

Chairman's Thoughts

The Society's last meeting was well attended and the talk on 3D Printing was very interesting. Is this the way things will go in years to come? All we will have to do is draw on the computer what we want to make, load the appropriate material and let the printer do the rest and produce the finished article. It's a bit like Star Trek. Still, that's change for you!

When I first started in the drawing office the most sophisticated thing you had was an electronic calculator, which had just taken over from the slide rule. Gone are the days of measuring with a rule or tape, we now use electronic measuring devices in all fields. Now the drawing is all done on the computer, no messing around with tracing paper on a drawing board and then making a dyeline copy off them in the print room with smelly chemicals you would no longer be allowed to use today due to our health and safety regulations.

Please remember when running at the track to fill in the Track Log Sheet. This is one of the items the HSE suggested we do.

This year's Annual Dinner at The Crooked Beam was well attended; the meal was excellent and well served once again by the staff. We all had a very enjoyable evening. Thanks to Dick for organising the event. Dick thanked the chef and his staff and asked if we could come again next year and the reply was that they would be happy to have us.

Today I was thinking back to nine years ago when the Society was in the process of building the track at Littledown. The sleepers had all been cut and handed out to various members for drilling. The contractors had started on the construction of the track. Time does fly past. Next year we will need to organise a special event to commemorate ten years at Littledown. The Golden Fishplate Ceremony was held on 6th July 2003. Has anybody any good ideas for an event to celebrate this anniversary?

The next Committee Meeting is at 7.30 pm on Wednesday 22nd February at the Littledown Centre.

David Martin

Editor's Ramblings

The old track at Kings Park has finally been demolished to make way for football pitches. Tony Mussell sent me this picture of the piles of concrete awaiting removal. I wonder what happened to the Lifting Bridge with its very large three-lift hydraulic jack?



In this issue we have an article from our Secretary, Dave Finn who took advantage of a family wedding in Australia to add to the long list of tracks that he has driven at. I'm amazed that he declined to get into the water, though!

With Bob Devereux currently somewhere in the Pacific on his world cruise and Ollie Batt sailing the high seas in a large LPG tanker we should be getting some very interesting articles and pictures for future issue of the Newsletter.

Progress is being made with the new petrol-electric locomotive. Barry, John and myself visited Barrus, the Kawasaki engine importers in Bicester recently and as a result we have purchased a single cylinder 100cc 4-stroke engine to the same specification as that used by Atco for one of their mowers. We had intended to mount it on a board and couple it to an alternator to perform some tests. However, we decided that it was far too cold to be able to work outdoors, so all we have done is look lovingly at the pristine new engine on John's table at the recent TechChat Meeting.

The topic of last month's Meeting was very interesting. Certainly the process has great potential for producing parts or masters for detail parts, particularly in the smaller scales. I know that it is being used to do this but one day it will surely be within the grasp of the average modeller. At least one of our members is building a 3D printer from a kit, perhaps there are others.

Don't forget to bring something along to the next Meeting for the Bits & Pieces tables. We would like to be nosey and see what you are doing in your workshops during the cold winter months - or perhaps you are finding it a bit too cold!

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Number 3351832

2011 Annual Subscriptions

Treasurer Phil Drake will be collecting Annual Subscriptions at the February Meeting. So bring your cheque book with you. Subscriptions are still £20 for just you, or £21 for you and your partner.

16mm Update

January and February being cold miserable months, according to the garden rail magazines, tend to be the months for overhauling, modifying, or even building new stock. Even those who have a cosy workshop tend to slow down, or even hibernate at this time of the year. Come March and April track laying and maintenance come to our attention.

Luckily, at Littledown we are able to operate the whole year round, stopping only for rain or snow. To date this year we have had neither. Let's hope it continues that way. All right, I know we need the rain, but it can fall during the night.

If members would like to run on the 16mm track outside our normal first and third Sundays, then please do so, but please, please, ensure that everything is put away and securely locked.

One question which continually crops-up and I was even asked this on a recent holiday, is "what scale are our engines built to?" I will repeat my answer here. We tend to model our engines and stock on full size narrow gauge (NG) equipment operating on lines with track gauges of less than 4' 8 1/2". Unfortunately, this statement covers a wide range of track gauges, so one has to be more specific and it is generally accepted as *any equipment that will run on 32mm NG track gauge and to a scale of 16mm to 1ft or 1/19 scale*. Now even this is not the end of the story because full size NG tracks varied considerably from company to company from 15" to 3' or more. A big compromise is called for, so locomotives and rolling stock with an outline to a scale of 16mm to 1ft, but with the wheels set to run on 32mm gauge track, are acceptable. Having said all that, if it looks right it most probably is!

