

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

Secretary: Dave Finn
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Chairman's Thoughts

I would like to begin by wishing everyone a very Happy and Healthy New Year.

Luckily the new platform at Littledown was completed a week before our Santa Run, but, unfortunately, we still have to complete the landscaping around the area, when the mud dries out. Well done the members who laid the temporary footpath by the spur.

The morning of the Santa Special started dry and mild compared to the frost of last year. I received a Text Message from Martin Cuff in Morocco wishing us well and everybody mucked in with the scenery and decorations. It all went up easily and in no time at all the engines were in steam. Bacon and sausage rolls, followed by cups of tea, were served up and we were ready for our 11am start. The rush of passengers quietened down at lunchtime, as predicted by Dave White's timetable, enabling us to grab a sandwich and cup of soup, which was most welcome from Peggy slaving away in the kitchen. We even managed to fit in a few children who turned up on the day, thanks to Irene's juggling and in the end we carried about 150 children and 125 adults. We even got a mention in the

Echo and the *Advertiser*. Well done everybody that helped on the day.

Our Annual Christmas Party went off well with plenty of nibbles to be had. I hope you noticed that the burgers were not flamed grilled this time, probably because I was not the chef. The Raffle went off well with plenty of prizes. Thanks ladies for looking after us so well over the past year.

On a rather sadder note, we lost one of our stalwart members. Ron Brookes passed away at the beginning of December. He will be greatly missed, especially by the Wednesday Gang.

Don't forget that the January Meeting is a Bits & Pieces Evening and an Auction. We haven't had an Auction for some years, so this would be a good time to have a clear out and benefit your bank balance as well as the Society's.

Projects for the New Year

1. New turntable.
2. Completion of the 16mm track.
3. Laying of slabs around the Bendy Beam, Spur and Siding.
4. Adding 2 1/2" gauge rail to the siding.

David Martin

Editor's Ramblings

Trying to find something interesting and relevant to write about each month is not an easy task. I need your input! All of you must have something that would be of interest to your fellow members. Even if you simply tell me what you are doing I can arrange to take some pictures and edit your notes.

In this issue you will find an article by Nigel Moody on his simple gauge glass lamp. There are no drawings - your version could be made from whatever you have lying around in the scrap bin. The only critical dimensions are those relating to the size of batteries you use. A word of warning here - don't try to measure the height of the stack of batteries with your digital callipers!

Nigel has also managed to track down a real gauge glass lamp, so we have a couple of pictures to show what the full size drivers had for that vital illumination of the water level in the boiler.

Brian is continuing his relentless pursuit of 'victims' with another of his intriguing 'father & son' stories - this time it's Neil Horder and his late father, Jack.

Don't forget the new **Monthly Informal Technical Discussion Meetings**. The December one, at Ron Bettell's residence, was a cracker. It was both entertaining and instructive to watch John Hoyle going through Ron's workshop, drawer by drawer, with Ron giving a running commentary on the contents. Join us at 7.15pm on the **8th January** at Brian Merrifield's. I wonder what Brian's drawers contain?

May I take this opportunity to wish you all a very prosperous model engineering 2007.

Please note that the Copy Date for the February issue of the Newsletter is Thursday 1st February.

Dick Ganderton

Take a piece of $\frac{7}{16}$ " square brass stock and cut off a piece 1" long. Mark a spot on one side, $\frac{7}{32}$ " from the end and on the centre line. Spot drill and open out to 7mm to a depth of $\frac{5}{16}$ ". Round off the end of the bar to $\frac{7}{32}$ " radius, centred on the hole.

Grip the bar in the 4-jaw chuck and drill in from the opposite end to break into the 7mm dia. cross hole, opening up to 7mm. Next open up the same hole to a depth of $\frac{1}{2}$ " with an 8.5mm diameter drill. Tap the end of the hole $\frac{3}{8}$ " x 32 or 40 for a depth of $\frac{3}{16}$ ".

Put another piece of the same square bar stock into the chuck, turn down to $\frac{3}{8}$ " for about $\frac{1}{8}$ " and thread to suit the body of the lamp. Relieve the back of the thread to allow the piece to fit snugly into the base of the lamp. Before parting off, machine an annular groove in the base to seat a size 007 'O' ring in the bottom. Part off to $\frac{1}{4}$ " long.

