

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

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Chairman's Thoughts

On Sunday 20th April we held our very successful Cream Tea & Cakes Sunday. Thank you, Peggy and all the other ladies for the catering and thanks to the sun for shining on us. I was pleased to be able to give Derek Adams a ride behind my loco, when it came to light that Derek and Lena's 50th Wedding Anniversary had been on the previous day, so I was able to present them with some flowers and a card signed by all present. They then had a ride around the track. I received a card from them thanking us all for the flowers and card; they said it was a lovely surprise.

At the Cream Tea Sunday I noticed some strange faces having tea and cakes, etc. In future it would be helpful, if you bring guests to a Society Event, that you ask for a Guest Badge from the Kitchen for them to wear, so avoiding any confusion or awkward questions being asked - like who are you or who are you with?

The new signal is now up and working with all the cables laid and the power unit fitted in the Station Building. Thanks, Bob for making the signal and all the work in laying the cables, etc. Also thanks must go to Mike D, Mike C, Neil and anybody else who helped. You may have noticed that the Station Building has been given another coat of timber preservative thanks to Phil Drake.

Mike Mortimer has a new supply of the Society's **metal badge** for sale at £3.00. We also still have a supply of **cloth badges** at £1.50.

The **Gauge 0 Guild** and **MERG** will be visiting us on **Wednesday evening 18th June** and I will have to get the BBQ out of moth balls for that night. **Saturday 21st & Sunday 22nd June** is the Society's **Open Weekend**, so come along and help promote our facilities.

Our **Charity Day** is on **Sunday 3rd August** and this year it will be in aid of the **Dorset and Somerset Air Ambulance**. Please come along and support this event. We may possibly have a helicopter landing on the day, but it might just have to be a model.

Once again we have been asked to run the trains for two groups of children from **Chernobyl** on **Thursday 10th July**. Silver Birch Group, will come from 10.30 until 12.30 and Southbourne Group from 2.00 until 4.00. Please, we need volunteers with locos and helpers for this very worthwhile event.

The next **Committee Meeting** is at the **Littledown Centre at 7.30pm on 28th May**.

David Martin



Photograph: Mick Baker

Editor's Ramblings

The May Tech-Chat Meeting again proved to be very interesting. The numbers attending seem to have settled down at around eight, or so. However, there is plenty of room for more members to attend. You don't need to be an 'expert', or even technically minded - there will always be something of interest for everyone there simply because there is no fixed agenda.

The Telephone Chain distributed with last month's Newsletter threw up a few problems. There were the inevitable typos with incorrect telephone numbers or misspelt names. More serious, however, were the changes of telephone numbers. Please check that your entry is correct. If it isn't the first thing to do is to notify Dave Martin so that he can correct the Master List. Next, tell the two members 'upstream' of you in the 'Chain' of the correction so that they have your correct number.

Dick Ganderton

New Signalling System Operational



Young Stephen Loader prepares his 5" Gauge Don Young Alice Class Hunslett, *King of the Scarlets*, for its annual Steam Test. Of course it passed!



Dave Finn gives his 5" Gauge *Springbok* an outing. Built by one of our oldest members, Geoff Wright, Dave is slowly getting it to his liking

New Signalling System Now Operational

Bob Devereux tries, unsuccessfully, to escape the camera, having unlocked the Bendy Beam to set his recently completed Home Signal to danger.

The signal can be plugged into weatherproof boxes set into the ground in the appropriate positions to protect the Bendy Beam for either running direction.

Unlocking the Bendy Beam automatically sets the motor driven signal arm to danger. In the case of a mains power failure an electromagnetic clutch disconnects the motor drive from the arm, which then returns to the danger position under the influence of gravity.

All the cables are in place in buried conduit awaiting the building of the Distant Signal to provide advanced warning of the status of the Home Signal to drivers approaching the Station.



16mm Narrow Gauge Update

We are now entering the time of year when 16mm Garden Railways start springing into life. Warmer days and lighter evenings encourage us to explore our creative activities. Now that the track at Littledown is basically complete we have commenced the Tinkering Stage!

The removal of the anti-vandal boards is causing some concern because, when being removed, the protruding nuts from the locking down strips are damaging the rails. The boards must be lifted, not dragged. We have been experimenting by grinding the protruding nuts to a fine radius, but this may weaken them. Any other ideas would be most welcome.

The whole layout is lacking in scenic appeal. Due to the location of the track and the attention of vandals, the scenery, stations, buildings and figures would have to be put out and packed away on each operating session. Whilst this in itself is not a major problem, where to store it in the Society's buildings is! For the time being this part of the project will require a cautious approach. Although the track was laid with care to ensure level running, some hills and valleys are appearing and these have been attended to over the past week or so. The felt and/or ply seems to have bubbled up.

We would remind members that the intention is to operate the 16mm track on the First and Third Sunday of each month, weather and other Society activities permitting.

Gordon Miles and Dave White.

