

Smokebox – July 2008

Steam In Beds 2008

Plans are well advanced for Steam In Beds this year, it will take place on Sunday 7th December 2008. It will follow a similar pattern to last year with all 16mm Members invited to run on the attending layouts. We will also be welcoming members of the general public to come and see the fun.

Catering will be along the same lines as last year, complementary Tea, Coffee and Biscuits etc.

As usual we will need plenty of willing hands to help set up on the Saturday from 3pm and on the Sunday before the show opens. As last year all BAGS members will be issued with a Steward Badge to help visitors identify members in case of questions or queries.

We are expecting the following Layouts:

Ridgmont
Prayle Grove
St Gennys (the latest version)

We are also expecting the following Traders:

Brandbright	Busy Bodies
Lineside Delights	Imp
Jons People	Atropos
Trenarren Models	

Pete Newman will be organising the publicity through the Association Journal, Modelling Press, Local advertising and Flyers.

BAGS Website

As Pete had decided to step down as Webmaster we were looking for someone to take over the running of the BAGs Website. I understand from Pete that Michael Walton has agreed to take it on. There are still a number of issues to be resolved but we hope to have them all sorted by the start of the new membership year.

Next Meeting

Just a quick reminder that our next meeting will be on the 7th September and it will be Subs. Time.

Steam on Somesay Island Railway

Martin Shrubsole is planning a Steam Running day on his Somesay Island Railway on the 14th September 2008, all 16mm Members are welcome. See the attached sheets for a full description of the line and how Martin expects to organise the running on the day.

Cont.

Steam on Somesay Island September 14th 2008

All **BAG** members, and any other members of the 16mm NG Association are invited to run steam or battery locomotives on **Somesay Island Railway**, in Wing between 10:00 and 16:00 on **Sunday 14th September 2008**.

Some of you have visited Somesay Island in the past, or may have followed the story of how the layout has developed (over the past 10 years), on our website www.somesayislandrailway.org.uk . If so, you will know that the railway has been laid out so that it can be used to run an elaborate timetable, using battery power, and provide a way of keeping 20 or more operators fully occupied. In this form it has also proven to be a very effective way of raising money for the charity, [Marie Curie Cancer Care](#).

During 2005 to 2008 quite a lot of the railway has been re-built so that it can still serve its original purpose, but can also be used for the operation of 16mm Steam locomotives. The "house" locomotive is "Kachanga" the Roundhouse Fowler tender loco (radio-controlled) that Martin bought from Kevin; the "steam" changes to the layout have been made to give Kachanga, and other like locomotives, the chance to show off their paces.

SIR is all 32mm gauge track, a mixture of Peco SM32 and Tenmille. Minimum main-line radius is 42" (most is much larger radius) with some sidings of 36" radius. Pointwork is a combination of Peco, Tenmille and home-made. Frog angles are no 4 or larger, back to back measurements are to meet Roundhouse/Slaters' "Coarse" scale standards. At rail-head level clearances are for stock that is 115mm wide, and adjoining tracks are at 5" (125mm) centres. Martin's experience with Kachanga is that a passenger train leaving the terminus at Port Pourri can make a trip round all of the nearly 500ft of route that is cleared for Steam Operation in about 10 minutes. Arriving back at Port Pourri, running round the train and turning the loco takes about another 5 minutes, making it feasible to complete two round trips on one boiler fill.

The route includes two spirals, (one up and one Down), and at places trains frequently duck away behind plants, and take short-cuts that Human drivers cannot follow. For this reason, Radio Control is an advantage. Where manual operation is to be used, a slow running loco will not pose a problem, but a runaway Mamod will need both a launcher and a catcher. That said, probably the ideal loco for the route would be a Roundhouse or other RC diesel.

Only about 20 ft of the 500ft main line is used in both directions, and there are appropriate signalling arrangements to avoid "corn-field meets". Otherwise trains can follow "on sight". Martin believes that by adopting a simple sequence schedule (which he has a lot of experience in preparing), it will be possible to operate an intensive, and interesting service, with as many trains in steam as there are radio channels available. The number of loops available means that when a loco gets "out of breath" there is scope for it to seek refuge, without blocking the main line for other drivers.

Martin would appreciate advance warning of how many BAG (and other 16mm members) will take up the challenge of steaming around Somesay, on 14th September (please ring 01296-688913, or e-mail welaws@aol.com).

Martin is keen to stress that this is an extra invitation to BAG and 16mm members. Normal Trains for [Marie Curie Cancer Care](#) operations will take place on Saturday and Sunday 23rd and 24th August, and again on Saturday and Sunday 30^d and 31st August. There will be NO service on August Bank Holiday Monday. Any BAG members who would like to join in on these dates should also contact Martin as above.

Chris Pretty

Schematic diagram of Somesay Island Railway, and simple Rules for Steam operations

Trains will normally proceed from **Port Pourri** to **Ballyfuss**, and then anti clockwise around the Loop i.e to **Over Cotes**, **the Vale**, **Llanbedroc**, **Rock Bottom**, **Cotes Coppice**, **Ballyfuss** and back to **Port Pourri**).

Between **Port Pourri** and **Butt End** trains must run "on the Left" on the Double Track.

Between **Butt End** and **Ballyfuss** (and vice versa) trains may not enter the **single line** without permission from the relevant signalman.

Around the loop (from **Ballyfuss** to **Ballyfuss**) (approx 250 ft) Drivers will be responsible for driving "on sight" a safe distance behind preceding trains.

Trains may not run from **Llanbedroc** to **Ballyfuss** via **the Vale** and **Over Cotes**, unless signalmen have been appointed at **Over Cotes/Cotes Coppice**, and **the Vale**

Trains may not run round the loop in a Clockwise direction unless signalmen have been appointed at **Over Cotes/Cotes Coppice**, **the Vale**, and **Rock Bottom**

Where a locomotive needs to stop to raise steam etc it should be diverted into one of the loops at an intermediate station, and the entry points for the loop must be re-set for the main line to allow other trains to overtake. Such way side stops should not be used for re-fuelling/ lubricating locomotives which should generally only be done at one of the three recognised steam raising points.

There are three steam raising points, with suitable sidings at the front of the layout and at a comfortable working height, at **PORT POURRI** (Bays off a 22" Turntable), **BALLYFUSS** (two sidings) and at **LLANBEDROC** (one long platform road).

All Drivers should ensure that their train is equipped with some sort of Tail lamp/ Rear end device, and should make regular checks to ensure that no portion of their train has been left between stations. Where a train does become divided, or otherwise delayed in section, the Driver should arrange to give adequate warning to any following train.

Lines shown in Continuous Black are "level", above ground, and accessible at stations from Operating pits

Lines shown in dashes are at ground level and/or are on gradients.

