

# B&DSME News

[www.bdsmengineers.co.uk](http://www.bdsmengineers.co.uk)

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

Secretary: Dave Finn  
Tel: (01202) 474599



## Chairman's Thoughts

We enjoyed good weather for our Open Days. Although visiting numbers were low, those who came seemed to enjoy themselves. They were all well fed and watered thanks again to Peggy for all the work you put into the catering and all those that helped.

On the Sunday afternoon, whilst we were enjoying a cream tea, one of our brave members made the comment that the Ladies in the Engine Shed looked like the well known TV programme *L\* of the S\*\*\*\*\* W\*\*\*\*\**. He is still alive - just.

We had a good turnout of locos, both steam and electric, for our Gauge O Guild, MERG and Purbeck Railway guests. Dave White had part of the 16mm track in action. The burgers and sausages went very quickly, but those who turned up late only managed to get a slice of cake and a cup of tea. If you are going to be late due to work commitments please let me know in future and I will try to save some food for you.

On Sunday 24<sup>th</sup> June the Martin family went to London and participated in the Colitis & Crohn's Millennium Sponsored Walk. Our thanks to all those who sponsored us. We raised over £300. Yes, it rained for most of the day, but spirits were high as we walked past the Tate Modern, The Globe Theatre, The Golden Hinde, Tower Bridge, Tower of London and a short detour to see St Paul's and back over the Millennium Bridge to the finish point. Diane took the picture; it was nice to join in with all the other walkers.

On Monday 9<sup>th</sup> July and Thursday 26<sup>th</sup> July 2007 we have a group of children from Belarus visiting us at the track from 2.30pm followed by a finger buffet at 4.30pm. The parties will come by bus and park in the Littledown Centre Car

Park and will consist of children, an interpreter and accompanying adults. The exact numbers in each party have yet to be confirmed.

Sunday 15<sup>th</sup> July is our 'No Steam Sunday', battery electrics only. (*What about clockwork, petrol and gas turbines, then? Ed.*) So please leave your steam locos at home.

Well, as you should know, it's our AGM on 18<sup>th</sup> July. See you all there.

Our Charity Day on 12<sup>th</sup> August is in aid of Macmillan Cancer Support. Also the 16mm Track will be officially opened on the same day by a celebrity to be announced in the next Newsletter.



Our August meeting is **not** at the Muscliffe Centre, but is a BBQ at the **Track**. So bring a loco to run. You will need lights to run in the dark.

We have already been asked about our Santa Run. It was agreed at the Committee Meeting that it will be on 16<sup>th</sup> December 2007.

The next Committee Meeting is at the Littledown Centre on 25<sup>th</sup> July at 7.30 pm.

**David Martin**

## Our Secretary Gets Hot Under The Collar

In late May I had a conversation with Nick Feast, during which he brought up the subject of 'Omlec', an event held annually by the Guildford Society of Model Engineers. He had decided to run his Q1 and despite my reservations about doing another Imlec type event, I thought I would enter my S15.

All was OK until I received the instructions for the event. The final paragraph advised competitors how demanding the Guildford track is! Too late now, I was due to run at 1440 on Sunday the 10<sup>th</sup> June, which turned out to be a blistering hot day. Nick was scheduled to be the next run after mine.

I arrived at the track at 1200 hrs to find Nick in steam and nearly ready to go. His run had been bumped up the list due to heavy traffic in the area delaying some competitors. Dave Mattingly from Basingstoke was running his LNER 3.5" 2-6-0 and going like the clappers, that made me feel better until I realised he was slipping a lot! Ho-Hum. Like him, I decided to do my run with just the Dyno Car. (No passengers). Nick was brave and elected to have a trolley and observer with him.

Now, having backed out onto the running line, you only have about 30'-50' to get enough speed to have any hope of rounding the first 180 degree bend behind the steaming bays, which is climbing quite alarmingly for a 3.5" gauge loco. I was advised 8-10 miles per hour and this was certainly right for me.

