

Chairman's Thoughts

On Sunday 22nd April we held our St George's Day Cream Tea and Cakes Sunday. Thanks Peggy and all the other ladies for the catering, shame about the inclement weather and the lack of members and Society locos. However, those that turned up enjoyed themselves to a cream tea and cakes.

At the far end of the track, Littledown are building a High Ropes Course. It is worth taking a trip around the track to see what they are building, which is all built out of wooden poles and bolted together. It will also have a zip wire over the Littledown Lake, providing high thrills and a sense of adventure aimed at all ages and abilities from five years old through to adults and hopefully should bring more people up to our end of the park. It has however scared off the Heron that used to be on the far end of the lake.

Please can the unloading and turning area be kept clear as it is specifically for the unloading of locos. So, please unload your engine and then move your car. It is not a parking area. Talking about locos, Barry Linger has the Maid of Kent in storage for the Society, but it could do with a new custodian to run it at the track for our events. Have we anyone who would like to take on this loco?

Saturday 16th June is the Society's Open Day, so please come along and help promote our facilities. The Gauge 0 Guild, the GIMRA area group and the Model Electronic Railway Group will be visiting us on Wednesday evening 20th June and I will get the BBQ out for that night. June is going to be a very busy month for us.

Our Charity Day is on Sunday 5th August and this year it will be in aid of the New Forest Nightstop, so please come along and support this event. The August meeting will be at the track on 15th August with a Fish and Chips Supper to be ordered in advance - more details in the next Newsletter.

Looking a year ahead the Polly Model Owners Club will be visiting us on Saturday 18th May 2013, so all the Polly owners in our Society please come along and support the event.

The next Committee Meeting is at 7.30 pm on Wednesday 23rd May at the Littledown Centre.

David Martin

Editor's Ramblings

A bit more progress has been made with the test bed for Littledown Castle. It now has electric start for the Kawasaki petrol engine. After several fruitless ideas using roller clutches to disengage the starter motor John Hoyle came up with the idea of mechanically engaging the motor pulley with the main drive belt. His photograph shows the arrangement that he has made.

The starter motor is from a Honda 400/4 motorcycle. It's ideal for the job as it's a series wound starter motor, small in size and readily obtainable on e-Bay. The only problem was that it rotated the wrong way. A rebuild of the brush carrier ring soon sorted that out. The motor is carried on a cradle that rocks to engage or disengage the motor pulley from the belt. This is operated by a simple pull rod, with a strong return spring to ensure that it disengages positively. A microswitch operates the starter solenoid, again from a Honda 400/4, only when the starter pulley is engaged. Tests showed that the starter motor has more than enough urge to turn the Kawasaki over briskly.



Now, a plea. If you have broadband capability please consider taking the Newsletter as an attachment to an e-mail. Now that the cost of second class mail has risen to 50p - yes, 50p - it now costs £6 just for the stamps to post a year's copies. Add in the cost of printing and envelopes and a third of your annual subscription is going to the Newsletter! On top of that there's the time it takes to print the copies and for Peggy to fold them, stuff them into envelopes and stick on the stamps.

Dick Ganderton

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Insurance

The next Committee Meeting will be held in the Gallery Room at the Littledown Centre at 7.30pm on Wednesday 23 May 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 16 May 2012.

George Wheatley, Secretary

Code of Safe Practice

The Code of Safe Practice has been revised and a copy is printed on page 4 of this Newsletter. This replaces the version printed in your copy of the Blue Book and it is suggested that you put the revised version inside your copy of the Blue Book. The new Code applies to the running of the Littledown Miniature Railway immediately.

Merlin's Musings

First of all a comment on the **St George's Day Cream Tea** event. The weather was not at its best, a little damp some of the time and a little cold as well. The event was also not all that well supported, probably due to the weather and other events on the same day. However, it was still very enjoyable and the cream tea was, as always, excellent. The tables had flower decorations on them and all the white plates had the red cross of St. George on them. The scones were very tasty with butter, clotted cream and jam - what could be better! Peggy and Pippa did the honours, so a big "thank you for your efforts", and also to those of you who arrived with cakes, etc.

