

Chairman's Thoughts

Sunday 28th April was a dry day for our St George's Day Cream Tea, but it was quite cold. We had five locos in steam, but unfortunately, not many passengers, which must have been due the cold weather. Cream teas and cakes were served by the ladies and enjoyed by all that attended. Thanks, Peggy, for organising all the scones.

The old fencing has been replaced and new signage installed. If you are helping to set up the track for passenger hauling it is important that the swing gate is always put in place. We do want people to look around the steaming bays with children, but they must be under their parent's supervision at all times; we cannot have unsupervised children in the steaming bays.

When running please make sure you have an adequate ash pan for your grate. No open bottoms please and an adequate spark arrester; even at this time of the year we still have a lot of dry leaves around the track.

Bob has had withdrawal systems as we have been waiting for our supplier to come up with the next 10,000 screws. They have had problems obtaining the last batch, supposedly we have had all the stock that was in this country and sourced them from Europe, but by the time you read this Newsletter they should have turned up allowing Bob to finish the last section of the track. We also could do with members who would be happy to paint the black on the steaming bays, again Bob is looking after this task.

I have received an e-mail from the Fareham District Society of Model Engineers inviting any of our Members to attend their annual Diesel-Electric Event on Saturday 7th September. If you are interested please contact Jim Cunningham on 01489 893997 or jandcunnungham@yahoo.co.uk Friends and family are welcome to attend these very interesting tracks with 5" raised and 7¹/₄" ground level.

We will be welcoming the Polly Owners' Club to our track on Saturday 18th May for their annual rally. This is the third time they have visited us and hopefully the weather will be as good as it has been on previous occasions. I look forward to seeing all our Society Members' Pollys at the track on that day.

David Martin

Editor's Ramblings

John Hoyle sent me some photographs of one of his collection of vintage model aircraft. This one is of interest as it's a replica, built by the late Phil Smith, of Carol Krupp's 1937 Bowden Trophy Winner and is powered by a Taplin Twin diesel engine. I wish that I could get a finish like that on my models!

The Society's Boiler Testers are now reasonably *au fait* with the new Boiler Testing regime. If you need a Boilert Test please make sure that you ask one of the Testers well in advance and please make sure that you have the Identification Mark visible on the boiler and a thin red line, preferably on the dial, at the working pressure of your boiler. If you need any guidance on those two points then ask! Our Boiler Testers currently registered with the Southern Federation are: Bob Devereux, Dick Ganderton, John Hoyle, Gordon Miles and Mike Mortimer. You will also need to make sure that a Committee Member is also present to act as a Witness.

Dick Ganderton



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

Hon. Secretary

Littledown Railway
Tel: 07879355399

© 2013 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

Committee Meeting

The May Committee Meeting will be held in the Gallery Room at the Littledown Centre at 7.30pm on Wednesday 8th May 2013

The Minutes of the May Committee Meeting will be available for perusal at the May 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 May will be anticlockwise and June 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 5th & 19th May and 16th June 2013. It will not be running on 2nd June 2013.

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**

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.

- | | |
|----------------------------|---|
| 15 th May 2013 | Monthly Meeting; 7.30 pm. Muscliffe Community Centre.
<i>Transiting the Panama Canal. Bob Devereux</i> |
| 18 th May 2013 | Polly Owners Club Rally; 10.00 am. Littledown Miniature Railway.
<i>This is a Saturday event.</i> |
| 2 nd June 2013 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
Gordon Miles. <i>Please let Gordon know if you are attending.</i> |
| 12 th June 2013 | Visit to GOG; 7.30 pm. Quarterjack Suite, Allendale Community Centre, Wimborne. |
| 19 th June 2013 | Monthly Meeting; 7.30 pm. Littledown Miniature Railway.
<i>Entertaining our friends from GOG, GIMRA & MERG. Barbecue</i> |

Luscombe Valley Happenings

www.luscombevalleysteam.com

Gala Weekend	July 27 th & 28 th
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 v10.8.3 Mountain Lion.

Merlin's Mutterings

The St. George's Day Cream Tea was, as usual, a first class event, the food cakes, strawberries and drinks were really tasty, and a huge thank you must go to the ladies who supplied the goodies. A total of five steam engines were on the track, which finished the day off.

A friend of mine, who is in the Fareham Society, has invited the Bournemouth Society to have a run on their track, 3.5" and 5". It will be on a Saturday to be arranged, anyone wishing to attend and run a Loco will you please contact me.

