

Chairman's Thoughts

This year I had the pleasure of attending the first Friday running in the school holidays. David Finn brought along his B1 (luckily) and ran it, as *Sheddon Wheels* lacked power, because the plug in the back of the charger had come out. Please, when putting it always check that the charger lights are on before you lock up and leave it.

My apologies for not making it to the AGM, but I can confirm that the Committee has been re-elected for another year.

Our Charity Day was on Sunday 4th August in aid of Youth Cancer Trust. They came along with their information point and a good day was had by all that attended. We had four locos in steam including the Society's *Maid of Kent* with *Sheddon Wheels* giving the last few rides. The weather was very kind to us by being a bit overcast and people came to the park instead of going to the beach.

Work on the two small trolleys is progressing well, they have been repainted and all the new wheels have been fitted to the old bogies, the brakes have yet to be sorted. New running boards and backs have been made and fitted just waiting for a rub down and a couple of coats of varnish. When finished they can only be used as a single small trolley and have no larger trolleys connected to the back of them however they can be connected to the back of a two or three car train with the guard seated on the small trolley operating the brake of the trolley in front of him/her. Work has also started on an additional trolley. This will have no brakes and may only to be used on a three trolley train as the middle trolley which will give us additional passenger carrying capacity.

Don't forget that this month's meeting on 21st August is not at the Muscliffe Centre but at the TRACK for a fish and chip supper. If you have not yet sent in your order there is an order form attached to this Newsletter. (Members with an e-mail address will already have received a PDF file of the Order Form some time ago. Ed)

David Martin

Editor's Ramblings

Wandering around the Steaming Bays one Sunday my gaze was attracted to a tool box tray with everything neatly arranged. I couldn't resist asking John Hoyle to take a couple of photographs of the tray and its owner, Brian Williams. I was particularly impressed by the neatly cut and stacked sticks of wood, I just cut mine to roughly the same length and stuff them into an old glass Horlicks jar. Unfortunately glass Horlicks jars seem to have gone the same way as round Smartie tubes!

The last day that I can take Fish & Chip orders has been moved to Monday 19th August to give the few members who haven't received an Order Form by e-mail time to get their order in the post.

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Photographs
John Hoyle



Young People Driving

Members will recall that the Minutes of the July Committee Meeting drew attention to young people being encouraged to drive electric locos under supervision. It was suggested that the supervisor should be a Committee Member. As a result of submissions by Members this has been revised to be any Member (over the age of 18).

Code of Practice No 11 covers this subject. Members are urged to exercise discretion when operating under the provisions of this Code of Practice.

George Wheatley, Secretary

Committee Meeting

The September Committee Meeting will be held in the Gallery Room at the Littledown Centre at 7.30pm on Wednesday 4th September 2013. The Minutes of the August Committee Meeting will be available for perusal at the August Meeting.

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 August will be clockwise and September 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 18th August 2013 and 1st & 15th September.

Insurance & Membership Lists

The Policy for the Society has been renewed. A copy of the policy has been placed in the desk in the Engine Shed. The original documents are held by the Secretary and can be viewed by arrangement.

For Members who wish to run their locomotives at locations which require evidence of Public Liability cover there are a number of copies of the Certificate at the back of the same folder as the copy of the policy. This will need to be signed by a Committee Member on an individual basis before it becomes valid.

The success of the redesigned Application and Renewal Forms has made it possible to keep our Membership Lists up-to-date and as all the Forms were signed, details can be distributed to other members. An abbreviated list, which omits addresses, can be obtained on application to the Secretary. A copy is kept in the desk in the Engine Shed

George Wheatley, Secretary

B&DSME Diary Dates.

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|---------------------------------|---|
| 21 st August 2013 | Monthly Meeting; 7.30 pm. Littledown Miniature Railway.
<i>Fish & Chips Evening. Details of how to order with this Newsletter.</i> |
| 5 th September 2013 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
Gordon Miles. <i>Please let Gordon know if you are attending.</i> |
| 18 th September 2013 | Monthly Meeting; 7.30 pm. Muscliff Community Centre.
<i>To be advised. Youth CancerTrust will be attending to collect their cheque and will give a short presentation.</i> |

Luscombe Valley Happenings

www.luscombevalleysteam.com

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|------------|---|
| Autumn Run | September 7 th & 8 th |
| Humbug Day | December 21 st |

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 v10.8.4 Mountain Lion.

16mm Update

Readers will recall that last month we asked for help to treat the anti-vandal cover for the 16mm track. The recent warm dry weather has played its part and it must be the first time for many months that the boards have been dry.

We had anticipated the job to take at least two or three days. In fact the 'Magnificent 8' turned up on the 10th July armed with scrapers, power sanders, paintbrushes and above all great enthusiasm. By mid-afternoon we were all finished and just waiting for the paint to dry!

The Magnificent 8 were Carol & Mike Clay, Jean & Alan Hodgson, Chris Brown, Tony Astridge, Dave White, and Gordon Miles.