Nick struggled to get round and had to drop the trolley and observer. Having done this and sorted out his now, almost destroyed fire he carried on in a spirited fashion to complete the rest of his allotted 30 minute run. I think he enjoyed it; at least he was smiling at the end. I had to wait a further 75 minutes before it was my turn, by which time I was chewing my elbows. I definitely said "never again" at Fareham last year. Now I remembered why!

My time came to raise steam; shall I put coal on or more charcoal? Coal comes from my allowance, more charcoal and even more charcoal, the safeties are off. When is the current run due to finish? Another 10 minutes!!! The water in the tender is now getting warm! The water in the hose is hot; I nearly fill the tender with it. Check the injectors, they both pick up first time, lucky.

The previous run has finished. Now I start putting coal on. It lights very quickly. The safeties are off again. The boiler is full, so I leave them to blow. I think I am as hot as the engine now! I couple up to the Dyno car and back out onto the main line. A couple of shovels of coal, the safeties have been blowing for a full five minutes, all OK.

I'm off! The first bend, like Nick's, is a nightmare, and I just manage to crawl round slipping all the way. Once round it I pick up to about 4 mph barking up the bank with the occasional slip, which I manage to control. I crawl to the top of the hill and into the station, where the run starts. I get the all clear and with the safeties popping and a good fire, I'm off on 30 minutes of potential fun, but more likely **hell!**

Drift down from the station I notched right up round the first bend and open up. Now 10 mph seems very quick, but I must get round that bend. A bit of slipping, but I fly round then lose it on the bendy beam and slip violently, losing momentum. I then struggle round the steaming bay bend again slipping badly but I make it, vowing not to be caught out again, I adjust my speed around the circuit, and it settles down to be a very enjoyable run at 28 minutes non-stop at speed.

I managed to cover 2.8 miles and achieved a miserable 0.44% efficiency. To my delight I was second to a 3.5" South African 15f, a big engine with only 0.45% efficiency. Where was that lump of coal I dropped?

For me, in the end, it was a very enjoyable day. This is probably down to the anaesthetic administered in the pub afterwards. Will I try again? Never, until next time.

**Dave Finn**

## 16mm Narrow Gauge Progress

Six months has already passed since we drove the first post in. We wish time would not gallop; just a steady trot would do. However writing these up-dates at present causes a dilemma. By the time you read this, the constructional progress will have moved on a pace. Thanks to the amount of additional help we have received on a Wednesday and the generally good dry weather the fixed construction is complete and all of the permanent track is down and operational. This was demonstrated at the recent BBQ, for the Wimborne Gauge 0 Guild and MERG when a simple 'out & back' configuration was used, but we all crave for a continuous track to allow our locos to be shown off to their best.

We knew at the outset that the bottom return loop would be a problem, having to be portable whilst maintaining track levels and structural stability. Progress to date is a little slow but we are confident. The next '16mm NG Up-date' should announce that continuous running is now available.

We have been very lucky, thanks to the diligence of Dave White, in acquiring a large quantity of good top soil to infill the top loop. A real teamwork effort was required to transport the soil to the Littledown site. Our thanks go to Dave, Brian, Ted, Bob, Mike and Phil - well done. Our next project will be to plant out the mini hillock within the top loop, so if you have any small plants or conifers to spare they would be most welcome.

We can now say with confidence "come and have a steam-up at the Littledown 16mm track".

**Gordon Miles & Dave White**



## B&DSME Diary Dates

5 <sup>nd</sup> July	Monthly Informal Technical Discussion Meeting; 7.00 for 7.30 pm. Muscliff Community Centre.
15 <sup>nd</sup> July	'No Steam Day' Electric locos only. Littledown Miniature Railway.
18 <sup>nd</sup> July	Monthly Meeting; 7.30 pm. Muscliff Community Centre. AGM.
12 <sup>th</sup> August	Charity Weekend in aid of Macmillan Cancer Support 16mm Track Opening. Littledown Miniature Railway.

## Newsletter By E-mail

If you want to receive your copy of the Society's monthly *Newsletter* as a .pdf file, attached to an e-mail, then you **must** let Dick know, by e-mail, sent from the computer you want to receive it on.

## Websites Worth Visiting

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

### <http://www.agelessengines.com/>

If you have heard the unique sound of a radial, and know its timeless design, then you understand why these engines remain 'Ageless'.

