

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

Secretary: Dave Finn  
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## Chairman's Notes

Our annual Coach Trip to The London Model Engineering Exhibition was full, as usual, with members and guests. It was an interesting journey through the centre of London with most of the members trying to work out which way the driver was going, but we finally arrived at the exhibition. At the exhibition Dave Finn and myself spoke to Neil Mortimer of the Polly Owners Group about their return Rally to our track, which will now be on Saturday 15th May 2010.

The Annual Dinner at the Crooked Beam was well attended; the meal was excellent and well served by the staff and we all had a very enjoyable evening. Thanks, Dick, for organising the event. I thanked the chef and his staff and asked if we could come again next year; his reply was that they would be happy to have us. I understand that Dick has already booked the restaurant for Wednesday 27th January 2010 and one member has already booked a couple of provisional places!

It was agreed at the last Committee Meeting that Lena Adams and Nessa Rouse would be offered Honorary Life Membership.

As we have had approval from Littledown for the proposed work to our driveway and the Society's approval for the work to proceed, I have contacted the contractor and got things moving. As I write this the work has already started and possibly by the time you read this the driveway will be finished. Still, if you do not have a 4x4 the drive has been almost unusable and even the parking area is very wet.

The handrail by the unloading ramp has been manufactured and installed; now work is going forward on producing a prototype section for the Carriage Sheds, which will be one of our main projects for the year. Also we will be installing the new anti tipping system on the platforms so that we can do away with the chocks. We still have to move the spoil from the area near the off loading bay and spread out the soil around the platform area. The manhole cover behind the new platform will also be raised to be level with the platform and paving slabs laid around it so that you can feed and water your locos in reasonably mud-free conditions.

Forthcoming dates for 2009 are as follows:-

- |                                  |  |
|----------------------------------|--|
| Sunday 3rd May                   | Cream Tea  |
| Wednesday 17th June              | BBQ for Gauge 0 Guild and MERG at the track  |
| Saturday 20th & Sunday 21st June | Open Weekend   |
| Sunday 2nd August                | Our Charity Day will be in aid of National Association for Colitis and Crohn's Disease (NACC). I think it's their 30th Year. |
| Wednesday 19th August            | Monthly Meeting at the track, with another BBQ   |
| Sunday 11th October              | Trafalgar Day  |
| Sunday 13th December             | Santa Run  |
| Wednesday 16th December          | Annual Christmas Party.  |

The next Committee Meeting is at 7.30pm on Wednesday 25th February at the Littledown Centre.

**David Martin**



## Andy's Saddle Stop

New member, Andy Pertee, couldn't resist buying a micrometer head with the idea of making a lathe saddle stop.

After some heart stopping moments with an end mill in his drill press, he finally triumphed with the result shown on the right.

He has built a couple of oscillating engines and you can see these in action at:

<http://uk.youtube.com/watch?v=wDi6us2sXrE>

and

<http://uk.youtube.com/watch?v=a2zhppZDmiA>

The first attempt used stock bits of bar, etc. and runs from a small boiler. The most recent is from a set of gun metal castings and is running on compressed air.



## The Works Train

The departmental bogie wagon, built by Mike Durham on the chassis of one of the old Kings Park riding trolleys, has proved to be very useful when moving building material from one part of our site to another.

When the contractors were digging out for the new Carriage Shed foundation strips, they left the soil behind the Engine Shed.

Mike was most unhappy at the thought of putting the dirt straight into his beloved wagon, so a compromise was reached with the soil being put into plastic buckets for the long trip to the dumping site at the other end of the line.

The newly returned to service *Sheddon Wheels* provided the motive power for the train - with some rapid shunting movements to provide a passenger service for the few customers wanting a ride.



Mick Baker

## 16mm Up Date

It is the norm in January and February for most 16 Millers to hibernate in their workshops - house decorating allowing that is - rather than actually operating their trains. The Littledown Garden Railway has not seen much action of late, but we have had two Garden Meets since Christmas already. Yes! we do have 16mm snow ploughs and they do work, but were not required this time. Frost Bite was a problem though!

