

Chairman's Thoughts

June will be a busy month for our Society starting with Saturday 16th June our Open Day, so please come along and help.

Our next club night is 20th June and will be at **Littledown, not at the Muscliffe Centre**. The local area groups of the Gauge 0 Guild, GIMRA and MERG will be visiting us on that Wednesday evening and I will light up the BBQ during the evening. Locos will be needed to give rides to our guests.

I am pleased to say I now own my own 3 1/2" garden railway albeit on a very small scale, that is to say I purchased on eBay a Hornby Stephenson's Rocket complete with a small amount of track. The first problem I encountered was the plastic gas cylinder leaked so I sent off for a replacement. The next problem was the weather, which has been quite awful, but luckily last weekend I was able to layout the track on my drive and get the loco working.

The first few times it worked fine going backwards, but having the plastic track part in the sun and part in shade there was a difference in the gauge by 2mm so it kept derailing. However, I waited until late evening to play with it again and managed to get it to run in the forward direction. Then the following evening it ran very well, clocking up 31 laps before running out of steam. I have been on the internet and seen a similar Rocket pulling two coaches on a raised level miniature railway track in Belgium, rather like our own. However, the owner had to re-gauge the loco and tender to get it to work. Maybe I will look at modifying my own or just get some more track for my own garden. Has anybody else in the Society had any experience with Hornby Rockets? I know Geoff Wright built a 7 1/4" Gauge model. I would be interested to know of castings and drawings for a 5" Gauge loco.



Unfortunately I was unable to attend the last Committee Meeting so I have no comments to make, but the New Forest Nightstop have been in touch regarding our Charity Day on Sunday 5th August, so please come along and help us support them

The next Committee Meeting is at 7.30 pm on Wednesday 27th June at the Littledown Centre.

David Martin

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

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Editor's Ramblings

I was saddened to learn that Geoff Wright had died. Geoff was a very interesting character and had led a very active life. He had built some very nice models including a 7 1/4" Gauge model of *Lion* and I believe that he was at one time Secretary of the Old Locomotive Committee. To go with *Lion* he also built a 7 1/4" Gauge *Rocket*. Dave Finn now has the 5" Gauge *Springbok* that Geoff built and I have his 5" Gauge Metropolitan 'Growler', *John Milton*, so named because, he told me, both he and Milton had attended the same school and university, albeit more than 300 years apart! Until he moved to live with his daughter he was a regular at Littledown, well known for sitting watching the young ladies from the bank walking through the park in their summer frocks. His funeral is at Dibden Purlieu at 3.00 PM on Wednesday 13th June.

The Diamond Jubilee celebrations at the Society's Littledown Miniature Railway went off really well. The traditional English Afternoon Tea was a great idea - I do like cucumber sandwiches, a piece of Victoria Sponge and a cup of Earl Grey taken in relaxing surroundings. Pippa Wheatley's photograph shows Peggy and the Chairman having a laugh before the hoards descend on the sandwiches and cakes.

Dick Ganderton



Committee Meeting

The next Committee Meeting will be held in the Gallery Room at the Littledown Centre at 7.30pm on Wednesday 27th June 2012. Items for the agenda and apologies for non-attendance should be communicated to the Secretary (Tel: 01202 825307 e-mail: tinker@lds.co.uk) before or at the normal Society Meeting on Wednesday 20th June 2012.

George Wheatley, Secretary

Direction of Running

It has been decided to change the way in which we alternate the direction of running at the Littledown Miniature Railway. Starting in June the direction of running will be clockwise for even months and anticlockwise for odd months. So June will be clockwise and July anticlockwise.

The 16mm Narrow Gauge Garden Railway will still be running on the First and Third Sundays of each month, weather permitting. The next dates are 17th June, 1st July and 15th July.

B&DSME Diary Dates.

