

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

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Chairman's Thoughts

The turntable is now fully operational and will enable us to run in the opposite direction. I was away on holiday for the last Committee Meeting, so I hope one of the other Committee Members has a report for this Newsletter.

It is proposed to build the new trolley storage along the embankment, subject to final permission being granted by Littledown and I have been advised that we need somebody to dig some trial holes in the embankment by the hedge to find out what we may be up against.

Just a few words about car parking and the entrance post, mainly for our newer members. It is essential that the lockable post at our entrance to the park is not left unlocked or in the down position. When you leave the park you must ensure that the post is raised and locked. No key is needed to lock the post as the padlock simply snaps shut. When parking your car please ensure that it is parked neatly and as close to the fence as possible. We only have limited car parking space and need to use it properly. Please note that we are not allowed to leave vehicles by the Engine Shed unless there is a very good reason. We are also not supposed to drive along the footpath. We do not want to lose our hard won access rights.

Diane and I went up to Manchester for a few days holiday to do the cultural bit. We visited the Salford Quays which houses the Lowry Museum and the Imperial War Museum. The Lowry is a very

impressive building with the inside decorated in very bold colours and it is on many different levels. We had a guide showing the Lowry paintings and now look at his work in a different light, the guide was also accompanied by a poet who read a few of his poems he had written for the various Lowry paintings that were on show. The museums were about a 20 minute walk from our hotel along the old quays. We also visited, on the following day, the Museum of Science & Industry. The only disappointing thing was the full-size replica of Robert Stephenson's 1830 Planet locomotive only runs at the weekend and it was stored in a position at the back of the Power Hall so that you could only see its chimney. They did have a Beyer-Garratt locomotive from South Africa. Made at Beyer Peacock's Gorton factory in 1930, this Garratt ran on the South African Railways until 1972. The Power Hall houses one of the largest collections of working steam mill engines in the world and most of them were working. I must say they have got a very good transport system in Manchester and we used their trams to get around.



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We still have a few places on the coach to Swindon on 18th November, so if you are interested in coming on this trip please let me know as soon as possible either by phone or e-mail. We will be leaving Littledown Car Park at 9.00 am, picking up at Ringwood, Meeting House Lane at 9.10 am and at Rownhams M27 Services around 9.30 am. Hopefully we will be in Swindon for around 11.00 am, leaving around 4.00 pm to be back around 6.00 pm. The cost of the trip will be £10.00 for the coach and £3.50 for entrance to the Steam Museum of the Great Western Railway, payable on the day.

David Martin

Editor's Ramblings

We managed to get out to the North West Pacific Coast of the USA for our Granddaughter Inspection after all and we had a great time. Highlights of the month long trip were a return ride on the *Coast Starlight* from Portland to San Francisco, commuting on the Sausalita Ferry, riding all the cable car routes and rides on several of the SF Muni's historic tramcars. We also managed to fit in a drive down the entire length of the Oregon Coast and visited Crater Lake in the snow. Unfortunately, Train Mountain isn't open at this time of year, but we paid another visit to Macminnville to see the *Spruce Goose*.

My fingers have healed very well and I now have to do some intensive exercising to restore as much movement as possible. The target is to be able to pull in the clutch lever on my Honda 400/4 motorcycle. The inability to pull in a clutch lever stopped me from riding my son's Triumph *Speed Triple* while we were in the States - very frustrating!

One big disappointment is the lack of support from members for the monthly Tech-Chat Meetings. Only six of us were there shivering outside the Muscliff Community Centre at 7.30 pm waiting for the Holder of the Keys to appear. All told just seven of us were there, but we had a very interesting and informative evening. With the lack of support it is unreasonable to expect the Society to fund the hire of the hall, so, with the December Tech-Chat, we will return to meeting at members' homes. The December Tech-Chat will be at John Hoyle's residence.

While we were in the USA I was informed that a former member of the Society, Ken Talbot, had passed away. Older members will remember Ken at Kings Park with his *Simplex* and an LBSC *Mabel*.

The turntable looks very good and last Wednesday we ran in a clockwise direction to check that there were no problems. The Traffic Cone Signalling System worked very well - at least if you are not paying attention to the road ahead hitting the cone should wake you up!

The Annual Society Dinner will be at the usual restaurant - The Crooked Beams at Jumpers on 23rd January 2008. Put the date in your diary and join us for an enjoyable evening. Full details and menus will be in the next *Newsletter*.

Dick Ganderton

For Sale

I am currently preparing lists of workshop equipment being disposed of on behalf of two third parties. The first list includes a Boxford BUD lathe fully equipped, First (Taiwanese) mill-drill with machine vise, 6" Warco bench grinder, 1/2" drill press, 1" wide vertical belt sander, 4" Record vise, and sundry small tools. (Highcliffe).

The second list includes a Meddings 1/2" drill press, Sealey cut-off bandsaw, several bench grinders, Capco 'tool & cutter' grinder, 5" Record vice, Broomwade compressor, medium fly press, bench shears, Metabo mini drill and various small tools. (Lymington).

If you are interested in any items please contact Dick Ganderton for further information.

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.

16mm Narrow Gauge News

Computer Spelling Checks are not always as good as they are cracked to be, did any of you spot the mistake in last month's entry? It should have read poses not possess as printed. Any rate, back to 16mm matters.

The simplest live steam locomotives usually consist of a pot type boiler and oscillating cylinders. The method of firing being methylated spirit, meths tablets, or butane/propane gas. The best known example today being the Mamod, The early versions were not good pullers and keeping the methylated spirit burners alight in any condition other than a dead calm was a challenge, but later models with modified double acting cylinders and gas burners made good account of themselves.

