

The monthly club
newsletter for
Bournemouth &
District Society of
Model Engineers

Secretary: Dave Finn
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Chairman's Thoughts

Our last club meeting was well attended and thanks to Dick for his informative talk on Wheels and Track, even the ladies enjoyed Dick's magic lantern show. As I said at the meeting, it would be nice for other members to come forward and talk on a subject they are interested in. We have got speakers for the early part of the year but space is available. Have any members any ideas for the club meetings? If so please let me know.

The other week I parked by the side of the engine shed and happened to notice a key laying in the shingle. On closer inspection it was rusty and matched the bollard key. Has anybody lost their bollard key? Please be more vigilant with the keys and always make sure the bollard is locked after you have used it. Life would be very difficult if we lost our access via the bollard as a result of one member's carelessness.

It would be helpful, when you have finished running and your engine is in the steaming bays cooling down, that we all help with putting away

the track 'furniture', so that it's not left for just a few members to pack away. This would be appreciated by everybody.

Thanks to all the members for returning their slips to me, please keep them coming, for those who have not sent them, or have lost the form, all we want is your name, partner's name, surname, phone number, mobile number, address and e-mail address if you have one. If you want you can leave them at the track, in the kitchen, and I will pick them up from there.

New additions to the track are two red buckets, filled with sand and clearly labelled 'DOG ENDS', for the safe disposal of rag ends. Please use them and help keep the track tidy.

On a lighter note, a date for your diary is Sunday 22nd October. This will be our **Late Autumn Running BBQ**. If you want to run in the dark please bring a Red Light to put on the back of your train. I will light the BBQ so that we can start to eat about 4.30pm.

Dave Martin

Editor's Ramblings

This 'web' issue is back to the more normal four pages - last month's seven page effort reflected a very hectic month for the Society and life at Littledown has since quietened down a bit.

I have been asked if I have got the notes for my talk on Wheels and Track on my computer. What notes? I have, therefore, promoted our Sports Correspondent, Mick Baker, to the post of Technical Correspondent to report on the talk for the benefit of those who either couldn't attend or simply fell asleep.

As I said last month, I would like to try to start a Letters Page in the Newsletter. I haven't received any letters yet, so come on, get writing.

Please note the correct date for the Society's Annual Dinner is Wednesday 24th January 2007. The date has appeared incorrectly in the last two Diary Dates. My fault, sorry. I expect to

have menus some time in November and I will produce booking forms for inclusion with the earliest possible Newsletter. In the meantime why not note the date in your diaries.

For those of you who are contemplating providing material for the Newsletters - and I do need plenty - please, please, do not put pictures, graphics or tables in the body of a MS Word file. It takes me a lot of extra work to extract them so that I can use them and the text in the page layout program that I use. Send the Word file, pictures and graphics as separate attachments to the e-mail, or as separate files on a CD-ROM, and use just single tabs to create tables in the Word file - no boxes, please.

Please note that the Copy Date for the November issue of the Newsletter is Thursday 2nd November.

Dick Ganderton

Wheels & Track

Our Technical Correspondent, Mick Baker, Reports

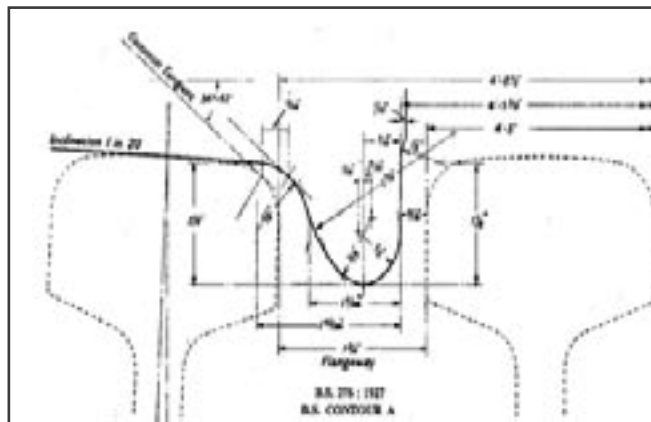
During the September meeting, Dick Ganderton gave a talk entitled 'Wheels and Track' in which he explained the relationship and interaction between railway wheels and the rails on which they run.

Expressions like 'root radius', 'coning angle' and 'back to back' abounded and the discussion of theory interspersed with practical advice relevant to 'our' scales kept all enthralled. It goes without saying that the two wheels on an axle must be of the same size, as must be all coupled wheels. How, then, does one achieve consistency?