The Ageless Engines website is dedicated to the men whose engineering talents and efforts produced the radial engines that powered the aircraft of WWII.

There is a downloadable 13 minute long video of a 7.95 cu.in. (133cc) 9-cylinder radial engine explaining how it was designed and built and showing it running.

**Len Dowden**

## For Sale

**A**pproximately 2400ft of 5" gauge aluminium rail (1200ft track). The majority is made up into 16ft long track panels on 10" treated softwood sleepers. Included are four sets of points (all right-handed) and a four-way double crossover (16ft long).

Also a 6ft turntable and a pair of crossing gates.

£2000 o.n.o.

Telephone Roger Sansom on 01202 708484.



## Speedy News

As predicted in last month's *Speedy News*, a start has been made on assembling the boiler. Four of us gathered at Martin Cuff's house on a beautiful sunny Saturday morning. In approximately three hours Merlin had silver soldered the longitudinal barrel seam, the throatplate to the outer firebox wrapper and the tubes to the front tube plate. Not a bad start I would say.

It would be nice to report that we all worked together like a well oiled machine, but that would not be absolutely correct. We all tried to be useful, but it has to be said that Merlin was the only one actually working. The rest of us were treated to a boiler making lesson, I confidently predict our *Speedy* is going to have as good a boiler as any in the land.

The second phase was due to take place at Martin's house on Saturday 30<sup>th</sup> June, but the weather had other ideas. As it happened Merlin badly twisted his ankle the previous day, so in the end it didn't matter about the rain. Hopefully, his injury will soon mend.

**Brian Merrifield**

## Editor's Ramblings

Once again this is a shorter Newsletter than in the past - only four pages plus John Hoyle's School Summer Holiday Rota. This is an important part of our operation as it really helps to maximise our track takings and hence allow us to continue to develop at our Littledown site and enjoy ourselves playing trains, eating barbecues and cream teas, all for a very low annual subscription.

I need your input to make the *Newsletter* more than just Diary Dates and Announcements. I know that many of you are doing interesting things in your workshops, so please write about them for all of us to read. Please note that the **Copy Date** for the August issue of the *Newsletter* is Thursday 26<sup>th</sup> July.

**Dick Ganderton**

## Caption Competition



After the fantastic response to the Caption Competition in last month's *Newsletter* - just one entry - I have decided to give it a rest this month.

The winner of our Caption Competition in last month's *Newsletter* was Len Dowden. - again! Well, he was the only entrant! Len's winning caption had Phil muttering to himself "Now that's one I did earlier".

Len's prize will be a free cup of tea or coffee.

*Photograph Dick Ganderton.*

### Other Events

Guilford Rally & Exhibition  
21<sup>st</sup> - 22<sup>nd</sup> July 2007  
[www.gmes.org.uk](http://www.gmes.org.uk)

Dreaming Spires 2007 (Oxford)  
21<sup>st</sup> - 22<sup>nd</sup> July 2007  
[chriskelland@aol.com](mailto:chriskelland@aol.com) or 01235 770836

Bristol Model Engineering Exhibition  
17<sup>th</sup> - 19<sup>th</sup> August 2007

Model Engineer Exhibition  
17<sup>th</sup> - 19<sup>th</sup> September 2007

Malden & Dist. SME Open Weekend  
17<sup>th</sup> - 19<sup>th</sup> August 2007  
Let Dave Finn know if you want to attend.

Midlands Model Engineering Exhibition  
12<sup>th</sup> - 16<sup>th</sup> October 2007  
[www.meridienneexhibitions.co.uk/html/midlands\\_model\\_engineering\\_exh.html](http://www.meridienneexhibitions.co.uk/html/midlands_model_engineering_exh.html)

### 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!"

Grand Charity Weekend 28<sup>th</sup> & 29<sup>th</sup> July

Autumn Running Weekend 8<sup>th</sup> & 9<sup>th</sup> September

Steam Enthusiast Weekend  
29<sup>th</sup> & 30<sup>th</sup> September

Humbug Day December 22<sup>nd</sup>

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