLI – Doug Zeeman**

Doug provided an introduction to the RNLI, which has saved over 142,200 lives since 1824, and how his involvement as Education Volunteer helps to ensure that young people are made aware of the dangers of open water, thus preparing them for a safer future. He discussed the different types of lifeboats currently in service with the RNLI and explained some of the technical details of each of the classes of lifeboat. He also gave a brief history of the Harwich Lifeboat Station, one of the busiest stations in our region.

## **2 Nov 2019 - Night Running & fireworks**

Another successful evening with even more neighbours attending. Apart from the rain, everyone had a great evening and the fish and chip van was well supported – 94 portions of chips served! All who enjoyed the fish and chips said that is was one of the best they have had. Great fireworks yet again provided by Peter and his son Chris and grandson Charlie.

## **8 Nov 2019 - Birds you may have seen - Graham Wilmot**

Graham Willmott gave an interesting talk entitled Birds you may have seen and where they come from. He explained how many birds that come from faraway places find their way to the UK due to migration and the effects of extreme weather conditions. The talk was illustrated with 709 or so of Grahams own photographs.

## **22 Nov 2019 - B17 Spirit of Sandringham - John Preston & Larry Sampson**

Larry gave a brief history of the Class B17 4-6-0 express passenger locomotive that was designed specifically to run on east Anglian lines and commenced service in 1929. As all of the original engines have been scrapped a new build is under way, based on a 1935 version, and scheduled to be complete in 2029 to celebrate its centenary. Over the past 5 years the chassis frames have been completed and the next phase is to cast the wheels and place the boiler contract.

## **6 Dec 2019 - Maintaining the permanent way - Jason Lund, Network rail**

Jason, who is responsible for the Anglian region, explained the work carried out by Network rail in order to ensure the track is within the gauge limits including the gap between platform edge and the rolling stock. He showed examples of the various track maintenance machines (one of which stretched for a mile along the track!) which automatically removed the old sleepers and rail and replaced with new sleepers and rail without manual intervention.

## **10 Jan 2020 - Cars, Trucks and Tractors - Mike Wilkins**

Mike talked about his 40 year life as a photographer from the early sixties when he started as a staff photographer at Ford before becoming freelance working for Fiat, Volvo, Asquith Motors, and Gleneagles amongst others. He showed about 100 pictures from his extensive collection covering motorsport, engineering, advertising and other activities he was involved in all over the world, including some of the celebrities he met over the period.

## **24 Jan 2020 - Boiler building - Andy Hope**

Andy started by explaining the method for setting out a tapered boiler barrel. One for L N E R type boiler where the taper is on all sides, and another one for G W R and L M S where the barrel is tapered on the top and sides but parallel on the bottom, he said that's all there is to it, with a chuckle coming from the members. Next, he explained the method for making flange plate formers, with a backing former to sandwich the plate between. The formers must be cut to allow for two thicknesses of the plate to be formed on the sides. And one thickness on the top, as well as the thickness of the wrapper plate. For example if the plate to be formed is 1/8" thick and the wrapper plate is 1/8" thick, then the former needs to be cut 1/2" smaller on the sides and 1/4" smaller on the top. Next, he passed around two brass drills sharpened for drilling copper plate, with a flat cutting edge and a point for locating on a pilot hole. This he said gives you a nice drilled hole without the thruppenny cut holes you tend to get using a standard drill. Next, he showed slides of various flames to avoid when setting up the oxy propane torch, such as sharp pointed flames, which will cut, and long pointed flames which will oxidize the copper turning it black and the solder will not run. The ideal flame is one with a round tip to the flame. This is the

hottest part of the flame, BUT he emphasised you must keep the flame on the move, otherwise it will BURN THE COPPER making a hole. Back up heat is needed on all boiler work and he used a no 2499 Sievert burner for this job, getting the whole boiler up to a dull red heat, before going in with the oxy propane torch with no 25 nozzle, note all joints must be pre fluxed. When the flux turns to water type liquid this is the time to start soldering. Andy emphasised YOU MUST HEAT THE JOB to run the solder NOT THE SOLDER, IF THE SOLDER DOES NOT RUN THE JOB IS NOT HOT ENOUGH. He uses silver flo 24 for the inner firebox, outer joints on boiler barrel front tube plate and foundation ring to inner firebox then using silver flo 55 for the stays, tubes, backhead and any other remaining jobs. Also, he puts all bushes into the backhead and boiler barrel before assembly, with silver flo 24. Large boilers need a lot of heat, and he uses an old fire blanket to wrap around the boiler to help keep the heat in. Andy finished up hoping members had gained some tips on boiler making