Direction of Running

| | | | | | |
|--------|-----------------------|-----------------|-----------|-----------------------|---------------|
| Sunday | 11 th May | Clockwise | Wednesday | 14 th May | Anticlockwise |
| Sunday | 18 th May | Anticlockwise * | Wednesday | 21 st May | Clockwise |
| Sunday | 25 th May | Clockwise | Wednesday | 28 th May | Anticlockwise |
| Sunday | 1 st June | Clockwise * | Wednesday | 4 th June | Anticlockwise |
| Sunday | 8 th June | Anticlockwise | Wednesday | 11 th June | Clockwise |
| Sunday | 15 th June | Clockwise * | Wednesday | 18 th June | Anticlockwise |
| Sunday | 22 nd June | Anticlockwise | Wednesday | 25 th June | Clockwise |
| Sunday | 29 th June | Clockwise | Wednesday | 2 nd July | Anticlockwise |

* denotes 16mm Garden Railway open - weather permitting.

B&DSME Diary Dates

| | |
|----------------------------|---|
| 21 st May 2008 | Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>RCV Model Internal Combustion Engines by Ray Ivey.</i> |
| 9 th June 2008 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. John Hoyle |
| 11 th June 2008 | G0G Meeting, Allendale Centre, Wimborne. 7.00 for 7.30 pm. |
| 18 th June 2008 | Monthly Meeting; 6.30 pm. Littledown Miniature Railway. <i>BBQ with Gauge 0 Guild and MERG visiting.</i> |
| 3 rd July 2008 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. Venue to be decided. |

Other Events

15th National Model Engineering & Modelling Exhibition 9th - 11th May 2008
Great Yorkshire Showground, Harrogate

Typeset by Dick Ganderton in Gill Sans using Adobe InDesign CS v3.0.1 on a Macintosh Dual 2.5GHz PowerPC G5 running Mac OS X v10.4.11 Tiger.

Luscombe Valley Happenings

Here are the LVR dates for 2008

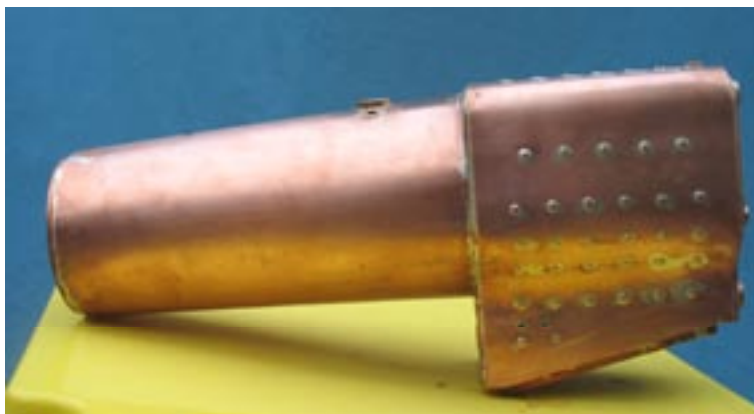
| | |
|--------------------------|---|
| Gala Weekend | 26 th - 27 th July |
| Autumn Running Weekend | 6 th - 7 th September |
| Steam Enthusiast Weekend | 27 th - 28 th September |
| Humbug Day | 20 th December |



Speedy News

I can only report limited progress on Speedy's rebuild. It appears that the remaining work is going to be largely down to me, so I decided to dedicate one full day a week to it. You might recall that I listed several Thursdays last month, with an open invitation to drop in for a chat and see how it was going. John from Swanage (sorry, I can't remember your surname) gave me a call, but decided to come instead for the Tec-Chat evening on the same day, which was the better for his contribution.

I have to admit progress has been slow, very slow, well actually nil! There are, as you might expect, good reasons for this, but the long and short is that the only time actually dedicated to working was in cutting some drive chain to length for the Society's electric loco. However, expectations are good for progress through May and some company on any Thursday would be nice, if you have time. Just give me a call beforehand.



Merlin passed the new boiler to Ron Bettell, who polished it before bringing it along to the Tech-Chat Meeting. As you can see from my picture, it looks superb.

I understand David Boot has made a start on the refurbishment of the coupling and connecting rod crank pins on the wheels. Once they are complete, I will be able to machine the eccentric straps and mount the two new axle pumps we were given some time ago by member Arnold Bloom from Fareham. A little while ago I received a letter from Arnold warning me that he had experienced problems with similar pumps he had fitted to his loco. On examination I found that our ones also have poorly formed grooves for water to pass the balls on the inlet valves. Many thanks to him for the warning.

Brian Merrifield

A Cautionary Tale

Having finally, after two fires and Dick's help, successfully completed my 16mm narrow gauge, vertical boilered, locomotive, *Fire Queen* - I could, at last, turn my attention to the easier project of building a ride-on wagon for my 7 1/4" Gauge Bagnall, *Annie B*.

So, there I was, all dressed up in my cotton boiler suit, happily welding up the chassis. Needing to do a little dressing with the grinder, as you do, I was on the third little nubble when my forearm felt distinctly hot. Peering up my sleeve I was 'interested' to observe that my long sleeve, polyester, pullover was actually on fire! Stifling the impending inferno left me none the worse, except for a sizeable hole in the sleeve of my pullover!



Moral

We all know - don't we - not to wear man-made fibre clothing when driving full-size locomotives and this applies equally to welding and grinding. I have now spoiled two polyester pullovers in this way. I would have been perfectly safe had I not taken off my gauntlets as I finished the welding.

Some people never learn!

John Hoyle

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.

