

Chairman's Thoughts

I will start by wishing everyone a belated Happy New Year. My thoughts were missing from last month's Newsletter as I was suffering from the flu straight after Christmas and into the New Year. So I would now like to thank everyone who helped to make our Santa Run once again a great success.

I have enclosed some photographs I took on the Saturday following the Santa Run showing the track in the snow. We have always been very fortunate with the weather for this event; a bit on the cold side, but no snow. Although it would have been very seasonal to have had snow on the day, I think that it might have caused us a few problems.

Our Christmas Party went off very well, with plenty of eats. I would like to thank the Ladies for preparing the food for us all and Irene for organising the Raffle. We had plenty of prizes to give away, so thanks to all those who donated them.

The Annual Dinner at the Crooked Beam last month was completely sold out within three weeks of appearing in the Newsletter. We had a good turnout and we all had a very enjoyable night, the meal, the company and the tight but cosy surroundings were excellent. The restaurant has now got some posh new chairs, which made it more comfortable for us. The staff had the task of squeezing past to serve everyone, but they did very well. Thanks to Dick for organising the evening; he tells me that the restaurant has been booked for the fourth



Wednesday in January next year, so maybe you should give Dick your booking now. He has told me that places will be strictly limited to the same as this year - 41.

Please note that we have now changed all the locks on the Carriage Sheds, Unloading Lift, Coal Bunker, Traverser, Traverser Covers, Turntable, Path Bridge, Bendy Beam, Bendy Beam Cover and Bendy Beam Spurs. They now all have the same lock, so one key fits all of them. The only locks that have not changed are our Entrance Bollard, the Path Gate and the original Unloading Ramp.

The next Committee Meeting will be held at The Littledown Centre at 7.30 pm on Wednesday 23rd February 2011.

David Martin

Editor's Ramblings

After a few months of three, or even just two, pages, this month there are six of them! Admittedly nearly two pages are devoted to the obituaries of three Members who have recently passed away, but two more carry the first of series of articles written by Ollie Batt. This month he recounts his recent trip to Japan to commission a new 101,129 tonne liquid natural gas carrier. That's a lot of LNG - he could gas fire *Black Adder* for years on just the leakage. Of course, he really only went to visit the Steam Museum at Umekoji - Kyoto.

The cost of producing and posting the printed version of the Newsletter is rising alarmingly. In particular the price of a Second Class stamp is set to rise yet again. Might I venture to suggest that if you have Broadband access to the Internet that you receive the Newsletter via that medium. Not only will you receive it earlier than by post, but you will see the pictures in glorious colour. It will also save Peggy and myself the time taken up with collating, folding and stuffing the pages in envelopes as well as the cost of paper, envelopes and printer consumables.

All you need to do is send me an e-mail from our computer - or i-Phone if you are that advanced - requesting your Newsletter by e-mail. It comes as an attachment in Adobe PDF format that's readable on just about any computer.

Dick Ganderton

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Bullet Points from the Minutes of the Committee Meeting held on 12th January 2011

- Barry Linger is now the custodian of the *Maid of Kent*; it was seen performing well after having the tubes swept last weekend.
- Dave Martin has fitted a new set of suited padlocks at the track at a cost of £120.00
- A donation has been made to the charity nominated by Nessa Rouse.
- The Company's Accountant, Chandra Ashfield, was introduced to the new Directors and a discussion took place about future accounts and Companies House procedures and requirements. A meeting is to be organised between the Treasurer and the Accountant to enable further discussions to take place.
- George Wheatley has asked for advice on introducing Budgets for any future capital expenditure.
- Gary Worsfold presented a report on the proposals relating to a Junior Section. These require a lot of commitment from the members; further work needs to be done.
- Barry Linger proposed we re-introduce the Fun-Lec type event into the annual calendar.

David Finn, Society Secretary

2011 Annual Subscriptions

Mike Mortimer reminds you that Annual Subscriptions were due at the beginning of January. Subscriptions are still £20, or £21 for you and your partner.

Direction of Running

Sunday	13 th February	Clockwise	Wednesday	16 th February	Anticlockwise
Sunday	20 th February	Anticlockwise *	Wednesday	23 rd February	Clockwise
Sunday	27 th February	Clockwise	Wednesday	2 nd March	Anticlockwise
Sunday	6 th March	Anticlockwise *	Wednesday	9 th March	Clockwise
Sunday	3 rd March	Clockwise	Wednesday	16 th March	Anticlockwise
Sunday	20 th March	Anticlockwise *	Wednesday	23 rd March	Clockwise
Sunday	27 th March	Clockwise	Wednesday	30 th March	Anticlockwise

* denotes 16mm Garden Railway open - weather permitting.