Inside the body, where the 8.5mm hole has been drilled, you need to fit a thin piece of plastic $\frac{7}{16}$ " high and $1\frac{1}{8}$ " long; this is curled inside the hole to insulate the batteries from the body.

Next on the agenda is the lamp mounting. I had some plastic (ptfe) rod that was 7mm diameter. Cut a piece about $\frac{5}{32}$ " long and drill a 0.6mm dia. hole through it, just off centre, for the LED's negative leg.

The legs on the LED are bent at right angles about $\frac{1}{16}$ " from base of the LED, the positive leg of the LED (the longer one) is bent again at right angles away from the other leg and as close to first bend as possible, then bent again at right angles down to that the leg just touches the outside of the piece of plastic when the other leg is through the hole. The small inset picture shows the idea.

With the LED's shorter lead inserted through the plastic, the negative (shorter) leg is then cut off about $\frac{1}{4}$ " long and bent round to make contact with the battery. The positive leg of the LED is cut flush with the bottom of the plastic, so that when it is inserted in the lamp, it touches the body and makes the second connection. The LED is then fixed in position with Superglue to stop it from moving.

Now insert the plastic piece, together with the LED, into the lamp body, so that the LED faces out through the hole in the front of the lamp. A small piece of the same plastic was cut to make a small reflector/support for the LED.

The piece of plastic strip is now put into the 8.5mm diameter hole, if you have not already done so. Next insert three AG3 (7.9 dia x 3.6mm high) batteries into the body with the positive end away from the LED. I used AG3 cells as I was able to buy them very cheaply on a card of assorted cells at InExcess. There are several different manufacturers of these cells and they all use different part numbers – just don't go to a jeweller or watch repairer to buy them. You could also use smaller batteries and so make the lamp smaller. You could also make the lamp larger for $7\frac{1}{4}$ " gauge locos and use a 5mm dia. LED.

Screw the base into the bottom, with the 'O' ring fitted, tighten up to make the lamp glow and unscrew a turn or so to turn it off. *Have fun.*

Nigel Moody.



Notes on Light Emitting Diodes

The LED used by Nigel is one of the Superbright white ones (Maplin N28BY). These have a higher maximum forward voltage rating (3.6V) than the more usual red, green or yellow ones. Even so, the LED is being overrun by up to 1V with the three silver oxide cells. However, tests with only two cells failed to light the LED. If you fancy a more 'oil lamp' colour you could try a Superbright yellow LED (Maplin N32BY), but as the rated maximum voltage is only 2.6V you should only use two cells.

The two leads are of different lengths to identify the polarity of the device. Make sure that you don't cut them short before you have fitted them into the plastic block. Get the LED the wrong way round and it won't light!

You Will Need

- 2" $\frac{7}{16}$ " Square Brass Bar
- 1" 7mm dia. Plastic Rod
- 1 3mm dia. Superbright White LED (Maplin N28BY)
- 3 AG3 (SR41) 1.55V 42mAh 7.9mm dia. x 3.6mm Silver Oxide Button Cells
- 1 Size 007 'O' Ring



Diary Dates - Gauge Glass Lamps

B&DSME Diary Dates

8 th January 2007	Monthly Informal Technical Discussion Meeting; 7.00 for 7.30 pm. Brian Merrifield's.
17 th January 2007	Monthly Meeting; Muscliff Community Centre. Bits & Pieces Evening and Auction.
24 th January 2007	Annual Dinner; Crooked Beams Restaurant. The Menu was in the November Newsletter. Further copies are available by download from the Society's website or from Dick.
5 th February 2007	Monthly Informal Technical Discussion Meeting; 7.00 for 7.30 pm. John Hoyle's.
21 st February 2007	Monthly Meeting; Muscliff Community Centre. Richard Knott's Annual Video Show.
5 th March 2007	Monthly Informal Technical Discussion Meeting; 7.00 for 7.30 pm. Venue to be decided.
16 th & 17 th June	Open Weekend; Littledown Miniature Railway.
12 th August	Charity Weekend (Macmillan Cancer Support) & 16mm Track Opening; Littledown Miniature Railway.