A new fence has now been erected in place of the old picket one and it looks very nice, so thanks must go to our Chairman for same. Another item that has started to look a little weatherworn are the steel uprights supporting the steaming bays. A lot of paint was peeling off so these have now been prepared for painting and should be re-painted by the time you read this Newsletter. All items which are painted yellow have now been re-painted and look very smart. Thanks to David Martin and Bob Devereux.

That's all folks keep steaming.

Merlin

16mm Update

Our steamers had to suffer extremely cold weather conditions over this winter, but the stalwarts were still there. Thank You!

The owners of Garden Railways are now in general clear-up mode, prior to the visiting season. We have requested that the First & Third Sundays each month are left open for running at Littledown, but such is the following of the Garden Railway meets in our area, that some clashes are inevitable; we will however, endeavour to keep the Littledown track open on these occasions.

The Littledown Garden Railway has experienced some turnout (i.e. points) failures, which have led to some derailments; fortunately this has not resulted in serious damage to locomotives or rolling stock. As to the cause of the failure, we suspect it was just fatigue because two of the problems were a result of locating spring failures, and the other was a switch rail detachment. Dave White made some emergency repairs to keep us in operation until a more robust repair could be made. The answer being to have one of each, a RH & LH turnout, spare for immediate replacement, allowing time for a permanent repair. We now have two brand new such turnouts, which should be installed by the time you read this.

The new steam boiler testing procedures that are required for all <3 barlitre boilers is now under way; I must admit to a few fears with regard to the paper work, but once I have the initial details entered it is no real hardship. For the applicants first test certificate, it would help me if the candidate supplies the following details on a piece of paper:

1. Name of owner
2. Name or class of loco
3. Date of Manufacture, if known
4. Any previous test details

You will need to raise steam and prove that the safety valve lifts at the marked point on the pressure gauge, then resets itself when the heat is removed.

The 16mm Association have now approved the calibration on my test equipment, so if any member of the 16mm NGM or B&DSME require a full boiler pressure test on a <3 barlitre boiler, please see Gordon.

With regard to the recent National Garden Show, it was extremely well supported and attendance records were broken again. Unfortunately, I did not hear any familiar names being called out as prize draw winners.

Three versions of the new 16mm Association loco *Victory* were on show:

Keith Dyer displayed *Victory* in its preserved condition as on the Bredgar & Wormshill Light Railway in Kent.

Mike Clay displayed *Victory* in a completed condition but unpainted.

Gordon Miles displayed *Victory* in a condition as supplied to the War Department during the First World War, complete with a collection of rolling stock from the same era.

We hope to have these engines in steam at Littledown in the near future; remember the First or Third Sunday of each month.

Gordon Miles & Dave White



Littledown Castle Progress

At last the chassis has been put onto its posh blue wheels! The various bits and pieces for the running gear finally came together - thanks Ron, Mike, Norman, Nick and Phil for your fine work.

The coupling rods were completed and some temporary bushes fitted so that they could be plugged onto the ends of the axles. This showed up some major problems with the alignment of the rear axle, which John had to correct before we could progress to the next stage, fitting and quartering the wheels on their axles.

Dick made up the disc brake to be fitted to the rear axle and remembered to fit all the bits onto the axles before permanently fixing the wheels in place with Loctite 601!

The two motors were mounted in their cradles with the toothed belts fitted and tensioned after the final drive chain had been hooked up. The three axles were dropped into place and the keeps fitted. The coupling rods had their bushes pushed into place, but because the red paint had refused to completely harden, couldn't be Loctited in place permanently. The rods fitted perfectly and the wheels turned smoothly without binding, so we all breathed a sigh of relief.

The chassis was turned the right way up and taken out to the track for clearance tests round the curves. We couldn't resist coupling up a trolley to Phil's fancy coupling blocks and hooking up a 12V battery to one of the motors for a couple of trial laps of the track. The whole chassis runs very smoothly and quietly. Now to repaint the coupling rods, fit the bushes and oilers and then do some track tests with the petrol/alternator prime mover fitted temporarily on top of the chassis.

Jean Hodgson and John Hoyle took the photographs.



Top Left: First Track Test of Chassis. Top Right: The Gang are ready to try the chassis out on the track for the first time.



Centre Left: Pinning a wheel and checking the axle alignment with the coupling rods. Centre Right: Disc brake assembly. Bottom Left: Prime mover mounted on chassis. Bottom Right: First test of the chassis under power.