B&DSME Diary Dates

16 th February 2011	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>Richard Knott's Video Evening.</i>
3 rd March 2011	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Gordon Miles. Please let Gordon know if you are attending.</i>
16 th March 2011	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>Kevin Patience. The true story of The Bridge Over The River Kwai.</i>
7 th April 2011	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Venue to be decided.</i>
20 th April 2011	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>John Lakin. Metals and their Properties.</i>

Luscombe Valley Happenings

www.luscombevalleysteam.com

Cobweb Run	April 9 th & 10 th
Summer Gala	July 30 th & 31 st
Autumn Run	September 10 th & 11 th
Humbug Day	December 24 th

Newsletter By E-mail

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

Typeset by Dick Ganderton in Gill Sans using Adobe InDesign CS2 v4 on an Apple Macintosh Dual 2.5GHz PowerPC G5 running Mac OS X v10.5.8 Leopard.

16mm Update

The extension to the Steaming Bays and Carriage Sidings is now almost complete. It is interesting to compare the photographs of the portable track that we used for the official opening of the main Littledown track in April 2004 and the new Steaming Bay, which has a greater track length than the total track of the portable layout!

Both layouts however show a lack of scenery and scale buildings. The portable set up has acquired a scenic background and a collection of buildings with their human attendance to enhance its appeal. Unfortunately, this has not been possible on the Littledown layout due to the potential for vandalism if the structures were left out and spare storage in the club house is very limited if we went down that route.



Any rate we are very pleased with our Littledown layout, so why not come and see for yourself, or better still bring your own 16mm loco and have a run. Remember we operate on the First and Third Sunday of each month, weather and other commitments permitting.

Gordon Miles & David White

Norman Cole

Norman was born in Swindon, where his father was a boiler maker at the GWR Works. Norman served an apprenticeship as a carpenter/joiner and to begin with worked for Swindon Council.

His uncle was a keen model maker, I think mostly building steam driven boats, which were known as 'straight runners'. Between them they entered many competitions, some of them National events at which I believe they were quite successful. After designing and building his own engines, which were mostly inline twin with rotary valve gear, his interest gradually turned to other and larger models.

He built several stationary engines both single and multi-cylinder. These were in all sizes, one of which can be seen on the Society's website, together with his Wimshurst Machine.

He ran the two locos that he finished for a number of years at the Blenheim track, hauling passengers for his club. They were also run annually at Fawley Power Station for the station's Open Days, again giving rides to the public. He even talked the management in to providing the portable track!

Norman was always willing to help and give advice if asked, but tended to belittle his knowledge and not want push himself forward. He was also very generous, if he had something anybody needed and he wasn't using it, whether it was material or tools, they were quite welcome to have it.

Unfortunately, his last project was ruled by his heart and not his head. He started to build a Metre Maid, or as Norman called it, a six-wheeled Sweet Pea, but was then talked in to building four at the same time! Sadly, before he had totally completed the first, things started to go awry. He would go into the workshop in the morning and knock off half a dozen pieces or so, go indoors for lunch, but then forget he had made the bits already and make them again, which didn't help things.

He will be missed for the laughs he created at the meetings. However, towards the end he was reluctant to attend because when people talked to him he had difficulty remembering who they were and this embarrassed him.

Charlie Betteridge



Many years ago, Norman turned up at one of the monthly meetings at Maxwell Road with a pair of coal shovels that he had made. These were works of art, you could see your face in them. I managed to persuade Norman to tell the meeting how he had made them - he said that he had just beaten the metal round a hardwood former! Typical Norman!

For many years he had provided cheese, bread and jars of pickled onions for the annual Christmas Party and with his strong Wiltshire accent could always be reckoned on for a laugh.

Dick Ganderton

Roland Philip (Ron) Jeffrey

27th January 1920 – 11th January 2011

Ron died in Wimborne hospital on 11th January 2011, his health having declined over a number of years. It was sad to see the friend of many years, who in retirement often went for an early morning swim in the sea, have difficulty rising from his chair.

I was to meet him when I joined Leeds SMEE in 1972, he had been Hon Secretary from 1955 to 1968, having attended his first meeting as a guest in 1935. His membership commenced in 1938, but was interrupted until 1948 by war service in India.

His guidance and support contributed to the success of the Leeds SMEE miniature railway at both Temple Newsam Leeds and at its present location at Eggborough Power Station.

Ron was able to support his practical skills with a technical ability that probed how and why things work. Perhaps the most striking example of this was the way in which he ran his business, initially in partnership with Stanley Cooper, repairing electric motors and latterly making printed circuit boards for the electronics industry. I often visited him at his works in Castleford where, with justifiable pride, he would show me the machines and equipment, all designed and made by himself.