Gauge Glass Lamps - Full Size



Nigel has managed to track down a full size gauge glass lamp so that we can see what they are like. The wire loop arrangement presumably hooks round the top fitting.



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London Model Engineering Exhibition Coach

The Society is running a coach to the **London Model Engineering Exhibition**, which is being held at Alexandra Palace, on Sunday 21st January 2007.

The coach will leave Littledown at 0800, picking up at Meeting House Lane, Ringwood at 0810.

The ticket cost of £12.00 is based on the numbers and names that I have been given, both on the list from the Christmas Party and those who have contacted me since or *via* the Committee. There has been a good response so far, with over 30 names advised.

However, if you put your name on the list, the Society will need your ticket cost to be paid.

Tickets can be paid for in advance, please, by cash or cheque payable to B&DSME, either to me or any Committee Member, or at the next Society Meeting on Wednesday, 17th January.

Annual Dinner

Don't forget to book your places at the Society's Annual Dinner. Once again it is being held at The Crooked Beams Restaurant, Jumpers, Christchurch. Send your menu choices and cheque, payable to B&DSME, to Dick. You can download a copy of the menu by going to the Newsletter/Newsletter Archive section on our website and downloading Page 8 of the November 2006 *Newsletter*.

If you are vegetarian the restaurant will do you a Nut Roast - you can always phone Vicki, the owner, to arrange what sort of Nut Roast you want. Please don't leave it to the last minute.

B&DSME 2007 Calendar

Ted Rouse's 2007 Calendar is available for download on the Society's website. www.bdsmengineers.co.uk

You can also download any of the Society's past *Newsletters* in glorious colour from the **Newsletter/Newsletter Archive** section of the site. The current issue is also available for in the **Newsletter/Latest Newsletter** section.

Dick

I wonder what you think of the idea of taking up the theme of 'introducing' members that we don't see at any of our gatherings but have enough interest in the Society to retain their membership. Perhaps we might encourage some of them to make contact and say 'hello' through the *Newsletter*, as Garry Garret did last time.

Brian Merrifield

Brian, I think that this could be a great idea. So let's have some 'introductions'. Ed.

Luscombe Valley Happenings

Richard Knott tells me that he is planning to hold a couple of events for 'enthusiasts' during the year. This is give drivers a chance to play, rather than just hauling passengers round and round for charity. Full details will be published here when Richard has finalised the dates.

Next year's dates are as follows:

Cobweb Run	14 th & 15 th April
Grand Charity Weekend	28 th & 29 th July
Autumn Running Weekend	8 th & 9 th September
Humbug Day	December 22 nd

Other Events

The **London Model Engineering Exhibition** is at Alexandra Palace 19th - 21st January 2007. www.londonmodelengineering.co.uk for info and tickets.

The Society is running a coach to the Show on the Sunday. See the announcement on this page for details.

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

Brighton Modelworld 2007
16th - 18th February 2007

Taunton Model Engineering Exhibition
14th - 15th April 2007

Harrogate National ME Exhibition
11th - 13th May 2007

Bristol Model Engineering Exhibition
17th - 19th August 2007

Guilford Rally & Exhibition
21st - 22nd July 2007

Midlands Model Engineering Exhibition
To be announced

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Member Profile by Brian Merrifield - Jack & Neil Horder

This Member Profile is of another father and son, Jack and Neil Horder. It starts in September 1926 when Jack was born, the son of a plumber. He took the same trade in 1940 on leaving school, entering an apprenticeship with Cyril Hinchcliffe, staying with them until 1960 when he left to become Works Manager for J M Vincent, building contractors.

Jack was a keen cyclist in his youth, belonging to the West Hants Cycling Club and taking part in time trials around Queens Park cycle track. He also had an Irish Terrier cross and entered *Paddy* for dog racing events held at the old Bournemouth Sports Ground in Kinson. *Paddy* won the cup three times between 1955 and 1959.