Bank Holiday Monday started off with the usual rain, but that stopped around midday and it turned out quite sunny. Martin Cuff arrived with the Society's *Maid of Kent*, William with the Society's *Speedy* and Dave Finn with his 3 1/2" gauge S15. Both the S15 and the *Maid* required a steam test, which was duly carried by Mike and Bob, both passed. Others attending were John Hancock, Martin's son Andrew and myself. There weren't many passengers, which resulted in a very good steaming session - by the way, John is quite good at making the tea..

Merlin

Direction of Running

Sunday	13 th May	Clockwise	Wednesday	16 th May	Anticlockwise
Sunday	20 th May	Anticlockwise *	Wednesday	23 rd May	Clockwise
Sunday	27 th May	Clockwise	Wednesday	30 th May	Anticlockwise
Sunday	3 rd June	Clockwise *	Wednesday	6 th June	Anticlockwise
Sunday	10 th June	Anticlockwise	Wednesday	13 th June	Clockwise
Sunday	17 th June	Clockwise *	Wednesday	20 th June	Anticlockwise
Sunday	24 th June	Anticlockwise	Wednesday	27 th June	Clockwise

* denotes 16mm Garden Railway open - weather permitting.

B&DSME Diary Dates

16 th May 2012	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>Ship Wrecks in Bournemouth Bay.</i> Andrew Powell.
7 th June 2012	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>John Hoyle. Please let John know if you are attending. 01202 397561.</i>
16 th June 2012	Open Day. 10.00 am. Littledown Miniature Railway. <i>This is a Saturday when we entertain visiting locomotives. Cakes only, please.</i>
20 th June 2012	Monthly Meeting; 7.00 pm. Littledown Miniature Railway. <i>Entertaining GOG, GIMRA & MERG for our annual Longest Day Evening Run.</i>
3 rd July 2012	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Venue to be decided.</i>

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 v10.7.3 Lion.

16mm Update

I am writing this note whilst on holiday in Torquay, and it's blowing a gale and raining stair rods. They have closed the beach roads as they are covered with debris. This changeable weather has also affected our progress on the repair work and modifications to the steaming bays and coach and wagon storage yard. We have done our best to dodge the showers, but the progress has been rather slow so there is little to show at present.

There may be a further delay as we await availability of the new reduced radius points as promised by PECO. The final layout of the marshalling yard will ultimately depend on the radii of these points and whether we are able to fit in three or possibly four or even five extra tracks. Members should not be worried about the 16mm blocking of the access to the Society's Engine Shed or Steaming Bays as we will only extend a further two feet into the roadway, but only when the 16mm track is in operation, ie. two days a month. We have tried a car parked in the remaining area and it is still possible to gain access to both sides of the car, but this will depend on the size of the car.

Don't forget we run on the first and third Sunday of every month, weather and other commitments allowing. Let's hope the weather improves soon and we can make some progress.

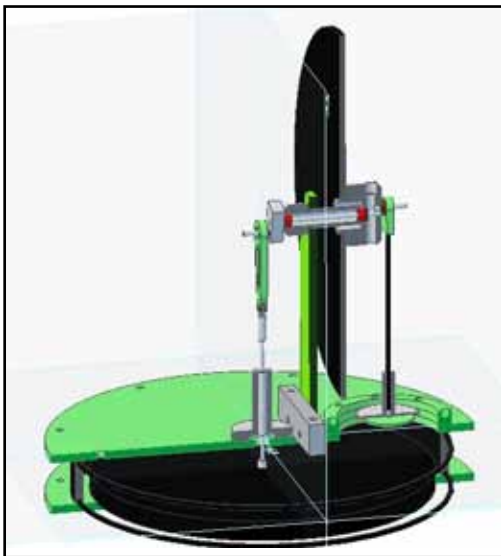
Gordon Miles & Dave White

It Runs On A Cup Of Hot Coffee

The surprising performance of a Low Temperature Differential Stirling Engine

The original design of the Stirling Engine dates back to before 1816 when the Rev. Robert Stirling DD applied for a patent in Scotland. Since then many applications have been found for this extraordinary concept, including use in submarines and space stations. One of the applications nearer home is the use of a special Stirling Engine in domestic hot water boilers to utilise the waste heat, which otherwise would go up the chimney.

We wish to put the Stirling engine to a further use - to inspire young people to apply their talents as engineers and scientists in the future.



