

B&DSME News

www.bdsmengineers.co.uk

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Editor: Dick Ganderton
'Graskop', 76 Dewlands Road
Verwood, Dorset BH31 6PN
dick@graskop.demon.co.uk
Tel: (01202) 822701

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

Secretary: Dave Finn
Tel: (01202) 474599



Chairman's Thoughts

Cream Tea Sunday on 22nd April will be our first event of the year and Peggy has asked if anyone would like to make some cakes, but **only cakes** this time, please, **no scones**. Thank you.

All systems are go for our Exhibition at the Ringwood Town & Country Experience on the 28th & 29th April. I know that a lot of work has gone into the planning, but we need everybody to help out to make it a success.

On a health and safety matter, please can we make sure that when dealing with passengers, we ask them to keep seated at all times with their feet on the foot boards and hands kept in. It seems that members are not filling in the Running Log Sheet in the kitchen. Could you please try to remember to fill this in.

At our last Society Meeting I asked for some new photos to go on our web site as it really does need updating, but I need your help with this. Again, as Dick has mentioned in previous *Newsletters*, the pictures need to be saved in the highest quality possible as this then allows them to be manipulated.

How many of you are signed up with Virgin for phone and TV? If you are it pays to moan about the loss of Sky 1 and Sky News, as I managed to reduce my phone bill by nearly half. So it is worth having a go about the loss and say you are thinking of changing to another provider.

The next **Committee Meeting** is in the **Littledown Centre** on **Wednesday 25th April** commencing at **7.30 pm**.

David Martin

Editor's Ramblings

There is no Technical Page this month. There are several reasons for this - I haven't had the time to chase around trying to coerce someone into providing the material and, as I am helping John Hoyle to arrange our Exhibition, that has taken up a lot of my 'Society' time.

The April Monthly Informal Technical Discussion Meeting was the first one to be held at the Muscliff Community Centre. We had fourteen members turn up and several interesting subjects were discussed.

Ron Bettel brought along the smoke deflectors and front portions of the running boards of his 5" Gauge BR 9F Merlin Biddlecombe has made great progress with forming the firebox wrappers for the new *Speedy* boiler.

Martin Cuff had with him the spark erosion machine that his father had made several years ago to the Amesbury Improved design in *Model Engineer* in 1981. Martin was having trouble in getting it to work, but by the end of the evening the problems were traced to a major error in one of the circuit diagrams. Why do magazines seem to have such difficulties with such essential things as circuit diagrams and almost anything to

do with electronics? With the error corrected we had a working spark erosion machine. So now we all know where to go when we need a broken tap removed!

We must not forget to thank Richard Harvey for making the tea and coffee, after he had nipped down to the supermarket to buy some vital milk and he also washed up. What a star!

The May MITDM has had to be moved from the first Thursday to the second Thursday (19th) as the Muscliff CC is being used as a Polling Station on the 3rd. So don't forget to come along and enjoy yourself in the company of other enthusiastic model engineers. You might even get someone to solve your problem.

Please note that the Copy Date for the May issue of the Newsletter is Tuesday 24th April. There is no leeway on this date as I am still hoping to be on the NW Pacific Coast of the USA for most of May.

For the same reason the June issue will be an abbreviated one and the Copy Date will be Tuesday 5th June - that is in my In Mailbox by then. Only copy sent by e-mail will be processed.

Dick Ganderton

Speedy News

Once again I am pleased to be able to report steady progress with *Speedy's* rebuild. I now have a set of gunmetal axle box castings for Ron Challener to machine, but before he can make a start he needs the horns refacing. Happily, Dick Ganderton has come to the rescue by arranging for a friend, Ken Cottle, who was visiting them for a few days, to take the frames back home to Lincoln and do the job on his Bridgeport. There is a moral here, don't visit the Ganderton residence unless you want to go home with a job!

Boiler construction is now well under way after Dave Martin produced a pair of wooden formers to shape the inner and outer firebox wrappers. Merlin Biddlecombe collected them from Dave and promptly formed the wrappers. Because we have only just enough material to form the tapered barrel, Merlin has opted to ask a boiler maker friend of his, Pete Carr from Bristol, to roll the barrel for us. All being well it will have been done by the time you read this. We are hoping to have made a start at silver soldering by the middle of this month.

If this rate of progress continues we could have the loco back together by the autumn.