It was in 1959 he met Sheila and they married in 1961; a year later he started his own plumbing business, working from home in Ensbury Avenue where he had grown up. In July 1986 he attended the Guildhall in London to receive a Centenary Registered Plumbers Certificate from the Lord Mayor. Neil, the first of three sons was born in 1963; Darren and Brent completed the family in due course. The whole family enjoyed swimming and joined the Bournemouth Swimming Club and on two occasions Jack took part in the Pier-to-Pier swim from Boscombe to Bournemouth!

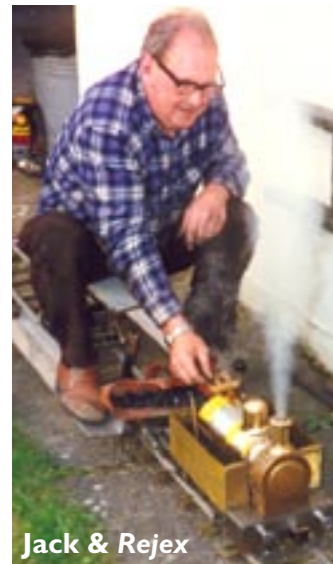
Neil was eleven years old when a friend, David told him one day that his dad was building a garden railway. It wasn't long before he became involved in the building and running of the railway with John and David Biss in Kingswell Road. This soon led to Neil going to our Kings Park track on Sunday afternoons and becoming a Junior Member. The first locomotive he drove was John's *Speedy* both at the garden railway and Kings Park, also Dick Mantle's *Butch* and occasionally Reverend John Gibson's *Pansy* and *BJ*.

Jack wanted to know what his son was doing at Kingswell Road and Kings Park, so he went along to see for himself. This introduction started an interest in model engineering and led to him starting up a workshop. He acquired an almost new condition Myford ML7 from a car garage in Southbourne. At the same time he enrolled for evening classes at the Winton Boys School under the guidance of our former President, Lyn Wright. He also joined the B&DSME in 1978, spending many happy hours at Kings Park. His first model engineering project, a Don Young *Railmotor* that he named "*Rejex*" was soon under way and one of the first items to be tackled was the boiler, built at night school. It took thirteen years to complete and included some unusual features such as pulling the reversing lever backwards to make it go forwards. Such trifles were of little concern to Jack - he could remedy that in due course. Not all of those years were spent on the steamer. A second project was completed in short order, a petrol powered 08 style shunter he named "*Nondy-script*" using an old BSA lawnmower engine. This worked very well and I can recall driving it at Luscombe Valley Railway many years ago.

Jack also had a long-standing interest in sailing and boating. He built a small catamaran and became one of the founder members of the North Haven Yacht Club. In 1993 he was made an Honorary Member in recognition of his services to the club and its members. Brent maintains the family interest in boating, keeping on his Dad's mooring in Poole Harbour.

By the time he was sixteen Neil started to build his own locomotive "*Nellie*". However, it was going to be many years and many changes to the design before it was finally completed. His dad found a nice piece of steel for the wheels at the scrapyards; however, it was extremely hard and blunted numerous power hacksaw blades at night school before he had four blanks. After deciding not to power it with a petrol engine, but to use a 12 volt battery instead, Neil decided he would design and build an electronic speed controller. His interest in things electrical stems from early childhood and after trying to electrocute himself by putting things into the wall sockets, his dad decided to try and distract his attention to a safer form of electrical power. He made a box with numerous sockets, lamps, terminals and a small electric motor that could be wired up by connecting leads to the sockets. This, being powered by a 9 volt battery, was much safer and more fun.

Jack was a man who never threw anything away, "it might come in handy one day" and often it did. He liked to have a go at making things such as a solar panel to provide hot water in their touring caravan. This was long before it became common practice. He and Neil also installed a telephone exchange in the house connecting most of the rooms as well as the shed, allowing Sheila easy communication with the rest of the family. Another home-made item was for the workshop, a bench grinder made from an old gas engine and described by Neil as "the most dangerous grinder in the world"! It has to be admitted that not all of Jack's endeavours were completely successful; recalling an evening in the early 1960s brought a smile to Sheila's lips. He had been working on his bench saw in the shed and came back indoors soon after all the lights had gone out. He explained there had been a problem, quite a large one in fact - the whole of the street was without power!