### **21 Feb 2020 - Film night - Martin Harrison**

Martin showed four old cine films associated with steam trains;

**1:** The “Coronation Scot” was an express passenger train of the London, Midland and Scottish Railway inaugurated in 1937 for the coronation of King George VI and Queen Elizabeth running on the West Coast Main Line between London (Euston station) and Glasgow (Central station). The streamlined Coronation Class pacific locomotives were specially developed for the service, and were amongst the most powerful steam locomotives to operate on British railways. On a press run, preparatory to the introduction of the service in June 1937, Coronation Scott, newly built and turned out in blue with silver "cheat lines", achieved a speed of 114 miles per hour near Crewe. It was scheduled to complete the journey from London to Glasgow in 6 hours 30 minutes.

**2:** Restoration of “The General”. This is a 4-4-0 "American" type steam locomotive built in 1855 for the Western & Atlantic Railroad, best known as the engine stolen by Union spies in the Great Locomotive Chase, an attempt to cripple the Confederate rail network during the American Civil War of 1861. In 1959, the *General* was removed from the Chattanooga Union Depot and taken to the railroad's South Louisville Shops to be restored to operation for the American Civil War Centennial. As part of the restoration, the *General* was given modern air brakes, a modern coupler on the tender and was converted to burn oil. Throughout the 1960s, the engine pulled Louisville and Nashville Combine Car Number 665 as it travelled to various places across the eastern US, including the 1964 New York World's Fair under its own power. Today, the locomotive is preserved at the Southern Museum of Civil War and Locomotive History in Kennesaw, Georgia.

**3:** “Thunder on Blue Ridge”. The film showed a Norfolk & Western Railway's Class A four-cylinder compound articulated (Mallet) steam locomotive with a 2-6-6-4 wheel arrangement and driving wheels of 70 inch operating in 1958 shortly before its demise in 1959 when diesel locos took over. The powerful 2-6-6-4s were capable of more than 5000 drawbar horsepower at 45 mph, and could reach 70 mph, being used primarily for fast freight trains, but they also pulled heavy coal trains (140 wagons on up gradients and 190 wagons on down gradients).

**4:** “Romney, Hythe and Dymchurch”. Known as “Kent’s Mainline in Miniature”, the world famous one-third full size steam & diesel locomotives run along the 13½ miles of 15" gauge track from the Cinque Port town of Hythe, terminating in Dungeness. The official opening took place in 1927 and the original two Pacific locomotives 4-6-2 (Green Goddess and Northern

Chief) were built in Colchester by Davey, Paxman and Co. They now operate a fleet of 8 Pacific's, two 4-8-2 mountain class and a 0-4-0 tender tank loco all built between 1925 and 1937, together with a couple of more recent mainline diesel units. After the war the lines reopened in 1946 between Hythe and New Romney with the Dungeness section following a year later with Laurel and Hardy cutting the ribbon.

### **6 Mar 2020 - Ipswich Transport Museum - Martin Long**

Martin gave an enlightening talk on the history of the Museum from its inception in 1978 through to the present day illustrated with many pictures of original vehicles from the 1930s operating in Ipswich. The pictures showed the before and after restoration condition and it was easy to see how it took the 2 to 3 years to bring them back to original condition.

### **3 Apr 2020 - Models night - Cancelled due to Covid 19 virus outbreak**

**AS WE ARE NOW ALL SOCIALLY ISOLATED, IF YOU FEEL VULNERABLE AND NEED HELP IN ANY WAY PLEASE CONTACT ANY COMMITTEE MEMBER.** We are not in a position to offer direct support but we can try and signpost support even if just means making a phone call. If you wish to talk to another member then contact Don Black who will provide contact details.