Gordon Miles

Engine Shed Mobile Phone

A Mobile Phone has been installed in the Engine Shed at Littledown for the convenience of members. It can be used for outgoing calls on Society business and in an emergency. Members who are at the track can also be contacted if required. The number will be on the 'Contacts' page of the Society's Website www.littledownrailway.co.uk

Please make a note of the correct number: **07879355399**

Direction of Running

Sunday	12 th February	Anticlockwise	Wednesday	15 th February	Clockwise
Sunday	19 th February	Clockwise *	Wednesday	22 nd February	Anticlockwise
Sunday	26 th February	Anticlockwise	Wednesday	29 th February	Clockwise
Sunday	4 th March	Anticlockwise	Wednesday	7 th March	Clockwise
Sunday	11 th March	Clockwise *	Wednesday	14 th March	Anticlockwise
Sunday	18 th March	Anticlockwise	Wednesday	21 st March	Clockwise
Sunday	25 th March	Clockwise	Wednesday	28 th March	Anticlockwise

* denotes 16mm Garden Railway open - weather permitting.

B&DSME Diary Dates

15 th February 2012	Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Bits & Pieces. Bring along your latest project so that we can all see what you are doing in your workshop.</i>
2 nd March 2012	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Phil Drake, Please let Phil know if you are attending.</i>
21 st March 2012	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>Richard Knott's Annual Video Evening.</i>
2 nd April 2012	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Gordon Miles. Please let Gordon know if you are attending.</i>

Luscombe Valley Happenings

www.luscombevalleysteam.com

Cobweb Run	April 21 st & 22 nd
Gala Weekend	July 28 th & 29 th
Autumn Run	September 8 th & 9 th
Humbug Day	December 22 nd

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.

The Finns Go Down Under

It all started one Saturday morning in September when the postman dropped the Bombshell Letter on the mat. I was having a lay in. The Boss was up. Suddenly she burst in, abruptly ending my peace.

"We have been invited to Jayston's wedding." Jayston is Hilary's Godson.

"No problem, when is it?" I replied.

"December the seventeenth."

"That's an odd time to have a wedding" I said, "just before Christmas, a bit cold, though, they could have waited for the summer."

"It will be summer in Melbourne" she said. "We have to go."

Perhaps I agreed a bit too quickly. Anyway, the first thing I did when I recovered was to look up Model Engineering Clubs in and around Sydney and Melbourne, not to mention the opportunity to sneak in some serious water time surfing.

I was beginning to warm to this trip; the expected temperatures were to be in the high 20s or 30s with the sea temp at 18-20. Lovely, just watch out for the odd man eating kipper.

The following weekend was spent at the John from Southampton, with his Merchant Navy. up with Rob Speers from the Newton Abbott site (www.bulliedlocos.org.uk) devoted is well worth looking at. I had noticed that Roger Lainson in Sydney. The plan was hatched arrangements were made.

On 2nd December we duly arrived at It was very mild for the time of year, 16 degrees. plane, backed away from the terminal and then had a problem and must wait for a man with a Twenty minutes later man with laptop had fixed the problem, but we had missed our slot. Ah well. We were off, only one hour late but we will make that up, we were told.



Llanelli Open Weekend; I went with During the weekend we both met Club. He runs a very interesting web to model Bullied locomotives, which on the site was a MN being built by and over the following weeks the

Heathrow Airport to fly with Qantas. All seemed well as we sat on the stopped. The pilot announced that we laptop to come and diagnose the fault.

When we arrived at Changi Airport, Singapore, where it had been raining, we were only 30 minutes late for our two hour refuelling stopover, which was now only going to be 90 minutes.

It takes quite a long time to empty a 747. We were at the back, so about 30 minutes later we got off. After a very quick walk up the concourse and back we were instructed to re-board the plane.

After another six hour flight we arrived in Sydney, where the weather was cool and damp, 17 degrees. It seemed a long way for just one degree.

We arrived at our hotel, which was in the Rocks District, almost under The Bridge and overlooking the Opera House. Swimming pool on the roof, I have to get in, but it's too cold and wet, so I didn't bother.

We decided to go for a walk instead.

Day Two: Sydney

Breakfast at Circular Quay, in the hot sun, watching the fabulous coloured Rozaleas hopping from table to table, they seem to be very clever as they only picked the brown sugar sachets to eat, they destroyed all the others though, and threw them over the ground, smarter than our Magpies as the other birds left them alone to feed on the spilt sugar.