Brian Merrifield

Other Events

Taunton Model Engineering Exhibition
14th - 15th April 2007

Large Scale Model Rail
14th - 15th April 2007

A Model Engineering Show is being held at **Milestones**, Hampshire's living history museum, Basingstoke on Saturday 21st and Sunday 22nd April 2007.

www.milestones-museum.com

Harrogate National ME Exhibition
11th - 13th May 2007

Southern Federation Rally will be held at the **Oswestry MES** site at the **Oswestry Show Ground**
19th May 2007

Oswestry MES have their **Open Day** at their site at the Oswestry Show Ground. Further info and directions from Glyn Davies 01691 650352 or on their website www.oswestry-mes.co.uk
17th - 19th August 2007

Vale of Aylesbury MES Annual Miniature Traction Engine Rally
Dick has further details and Entry Forms
2nd - 3rd June 2007

Bristol Model Engineering Exhibition
17th - 19th August 2007

Guilford Rally & Exhibition
21st - 22nd July 2007

Midlands Model Engineering Exhibition
17th - 19th August 2007

Other Events

Model Engineer Exhibition
17th - 19th September 2007

Malden & District SME Annual Visiting Clubs Event
Please let Dave Finn know if you want to attend.
13th - 14th October 2007

Luscombe Valley Happenings

Richard Knott has now arranged the dates for his 'Steam Enthusiast Weekends'. You will be able to run, shunt and do what you want with no public or serious passenger hauling to spoil your enjoyment. As Richard says, "Luscombe Valley as it used to be!"

Next year's dates are as follows:

Cobweb Run 14th & 15th April

Steam Enthusiast Weekend
5th & 6th May

Grand Charity Weekend 28th & 29th July

Autumn Running Weekend 8th & 9th September

Steam Enthusiast Weekend
29th & 30th September

Humbug Day December 22nd

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Diary Dates - Websites Worth Watching - For Sale

B&DSME Diary Dates

18 th April	Monthly Meeting; Muscliff Community Centre. Bits & Pieces Evening. Ladies' efforts as well, please.
28 th & 29 th April	B&DSME Model Engineering Exhibition; Ringwood Town & Country Museum. Further details nearer the date.
10 th May	Monthly Informal Technical Discussion Meeting; 7.00 for 7.30 pm. Muscliff Community Centre. Note change of date.
16 th May	Monthly Meeting; Muscliff Community Centre. Wild Life Trust.
7 th June	Monthly Informal Technical Discussion Meeting; 7.00 for 7.30 pm. Muscliff Community Centre. Back to normal first Thursday.
16 th & 17 th June	Open Weekend; Littledown Miniature Railway.
5 th July	Monthly Informal Technical Discussion Meeting; 7.00 for 7.30 pm. Muscliff Community Centre.
12 th August	Charity Weekend (Macmillan Cancer Support) & 16mm Track Opening; Littledown Miniature Railway.
17 th October	Monthly Meeting; Muscliff Community Centre. Jack & Ann Bath Film: Night 'Reels 7 Wheels'.
21 st November	Monthly Meeting; Muscliff Community Centre. Simon Field 'Sights & Sounds of BR Steam'.

For Sale

South Bend bench lathe mounted on a stand with cupboard
4 $\frac{1}{2}$ " centre height; 20" between centres
6 speeds; Single Phase
Head Stock bored to $\frac{3}{4}$ " diameter
Tail Stock No 3 Morse Taper
3-Jaw self-centring & 4-Jaw independent chucks
Drill chuck for tailstock; Various cutting tools
Price £250

Contact the seller John Burnett Tel: 01202 743877

Websites Worth Watching

Here are some more Websites that Members have suggested you could find interesting.

<http://www.micom.net/oops/>

For a taste go to the end of the list and click on 'Women Live longer'.

David White

<http://www.michaelguy.ca>

Very useful site, particularly for those of us who have problems steaming their locos! **Dick Ganderton**



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16mm Up-Date

The roofing felt has been laid to form the track bed on all of the fixed sections, and work on the security arrangements are well underway. Track laying can commence as soon as sections of the security boards are fixed. By the time you read this we may even have sufficient track laid to provide a limited service.

Visitors to Littledown will notice piles of earth appearing in the centre of the top loop. This will form the base of a rock garden, so if you have some small conifers, or other suitable plants, surplus to requirements please let us know.



As mentioned in a previous article 16mm N.G. track is not electrified, as most of our locomotives and rolling stock do not have insulated wheels. Therefore, if you want electric power it has to be from batteries, and if hands on control is required then it's R/C (radio control).

Commercially available R/C units are available in both AM and FM forms and various frequency bands. In the UK the frequency bands are 27MHz AM for general use, 35MHz FM for airborne models only and a definite no, no, no for railways, and lastly 40MHz AM & FM for surface models such as boats, cars and trains. Please note it is illegal to operate on frequencies other than those specified above.