Come and see the results on the First & Third Sunday each month, weather permitting

Gordon Miles & Dave White



Littledown Castle

We now have the Kawasaki back. The diagnosis was a stray M8 nut in the fan case. Fortunately it hadn't caused any damage, but we had to pay for the 'repairs' as the nut hadn't come from the engine. How it got into the fan case is a mystery as it's not one of ours, either! However, they did find that the air filter wasn't glued together correctly, so that was replaced under warranty.

The engine is now bolted firmly to the bedplate and we were relieved to find that it runs with little vibration. We did put the MDF body over it and with the roof on the cab it is remarkably quiet. The next steps are to design and build the exhaust system, refit the alternator and starter motor and get the brake operational.

The revised body will also be painted to give us a better idea of how the finished loco will look.

John Hoyle

Merlin's Mutterings

Let's start off with some trolley news. I am sure you will all be interested to know that all eight trolleys have now been repainted and fitted with new fixed backs. This just leaves new detachable fronts to be made and fitted. This should do away with any numbers, as we intend to make them all interchangeable. Only the seats will now have numbers - that is until we have investigated same.

The two small trolleys have now been repainted and fitted with two refurbished four-wheel bogies, leaving only the brake gear to design and fit, so that they can be used as a single driving trolley. One comment has been made that the new backs are a little uncomfortable to the Guards' backs after running for a time, so, of course, we will see what can be done to make them a little more comfortable. Perhaps a few more members taking a turn would also help!

One thing I would like to mention is that Tuesdays are a working day, involving work on trolleys, track and anything to do with the site and this does, quite often, mean that it is not practical to run Locos.

Merlin

Fish & Chips

Don't forget to send Dick your Fish & Chip Order together with your payment. The final date for getting it to Dick has been extended to Monday 19th August. **No Order and Payment - no Fish & Chips!**

Alan's Little Water Tank

My little *Jessie* is hot. That's my loco, just in case you get the wrong idea. In common with many tank locos, her tank water gets too hot to persuade the injectors to do their stuff and push water into the boiler on demand. I decided to follow most owners and make myself a little tank for cold water.

Dick G offered me some aluminium sheet for construction, but just before he chopped some off for me, Chris Apps mentioned a web site selling plastic tanks that might be suitable. I bought a black 5 litre one (WDT5NA4V), - but I've been told that the natural translucent version would keep the water cooler - and made up my tank with some plumbing fittings and a bit of turned brass. Dick thought it might be of interest to others and asked me to write a piece for the *Newsletter*, hence this diatribe.

The pictures show the salient facts. A Peglar Ball Valve had its shaft extended so that the valve could be operated from outside the tank. A piece of brass was turned up and threaded $\frac{1}{2}$ " BSP (thanks, George, for the loan of the tap and die) to fit the brass bush moulded into the tank and bits of copper pipe completed the inside plumbing. As the tank only has a 4" diameter screw cap opening, all the bits had to be capable of being assembled unseen, using just one hand and without spanners. A blob or two of Red Hermatite fixed and sealed the bits satisfactorily. The valve handle extension couldn't be locked in position for the same reason, so it was secured with an 'R' pin. The only part that caused some head scratching was a filter to stop rubbish getting into the injector.

I bought an A4 sheet of fine bronze mesh and tried to solder it over holes in a piece of copper pipe to fit at the input to the valve inside the tank. My mistake was cutting the mesh to size and then trying to solder it in place. It frayed and was impossible to handle. The trick, I discovered, was to tin the copper pipe all over; cut a piece of mesh oversize and tin a line about $\frac{1}{4}$ " wide in a rectangle of the correct final size of the filter. Using tin snips to cut round the rectangle gave a mesh with neat tinned edges that was quite easily sweated onto the pipe over the openings. The open end of the pipe could have been closed with a stop end fitting, but I didn't have one to hand, so I just silver soldered a copper disc over it - before soft soldering the filter, of course.

The tank hasn't been in service for very long, but so far has worked well. In case anyone wants to build something similar the suppliers were:

Peglar Ball Valve: Screwfix Direct about £6

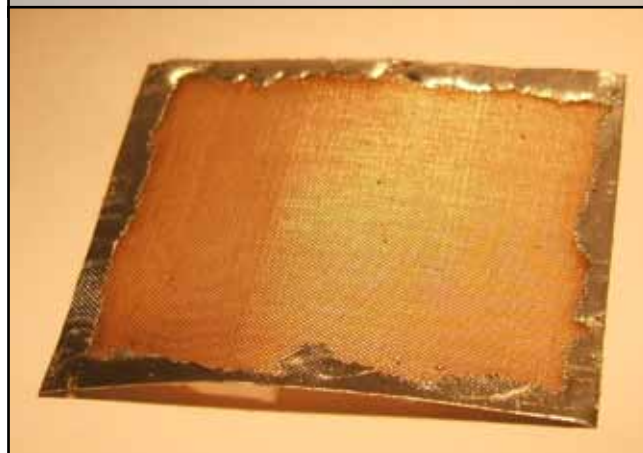
Tank: Direct Water Tanks about £22 plus p&p

www.directwatertanks.co.uk

Mesh: The Mesh Company

www.themeshcompany.com

about £4.50 per sheet (buy two get one free).



Alan Hodgson