

Comment

It has come to the notice of your Committee that the number of locos brought to run at Littledown has steadily declined in recent times. This is a source of some anxiety to us as the Society depends heavily upon revenue from passenger hauling to keep our annual subscription as low as it is. Without this revenue it would probably double in order to meet our fixed outgoings, never mind any developments. The fact that fewer locos are coming to run also means there are fewer people to operate the track and on one occasion recently there was a day when it was uncertain if the track could open for lack of support. All members of the club, regardless of their primary interests, are not only very welcome to come to the track and use the Society's locos, but to some extent should feel obliged to support the operation that keeps their subscriptions so low!

Why is this happening? We have plenty of members with locomotives, both steam and battery powered. Yes, the weather has been unusually awful, but come on, surely we are not put off that much by the thought of a shower or two! There is free tea and coffee and always the opportunity for a good natter. Often the forecast of rain is wrong anyway!

One reason may be that there are often unnecessary holdups in the station, which prevent free running; in fact there have been several complaints to this effect. Members bringing their engines for a run want exactly that; to be able to do several circuits on the trot until forced to stop for water, coal or flat batteries. Of course we should always stop for passengers, but not sit waiting in the station at other times. Apart from other considerations, a track that is obviously in use attracts more passengers.

Following a discussion during a recent Committee Meeting it was decided that in future the normal procedure once on the track will be for trains to keep running, unless forced to stop for obvious reasons. Anyone needing more than a brief stop will be required to move to the siding to allow others to continue. In future all Stationmasters will be asked to ensure that this rapidly becomes standard practice.

Now come on all you members with locos that have not seen the light of day for ages; bring them down to the track, enjoy an uninterrupted run, have a cup of char and a good chinwag and see how much better you feel!

John Hoyle

Editor's Ramblings



The Littledown tiger has been kidnapped! A huge favourite with the children, he was put out to hide in the grass inside the bottom loop of the railway to surprise our younger passengers, but disappeared sometime during the day. Our head wild animal hunter will be scouring the local car boot sales for a replacement.

Further successful tests of the drive system for *Littledown Castle* have taken place. The old LandRover 100A alternator with the screaming bearings has now been replaced with a newer 120A version, again provided by Martin Cuff from his Aladdin's Cave, and this is much quieter. John Hoyle's *General Weld* was used once again as the stand in traction unit and the photo shows John about to set off on a trial run. Further improvements are in the pipeline before we do trials with a 760W motor rather than *General Weld's* 500W one.

Dick Ganderton

Junior Events

This year we are holding two Junior Events. The first one is for Juniors aged between eight years and 12 years old and will be the same format as last year's events. The dates for this event are Monday 6th and Tuesday 7th August 2012. The inclusive cost will be £20 per Junior. This course will be limited to five Juniors.

The second course is for Juniors of the same age group as the first one, but to be eligible Juniors will have to have been on one of last year's courses. Places are limited to five. Dates are 20th and 21st August. The cost has still to be finalised.

Further details from Dick on 01202822701 or dick@graskop.demon.co.uk

Dick Ganderton

Editor
Dick Ganderton
'Graskop'
76 Dewlands Road
Verwood, Dorset
BH31 6PN
dick@graskop.demon.co.uk
Tel: (01202) 822701

Hon. Secretary

Littledown Railway
Tel: 07879355399

© 2012 B&DSME. No part of this Newsletter may be reproduced without the permission of the Editor.

B&DSME is a Not For Profit Company Limited by Guarantee. It has no Employees and the Directors receive no remuneration. Registered in England. Number 3351832

Engine Shed Mobile Phone

A Mobile Phone has been installed in the Engine Shed at Little Down 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, **07879355399**, is on the 'Contacts' page of the Society's Website **www.littledownrailway.co.uk**

B&DSMLD

Luscombe Valley Happenings

www.luscombevalleysteam.com

Gala Weekend	July 28 th & 29 th
Extra Autumn Run*	September 22 nd & 23 rd
Autumn Run	September 8 th & 9 th
Humbug Day	December 22 nd

** Not open to the general public*

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 CS5 v7.0 on an Apple Mac mini 2.3GHz Intel Core i5 running Mac OS X v10.7.4 Lion.

16mm Update



At least the weather has been kinder of late and we have managed to keep up with the general maintenance of the 16mm track. We have continuing problems with levels on the portable loop. The base ground seems to rise and fall on a monthly basis. We had hoped that the concrete slabs we put in would solve the problem. It has done to some extent, but it's not the answer.