In order to operate several models at once, each frequency band is broken down into individual frequencies, called Channels, which are all given individual numbers or in the case of 27MHz six main colours. In the case of 40MHz the choice is much greater with 33 channels. In order to be able to operate on different channels the transmitter and receiver are fitted with removable crystals designated to a frequency number. Each crystal is marked with the channel number the frequency and the letters Tx or Rx to identify its designation.

We look forward to seeing you at Littledown,

Gordon Miles & Dave White

Wednesday Activity



Wednesday at Littledown has become a very popular meeting place for the retired members of the Society throughout the entire year. Here we have Ron Challener raising steam in his 5" Gauge *Simplex* and Michael Clay contemplating his 3 1/2" Gauge *Maisie* while Ted Rouse waits patiently for the Boiler Tester to pump up his 3 1/2" Gauge *Heilan Lassie* for a boiler test.

Out of picture were a couple of *Pollys* running the passenger hauling service on the main line and the 16mm narrow gauge workmen had obviously gone for their lunch.



Member Profile by Brian Merrifield - Brian Gibson

This member profile necessitated a warm and sunny ride to Ringwood on my motorcycle to see Brian Gibson and find out a little bit about him. So we start with Brian's father being drafted straight from university to Camel Laird's shipyard in Liverpool during the First World War. Some time after the cessation of the war, in 1918, he started his own motor business in Morcombe, but by 1934 had decided to move south to Fareham. Brian's father, a keen railway modeller, had built an extensive LNWR Gauge 1 layout. This had been loaded into a furniture removal van ready for the move, but sadly thieves stole the van from outside their house and neither van nor layout were seen again.

It was after settling into their new home in Locks Heath, which was also the premises of their new business, Locks Heath Garage, where Brian was born. Life for the lad was pleasant in its rural setting with plenty to interest him. At just seven he started to sell petrol and found himself doing odd small jobs to help out with his elder brother and sister. Once the Second World War broke out the garage building was taken over by the Home Guard and did not reopen as a garage until 1946. Once again his father was drafted into essential war work this time with Folland Aircraft at Hamble. This was another interesting time for the schoolboy. During the build up for D-Day an American tank division was stationed close by and Brian recalls climbing on a tank to paint the American white star on it and then falling off! He was given rides in the tanks from time to time and on one occasion the tank he was passenger in accidentally went off the road and into some woods, becoming stuck in mud and having to be towed out.

It was during this time he took over his older brother's Gauge '0' Hornby train set, which included an Atlantic loco named *Flying Scotsman*. This loco is still used on his garden layout and is now on its third set of wheels. This layout was set up in the garage's café, which the Home Guard was not using. When time permitted, his dad helped out using the garage engineering equipment that included a flat bed Drummond lathe bought new before the First World War and was in regular use in Brian's workshop until about ten years ago. This was the time when much of his engineering and model making skills were learnt.

While still at school he also built a battery powered model passenger ship and was awarded a prize for his efforts by his school. In the past couple of years he has rebuilt the boat after many of the glued joints had given way and at the same time converted it from battery to steam power. A boiler and V-twin oscillating engine, purchased from Cheddar Models just before the company stopped trading, nestles snugly under the super structure. Another interest was flying model aircraft and over the years he built a number of aeroplanes. Although he had several aircraft they all used the same Mills 1.3cc diesel engine. This engine is still in working order and gets run up from time to time.

Soon after the second war had ended, Brian's formal education was coming to an end as he studied for his A levels. However his father decided it was time his youngest son should become an apprentice immediately. At that time apprenticeships could not be entered for anyone over the age of eighteen, which he was fast approaching. Through a business contact father negotiated a four-year apprenticeship with Shell Oil Company as a Navigator with a starting annual wage of £90. This was the first time he found himself working with steam engines, which were used to power the deck mounted machinery, the ships being powered by steam turbine. During that time he gained First, Second & Third Mates Certificates. Using his spare time Brian set about making his first steam locomotive an '0' Gauge *Mogul*. Before leaving the sea he also built a 3 1/2" Gauge LBSC *Maisie* and ran it on Southampton's raised track, which he helped to build. One fateful day the loco ran into a brick that had been wedged into the track and wrecked the engine. A few bits and pieces were salvaged and sold off to fellow members. Since that time he has never driven a steam railway locomotive of any type.

