

Chairman's Thoughts

It seems a while ago but our Charity Day went off well and we were able to donate £250 to the New Forest Nightstop. Many thanks to all those members that helped on the day.

Once again Diane and I have been to Austria for our summer break. We stayed in Seefeld, about 30 minutes from Innsbruck up, supposedly, the second steepest road in Austria. We had seven days of very good weather, it only rained on the morning we flew back from Innsbruck. The flight from the UK was amazing not a cloud in the sky, allowing us a perfect view of the Inn valley on our approach to Innsbruck airport, we had mountains on either side of the plane. Unfortunately, it was raining on the flight back so we missed the view. On our travels we went up to 2650 metres and walked on the Otztal Glacier, which was partly covered over with white sheets to help to stop it melting due to global warming.

Whilst in Seefeld we went on the Karwendelbahn railway to Innsbruck, which connected the Tyrol and Bavaria near Schanitz. It was the first electric standard gauge railway (1435mm) in the Austro-Hungarian Empire. A hydro-electric power station was specially built to supply the Karwendelbahn railway line with AC power.

The series 1060 locomotives of the Imperial Royal Austrian State Railway used on the Karwendelbahn railway were the first standard gauge electric locomotives with alternating current drives: 15kV at 15Hz up until 1923,, thereafter 15kV at 16 $\frac{2}{3}$ Hz, which was precedent setting on an international standard.

Technical bits - maximum gradient 36.5% with an elevation difference of 603metres. Sixteen tunnels covering a total distance of 4.4 km, 18 bridges and viaducts. Highlights include the Martiswald Tunnel, which is 1810 metres in length and the Schlossbach Bridge (Tyrol's second highest railway bridge) with a span of 67metres.

The picture is a scan of a postcard in my collection showing the bridge with a 1060 Series locomotive crossing it.

The railway construction was planned and constructed by Josef Riehl (1842-1917).

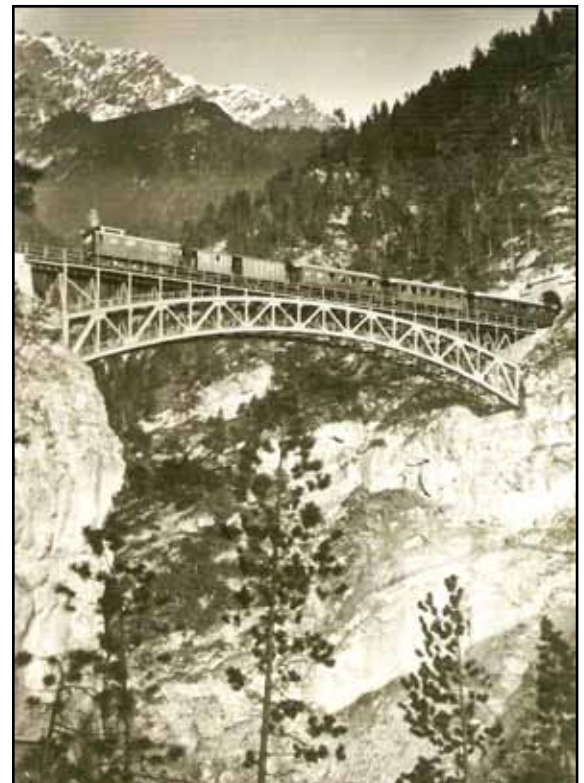
The railway had a small exhibition at the station in Seefeld and I took a picture of a battery model of a series 1060 locomotive and controller, I did try to find out what gauge it was, but my German is not very good at all and had no luck when asked if the model was 12.5 cm (5 inch), but it looked it to me.

We were told to sit on the right-hand side on the train for the best views for our trip to Innsbruck and the views were certainly very impressive of the Inn valley. Unfortunately the trip down was on a old locomotive with the brakes being applied all the way down and it was quiet noisy, but it was a different ride on the way back on one of the new trains.

It's come to the time again when we need to be thinking of the annual Santa Run, so let's have plenty of members offering their help for that special day.

Thank you to all the members who ran through the summer holidays, it was much appreciated

David Martin



Editor
Dick Ganderton
'Graskop'
76 Dewlands Road
Verwood, Dorset
BH31 6PN
dick.ganderton@me.com
Tel: (01202) 822701

Hon. Secretary

Littledown Railway
Tel: 07879355399

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Committee Meeting

The September Committee Meeting will be held in the Gallery Room at the Littledown Centre at 7.30pm on Wednesday 12th September 2012.