The main problem with all small oscillating engines is that they prefer to run at high speeds and really need a flywheel for smooth running. Most of the successful small oscillating cylinder locomotives now follow the basic design of the early Sentinel road and rail units and employ reduction gearing to the wheels. To see a good example of this technology in action visit the 16mm track on the 1st or 3rd Sunday of the month or most Wednesdays and ask Gordon Miles to run the Regner Willi locomotive.

The club now owns a 16mm battery powered loco and three wagons for all members to use so there is no excuse for not joining in the fun.

Gordon Miles & Dave White



Speedy News

Progress continues to be steady with the new boiler and it is now assembled with the stays silver soldered into place. It was taken to Littledown recently to allow the Boiler Inspectors to check that they are happy with progress so far.

Not surprisingly, Merlin wants to complete this project as soon as possible and with winter approaching he decided to borrowed a set of oxyacetylene bottles. He is concerned that the weather could change and rob him of an opportunity to complete the work soon. Having said that, he has now torn a ligament in his right arm so he is unable to work at the moment. So here's wishing him a speedy recovery!

One of the difficulties with taking on a task like this is the space it takes up in the workshop and both Merlin and I are finding things a bit cramped because of it. So, when members take on tasks it is a big help not just saving time but also helping to free up space, even if it is for a short time until the items are returned. So, volunteering to make some new connecting and coupling rod bushes and a few drive pins would help things along very nicely. Thank you.

Brian Merrifield

Ron Brooke's Driving Trolley

Jan has very kindly donated Ron's driving trolley to the Society and Brian Merrifield collected it recently and enjoyed a nice cup of tea with her. She feels sure Ron would have liked the club to have this for use by the members. The next time Brian visits the track he says that he will bring it with him.

B&DSME Diary Dates

18 th November	Visit to Swindon Railway Museum and Shopping Centre
21 st November	Monthly Meeting; 7.00 pm. Muscliff Community Centre. Simon Field Sights & Sounds of BR Steam
6 th December	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. John Hoyle's house.
16 th December	Santa Special
19 th December	Christmas Party at Muscliff Community Centre.
3 rd January 2008	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. Venue to be decided.
16 th January 2008	Monthly Meeting; 7.00 pm. Muscliff Community Centre.
23 rd January 2008	Annual Dinner Crooked Beams Reataurant. Menus and full details to follow.



Operational Changes at Littledown

The Committee has agreed that the essential maintenance work on the Bendy Beam should not be undertaken until after Christmas and that the signalling system will not be installed until that time. However, it has been agreed that we should commence changing the direction of running on alternate weeks with immediate effect.

Until the signalling system is installed and working, a traffic cone **must** be placed on the main line, by the person opening the BB, no closer to it than opposite the Lottery Plaque on the platform fence, whenever the BB is open to the main line. All drivers must be aware that the view of the BB is restricted when approaching the station in a clockwise direction and care must be taken in case the BB is open.

It is proposed that the direction of running will be clockwise on odd dates and anticlockwise on even dates. A list of dates showing the direction of running will be published in the *Newsletter* and posted in the Engine Shed.

Dave Finn

Direction of Running

Sunday	4 th November	Anticlockwise	Wednesday	7 th November	Clockwise
Sunday	11 th November	Clockwise	Wednesday	14 th November	Anticlockwise
Sunday	18 th November	Anticlockwise	Wednesday	21 st November	Clockwise
Sunday	25 th November	Clockwise	Wednesday	28 th November	Anticlockwise
Sunday	2 nd December	Anticlockwise	Wednesday	5 th December	Clockwise
Sunday	9 th December	Clockwise	Wednesday	12 th December	Anticlockwise
Sunday	16 th December	Anticlockwise	Wednesday	19 th December	Clockwise
Sunday	23 rd December	Clockwise	Wednesday	26 th December	Anticlockwise

Request for Engines and Drivers

Would any of you like to take part in the train services that happen at the Santa specials event on the 16th December?

Each year the same members seem to be doing all the passenger hauling, if you would like to have ago, please speak up at the next Society Meeting.

It is good fun and as the running is to a tight schedule, gives a chance to test both you and your engine. If there are enough interested members the expected running time would be 1-2 hours.

Come on, join in!



"I told you that using last year's diary was false economy!"

Photograph Ted Rouse

Malden Open Weekend

Nick, Ted and your Secretary joined Peter Steadman, who is a member of Malden, at their track about 1100hrs after quite an easy drive from the coast. Both Nick and I missed the turning, but that was down to map reading skills not being switched on, nothing to do with having forgotten to pick up the map so kindly provided by Peter.

Locos were unloaded and we booked in before having a cup of tea and a look around to see who was there. We noticed several familiar faces both on the raised and ground level tracks. Ted was seen to be renewing old acquaintances, chatting to several of Malden members. The weather was very mild and dry, which pleased me as the S15 struggled last year on the hill.

I decided to have the massive lunch provided, including the roast potatoes, before steaming, so didn't get on the track until after 1300 by which time nearly everyone had come off, leaving Nicks Q1, my S15 plus one other steamer and two Electrics. We stayed on for lap after lap until more food at teatime, at 1600, by which time my back had had enough.

After a couple of laps behind a 7^{1/4}" Schools it was time to bid farewell for another year, but not before looking at Peter's superb 7^{1/4}" Garratt. It really will be 'a must see' when he has completed his boiler repairs. Our thanks were expressed to the ladies who had fed and watered us superbly before we all returned to the coast.

Dave Finn