### **Summer Events Programme 2020**

**PLEASE NOTE:** Due to the Government advice to restrict social movement, all events planned up to the end of July are either cancelled or postponed where able to be rescheduled. The situation will be reviewed later as to whether further cancellations will be necessary.

**Sunday 10 May:** National Model Engineering and Modelling Exhibition, Doncaster racecourse. Cost £31 including entrance ticket.

**Saturday 20 & Sunday 21 Jun:** GL5 will be visiting from the Friday to steam over the weekend. We will provide our normal hospitality and will need club members to act as 'hosts' to our invited guests.

**Saturday 27 Jun:** Gravesend Model Marine and Engineering Society are holding an invitation day

**Sunday 19 Jul:** Tollshunt Knights (to be confirmed)

**Sunday 2 Aug:** Five Parishes' Show (to be confirmed)

**Saturday 26 Sep:** Geoff King is again arranging a party to the Bure Valley Railway for the purpose of each member driving the engine over a 3 mile stage. Cost of £50 to include lunch. 1st 12 names to be added to the notice board in the clubhouse will form the party.

**Saturday 5 September:** The Great Bentley Show

**Saturday 7 Nov:** Night run and fireworks

Beech Hurst miniature railway, Haywards Heath. Ian Pryke is trying to organise a visit to this wonderful site during the summer. Please let Ian know if you are interested.

Please check club house notice board or website regularly for any updates.

## **Children's Parties 2020**

We had six parties booked for the 2020 season. The dates were being 18 April, 16 May, 4 July, 29 Aug, and 19 Sept. The first three dates are now cancelled and the August date will be reviewed later. On the 29 August we have an additional party in the morning starting at 10:00 and finishing at 12:00 giving us time to prepare for the afternoon party.

Look forward to seeing as many of you as possible this season.

**Graham Willmott**

## **Tuesday Junior Club**

These get together days for members' grandchildren, and their friends, to enjoy driving electric and steam locos during the school holidays commenced again on 18 February half term break and then on through the year until the Autumn half term.

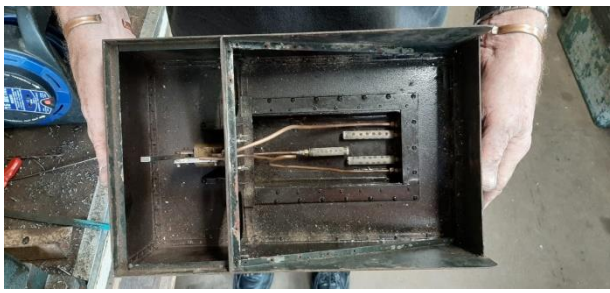
## **Junior members activities**

Last year the Club had been donated an unfinished 5" gauge 0-4-0 Rail Motor loco complete with tender and it was decided by the committee to allow the junior members to complete the project and become a fully working club loco. Here is their report on progress so far.



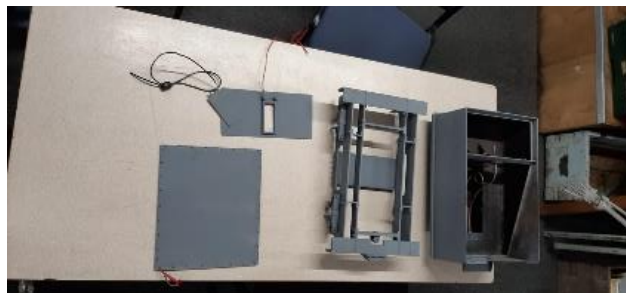
The train and tender both move, but as you can see the train is missing the boiler and some moving parts are stiff. We need to strip it down, clean with emery paper, prime it, build a boiler and then paint it.

We have been working on the tender and Ian Pryke has helped us to take it apart, clean up and prime the tender on the children club days.



We first had to unscrew all the parts so that we could look inside the main chassis and take off the suspension holding the wheels. We then took the wheels and used a wire brush to get all the dirt off the rim to make them shiny and smooth. We then took apart the pump handle so that we

can get it to start pumping. We then took the rest of the tender home so that way we could take off all the paint from it so that we could then use the emery paper to smooth it down so that we could prime it. On the next children club, we then primed the tender with a grey paint, so it won't rust.