George Wheatley, Secretary

IMPORTANT NOTICE

The Littledown 5 Road Race will take place on Sunday 16th September 2012. Runners are expected to go through our entrance between about 10.45am and 11.30am. During this time the bollard will be down and the entrance will be manned by race marshals and one of our members. Please obey their signals and be prepared to show your Membership Card.

Before the start of the race, which attracts a large number of people, the Organisers will announce our presence in the park so we might get a few passengers as a result.

George Wheatley, Secretary

Direction of Running

The way in which we alternate the direction of running at the Littledown Miniature Railway has been changed. The direction of running will now be clockwise for even months and anticlockwise for odd months. So September will be anticlockwise and October clockwise.

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 16th September, 7th and 21st October.

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, **07879355399**, is on the 'Contacts' page of the Society's Website **www.littledownrailway.co.uk**

B&DSME Diary Dates.

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|---------------------------------|--|
| 19 th September 2012 | Monthly Meeting; 7.30 pm. Muscliffe Community Centre.
<i>Bits & Pieces. Please bring something along to show what you are getting up to in your workshop.</i> |
| 4 th October 2012 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
<i>Gordon Miles. Please let Gordon know if you are attending.</i> |
| 17 th October 2012 | Monthly Meeting; 7.30 pm. Muscliffe Community Centre.
<i>Topic to be decided.</i> |
| 1 st November 2012 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
<i>Venue to be decided.</i> |

More Dates For Your Diary

September 15	Basingstoke & DMES Open Day *
October 6 - 7	Southampton Centenary Celebrations *
October 13 - 14	Malden Visiting Clubs Weekend *

* **Contact the Secretary** tinker@lds.co.uk **for more details.**

Luscombe Valley Happenings

www.luscombevalleysteam.com

Humbug Day

December 22nd

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 v10.8.1 Mountain Lion.

16mm Update

There has been an increase of late of questions from our more adult spectators as to what scale we are supposed to be operating on our 16mm track as there seems a wide range of engine and rolling stock sizes being operated at the same time. To start with, perhaps it would be better if we called our track a Narrow Gauge 32, or NG 32 for short.

Historically our pioneers used Standard 0 Gauge track to represent the full size 2ft track in their garden layouts, hence 16mm/1ft or 1:19 scale. Now to see how the confusion arises.

Standard Gauge 4ft 8½" or 1435mm			
	Track Gauge	Scale	mm/1ft
0	32mm	1:43.5	7
1	45mm	1:30	10

Narrow Gauge less than 3' or 1m			
SM 32	32mm	1:19	16
G45	45mm	1:22.5	13.5
Dolls House	32mm	1:12	25.4

And there are even more in the USA or Europe.

All of the above have and do operate on our track and we may add even this is not the full story. Firstly you will note the inclusion of 45mm. Many commercial model manufactures produce their products capable of adjustment to operate on either gauge track, but built to the same scale. Hence their inclusion here.

Even this is not the full story. Global manufacturers also take into account the various Loading Gauges in use around the world. For example, some American and European locos and rolling stock look out of place against their English counterparts. There are some modellers who do strictly adhere to their chosen scale, but then their range of models may well be limited to a particular railway company or country.

As far as B&DSME 16/32mm is concerned we welcome all scales as long as they will run on our 32mm track. We have even had a Father Christmas on a Penny Farthing bicycle pulling a truck load of presents around, not to mention a blue Rat of unknown scale. So why not pay us a visit and see for yourself, on the First and/or Third Sunday of each month, weather or other events permitting.

Gordon Miles & Dave White

GWR Tank Engine Day



Dave Finn driving P. Farmer's 57xx Panier Tank lines up behind the Society's 15xx Speedy and D. Murry's 56xx 0-6-2T during the recent GWR Tank Engine Day at Littledown.

Editor's Ramblings

The Junior Course went off very well indeed. Although there were only four youngsters they all really enjoyed every minute of the two days they were with us.

