

B&DSME News

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Volume 23, Issue 10, October 2004

*The
monthly
club news-
letter
For
Bournemouth
& District
Society of
Model En-
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*Sec.Dave
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October
News

Track work needed.

So what's new since I rambled on a couple of months ago? Well the Juliet is going to get a new home. The majority of the committee and members decided that it should be sold after Mike Baker had explained its chequered history at our last club night. In essence what is going to happen is that a fair market price is going to be established by the chairman and an open auction will take place at a club night, the date of which will be announced. The decision as to the proceeds from the sale has yet to be decided. On another subject it appears that our much-loved track is suffering from a couple of problems one of which is a gauge problem. The CME (Bob Deveraux) has discovered certain areas that are over gauge. To rectify this after the Sunday Roast special that's soon to take place, a re-gauging work party is speedily needed to get everything back to how it should be, many volunteers will be needed for this big job so please watch this space. On another serious note it has been discovered that the web of the rail in certain places has begun to rust at an alarming rate. The CME and members of the committee are seeking advice on the best course of action.

I am please to announce that the club has two very capable persons in the form of Dave and Irene who since the excellent job they did for our Air ambulance day, will from hereon in look after publicity for the society. This is going to be a great weight off certain members minds especially Brian and myself who have undertaken to run the Santa specials this year, I believe we already have advance bookings? Well done Dave and Irene. Remember it's the 19th December (Sunday) this year.

You may also like to know that the editor has commissioned the supply of corporate style clothing for the members. Basically we now have a very nice navy blue polo shirt and long sleeve shirt, both embroidered with the club logo and your individual name, the first order was placed at a recent committee meeting and at the time of writing this newsletter (in some grotty hotel in Stockport) the next club night should reveal my efforts! It would be nice if all members decided to buy either the shirt or the polo shirt, as we believe it promotes a nice image

for the society when we are on public display. Cost? Well see page 2.

Apologies to Graham Osmond who in this issue was supposed to have a write up about the traverser progress, sorry Graham, but time ran out. I promise it will be in next months editorial. As for construction progress, Dave Finn our secretary is trying to locate the whereabouts of the hole/post borer we used when we did the steaming bays. If you are that member who lent us this tool, could we borrow it again? Only its need it to complete the head shunt that I am building. Perhaps you could give Dave Finn a call

Kinda it really, except to say thanks to the Nottingham society for a splendid Polly weekend which was attended by owners from as far away as France and Cornwall and as usual the Editor (mad Bu**er that he is). Still it was worth it to see the new Polly Six! Maybe just maybe we could hold a southern Polly rally next year???? See you all soon Happy steaming.....ED

How to open the Gate

The Easy Way of Opening the Gate at Littledown

Having seen the agonising efforts of some members to open and shut the gate post at Littledown, I am offering the following set of instructions. Opening the gate. 1: Standing on the road side of the post, unlock the padlock and remove your key. Do not, I repeat, do not remove the padlock from the gate post at any time. 2: Rotate the padlock body anticlockwise. 3: Holding the padlock, simply pull the locking bar towards the road so that it slides off of the padlock and lies along the ground towards the road. 4: Lift the post upwards and lay down on the ground away from the road - with the padlock still in place.

Closing the gate. 1: Lift the post, with the padlock in place, and drop it into the vertical position. 2: Holding the padlock lift the locking arm and slide it over the padlock. 3: Rotate the padlock body clockwise and snap it shut. There, it's so simple and easy - as long as you don't remove the padlock!!
Dick Ganderton

Diary Dates

- 20- Oct-04 Foundry Work
- 27-Oct-04 Committee meeting Gallery Room
- 31- Oct-04 End of Summer Run and Sunday Roast BBQ Courtesy of the editor
- 17- Nov-04 Jack & Anne Bath Ladies Night
- 24-Nov-04 Committee Meeting Gallery Room
- 15- Dec-04 Christmas Party
- 19- Dec-04 Santa Specials

WANTED

The club desperately needs a coal bunker to keep our stocks of coal in and to free up valuable space. Does anyone have one, or maybe know the whereabouts of one. Dave Martin has volunteered to dismantle and collect if you know of one.

Vive-Chairmans Thoughts

As there were no rude/abusive responses to my last ramblings in the B&DSME news I thought I would chance my arm again. While chatting to one or two of the regular trackside members one or two ideas came to mind. It seemed to me that it would be interesting to compile a list/chart/inventory (call it what you will) of locomotives owned by the club membership. The locomotive does not need to be completed to be added to the list but an indication of the stage of construction would be useful. To give an example I have a 3.5" Hielan Lassie complete and with a current boiler cert. A 3.5" Juliet complete and with a current boiler cert. In family there is a 5" speedy awaiting a new boiler (when I get on with it) If such a list is compiled anybody building or thinking of doing so could call on another builder/operator for info or suggested mods to make life easier. Another use is to promote "get togethers" of like locos for running days, fun runs etc.

On a different theme how about the possibility of the communal purchase of such items as stainless springs for safety valves and stainless steel balls for clacks. Buying these items in small quantities is either very difficult or expensive. Another option would be to add your requirements to a list and place the order when there is sufficient to meet minimum order levels and to spread the cost of post and packing out. Do you have any thoughts on any of the above ??? My e-mail address is:- martincuff@eurobell.co.uk If any of you would like to contribute an article/letter or put an "ad" in the newsletter I am sure Richard will be happy for your input. As a member of the trolley sub-committee I would love to hear from any of you who could assist in the production of components for a proposed "production run" of a further seven passenger trolleys and two 3' two man driving trolleys. If you are able to help chat to Dick, John or Me.....Martin Cuff

This Months Competition

- Q1** How is the advertising character Bibendum better known?
- Q2** Who invented the rotary engine and what was his christian name?
- Q3** In 1954 Dr Robert Borckenstein invented what?
- Q4** Spangler invented the vacuum cleaner, but what was his job at the time?

Last Months Competition

- Q1** Catamaran
- Q2** Fred Dibnah
- Q3** Silver (Gold is plated)
- Q4** 20p

Non-Ferrous Metals

We at P.L.Hill(Sales) are now in a position to supply model engineers and restorers who are members of clubs and associations wishing to order collectively, savings on our already competitive prices. We specialise in small quantities, no need to order a foot when an inch will suffice. Please do take the time to visit our web site at www.plhillsales.com, or alternatively contact us for our free brochure, (phone number 01274-632059).

Club Clothing

We now have polo shirts and long sleeve cotton shirts for sale with the club logo embroidered on them and also personalised with your own name. They are very good quality and are reasonably priced. I have to place an order for a minimum of six garments per order so let me have your cheque, size and name required. The sizes are Small, Medium, Large Xlarge and XXlarge. polo shirts are £14.00 and long sleeve shirts are £20.00. It is hoped that all the club members will participate in this. Cheques & details to the Editor.

And Finally

I cdnuolt blveiee taht I cluod aulacly uesdnatnrd waht I was rdgnieg. The phaonmneal pweor of the hmuan mnid. Aoccdrnig to a rscheearch at Cmabrigde Uinervtisy, it deosn't mtttaer inwaht oredr the ltteers in a wrod are, the olny iprmoatnt tihg is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it wouthit a porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Amzanig huh?



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