By 1963 Brian moved to land based work for Shipping Federation as a recruiting officer, if a ship needed to take on more crew it was his job to find suitable people. Occasionally men would fail to turn up on time and it was not unknown for Brian to go round to the missing person's house and get him out of bed. (Shades of the Press Gang). His weekly wage of £10 was not considered good, especially as he had married Sheila a year earlier. Standing on his sideboard is a picture of the happy couple with a young, slim, handsome Brian dressed in his Merchant Navy uniform. They had two children, Heather and Robin in 1963 and 1964; both have gone on to great things with Heather now a Professor of Health



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Brian Gibson - Exhibition Report

and Fitness at Florida University. Robin is currently Marketing Director for Sport World and was previously deputy head of the FA.

An opportunity arose in 1965 to move to South Coast Shipping as their Port Master looking after the company's fleet while it was in port. This move doubled his previous earnings, which was most welcome to this young family man. When the company took over Hall Aggregates in Ringwood in 1970 they transferred him there to look after the pit transport. At this time the company were building the A338 Spur Road. This required a house move from Southampton to a bungalow in Parsonage Barn Lane, Ringwood where he started to build an '0' Gauge railway in the garden. By 1975 the company decided to move him back to Southampton as a Controller and Buyer of ships' provisions. Because the family was happily settled in Ringwood and the garden railway was well established by this time, he elected to commute to work each day. The initial basis for this railway was the layout built in the old garage café with his father. This project has never stopped being improved and now boasts 250 feet of track including 195 feet of sidings, bridges, tunnels and signalling. There is a walk in signal box come station and store for much of the rolling stock which include 200 wagons, 58 mineral wagons, 35 coaches and 38 locomotives. Included in this inventory are several items made by Mr. Gibson senior. The garage is also a store for rolling stock with the track running into the building and it is used as his workshop and store where those things that 'will come in handy one day' are kept, well some of them are.

Brian joined the Southampton Model Engineering Society while he was living in the city and helped to build their raised level track and as mentioned earlier ran his Maisie until the disastrous accident. Around this time he was one of the helpers with a 9¹/₂" gauge portable railway owned by Ed Salts using a freelance Atlantic as motive power. From my own experience of moving similar gauge rail and rolling stock around I can well imagine this was one of the reasons for such a slim figure in the picture on the sideboard.

After twenty-five years of service the company informed Brian they wanted to present him with a watch for long service. This however did not impress our man, being a practical sort he decided if they wanted to mark a quarter of a century work then a lathe would be a better reward – they did offer to buy him a gold watch! He found a well equipped, almost new, Myford Super Seven for them to buy for him. Obviously his loyal service was appreciated because they willingly presented him with the lathe, which was soon put to work completing a part built two-inch scale Fowler traction engine. Then he started to build a three-inch scale Fowler, but part exchanged it, in a part built state, for an almost complete engine of the same size and type with Jim Stokes of Warminster. Over the past few years he has become a familiar sight at many of the steam rallies around the area. I have vivid memories of a very cold New Years Day in Poole Park when a few model traction engines came for a steam up. It was so cold the water froze in the belly tank of Brian's Fowler while it was in steam - now that is cold!

Retirement came in 1996 and his employers presented him with his almost new company car and trailer he had used to collect ships' stores. To most people, being presented with a trailer would not be viewed favourably, but when you need to transport your large scale model traction engine to events it

Exhibition Report

The planning for our Exhibition at the Ringwood Town and Country Experience Museum at the end of April is proceeding well. We have arranged for a co-ordinator to be in charge of each area of interest and they will be responsible for deciding which exhibits will be displayed.

The basic layout of the show has been decided and tables and areas allocated on the basis of the numbers and sizes of the items offered by members. If you have offered models for display the appropriate co-ordinator will contact you to arrange with you how and when your models will be displayed and asking you for a brief description so that the display cards can be produced.

It is possible that some of the models offered will not be needed, particularly in the locomotive field, as the response from members was so good. Please do not be offended if any of your models are not asked for. It doesn't mean that your model isn't considered good enough, but the co-ordinators have been given a brief to arrange a display that will show the general public the wide variety of interests and skill levels that a model engineering society – and in particular Bournemouth & District Society of Model Engineers – has amongst its members.

During the time that the Exhibition is open to the public a small band of Stewards have been appointed to provide not only security but to help the visitors understand what model engineers find so absorbing about their hobby.

We have negotiated special admission rates to the Museum, which includes entry to our Exhibition. If you have a model on display or are a Steward you get free admission. For all other members the cost of admission will be £3.00.

If you can help with promoting the Exhibition by displaying a poster please get in touch with Irene Kent or Dave White.

John Hoyle & Dick Ganderton



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