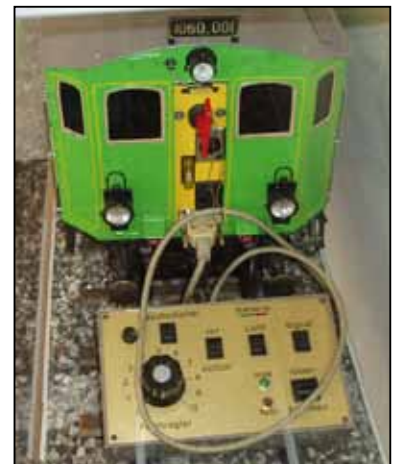
We can but hope that the seeds of a future in some form of constructive hobby have been sown and will bear fruit latter on.

The School Holidays have come and gone, along with the very strange weather, in spite of which we seem to have pulled a lot of passengers.

Those of us who were at Littledown on the Sunday of the Bournemouth Air Festival were treated to the sight and sound of the Lancaster making some very low passes over the track on its own. Not much can top the sound of four Merlins - unless it's a 1.5 litre V16 BRM at full chat!

Dick Ganderton

The front of the model of a series 1060 locomotive with its controller. See David Martin's Chairman's Notes on page 1.



Junior Event 2012

Ron Barson Reports

Is it me, or is self-sufficiency not recognised as a measure of a man, and of young people these days? There was a time when, as a young person, we had a working knowledge of general sciences, outdoor skills, and the ability to craft projects in wood and metal. We were innovative using the minimum of technology and the maximum of ingenuity. From my personal experience there are many who would like to participate in our hobby but don't know where or how to start. The two Junior Events, trialled last year, was an attempt to bring back these lost skills.

The system of mentor and young person, successfully used last year, was repeated and it was the intention to build on the skills acquired previously. This year's project was a working locomotive powered by an electric motor.

It was self-contained and intended to pull the stock previously made. A model 0-4-0 diesel, built to a scale of 16mm to the foot and produced as a kit by Jurassic Models, was chosen as the project to be built over the two days of the course. The time scale was chosen to give the young people the opportunity to complete the model and also to experience the necessary skills required to drive a 5" Gauge battery loco. If this was satisfactorily completed then on the second day the challenge of driving a working steam locomotive was set.

As a former health and safety professional I was very pleased to see the effort to which Gordon and the owners of locomotives went in order to minimise risks at all stages. We are all aware of the hazards associated with operating tools and machinery, but it is by training that risks are controlled and skills are learnt. All the young people were very attentive throughout and a credit to themselves and to their parents and as result no accidents or near misses were recorded.

Day One saw the completion of the outline body of the loco. The laser cut plywood kit was well designed and went together well. The chassis was pre-assembled, which was essential given the time scale of the course.

Day Two saw the painting of the loco body using acrylic spray paint and the assembly of the electronics and battery box. All parts were pushed together and colour coded obviating the need to solder any components. The visual diagrams were extremely helpful to young person and mentor!

The model assembled it was then the chance to energise the circuits and to see if it worked. Now, many of you will know the thrill (and relief) of seeing all that hard work actually doing what it promised on the tin. The squeals of delight as first one then another started to run. It was now time to test run locos on the Society's 16mm SM32 track. Every one of the young people were running alongside their loco as they got to grips with the speed control pot and avoided collisions with other locos and each other. Soon, trains using the powder wagons built last year, were formed and the mentors went and had a well earned lunch!

The event couldn't have gone so well without Gordon's preparation and Peggy and her team's provisions. Very grateful thanks also to those providing locomotives for the young people to drive, and the mentors as this team effort ensured the success of the event, and hopefully a longer term interest in model engineering and a life time of pleasure for these young people.

Young People: Stella aged 8; Ollie aged 8; James aged 11; Miles aged 12.

Tutor: Gordon Miles.

Mentors: Mick Baker, Malcolm Batt, Dick Ganderton.

Charlie Betteridge, Phil Drake and Ron Barson.

Steam Locos: Bob Devereux, Alan Hodgson, George Wheatley, Barry Linger.

Catering: Peggy, Pippa, Jackie.

Left: A budding engineer inspects his work. Miles Alton, the oldest of the four Juniors on the Course, looks closely at his new loco as it pulls the two wagons that he made last year.

Top: Ollie Wellbourn tops up the saddle tank on Alan Hodgson's Sweet Pea before getting back behind the controls. Ron Barson, Ollie's Mentor, keeps a watchful eye on the proceedings.

More photos in next month's Newsletter.