- 7th June 2012 Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
John Hoyle. Please let John know if you are attending. 01202 397561.
- 13th June 2012 Invitation to visit the Wimborne GOG at Allandale Centre. 8.00 pm.
If you have a loco that runs on 32mm gauge track you are welcome to take it along to run on their test track..
- 16th June 2012 Open Day. 10.00 am. Littledown Miniature Railway.
This is a Saturday when we entertain visiting locomotives. Cakes only, please. Your help is needed!
- 20th June 2012 Monthly Meeting; 7.00 pm. Littledown Miniature Railway.
Entertaining GOG, GIMRA & MERG for our annual Longest Day Evening Run. BBQ will be lit.
- 3rd July 2012 Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
Venue to be decided.
- 18th July 2012 Monthly Meeting; 7.30 pm. Muscliffe Community Centre.
AGM. Followed by Bits & Pieces - bring something along to show.
- 28th July 2012 GWR Pannier Tank Day. 10.00 am Littledown Miniature Railway.
This is a Saturday and William wants to see as many GWR tank locos as possible.
- 2nd August Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
Venue to be decided.
- 5th August 2012 Charity Day. Littledown Miniature Railway. 10.00 am.
This is a Sunday and is in aid of New Forest Nightstop, a charity providing emergency overnight accommodation for homeless 16 - 24 year olds in the homes of trained and approved host households around the New Forest.
www.newforestnightstop.org.uk

More Dates For Your Diary

June 16 - 17	Sweet Pea Rally Hereford
June 23 - 24	Little LEC 2012 Swansea
July 7 - 8	Guildford Rally
July 14 - 15	IMLEC 2012 Nottingham SM&EE, Ruddington (GCR)
July 21 - 22	Dreaming Spires Rally, Oxford
August 17 - 19	Bristol ME Exhibition
September 8 - 9	National Loco & Martin Evans Rally, Birmingham

Luscombe Valley Happenings

www.luscombevalleysteam.com

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

16mm Update

At last the weather has improved sufficiently and we have been able to make progress on the extension to the marshalling yard. It is unfortunate that the small radius points will not become available until mid-July at the earliest, so we will have to wait a bit longer.

The Queen's Jubilee Bank Holiday celebrations at Littledown, we think, went off very well in spite of the chilly conditions. We had eight owners steaming at least 20 different locos, with a sprinkling of battery electrics operating through the afternoon and how we needed those additional tracks to park and display the range of rolling stock in use. The type and class of engine was wide ranging, mostly of Roundhouse and Accucraft origin with even an 0 Gauge Bassett-Lowke *Mogul* thrown in for good measure.

A great day was had by all. Thank you to all who managed to join us, whether steaming or watching and we look forward to meeting you again on a First or Third Sunday of the month, weather or other commitments permitting.

Gordon Miles & Dave White



Photograph Jean Hodgson

Merlin's Musings

Three of us attended The Southern Fed Rally at Guildford to represent the Bournemouth Society. Firstly David Finn with his 5" Gauge B1, next was William with the Society's 5" Gauge Speedy and myself as a spectator. Both engines ran very well and gave no trouble.

The Rally was quite well attended with a good variety of locos, some familiar faces and of course quite a few we had not seen before, all in all an enjoyable day.

Now those of you who visit Guildford's Annual Rally can visualise what the site looks like with the large Exhibition tent, boating pool and trade stand/ Also the bottom field where all the trade stands are along the hedge, along the end and part way back along the opposite side with caravans and Model Traction Engines at the opposite end. I was quite surprised upon arriving to see an absolutely empty site. It looks much larger than on a Rally weekend.

My wife, Marcia, commented that she had never been to Guildford, but did not want to go on her own so I suggested asking our neighbour, Hazel, who was quite happy to accept our invitation. As luck would have it there is quite a good and frequent bus service from just outside the track entrance into Guildford. Both Marcia and Hazel enjoyed the day looking around the shops and want to go again. The photo was taken by David's wife, Hilary and shows David and myself behind his B1 and William, with head down looking into the firebox, on the Society's *Speedy*.



Merlin

Speedy News

The news this time is not all that good because on Sunday, during the last two or three laps, *Speedy* was not running as it should and only just managed to reach the station on the last lap of the afternoon - in fact we had to push *Speedy* back to the steaming bays.