Circular Quay seems to be the hub of a well organised transport system. All the City transport seems to start and finish there and a ticket, costing \$41.00, was valid for all travel for seven days. This allowed travel on all the Ferries, City Buses and City Trains out to about a 20 mile radius. On Day 2 we travelled on five ferries to different destinations around the city, including Manly Beach where we decided to have lunch.

At the end of the day we returned to our hotel in the Rocks to find a huge white 'block of flats' parked outside our window - Bob Devereux will, no doubt, be alongside at some time in the near future.



Day Three: Hornsby Model Engineering Society (www.hme.org.au) (Hilary not impressed)

I had made contact with Roger Lainson to make arrangements for our visit during the previous couple of days. This involved taking a train out to the North of the city over the Bridge, I am sure the Bridge Walk - over the top - would have been spectacular, but the train trip over it was quite normal. It took about 45 minutes to reach Hornsby, where we got off. Something akin to an espionage film then took place as I didn't know what Roger looked like. I didn't know at the time, but Roger had seen a photo of me behind John's MN. Hilary and I were walking across the footbridge when I noticed a bloke giving us both

a very hard look; I guessed this might be our contact so walked over. Bingo.

Roger led us to his vehicle in which he had loaded a large 5" Battery Loco. He had decided to let me have a drive around the track. (Hilary even less impressed).

We had to drive about another 30 minutes and Roger took us on the scenic route through the Gaulston Gorge, a very steep area where the tree tops were alongside, or below, the road, Very pretty with a quite large stream babbling through at the bottom.

We arrived at the Railway at about 1140 hrs. It was a Wednesday and there only seemed to be a few members about. The track is 5" ground level and about 1 km in length, it seemed to be fairly well graded, quite steep in places. I helped to unload the loco after we had walked around the track; there were quite a few members about after all, all working on various projects. As the Australians don't have climates, leaf fall seems to happen continuously, very dry gum tree bark and leaf litter appeared to be subject to a real ongoing clean up operation.

At this point I noticed Hilary was missing, A bell rang and Roger led me to a covered, open seating area, where all the members on site - it is quite a large area - were meeting up. About 25 of them were now assembling for lunch. I wondered if model engineers the world over meet for a workday on a Wednesday! Hilary was deep in conversation with a couple of expats and was now enjoying herself. We were introduced as visitors from the UK and applauded for making the trip. We really were made most welcome. Roger supplied the food for us and all the other members were really interested in our visit and particularly our model engineering activities in the UK - both at Bournemouth and Southampton.

After lunch we adjourned to the station where Roger's engine was waiting, I joined Roger as a passenger for a couple of laps before he let me loose, I did a few laps with Hilary as a passenger, but I am not flexible enough to undertake too much

ground level driving and fell off the engine after about 30 very enjoyable minutes.

Another project under way is the complete re-signalling of the track, which was originally installed about 25 years ago. The new system, which is solid state, was explained to me. It was very interesting, if a little confusing.

By the time we were ready to leave it was starting to rain, so we



went back to Roger's house to view the MN he is building, Hilary spent some time talking with Jenny, Roger's wife while I took some pictures of his loco and workshop.

In due course we had to head back to the Rocks, so Roger took us back to the station for our trip back. It was torrential rain by the time we got back so we adjourned to an Italian Restaurant within Circular Quay and ate a superb meal. We watched very wet Australian business people hurrying home and had another view of the 'white block of flats'. It will be gone tomorrow.

Hilary admitted she had thoroughly enjoyed the day as she felt we had met real people, people who had something to say and were interested in other people's opinions, I hadn't mentioned the Cricket but was wearing a New Zealand Rugby shirt - luckily, I don't think anyone noticed.

Day Four: Out and About Around Sydney

The Ferry to Watsons Bay followed some Australian warships down the harbour. We explored Watsons Bay, there is an ex-gunnery training centre range at the Sydney Harbour entrance. This overlooks the bluffs and Rhodes and the scenery is quite stunning. It was interesting to watch four large Frigates, not quite big enough to be Destroyers, move out, line astern into quite a good swell before starting their exercises just off shore.

After spending a couple of hours taking in the scenery we caught a bus to Bondi Beach. The sea was quite lumpy, some Surfers were out but it was too cold to be in without a wet suit. The area was not quite how I imagined it, I think it has a 'you love it, or hate it' feel. I liked it, Hilary didn't!

We caught the Bus back to Sydney, which took the best part of the late afternoon.





Day Five: Out and About in Sydney Again

The 'block of flats' cleared off last night, so now we have the full view we paid for! This morning we went to the Botanic Gardens, they are superb, with notices saying, 'Please Walk on the Grass', this is to encourage people to get up close to the trees, shrubs, etc.

