

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

Secretary: Dave Finn
Tel: (01202) 474599



A View from the Sidings

Over the past couple of weeks BBC Television has shown a short season of films with a railway theme. Some were new although many had been shown before, the thread linking them together being the Beeching Report, a topic that seems to generate anger and nostalgia in about equal proportions. The former, it is argued is misplaced, the latter understandable but equally misplaced.

Britain was the first country where railways developed and from the very outset we have paid the price for that innovation. Groups of businessmen and the rich would pool their funds and launch a scheme to build a railway from one town to another without any serious study as to the layout that was developing and in almost all cases Parliament would acquiesce and pass an Act for its construction. There was no overall plan and we finished up with a myriad of lines, without even the concept of a standard gauge, linked together to form what were euphemistically called main lines that would cause problems for the operators and the travelling public for the next hundred years.

The promoters of the lines wanted but two things from their investment, a return on their capital and a transport system to replace the horse and cart. At the start most lines turned a profit and, for the first time in history, goods and people could be moved overland by something far more powerful and more flexible than the horse. Hence, at the outset, railways were a success. Lines sprung up all over the place, it was only natural that people wanted their town or village connected to this wonderful new system. The problem, soon to become apparent, was that there was no system, just a hotch potch.

The railways were bound to do well in the nineteenth century for the simple reason that they had no competition. They prospered because viable road transport took a long time to develop, petrol and diesel engines did not come into their own until the First World War. Once lorries and buses were available, the railway companies were quick to adopt them as an extension to the services that they offered rather than as a replacement for uneconomic railway lines. In many areas the new road vehicles should have made the railway redundant just as the railway had so affected the stage coach and the horse and cart a hundred years before.

The railways drifted on through the grouping, two world wars and finally nationalisation lacking any major investment in new lines. By the time of Dr Beeching's appointment in 1961, British Railways was losing money at an alarming rate, it was too large, over equipped, over staffed and gave a lamentable service to the public. Something had to be done and the appointment of a non-railway man from the business sector to the top job was a stroke of genius. His paper, *The Reshaping of British Railways* argued that railways were most suited to the rapid movement of large numbers of passengers over long distances and the transport of freight in bulk by the train load. Other traffics, low numbers of passengers to rural locations and small loads, had no place on a modern railway and should be transported by some other means. Therefore, being an outsider, not a railwayman guarding his job, he proposed sweeping cuts to the network to effect the necessary economies and so attracted the soubriquet 'The Axe Man'; some would add the word 'mad'.

It was this notion of something between malevolence and a cavalier attitude towards the nation's heritage that permeated the television series and one was left with the impression that, far from being saved by the good doctor, both Britain and British Railways would have been better served if John Betjeman had been appointed Chairman.

Editor's Ramblings

Once again our well respected member of the Society has volunteered to write the column for this issue. His 'View From The Siding' last month went down very well - even our Secretary was impressed!

Things are progressing well in the Carriage Shed department. We seem to have got the better of the mud and the Purbeck stone retaining wall is looking very smart. Laurie would have been proud of our efforts at recycling his Kings Park Station Building. The traverser now runs smoothly into its new home, awaiting the two new posts to be made and bolted in place. At least we should have stopped J.P. Morgan sliding down into our Steaming Bays. Again, a big thank you to those who have worked like Trojans to battle the elements and get the job done.

Dick Ganderton

Ted Rouse

Ted Rouse was one of our newer members, having joined the Society shortly after the new track at Littledown was opened. A stalwart member of the Wednesday 'Wrinklies' he could usually be found chatting away on the platform, puffing at a cigarette and eating the two bananas he always brought for his lunch.

He and Nessa moved to Parkstone in 2001 as they thought it would be a nice place to retire to. Ted had worked for the National Physical Laboratory (NPL) at Teddington and on retiring he decided to resurrect his interest in Model Engineering. He had built a 3 1/2" Gauge LBSC *Hielan' Lassie* - which he named *Nessie* - and had been looking for a suitable track to run it on. Luckily he decided to join us at Littledown.

However, he will be best remembered for his innovative 5" Gauge *Galloping Goose*. Ted had decided that he needed a use for an old battery drill and this was the basis for the *Goose*. The drill was mounted, upside down, in the body and drove the wheels, via a bevel gearbox, also from the junk box. Speed control was through a simple leadscrew and nut squeezing the drill's trigger, whilst direction control was achieved by a lever that pushed the direction button on the drill. Aiming for minimum cost, the initial power came from a set of NiCad cells retrieved from an old emergency light! This contraption pulled Ted around the track at a snail's pace, but Ted was happy.

Ted was summed up in an e-mail I received from David Delaney: 'As a relatively short-lived member of the Wednesday Group, I remember Ted as a real gentleman: always worth listening to. I am sure he will be very sorely missed by all at B&DSME.'



Photographs of Ted at Littledown seem to be rare, especially with his *Goose*, but John Hoyle managed to find one of Ted during a working party session at Littledown.