Upon examination the wheels seemed to lock in one position and it appeared to be the axle pump assembly. This was sorted by oiling it, which at the moment can only be done from underneath, so once on the track gets rather neglected. However, we found a more serious fault whilst William was dropping the ash pan. I started cleaning the motion and whilst cleaning I always check for any loose joints, nuts, etc. and to my dismay found the near side crank pin loose. Disconnecting the eccentric rod the crank pin just came out. William set about undoing everything that mattered, then William and David Finn lifted *Speedy* high enough for the driving wheel set to be removed by Mike Mortimer. A new crank pin and two new conrod bushes will be required and William has offered to make them, reset the return crank and have *Speedy* up and running again.

Merlin





Photograph Jean Hodgson



Photograph Merlin Biddlecombe

Diamond Jubilee Teas

**1 & 2: Sandwiches without crusts, cakes on proper stands and china plates made for a traditional afternoon tea.
4: Four generations of the Betteridge family enjoyed their day at the Railway. 5 & 6: Members enjoying their afternoon tea - no better way to spend an English summer afternoon.**



Photograph Merlin Biddlecombe



Photograph Jean Hodgson



Photograph Merlin Biddlecombe



Photograph Jean Hodgson

Heavy Lifting Down Under

By Malcolm Batt

During our vacation to New Zealand in 2008 we were exploring the Wellington waterfront when we came across a complete and apparently working, vintage floating crane. **Photo 1.** The vessel was named *Hikita* and it was good to see that such an unusual piece of industrial heritage was being appreciated and lovingly maintained and making a wonderful contrast to the modern waterfront scene which included the magnificent building of their maritime museum.

An information board was placed alongside the crane with some interesting facts including reference to the delivery voyage from Scotland. On return home I was pleased to find that all this information including details of the voyage was available from the internet.

The *Hikita* is thought to be the oldest floating crane ship in the world still in working order thanks initially to two families who bought her privately and commenced the restoration in 1992. In 2006 ownership was transferred to the Maritime Heritage Trust of Wellington so that its preservation now has a long term future.

The crane ship was built in Glasgow in 1926 by Fleming & Ferguson of Paisley, Scotland. She measures 160 ft in length with a 52 ft beam and has a draft of 11 ft. It is powered by twin screws, driven from a pair of compound steam engines originally supplied from a coal fired Scotch boiler. Over the years the boilers have been replaced twice and currently the ship has two smaller oil fired package boilers.



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The crane was built by Sir William Arrol & Co. of Glasgow. **Photo 2.** It was designed to lift 80 tons at 50 ft radius, 60 tons at 65 ft and 15 tons at 75 ft. The crane itself weighs 310 tons and at a radius of 65ft the maximum height of the hook above the water is 95ft. **Photo 3.** During its restoration the crane has been certified to lift the full 80 tons by making a test lift of 88 tons, ie: with a ten percent Factor of Safety. The logistics of amassing a calibrated test load of 88 tons at the Wellington harbour side seems mind-boggling in the least.

She is still put to work from time to time and has helped construct a new ferry terminal, as well as salvage and boat lifts and has actually managed 100 tons, presumably without a single HSA inspector being present. In fact, *Hikitia's* lifting capability is one of the key reasons the Global Challenge fleet has been three times to Wellington

The other amazing fact I discovered relates to its delivery voyage. She sailed complete with the crane and jib erected from Glasgow on 29th September 1926, making it all the way to New Zealand via the Panama Canal under her own steam, a journey of over 11,000 miles. With a top speed of 7.5 knots, just over 8 mph, it took 82 days to complete the voyage. There were several coaling stops, of course, including Ponta Delgado in the Azores, Colon and the Panama Canal, and Papeete harbour on Tahiti.

She faced several storms crossing the Pacific and survived a hit with an underwater object before reaching Wellington on 21st December 1926. The log of the *Hikitia's* delivery voyage is preserved in the archives of the Museum of Wellington, and it has been generally accepted that this voyage represents a record distance sailed by a vessel of this type with its jib up.

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