Neil left school in 1981 and became a sales assistant with DJ Electronics in Ensburry Park Road for six months before moving to Penny and Giles Computer Peripherals in Christchurch to start as trainee Service Engineer. He remained there until 1993 when he transferred to P&G Data Recorders, working with Black Box flight recorders. In 1996 he was offered the chance to move to a completely different area of electronics and took a post with NTL in Eastleigh with their Advanced Products Division, working on digital satellite broadcasting equipment for five years. He was not completely happy there however and eventually started to look for alternative employment, confiding in a work colleague (also an ex-Penny & Giles employee) as to what he was doing. Soon after this conversation this colleague was interviewed by P&G for a job and during the conversation mentioned that Neil was not happy and was also looking for a change. Soon after, Neil received a phone call at home offering him the job his colleague was interviewed for a few days earlier. So in 2000 he moved back to P&G, this time designing test equipment for the company's products. Recently he has been involved in the fire testing of flight recorders - a subject I was hoping Neil would give us a talk on, but he keeps finding excuses.

The B&DSME hosted IMLEC at Kings Park in 1981 and for the first time in the event's history the results were calculated by computer. Within a few minutes of completing their run each competitor received a printout of their performance figures. Neil and David Biss achieved this with the aid of a kit-built computer and a tele-printer. However, Laurie Lawrence (then editor of the *Model Engineer*) would not give them credit for this, stating in the *ME* that the following year's event held at Guildford was the first time a computer was used. He probably based this on the fact that, upon his insistence, the computer-calculated figures had to be double-checked with a pocket calculator to make certain the results were correct, which they were - of course.

One day Sheila came back home and before opening the front door heard voices from somewhere above. On investigation she found her youngest son Brent and Jack sitting on the ridge of the house roof watching an air display at Hurn Airport, quite natural really! Neil, like his dad, is not intimidated by heights. One May Day he was standing on Poole Quay listening to a live band, Mission Impossible, who were using the deck of the sail training ship *Lord Nelson* as a stage. They offered a challenge for someone to climb the rigging. This seemed like a good idea to young Neil so up he went, complete with a suitable safety clip to attach himself to the rigging. He was not instructed on how and where to attach this clip so just climbed up. The only problem was climbing onto the platforms part way up - there were two of them. The rope ladder (rigging) terminated just below each platform where a fixed metal ladder provided a route to the topside of the platform. These last few feet had to be climbed outwards with all his weight taken on his arms. Apparently his aching muscles reminded him of his May Day adventure for days afterwards.

Another bit of fun young Neil enjoyed was abseiling down the outside of Old Orchard House in Poole for charity in the early 1980s. That was easy by comparison to climbing the rigging, though, he says.

By 1986 John Biss' garden railway was dismantled when he sold his house and moved to Sandbanks. Soon after, Richard Knott started building his new garden railway, the Luscombe Valley Railway. Neil was there on the first day helping to build it, with his Dad later joining the volunteers. Neil went on with David Biss to design and install the computerised signalling system. The water crane was a piece of Jack's work, still dispensing water to the steam locos at the main station.

Sadly Jack died in 1993 from a heart attack while working on his boat, doing what he enjoyed. Richard Knott named the second, smaller, station at Luscombe Valley after Jack, which is now known as Horder Halt. I vividly recall riding behind Jack on his *Railmotor* at great speed past the little station wondering just how fast this tiny engine could go, as it sounded more like a two stroke motorbike engine to me.

Neil developed an interest in video and became a member of Bournemouth Video Club and also Wimborne Cine and Video Club. Unfortunately the video club meets on a Wednesday evening, which clashes with our meetings and is the reason why Neil misses so many of our evening meetings.

I asked him if he had any model engineering ambitions and he says he seriously intends to complete building his *Class 59*. This project started a few years ago, the plan being to build three locos, one for each member of the team. John Biss to build the bodies, Ron Challenger the chassis and Neil the electrics. So far just Ron's engine has been completed and has seen a lot of service. Neil's engine has run but still needs more work.

I would like to thank Sheila and Neil for allowing me to write this profile, and for the pleasant evening spent with them. They painted a picture of Jack as a caring and loving man with a wonderful outlook on life, which I hope this profile hints at.