The track plans for the small radius points, or as PECO prefer to call them, 'turnouts' (*quite rightly so. Ed*) are now in our possession and this has allowed us to harden up our plans for the extension of the marshalling yard. Visit us on either the First or Third Sunday of each month, weather and other commitments permitting, to see for yourself the progress we have made.

Gordon Miles & David White

David White's photos, taken at the June Meeting Evening Run show his Welshpool & Llanfair train and a Lynton & Barnstaple train owned by Kevin Patience, one of our GOG visitors, running on the 16mm NG Garden Railway.

Merlin's Musings

First, let's go back to the Diamond Jubilee Day; some good steaming and the food, as always, first class. As you may have seen from the photos in the last Newsletter the table lay out looked great, so a big thanks to the Ladies for that and also to those who supplied the goodies. Come lunchtime everyone sat outside at various tables which created a very nice social event.

The Open Day was not quite so good this time, with only two visitors arriving. However, they both had quite a good run with the track to themselves. The food was once again a real treat so thanks, Ladies. I do wonder if the Open Day as it stands is worth all the effort. With so many other events happening and also the price of petrol, would it be an idea to have a Saturday event for members with no passenger running? Something on the lines of the 3 1/2" Gauge Day some while ago. So come on members, any ideas? If so let the Committee know.

On Wednesday, 27th June the Society entertained ten Chernobyl Children and their carers. This was at Littledown with four locos doing the honours. It was an enjoyable do.

Speedy is back on the rails and running again, so thanks William.

Merlin

As a result of Merlin's Musings in the June Newsletter Tony Cuff wrote to Dick with his thoughts on Speedy's problems.

Dear Dick

Re the pump on the Club's Speedy. When I was running at Kings Park, mine twice jammed in one direction. Having replaced it twice, I fitted an exaptra injector.

The cause in my case was the slope causing unequal wear. Worth checking?

Best wishes

Tony

Brownies and Guides Evening

Once again we entertained the Verwood Brownies and Guides, along with their parents and siblings, for an evening riding our trains and playing in the park. For this year we had changed the format and the Brownies and Guides joined together for the evening. The Guides played in the park while the Brownies rode on the trains.

Four Brownies had their Promise Ceremonies on a train and are now full Brownies.

The Guides then had their rides before pairing with a Brownie to attempt a quiz that sent them off all over the railway in search of the answers. This went off really well and in the end there were four winners.

I would like to thank those Members who turn up year after year to drive their engines, the helpers who look after the girls - we had a couple of new ones this year - and Pippa and Irene who help me in the kitchen. Thank you, I do appreciate this very much as the girls enjoy coming. It helps them with their Challenges, especially the Guides for their 'out of meeting place' Challenges most of all.

**Peggy Ganderton
Guide Guider, Verwood**

Driver Training

Alan Hodgson has kindly 'volunteered' to produce a discussion paper on this difficult and wide ranging subject. He has asked that any suggestions, ideas or comments should reach him before the Meeting on 15th August 2012.

Members with suitable engines who are willing to instruct are particularly asked to contact Alan on 01202 877151, tynedrive@googlemail.com or at the track.

Chernobyl Children Visit Littledown

The first group of Chernobyl Children visited us at Littledown to ride on the trains. They had numerous rides on the train before settling down to a light lunch. Phil Drake took the photographs.



The children thoroughly enjoyed their visit and were intrigued by the steam engines that were pulling them round the track.

Thank you to those members who gave up their time to provide the necessary engines and help look after them.

Library

Peter Burton, ably assisted by his partner, has sorted out the Society's library. They have managed to get some semblance of order into the collection of *Model Engineers*, weeding out the doubles and listing all the missing issues. The earliest model Engineers in the library date back to 1920 - Volume XLII (42).

Peter has prepared a complete list of the magazines, four sheets of A4, and has posted a copy in the Engine Shed. However, if you cannot wait just e-mail Dick a request for the list and I will send you the list as a .doc file. Also in the Engine Shed is the Signing In & Out Sheet. If you do borrow anything from the Library please ensure that you record it on this sheet.

Peter is also looking for individual issues of *Model Engineer* to complete the collection. Again e-mail Dick for the complete list. Duplicate copies have been disposed of to other deserving causes.