Next time we will start work on the main train body work.

**Christopher and Aaron Horwood**

### **Modifications I have made to my Locos - Part Three – HUNSLET**

With two loco`s built and running nicely, I was offered a complete set of castings and frames for a Simplex loco by a club member. At that time I did not want to build a Simplex as Charlie Whiterod had already built and sold six and I just did not want to build another one. However, my Robert persuaded me to buy the castings, saying that we could use them to build a different loco. We started to study pictures of 0-6-0 loco`s and found a London Transport loco that we liked the look of. I started to collect pictures of the loco and came across some colour slides at an exhibition. I also came across some pictures in a book called "Steam on the underground". I wrote away to the Hunslet museum in Leeds and found that they could supply a General Arrangement drawing and the rest we know.

When we got the drawing things became interesting. The Hunslet was completely different to a Simplex design. The frames were a different shape to the Simplex and the Walcherts valve gear required a total redesign. On Simplex, the valve gear is behind the motion bracket, but on the Hunslet it is all crammed in front of the motion bracket up close to the cylinders. This meant that I would have to completely redesign my own valve gear.

I started work on the frames, cutting pieces out, and then welding in other pieces to get to the [nearly] correct shape. As the wheel centres were already in the frames, the coupling rods were made to the correct shape for a Hunslet but to fit the frames. The wheels and axle boxes were fortunately the same as for the Simplex. Then we came to the valve gear. I had the drawing enlarged to 1" scale and started to make the valve gear in accordance to the drawings. All of the expansion links and the rest of the valve gear are in front of the motion bracket, and a lot of head scratching took place.

One or two parts were made and then scrapped due to problems in getting the necessary clearances, but in the end all worked out OK. The pistons have been fitted with PTFE piston rings, as on my other loco`s, and are completely steam tight. The loco has now been driven five hundred miles, [yes 500!].

As the build progressed I went to visit the North Norfolk Railway (NNR) to examine their Hunslet loco`s. They had three loco`s there, one each from the 1930`s, one from 1940`s and one from the 1950`s. I was pleased to find much in common to my drawing and took many photos of parts and dimensions of areas that I had no details of. During the 1930 depression, Hunslet had kept their workers on short time and stock piled loco parts, making common parts readily available when orders came in. When a new loco was ordered, parts like cylinders and valve gear parts were already in the stores, making a quick delivery of a new loco possible, beating their rival`s delivery quotes.

The boiler shell is the same as a Simplex, but the safety valves have been relocated to the top of the steam dome as is the Hunslet practise. This makes the boiler design stress levels the same as that for a Simplex boiler and hence the boiler test is the same and rules out problems with insurance design problems. After the hydraulic test had been completed work then started on the rest of the loco.

Work now changed to the water tanks, which were redesigned to the Hunslet outline, also the cab and coal bunker. The bunker was converted to become an additional water tank, supplying the injectors. All the tanks are connected together with hoses out of sight under the running boards. On the Simplex the hand pump is operated through a long slot in the top of the tank. This I consider to be a horrible design and my water hand pump was given a redesign to operate through a true scale filler cap. All my loco`s now use this design of hand pump. Also given a redesign were the injector water valves which are screwed to the front of the bunker tanks. The bunker tank is fitted with fine stainless steel gauze across the tank sump to filter all water to the injectors.

Next I started to look at the cab and I again went to the N. N. R to look at their cab construction, where I was pleased to find much in common with my drawings. Small details were photographed and repeated on my loco, like the boiler turret, hand rails etc. The cab windows are carbon copies of the Hunslet design.

Down each side of the loco London Transport had installed a brush system called a `sleet brush`. In bad weather these are lowered down onto the power lines to scrape off any ice and snow from the power lines. There should be one beneath the loco to clean the middle power line, but I admit to being chicken and not fitting one here.

Lastly, when I took the loco down to Canvey Island for a run on their track, and where the loco was carefully studied by one of their visitors, he said and I quote, "Do not alter anything on your loco. I was one of the crew driving the originals on the L T and it is exactly as I remember it to be. It has brought back my memories."