Ted passed peacefully away in Poole Hospital after a fight with cancer. We will all miss him and offer our sincerest condolences to Nessa, their three children and their families.

Speedy News

Progress continues to be slow but steady. The superheater is more than half made and I hope by the time you read this will be fitted to the boiler. Once again Merlin has come to the rescue by brazing the elements together for me. At the moment the frames and boiler are sat on my bench, together with the smoke box, looking as though they might belong together.

While attending a motorcycle auto jumble at Shepton Mallet show ground recently, I called in to see how members of the East Somerset Society of Model Engineers are progressing with their track inside the show ground and received a very warm reception. They invited me to bring a loco next season, so now I have a real incentive to have *Speedy* ready in good time to take up the offer.

Brian Merrifield

Coach Outing - 2009 London Model Engineering Exhibition

A coach has been booked to the London Model Engineering Exhibition at Alexandra Palace on Sunday 18th January 2009. Leaving Littledown at 8.00 am, it will pick up at Meeting House Lane, Ringwood at 8.10 am. The coach fare will be £14.00 for adults and £7.00 for under 16s.

Mike Mortimer is taking bookings, call him on **01202 672613** and book your seats early.



16mm Update

The vast improvement in quality of commercially available wooden coach and wagon kits now available has led to some discussion amongst the 16mm fraternity. This is due mainly to the adoption of laser cutting and layering. In the past, wooden rolling stock, whether it be in kit form or from scratch, was made up from commercially available, standard sized, strip wood or thin ply, proving difficult for most of us to achieve crisp and consistent cut lines for carriage windows, etc. Crisp, two-colour painting also gave us another problem, we know cheque book modelling could solve this problem, but a lot of us like to do our own thing. Some kits consisted of fine milled sheets, which solved the cutting out problem, but presented us with milling cut lines which were quite often difficult to remove and the painting problem persisted.

Recently I (Gordon) was able to visit Triassic Model Works, a manufacture of laser cut kits, and very impressive it was. The machinery and associated computer controlled system is very expensive and takes up some space. The skill of the draughtsman and computer programmer has to be admired. A sheet of special thin ply is placed and aligned in what looks like a X-Y plotter, a cutting programme selected on the computer and away we go. It cuts with great accuracy, even holes down to 0.2mm diameter are no problem. Tongues and slots can be cut to aid final assembly. The sides of carriages can be made up of four or five layers, which can be painted with very little further preparation before adding glazing and assembling. Because these layers can be added to both the inside and outside, the insides of the carriages can be modelled as well. I have not made up one of these Triassic kits to completion, but I did dry assemble one at the works and can vouch for the quality. Triassic have told me that they have made kits with up to nine layers in the sides, essential if you want tumble home and working drop lights or sliding doors.

We look forward seeing you on the First and Third Sundays at Littledown possibly with a freshly built piece of laser cut rolling stock.

Gordon Miles and Dave White

Direction of Running

Sunday	9 th November	Clockwise *	Wednesday	12 th November	Anticlockwise
Sunday	16 th November	Anticlockwise	Wednesday	19 th November	Clockwise
Sunday	23 rd November	Clockwise *	Wednesday	26 th November	Anticlockwise
Sunday	30 th November	Anticlockwise	Wednesday	3 rd December	Clockwise
Sunday	7 th December	Clockwise*	Wednesday	10 th December	Anticlockwise
Sunday	14 th December	Anticlockwise	Wednesday	17 th December	Clockwise
Sunday	21 st December	Clockwise*	Wednesday	24 th December	Anticlockwise
Sunday	28 th December	Anticlockwise	Wednesday	29 th December	Clockwise

denotes 16mm Garden Railway open - weather permitting.

B&DSME Diary Dates

19 th November 2008	Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Anaesthesia Past & Present by Dr. John Hoyle.</i>
4 th December 2008	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Dick Ganderton.</i> <i>Please let Dick know if you are attending 01202 822701</i>
17 th December 2008	Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Christmas Party.</i>
8 th January 2009	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. Note change of date! <i>Venue to be arranged.</i>
21 st January 2009	Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Speaker to be arranged.</i>
28 th January 2009	Annual Dinner; 7.00 for 7.30 pm. Crooked Beam Restaurant, Jumpers, Christchurch. Menu and details from Dick next month.

Newsletter By E-mail

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

Luscombe Valley Happenings

Humbug Day 20th December

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.



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Secretary's Comments

It was with great pleasure that I read the 'From The Siding' piece that replaced 'Chairman's Notes' in the last Newsletter, I don't know who penned them in this instance, but on behalf of the Committee it is very pleasing to have what seems to be a vote of support for the direction the Society is taking from a like minded soul.

I didn't venture too far down towards Bournemouth Shed, but headed towards Salisbury, where I think I wore out the knees of my trousers, or was it my own knees, crawling under the Shed Forman's window trying to bunk the shed. I never finished more than one row of engines before being thrown out!