One big set back at this time of the year however is getting the Butane liquid/gas into the loco's gas tank and then vaporizing sufficient of it to be able to light the burner.

Let me explain. Historically most British loco manufacturers stipulate Butane as their preferred fuel as it's safer to handle and readily available as a lighter fuel. On the Continent and USA the available fuel is a mixture of Butane and Propane to deal with the lower temperatures experienced there. Butane boils at about 1°C whereas Propane boils at -40°C and mixtures of these two gases are commercially available in a range of 10 to 30%, Propane to Butane. These mixtures are now stocked by most DIY stores over here. David and I have been using this type of mixture year round without problems and we now keep a spare can at Littledown so that members can try the mixture for themselves.

One might ask, why not just use Propane? The big problem is to get the gas into liquid form and hence into a small volume as liquid to gas volumes are 1:250. The containers, for the same temperatures, would have to be constructed to withstand four times the pressure required for Butane. There may be a problem with some locos, however, as Propane has a greater heat content. So it is possible to run out of water before the gas runs out. If the loco has a water gauge glass there is no problem, but if the size of the gas tank is not designed so that the gas runs out before the water, you could cook the boiler. To date we have not heard of any one having this problem, so long as the Propane content does not exceed 30% - unless you know otherwise.

See you at Littledown on the first and third Sundays.

Dave White & Gordon Miles



### Editor's Ramblings

Only a short piece from me this month. The Annual Dinner went off very smoothly this year - thanks to you all letting me have your bookings before Christmas. That made a lot of difference to my workload over the holiday period.

The February Tech-Chat Meeting is once again at John Hoyle's. January's Tech-Chat was, as usual, very wide ranging and this next one should prove very good, too. Hopefully John will be able to show us the two small diesel engines that he has just finished and Andy Pertee has told me that he will bring his saddle stop as a discussion point. Try and join us and bring something with you to give us something to talk about - you won't regret doing so.

**Dick Ganderton**

### 2009 Annual Subscriptions

**Mike Mortimer** is still collecting Annual Subscriptions for 2009. Subscriptions are still £20 or £21 for you and your partner. If you want to post your cheque, Mike's address is 18, Collwood Close, Fleetsbridge, Poole, Dorset BH15 3HF.

### For Sale

**Merlin Biddlecombe** has for sale castings, parts, drawings and illustrated instructions for Edgar Westbury's 15cc Seal. This is a water cooled, 4-cylinder, in-line, 4-stroke, petrol engine. More details of this engine can be found on Hemingway's website at:

[http://www.hemingwaykits.com/acatalog/The\\_Seal\\_Edgar\\_T\\_Westbury.html](http://www.hemingwaykits.com/acatalog/The_Seal_Edgar_T_Westbury.html)

The parts comprise nine aluminium castings; eight piston rings; eight valve springs; two ball races; three timing gears. The crankcase is 90 percent finished.

The current cost of the parts is £280 but Merlin is asking £120.

### Direction of Running

Sunday	1 <sup>st</sup> February	Clockwise*	Wednesday	4 <sup>th</sup> February	Anticlockwise
Sunday	8 <sup>th</sup> February	Anticlockwise	Wednesday	11 <sup>th</sup> February	Clockwise
Sunday	15 <sup>th</sup> February	Clockwise*	Wednesday	18 <sup>th</sup> February	Anticlockwise
Sunday	22 <sup>nd</sup> February	Anticlockwise	Wednesday	25 <sup>th</sup> February	Clockwise
Sunday	1 <sup>st</sup> March	Clockwise *	Wednesday	4 <sup>th</sup> March	Anticlockwise
Sunday	8 <sup>th</sup> March	Anticlockwise	Wednesday	11 <sup>th</sup> March	Clockwise
Sunday	15 <sup>th</sup> March	Clockwise *	Wednesday	18 <sup>th</sup> March	Anticlockwise
Sunday	22 <sup>nd</sup> March	Anticlockwise	Wednesday	25 <sup>th</sup> March	Clockwise
Sunday	29 <sup>th</sup> March	Clockwise	Wednesday	1 <sup>st</sup> April	Clockwise

denotes 16mm Garden Railway open - weather permitting.