In the company of Ron and Kathleen, my wife and I travelled the country attending model engineering rallies, where he always was known and respected, in part due to his contribution to *Model Engineer* as a Technical Consultant. He rarely wished to take his own loco, a 2-6-2 tank engine 'Kathleen', which opened the Eggborough track in May 1982, much preferring to help me and discuss his latest interest with friends.

To anyone requiring help on valve gear design, injectors, safety valves, rewinding electric motors, - - - (the list goes on) his phenomenal memory would provide the solution, always supported by copious written explanation and calculations.

Always modest about his achievements, the liking and respect he was bestowed resulted from his workmanship. One of his last challenges was making skew gears for the Channel Islands Special internal combustion engine. Anyone commenting that Muffets could supply them were treated with a respectful silence.

Ron's final journey included a Catholic service at Wimborne, although not of this faith he supported Kathleen in her belief. Members of Leeds and Bournemouth Model Engineering Societies, together with family and friends, attended the service before going on to Poole Crematorium for a short Committal Service.

His like are few and far between, he beneficially influenced my life and that of many others, I will miss him.

Sincere condolences are offered to Kathleen, to whom he was devoted, having shared in excess of 60 years marriage.

David Beale with help from G. Shackleton, Leeds SMEE and Brian Merrifield, Bournemouth & DSME.



Michael Ray

Michael was a relatively new member of the Society who lived just a stone's throw from the track at Littledown. When Dick Mantle offered his two battery electric locomotives to the Society, Michael, assisted by his wife, Sheila, took over Archie, the 0-4-0 diesel shunter that Dick had built to the Midlander design.

Archie soon reappeared resplendant in a new coat of blue paint and was a regular performer at Littledown, giving a great deal of enjoyment to Michael and Sheila.

Sadly, Michael died at the end of 2010.

Model Engineering Events

4th & 5th June 2011

Taunton Model Engineers Model Engineering Exhibition, Heathfield Community School, Taunton TA2 8PD. Taunton ME will also be running their 5" and 7 1/4" gauge railway at Creech St. Michael with free rides for visitors to the Exhibition. Visit www.tauntonme.org.uk for details.

11th to 12th June 2011

North Wilts MES Rally Weekend at Coate Water Park, Swindon, Wilts. SN3 6AA (For access with engines use SN3 6AD). 5" & 7 1/4" gauge ground level track. Valid Boiler Certificates required. Barbecue on Saturday evening from 6.00pm. If you intend to attend please reply to the Secretary: Mrs. Hilary Foley, 5, The Butts, Crudwell, Malmesbury, Wilts. SN16 9HF
Tel: 01666 577596 E-mail: hilary@nwmes.info

Japanese National Steam Locomotive Museum Umekoji - Kyoto

Having been world travelling for over ten years, both working on ships, and now supporting ships from ashore, last year gave me the opportunity to undergo sea trials on our new liquid natural gas carrier the *GDF Suez Point Fortin*. The shipyard where the vessel would depart from was at Mihara in Japan, which was a stone's throw from Hiroshima, and it was to be my first ever visit to Japan.

With an interest in Japanese railways and especially the bullet train, I hatched a plan to use Japan Rail instead of taking internal flights. My boss was quite impressed at what appeared to be a cost conscious way to travel, little did he know what I was really up to! Some internet research also showed me that the Japanese National Transport Museum was located at Osaka *en route*, and even better is the separate annex to the museum, just a few miles away in Kyoto, which houses the steam locomotive collection.

Once sea trials were complete I was duly off the ship and in one of those bizarre Japanese taxis with electric opening doors, heading for the Shinkanzen station. More about the Bullet Train in my next article.

Upon arrival in Kyoto I dumped my case in Left Luggage and jumped in a taxi with the intention of going to the steam museum. Unfortunately the driver spoke no English, so I rustled up a tatty copy of *Steam Railway* from my lap top case and showed him a picture of a 9F from the centre spread. Straight away his face lit up and he headed off in what was the correct direction.



Locomotive 8530 in steam on the short demonstration line

Just outside the station building was a further ticket office. Here you could purchase tickets for the Museum's short steam train trip. As luck would have it there was a loco in steam for my visit, and I was able to take one of the three departures of the day. The line was about 1km with some interesting rolling stock but regardless it was good to be steam hauled in Japan, another nation crossed off! The track had been laid down the side of a community park and was very pleasing. One side had trees flowers and greenery and various small structures and landscapes, the other had bullet trains passing at 180 MPH *en route* to Tokyo, so I didn't know where to look, really.

Arrival back at the station after the short trip exposed the most beautiful roundhouse with more than 30 restored locomotives on display.