Dick explained his way of machining wheels using a 5mm diameter button tool bit for all facing operations. Firstly the casting is held by the tread in a four-jaw chuck so that the rim runs as truly as possible. The back of the wheel is then finished to size and then the axle hole is drilled, bored and reamed. When all castings in the set have been finished to this stage a blank end taper mandrel with drawbar is set in the lathe mandrel and the end turned to a good fit in the wheel bore. The end of the spigot is then threaded to take a retaining nut and washer. The faceplate is mounted and the first wheel is placed on the machined spigot, tightened with the nut and driven with a peg in the faceplate. Using this method, castings can be easily remounted for successive operations. The face of the wheel, the rim, the boss and the balance weight can now be finished to the drawing.

With the topslide set over almost 3 degrees - Dick told us that he preferred to cone the tread to nearer the 3 degrees of the prototype than the 2 degrees suggested by *ME* - the wheel tread and the root radius can be formed in one operation. The 'stopping point', the centre of the root radius, can be ascertained from the drawing and measured from the faceplate or determined by the scale on the topslide screw. When all wheels are completed to this stage, the topslide can be reset to 20 degrees, the other way, to machine the front face of the flange, stopping the tool when it just 'fits' into the root radius. The job is finished by rounding the edge of the wheel between the two faces of the flange, dare one say with a file.

The evening was conducted throughout in Dick's inimitable off the cuff, conversational style that surely belies much meticulous planning and preparation. I think all would agree that it was an evening well spent, may we have more, please?



This is the BS 276:1927 'Contour A' wheel profile used by standard gauge British railways for locomotive wheels from 1927 onwards. It shows how a railway wheel is specified to ensure manufacturing repeatability. Note that there is no width specified. The various railway companies had their own ideas of how wide their wheels should be!

Taken from Contours For Locomotive Tyres (For British Railways 4ft 8 1/2 in. Gauge) published by British Standards Institution.

Other Events

The Midlands Model Engineering Exhibition is on Friday 13th to Wednesday 18th October at the Warwickshire Exhibition Centre, Fosse Way near Leamington Spa. Open 10am to 5pm with Late Night to 6.30pm on Tuesday and 4pm on the final day.

The Model Engineer Exhibition 2006 is at Olympia 2, London. Dates are 29th to 31st December.

For the more adventurous amongst us Echtdampf Treffen, Köln is on 9th to 12th November.

Luscombe Valley Happenings

The annual 'Luscombe Valley Humbug Day' for those who want to try to escape the Christmas Shopping nightmare will be held on Saturday 23rd December.

Typeset by Dick Ganderton in Gill Sans using Adobe InDesign CS v3.0.1 on a Macintosh 350MHz PowerPC G3 running Mac OS X v10.3.9 Panther.



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B&DSME Diary Dates

18 th October	Monthly Meeting; Muscliff Community Centre. Keith Shepard 'The Foundry and its Technology in 2006'.
22 nd October	Late Autumn Running BBQ; Littledown Miniature Railway. BBQ about 4.30pm. Red Tail Lamps required if running in the dark.
15 th November	Monthly Meeting; Muscliff Community Centre. Ladies Night. Pam Smith 'Trekking for Macmillan Cancer Support'.
17 th December	Santa Run; Littledown Miniature Railway. Santa will be in his Grotto to meet the children.
20 th December	Monthly Meeting; Muscliff Community Centre. Christmas Party.
24 th January 2007	Annual Dinner; Crooked Beams Restaurant. Note corrected date. Menu and Booking Forms in November.

Bob Goes Indian



Bob Devereux can be relied on to turn out a magnificent loco from his kitchen table, and his latest creation is no exception.

Bob acquired the start of this loco from the estate of the late Mike Styles. A 7¹/₄" gauge *Herculese*, Mike had got as far as making the frames, cylinders, motion and wheels, changing it to an 0-4-2T. Bob has completed it in the style of an Indian Railways tank locomotive and it has been performing on the Littledown Miniature Railway with great effect.

Photograph: Dick Ganderton

The Chairman's New Pet



Dave Martin looks as pleased as Punch as he lights the fire in his new pet, a *Polly 2*. He has been hankering to move up to the bigger class for some time now, so does this mean that his *Miss Ten-to-Eight* has been relegated to under the bench?