### B&DSME Diary Dates

5<sup>th</sup> February 2009 Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.  
*John Hoyle.*

*Please let John know if you are attending 01202 397561.*

18<sup>th</sup> February 2009 Monthly Meeting; 7.30 pm. Muscliff Community Centre.  
*Richard Knott's Annual Video Evening.*

5<sup>th</sup> March 2009 Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.  
*Venue to be arranged*

18<sup>th</sup> March 2009 Monthly Meeting; 7.30 pm. Muscliff Community Centre.

*Kevin Patience "Building the Uganda Railway once known as the Lunatic Line"*

### 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

Cobweb Run	18th - 19th April
Gala Weekend	25th - 26th July
Autumn Run	5th - 6th September
Humbug Day	19 <sup>th</sup> December

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



## Dave Finn Looks at Maunsell's N Class 2-6-0 Mogul Part I

August 1917 saw the introduction of Maunsell's 'N' class Moguls, the first of which was to appear from the Ashford works of the South Eastern & Chatham Railway as No. 810. It would be almost three years before the next of the class, No. 811, was to be completed. The delay was caused by the huge backlog of repairs needed on existing machinery, which, having been flogged during the war, was in a badly rundown state.

No. 811 was the first of a batch of 15 built completely at Ashford. A further 50 locos of the class were constructed between May 1924 and September 1925. The Woolwich Arsenal built complete 'kits', with the exception of the boilers, which were made by the North British Locomotive Company, the final assembly of the 'kits' was completed at Ashford. The penultimate member of this batch was A874, completed in September 1925. This is the locomotive now at the Mid Hants, as 31874, awaiting overhaul. In the 1970s I undertook some work, at the Technical College in Southampton, on various lumps of rusty metal that were to be, or had been, motion parts and valve gear.

Fifteen more were built between 1932 and 1934, giving a total of 80. The last eight members of the class were left hand drive and had smoke deflectors from new, the rest got smoke deflectors at scheduled works visits from 1933.

The class was soon to be found throughout the Southern Railway on all types of workings, from freight to fast passenger trains, from the Kent Coalfields in the east to tin and coal trains in Devon and Cornwall in the west.

*Dave continues the story next month.*

## Moors Valley Railway Gala Weekend

Moors Valley Railway Gala Weekend will be over 6th & 7th June this year and we have been invited to exhibit some models, alongside various other people and clubs. As in previous years the Carriage Storage Shed will be set aside for this, so the models will be locked inside overnight and protected by the building's security alarm. We can set our display up on the Friday afternoon and must remove our models after the show closes on Sunday afternoon.

If you would like to display a model, or help to man our stand, I would be extremely pleased to hear from you. Some assistance in the planning side would also be appreciated.

*Brian Merrifield*

## Hoyle's Engines

John Hoyle has been busy with the diamond lapping paste again to produce two small capacity compression ignition engines to add to his collection. These are to the *Midge* design and the largest of the pair is only 0.8cc while the smaller is just 0.5cc.

John took them to Littledown last Wednesday and demonstrated the smaller of the pair running. Mike Durham had a go at starting it and succeeded at the third attempt. John just gave it a quick flick and away it went.

When I asked John where the design came from he replied - "Do you know, I don't know! The design, by Mark Lubbock, in England dates back to 1997, but I could not find drawings until I spotted a *Midge* in a small model at the Harrogate Show some three years ago. I wrote to the exhibitor and he kindly sent me copies of his plans. Since then, of course, Ron Chernich has profiled the design and there is a whole section on how to machine it on his website."



If you want to know more then I suggest: <http://modelengineneeds.org/index.html> and follow **Engines/Projects** where you will find **ML Midge** under **Beginners Engines**.