What's good about the Museum is that you can get on the footplate of many of the locomotives and really check them out. Even the fireboxes have been equipped with lights so you can clearly see the construction of the firebox.

The array of locomotives was amazing, and on the day of my visit there were six stabled that do regular service on the main line. A single diesel was on hand to drag various locos



**LNG Carrier the GDF Suez Point Fortin
(Picture taken using a radio controlled Helicopter!)
289.93 metres long; 101129 Gross tonnes
151815 Cubic Metres Capacity
Steam Turbine 29420 kW (38710 BHP)**

On arrival you could have been mistaken for this being a steam museum. This former Nijo Station House is the oldest wooden railway station in Japan. The station house was built in 1904 and also served as the main office for the Kyoto Railway Company, a private railway in operation at that time. The station house was used until 1996 when the tracks for the Sagano (San-in) Line were changed to elevated tracks. The station house was then relocated to the museum site as a railway cultural asset, where it is now used as the entrance and display hall for the Museum. The frontage of the building was far from impressive, however on close inspection was an old suburban station building, but what was behind that was far more impressive.

Entrance fees were paid and entrance into the station building revealed a few model exhibits, a shop and a peculiar firing practice machine for training new crews of the steam age. It had a kind of conveyor belt, moving footplate and various obstacles with a variable grate area.



On one of the express locomotive footplates



Serviceable locomotives prepared ready for action

non-running, but cosmetically well restored, locomotives on display.

The end of the roundhouse is cordoned off to the public, but easy to view, and this is where they have a massive locomotive restoration department, with fantastic lifting equipment and machines available. This must be the country's hub for locomotive restoration, although I must admit I am not sure about the extent of locomotives that have been returned to running condition from this site.

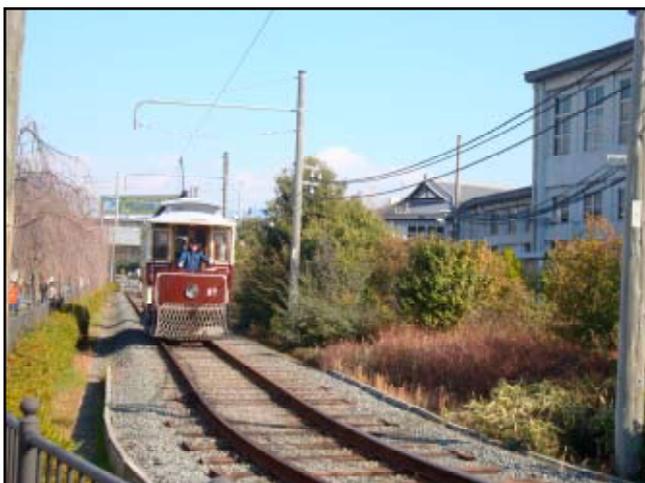
Surprises never seemed to stop, and on leaving, just outside the museum is the small tram preservation department of the same trust, again with about 1km of demo line and a five minute service in operation. This was very popular with the locals as to ride on the demonstration line did not require entry to the Museum.

Once finished at the Museum, my trip continued by Bullet Train to Tokyo, which took around three hours, before my return to the UK.

This is a train crazy nation, with all kinds of railways, monorails and narrow gauge systems of all shapes and sizes. It was good to see such a strong preservation following for steam and rail traction.

Japan was a fantastic country to visit, and I met some amazing people on my brief trip. I would recommend to anyone in the future to take a holiday in this amazing place, and especially visit this Museum and some of the other railway sights. Main line steam is regular and easy to book, I am led to believe. There is also a 15" gauge railway, based on the Ravenglass line, in the north of Japan - maybe later this year, if I can find a business reason to revisit!

Oliver Batt



Tram demonstration line

out of the roundhouse depending on the weather and the day's events. The main line locomotives were outside in the process of being prepared for the weekend's runs to various parts of the country.

The collection included British and USA built locomotives through to some impressive Japanese built express engines, capturing everything from freight to the most prestigious passenger traction. It was really good to see such a large amount of preserved steam locomotives, and it's probably the biggest steam collection in one place I have ever seen outside of York.

It was interesting to note the similarity in design to that of the equivalent locomotives built at the same time in the UK, especially with large Prairie Tanks that, with a lick of green paint, could easily have posed as a GWR design.

The collection appeared to be carefully managed with a range of useable mainline traction from larger tank engines through to the express tender fleet, and a further good fleet of



Small goods locomotive built in Britain and used for moving coal

The Museum has its own website that's well worth a visit
<http://www.mtm.or.jp/eng/umekoji/index.html>



Two of the larger passenger express locomotives, both non-runners