Within the Garden lives a large colony of Flying Fox Bats, never mind David Attenborough, these are ugly great things. They are a protected species, but the numbers are causing a problem as they are killing the trees that they roost in and the authorities are trying to develop an audible device to scare them off. There are about 10,000 of them at the moment. Every night around dusk they can be seen in flight travelling up to 30-

40 miles out into the surrounding city looking for food. Creepy.

Next to the Gardens is the Opera House. I wasn't sure about the place, it looked quite grubby, that is until the sun came out. When it did, the building positively shone and the shape is stunning. We would have liked to have seen a show while we were there, but our visit coincided with nothing being on.

Sydney is made up of quite a few harbours, I don't know how many but next to Circular Quay is Darling Harbour. Most of the old warehouse buildings have been converted into point homes - so called because they cost \$1.*** million. The smaller cruise ships use the berths this side of the Harbour, while numerous pleasure cruise vessels can be found laying up until the evening, at which time they set off up or down the harbour for the evening's entertainment.

The Australian National Maritime Museum is located on the opposite bank, where I found a Daring class Destroyer, built under licence in Australia in the 1950s, HMAS *Vampire*. We had the class until the early 1960s and I think the last one went for scrap in 1964 or 65.

The Australian Navy had rebuilt and re-equipped their ships and were still using them up until the late 1970s.

Alongside *Vampire* was HMAS *Onslow*, an Oberon class Diesel Electric Submarine, which was also used by our Navy into the early 1970s, plus several other ex Australian Navy ships.

Day Six: Sydney to Melbourne

Collecting our Rental car and driving out of Sydney was easier than I expected.

On arrival at our overnight stop, we were to witness a Massed Santa Bike Ride, with over 400 people dressed up and having a great time in a carnival atmosphere with live street music, etc.

Skipping to Day Eleven: Got Slightly Lost

We stopped *en route* at a place called Rosedale, about 70 miles south of Lakes Entrance. A nice lady in an antiques shop, on hearing of my model engineering interest, advised me of a track opposite McDonalds in the next town we would go through. This was the Gippsland Model Engineering Track but, unfortunately, no one was there. It was a 5" and 7.25" gauge ground level track with some very steep looking sections. (www.gmes.org.au)

While lost we drove about 200 km out of our way, no big deal! Someway off in the distance we saw some cooling towers

and after a solid 45 minutes drive, rising steadily, we realised we were going to drive past these, by now huge towers. It didn't seem prudent to try to stop so we drove by and a little way down the road was a view point, which I duly pulled into. Laid out before us was the biggest hole in the ground I had ever seen! The whole centre of this huge hill had been dug out as a coal mine/ Pictures don't do justice to the sheer size of this place, which, like a lot of new Australian businesses, seems to be owned by Chinese or other foreign companies.



The rest of the trip was devoted to purely domestic activities so I won't bore the members further, apart from mentioning the Melbourne Trams and tram systems which are worth further research.

Dave Finn

The Finns Go Down Under more pictures



There wasn't room for these pictures in the main article.

Clockwise from top left: The huge cooling towers seen on Day Eleven. The Massed Santa Bike Ride (Day Six). HMAS Vampire at the Australian National Maritime Museum (Day Five). Flying Fox Bats (Day Five). The huge open cast coal mine. (Day Eleven)

“Sound, Camera, Action”

On a cold Saturday morning in January the Littledown Railway became the setting for a film being created in the park by students from Bournemouth University. Members turned out three steam locos, William Powell with Speedy, Mike Clay and George Wheatley with their *Sweet Pea* and *Metre Maid*. Three electric locos also turned out, Jean Hodgson with her *Santa Fe*, Ron Challener with his *Class 59* and the Society's *Sheddon Wheels*. In fact we had more motive power than on most public running days! Others turned out to help, of course.

The filming operations were a complete mystery to me, with shots seemingly repeated *ad nauseam* and totally unconnected with each other, but presumably they made sense to the Director.

Unfortunately, from our perspective, the film crew didn't seem the least bit interested in the wealth of models made available to them, using just one electric loco and trolley as a prop, whilst the rest of the stock kicked their heels (or wheels?), mostly out of shot, doing nothing except 'simmer' before going back home again.

The whole crew, including actors did, finally, enjoy a high speed run round the track behind Ron's *Class 59* and the Director thanked members for their help before departing.

If there is a lesson to be learned from this experience, in my opinion, it is that we need to know precisely what is required from members before we embark upon a similar enterprise.

Alan Hodgson