Standing on Salisbury Station watching the trains, often pulled by a Merchant Navy class, heading west to exotic places. Oh, the joy, it's not a Bullied, it's a Britannia heading for London.

Then on to Reading to watch Castles, Halls, etc. with pannier tanks fussing about. Back to Eastleigh Shed on a Sunday, we seemed to have the run of the shed, going everywhere and anywhere.

The hobby seems to attract all sections of society and steam still has an attraction. Is it Railways in general, or is it just travel by train, be it miniature or full size?

I hope we can keep up the momentum with ever increasing passenger numbers in the present financial climate, and who knows what the Committee will think up for the next project, after finishing the carriage sheds and disabled access ramp! (*I hope that it will be a matching platform on the inside of the track. Ed.*)

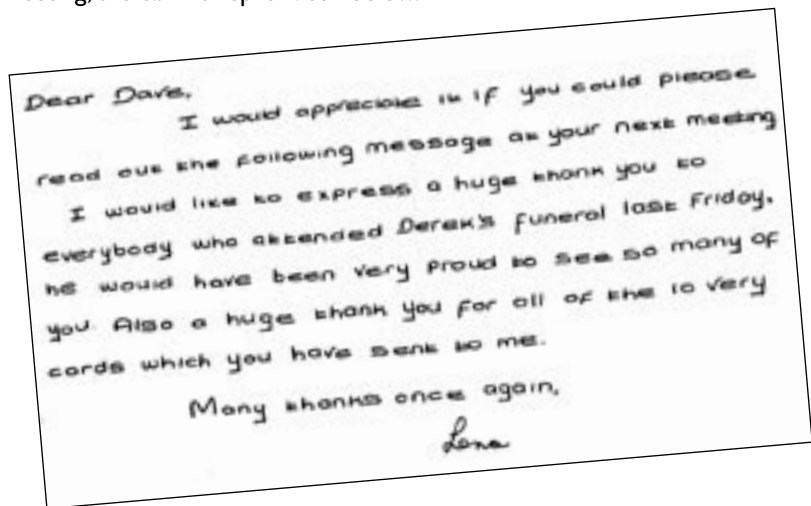
I for one am sure it will certainly be for the benefit of the majority of the members.

The Chairman has asked me to mention that our application for another grant from the National Lottery 'Awards for All' scheme was successful, enabling us to move ahead with our development.

Dave Finn

A Card From Lena

Dave Martin received a card from Lena Adams. For the benefit of those members who were not at the October Meeting, the card is reproduced below.



A Tip Learned The Hard Way

It was mentioned, at a recent meeting, that with our track construction it would be impossible to drop your fire if a disaster occurred in the boiler water feed department. For example the injectors and hand pump failed to deliver.

If you have a rag with you just ram it in the chimney, wet if possible, and 'turn the blower full on' with the fire hole door shut. The fire will be starved of any air in seconds. The instantly black fire should save the firebox crown from damage and if you are lucky, you may still have enough steam to get home.



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For Sale

From Derek Adams' workshop.
Fobco drilling machine £100.
Large quick release Record Vice £100 ono.
Quantity of model engineering size steel and brass. Price by negotiation.

Tel: Brian Merrifield 01202 683701

Evening Speakers

David Boote and I have found a speaker who would like to give a presentation on CAD (engineering drawings on computer), using TurboCad and he would be offering software, hopefully at discount prices. Before we book him we would like to know how many people would be interested in the subject.

Brian Merrifield 01202 683701

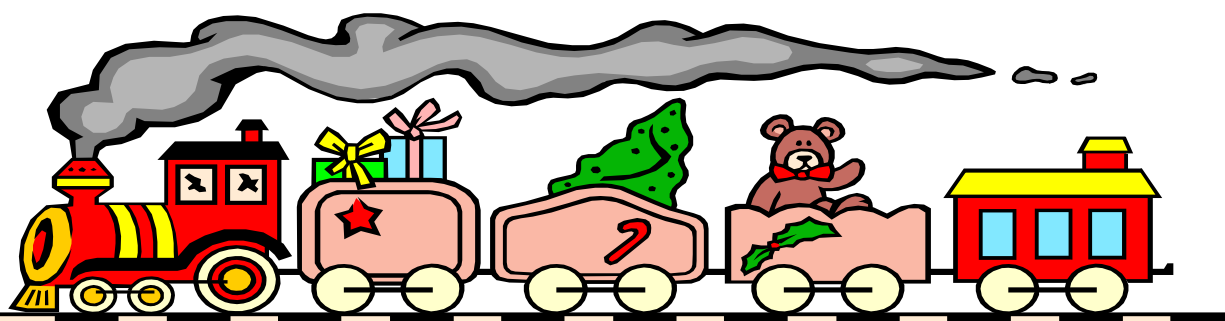
Come and meet Santa
On Sunday 14th December at
Littledown Miniature Railway
The Littledown Centre



11am - 3pm £3.50 per child

Children will receive a gift. Mince Pies for Mum & Dad
Advanced bookings recommended

For details call 01425 620749



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