Pardon the pun but I was "chuffed to bits" to hear his comment.

**Geoff King**

### **Steam Locomotive Driver Training**

When life gets back to normal, or as normal as it can be, steam locomotive driving experience using Sweet Pea will be arranged on Friday evenings, starting from around 7 pm onwards until the light fails. Instruction will be given on opening up the site in readiness for a steam up and the operation of the steaming bays including the water supplies to both the stand pipes and steaming bays. Drivers will be given instructions on firing the locomotive, controlling the water level, and general care of the locomotive under steam. After running, instruction will be given on blowing down the boiler after the fire is dropped and draining down the water tanks before putting the locomotive to bed for the week.

How to start up the signal system and read the signals on the raised track will also be shown together with operation of the traverser and bridge and include the method of controlling the safe usage of the bridge key to prevent anyone running into the bridge when it is required to be lowered.

**Geoff King**

### **The Wednesday Wrinklies Report**

Apart from routine maintenance, such as replacing the bridge hydraulic motor, there have been two major refurbishment projects carried out during this winter period, both of which involved heavy work and a small team of labourers.

The first project involved repairs to the central section of the main access bridge where the brickwork was starting to degrade and not support the lift up sections of the bridge. Ian Pryke and Andy Hope came up with a design of a structural support frame that would transfer the loads to the foundation slab and not rely on the brickwork for support. The frame sections were welded up and then sent away via Peter Bohn to be galvanized prior to being installed. Brickwork was removed locally to accommodate the support legs and the whole framework was bolted together and installed within a day so ensuring that access to the site was not impeded for too long.



The second project involved replacing the top three courses of brickwork to the raised track tunnel facings and the small footbridge where they had suffered with frost damage and the face of the bricks had spalled and were dropping onto the track. The original “blue engineering” bricks were carefully salvaged, cleaned up and reinstalled. A course of pan tiles was introduced to help prevent rain water running down the brickwork. Martin Courtis undertook the task of bricklaying ably supported with his team of helpers in mixing the cement and pointing up the brickwork.





A prototype of the CSMEE riding trolley undergoing trials. The side frames will be in lattice form on the production model as indicated.

The 5 in gauge trolley is designed to operate on both the raised track and ground tracks and initially 4 trolleys will be produced for Club use. The basic model will include a padded seat with space to sit a coal box (or drink mug), 4 wheel compensated braking with parking lock facility, socket points for fitting foot support irons and back rest if required, and will be finished in durable black powdered coated enamel.

Following further operational trials, to allow for any design changes to be incorporated, a batch of trolleys will be produced for sale to members at a competitive price (to be finalised)

### **Please be aware**

As mentioned in the previous LINK, when the weather is warmer, the steaming bay canopy steelwork will be cleaned and re-painted. This action will now have to be deferred until after the Covid 19 outbreak has passed and the Club reopens which maybe sometime in August - hopefully. The steaming bay will be out of action during this period although access to the track can be achieved via the traverser area. Painting of the steelwork will involve placing scaffold planks across the radial track sections to provide easy access to the roof sections and is likely to take a couple of weeks working on Wednesdays. To minimise the time this area will be out of use for steaming, additional help will be requested – there is more than one tin of paint and paint brush!!

**Don Black**

### **Secretary's Report**

At the time of compiling this report we have 93 Full members, 9 Associates and 8 Juniors on our books but 5 still have to pay their 2020 subscriptions.

If you have not paid your subscription please quickly do so. According to our Bye Laws, those who have not paid by the end of March are deemed to be 'persona non grata'. Need a boiler testing or want to continue to use our wonderful facilities; you need to pay your subscription. If you have any issue with paying this year, please talk with Peter Bohn who will find a way for you to continue your membership.

I would like to welcome some new members who have recently joined: David Shepherd, Dan Mansfield, Mike Quee, Ian Skinner, David Long, Matthew and Isaac Pearson. The Society has lots to offer, so make the most of it. Make yourself known and enjoy your time with us. Talk to everyone, we don't bite and find time to share a cup of tea with those around you so that friendships can develop.