But, I need your help. As you will probably recall,

three of the Society's members help with an Imagineering Club at Ringwood Junior School (<http://www.imagineeringweb.co.uk/>) and we would like to provide a kit of parts so that they can build their own Stirling Engine. This is where you may be able to help by making some of the parts needed. The school will provide the materials and drawings. All we ask you to do is that which you do best, that is machine the parts. Just one part made by each volunteer would be very helpful. We hope to make some fifteen plus machines with your help.

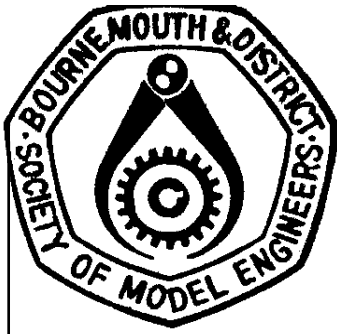
The drawing shows the Low Temperature Stirling Engine that we would like to make. The parts in Green have been donated by Laser Profiles of Uddens, Wimborne, the bearings in Red have been promised at a fair price from Ashley Power, for which we are very grateful. Those parts in Black we will make ourselves. All the Grey parts need your assistance to help make the project a success.

Derek Higbee



More Dates For Your Diary

May 19	Southern Federation Spring Rally, Guildford
May 20	Host Society Open Day, Guildford
June 3	Worthing Open Day (NB Fully booked.)
June 9 - 10	Welsh National Rally Cardiff
June 16 - 17	Sweet Pea Rally Hereford
June 16	Bournemouth Open Day
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
July 28	GWR Pannier Tank Day, Bournemouth
August 17 - 19	Bristol ME Exhibition
September 8 - 9	National Loco & Martin Evans Rally, Birmingham



Bournemouth & District Society of Model Engineers

Code of Safe Practice

1. All steam locomotives and other models in steam having a boiler over 3 bar litres capacity **must** have a current Boiler Certificate.
2. No model is to be steamed without a current Boiler Certificate, unless undergoing a boiler test under the supervision of a Boiler Inspector.
3. No steam locomotive or other model in steam is to be left unattended.
4. All preparation, lighting and disposal of locomotives **must** be carried out **only** in the steaming bays.
5. All locomotives used by Society Members on the track **must** be fitted with, and use, bar type couplings conforming at least to the dimensions shown in the Recommended Couplings drawing. Coupling pins **must** have a safety latch or pin fitted. Other types of coupling may be used on locomotives owned by visitors to the track, subject to the approval of a Committee Member.
6. All coal fired steam locomotives used for passenger hauling **must** be fitted with a spark arrester.
7. All locomotives or Drivers **must** carry a working audible warning device.
8. The Driver of any train carrying members of the public, whether fare paying or not, shall be over the age of sixteen years and a Member of the Society or a member of another model engineering society.
9. A Member of the Society under the age of sixteen years may drive a train carrying Members of the Society, members of his/her own family and members of other model engineering societies provided that he/she is supervised at all times by a Member of the Society over the age of sixteen years riding on the train.
10. A Member of the Society over the age of fourteen years may drive an electric locomotive provided that no passengers are carried on the train.
11. A person who is not a Member of the Society may, with permission, drive a locomotive owned by a Member of the Society provided that he/she is supervised at all times by the owner of the locomotive or by a Member of the Society over the age of eighteen riding on the train. Such train may carry as passengers only Members of the Society and members of other model engineering societies.
12. The Driver, or if he/she is being supervised the supervisor, of a train is solely responsible for its safe operation.
13. All trains **must** be fitted with brakes adequate for the load carried.
14. Where a train is composed of more than the locomotive and the vehicle on which the Driver is riding, and if any other person is carried, a Guard shall ride at the rear of the train and be in a position to be able to operate the train's brakes as necessary. The Guard **must** be a member of the Bournemouth & District Society of Model Engineers.
15. It is the responsibility of the Driver of any train having used the Bendy Beam to ensure that it is locked in the normal running position (main line connected and the spurs away from the main line) and that he/she informs the Driver of the train running behind when he/she intends to leave the track and before operating the Bendy Beam.
16. All Drivers, Guards and Passengers must sit astride the driving/riding trolleys, facing in a forward direction.
17. All Drivers must obey any Speed Restrictions, permanent or temporary. Speed Restrictions apply in the Station Area including the Bendy Beam.