Photograph: Dick Ganderton



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Brian Merrifield is Leading Team Speedy

Speedy was delivered to my home by David Martin a little while ago and left me wondering what to do next. After looking into the smoke box and then the firebox, I found a wooden box and started to put various bits and pieces into it. Very soon the boiler was sitting on the bench and the job didn't look so daunting. However, I spotted a suspect looking stain on the front tube plate and decided to make a set of blanking plugs and pump it up to see if it leaked. Sadly, it has several joints between tubes and tube plate leaking. During a conversation at the September's meeting, Martin Cuff and I agreed to build a new boiler for it. All we are waiting for now is confirmation from Mr. Chairman that Committee has approved the plan and we will make a start!

I have received a number of offers of help for this project and already a team is forming. If you would like to make an input into this interesting project, please do not hesitate to contact me. It will not be long before you see me coming up your drive complete with a bit of Speedy and my note pad for a Membership Profile, so get the kettle on!

Vice Chairman Takes The Maid To Meet Her Makers

On Saturday 23rd September I took the Club's *Maid of Kent* loco on a trip to meet her makers. The Second re-union of the deHavilland Apprentices took place in Christchurch, very close to the Training School of the 1950s and was attended by about 180 people, almost all of whom were trained at the site and who had, in some cases, travelled from America and New Zealand.

There was an amazing number of those present that remembered either the *Maid* being built or actually did some of the building and machining work for it. One gent had some strong recollections of the construction of the boiler, which caused quite a few headaches in the making. Another remembered a trip with the tutor in charge of the project to visit an old hand at locomotive design and construction to collect a set of (in those days) blueprints. This turned out to be a visit to Curly (or LBSC).

There was confusion as to what parts were actually purchased, e.g. castings for cylinders, horn blocks, dummy springs, etc. as nobody I spoke to remembered pattern making or producing castings 'in house'. There were various opinions as to the date of construction, but two or three were confident that the *Maid* was in running order for the 1958 and 1959 Christchurch Carnivals and had, indeed, actually driven her at these two events. Also in support of this date, the last class of apprentices was in 1959 and members of that year all said the loco was finished at that time. However, for the most part the years 1953 to '54 seemed to have the most support, but several thought it was later than this.

The apprentices of two consecutive years were involved, but only the 'best of the bunch' were allowed to participate in the work. Almost all remembered the loco in bright brass. I personally remember the loco in green back in the 1970s, when an older member by the name of John Kimpton was its caretaker.

There was no one who knew to whom or where the *Maid* went after leaving the School, or when it went. One or two were even under the impression that it had possibly been stolen!

Everyone that I spoke to was really pleased to see the *Maid* again for the first time in more than 46 years and almost all were amazed to learn that she was in running order and fairly regular use. I was hoping to find someone with a photo or two, possibly in colour, of the construction and running, that would enable us to create a bit of a history for the Club, but colour was in its infancy and rather expensive back then. Even the photos of each year's apprentices taken outside the deHavilland building were only in black and white.

Over dinner I chatted to the Re-union organiser, Garth Rodgers, and proposed an 'active re-union' at the track so that the builders could see their work in action and perhaps also have a drive. He said that he would put an announcement in their newsletter and let us know the outcome in due course.

Martin Cuff



Boiler Fittings for Sale

Pressure Gauge 1 1/2" dia. 150psi & kg/cm ² calibrations	£8.00	Inc. P & P
Pressure Gauge 1 1/4" dia. 150psi calibrations (Second hand)	£3.00	65p P & P
Water Gauge 3/4" x 40T with blow down valve	£4.00	65p P & P
Safety Valve 30psi Stuart No. 34-50-71322	£2.00	37p P & P
Displacement Lubricator 1/8" pipe entry	£6.00	75p P & P
3-way Valve complete with 1/4" unions	£3.00	150p P & P
3 Union Nuts to suit 1/8" pipe Stuart No. 34-50-72407	} £1.00	50p P & P
3 Union Liner to suit 1/8" pipe Stuart No. 34-50-72412		
3 Union Rings to suit 1/8" pipe Stuart No. 34-50-72419		
1 Ferrule tapped 5/16" Stuart No. 34-50-71404		
Boiler Check Valve & Ferrule	£2.00	55p P & P
K & S Tube Bender with instructions	£2.00	55p P & P
Copper Boiler Shell 2" dia. x 6" long, one flanged end & two copper tubes 1/4" bore x 7"	£2.00	100p P & P
Heavy Duty Copper Steam Pipes 2mm bore 15" and 12" long	£1.00	90p P & P

All unused, except where noted. Subject to being unsold. All dimensions given are believed to be correct, but are not guaranteed.

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