Neil & Rejex



Speedy News

Last month's plea for help with someone to make a set of axle boxes and two axle pumps resulted in a offer of a pair of new axle pumps, bought from Fine Fort Fittings on the Isle of Wight some years ago but never fitted. A few days later a package arrived containing two beautiful pumps ready to fit.

The member we have to thank is Arnold Bloom from Fareham who has been a member for very many years. He moved away from this area in the in the 1970s but has retained an interest in the Society. When I spoke about this at our December Christmas Party, Dick Mantle and Norman Kitcher said they recalled him and Dave Finn knows Arnold from his membership of the Southampton club. So I am pleased to report that you have not been forgotten Arnold and offer our sincere thanks for your generosity and continued interest in the B&DSME.

We still need the axle boxes making and as I know you have been considering offering your services this is a good moment to call me, please!

A kit of material to make the new boiler has been ordered from Blackgates, which I will collect at the London show. Merlin Biddlecombe has offered to join the team of experts, keeping an eye on me. This is a good idea knowing what a ham fisted sort I can be!

I was delighted to read Gary Garrett's letter in December's *Newsletter* and look forward to enjoying his company at our meetings. Gary has made a considerable contribution to model engineering over the years, you will probably recall seeing him at various exhibitions around the country helping to man the Southern Fed stand.

Wishing you all a Happy New Year, especially if you want to make some axle boxes.

Brian Merrifield

Model Engineering and Pacemakers

The following websites were provided by Peter Steadman in response to Len Dowden's letter in the November *Newsletter* for information on the potential problems of model engineering when fitted with a Pacemaker.

<http://www.medtronic.com>

<http://www.guidant.com>

<http://www.bhf.org.uk>

<http://www.sjm.com>

REMINDERS

Coach to Ally Pally

Have you booked your seat on the coach to the **London Model Engineering Exhibition**, at Alexandra Palace, on Sunday 21st January 2007? The coach will leave Littledown at 0800, picking up at Meeting House Lane, Ringwood at 0810.

The ticket cost is just £12.00 per seat and can be paid for in advance, please, by cash or cheque payable to B&DSME, either to Dave Finn or any Committee Member, or at the Society's next Meeting on Wednesday, 17th January.

Annual Subscriptions

Our Treasurer, Mike Mortimer, would like to remind all members that Annual Subscriptions fell due on 1st January 2007. Subscriptions are the same as last year at £18, or £19 to include your partner. Cheques payable to B&DSME.

Annual Dinner

There are still places available at the Society's Annual Dinner 28th January at The Crooked Beams Restaurant, Jumpers. Price is just £17.00 per head. Manus are available on our Website. Menu selections and cheques, payable to B&DSME, to Dick, please by the January meeting, 21st January



Santa Run 2006



The Wednesday before the event saw the setting up of a present packing line in the engine shed. While the ladies were packing presents, the men were busy laying paving slabs alongside the spur to ensure that the children didn't get bogged down in the mud after leaving Santa's Grotto.



The children, and in many cases parents as well, were transported from the newly completed Bank Side platform to Santa's Grotto. A fleet of trains ran all day, mostly with steam power provided by John Hoyle, Bob Devereux, Mike Mortimer and the Society's Maid of Kent.

For several months before the Santa Run Dave White and Irene had been getting ready taking bookings and arranging presents. Peggy had been busy with the feeding arrangements for the various members who were helping as well as scouring the Bournemouth supermarkets for the best value mince pies.



Come the Sunday morning and the weather was ideal. The Station had been transformed on Saturday into Santa's Grotto with twinkling lights and other festive decorations. The 'scenery' was got out of storage and erected over the platform and, after some of Peggy's bacon rolls and a cup of hot tea, everything was ready. Richard Knott's Magnificent McCarthy 48 Keyless Fairground Organ provided suitable Christmas music.



Santa managed to see some 140 children and about 150 adults during the day. The adults all received a mince pie while the children received a present from Santa himself. Jordan and Sophie acted as Santa's Little Helpers handing the appropriate present to Santa. The whole event was deemed to have been a great success, so it looks like the Santa outfits will be needed next Christmas.