**Driver Instruction:** Using the knowledge gained over the years Council have developed a training programme that we hope will be implemented this coming season. Covid 19 permitting!! Interested in taking part, see Ian Pryke.

**Brickwork:** The damaged brickwork in the road bridge central pier has been replaced with a galvanised steel frame and the tunnel parapets have had the top courses removed, tiles inserted to provide a drip edge and engineering bricks replaced. This should see us alright for the next 25+ years.

### **Moving forward**

April 24<sup>th</sup> was to be the date of our next AGM at which Council would be proposing a number of changes to the Bye Laws. Nothing contentious but keeping abreast of the way we operate. The major change will be the additional role of a Membership Secretary which will effectively bring the Council up to nine members. Don Black is already undertaking these duties and will put himself forward to take on this role 'officially', once the AGM has agreed the Bye Law change. When a revised date is agreed for the AGM you will receive the AGM pack three weeks before the meeting which includes the Bye Law changes and a revised nomination form as Council decided that this new role should be voted on by you, the members, at the AGM.

I am bowing out as Secretary and Jim Hollom is prepared to take on this role, unless you want to!! It has been a privilege to serve the Society. I hope that I have 'added value'. I know some members still wonder why we have to worry about such things as PAT testing, but CSMEE Ltd. is a limited company bound by the rules and regulations of the Companies Act and I know that whoever sits on the Council will take all necessary decisions to ensure we comply with the best of our ability. I am not going anywhere, other than trying to get my loco working efficiently, so 'see you around'.

**Coronavirus - We continue to function normally (at the time of writing this) but please keep your eyes peeled for emails / notices to tell you of any change to our status.**

**Ian Ransome**

### **Chairman's ramblings**

As winter comes to an end, we can all look forward to the coming summer running season.

Many major infrastructure repair projects have been completed over the winter months which involved a number of members whose efforts can be seen by all.

Some members wash there greasy/dirty hands in the kitchen and use the tea towel to dry them. The proper place to wash greasy/dirty hands is the work shop using the hand cleaner provided and paper towels (a larger sink is due to be installed in the near future). The only time you should wash your hands in the kitchen is prior to food preparation, the towel hangs on a rail under the work top. Do not use the tea towel on the tea urn to dry your hands', the last thing we need is a case of food poisoning etc.

In view of recent events all club activities are on hold! So please regularly check your e-mail as this will be the way we keep you all up to date, hopefully this situation won't last too long.

If you currently receive your issue of LINK and Club correspondence by post, please consider receiving it by e-mail it's quicker and saves the club money.

**Ian Pryke Chairman**

### **Treasurer's Report**

#### **Income Statement For the year ended 31 December 2019**

	2019	2018
	£	£
Turnover	8543	9887
Other Income	106	76
Depreciation and other amounts written off assets	(3065)	(3216)
Other charges	(9186)	(7634)
Taxation	<u>(51)</u>	<u>(4)</u>
Loss	(3653)	(889)

#### **Balance Sheet 31 December 2019**

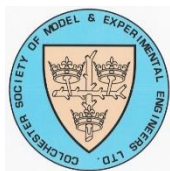
	2019		2018	
	£	£	£	£
Fixed Assets		67859		70922
Current Assets	33484		34203	
Creditors				
Amounts falling due within one year	(2109)		(2238)	
Net current Assets		31375		31965
Total Assets less current liabilities		<u>99234</u>		<u>102887</u>
Reserves		<u>99234</u>		<u>102887</u>

Please note that detailed breakdown of income and costs will be included with the AGM packs that will be sent out three weeks before our rescheduled meeting – Date to be agreed and notified by e-mail

**Peter Bohn**

As you can see from the number of pages we are short on content for this edition of LINK. The magazine is for the benefit of members but it needs you as members to contribute articles, short stories, interesting anecdotes, personal experiences related to club activities for it to continue. The Autumn edition of LINK is presently very sparse on content.

**Don Black**  
**Editor**



**COLCHESTER SOCIETY OF MODEL & EXPERIMENTAL ENGINEERS Ltd**

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