

Chairman's Thoughts

It seems a while ago now, but our Charity Day for Youth Cancer Trust was very successful and we will be handing over a cheque for £350 at the September Meeting. Our Charity for 2014 will be Green Cottage Riding for the Disabled. The exact date in August 2014 has yet to be agreed.

The Fish & Chip Supper in August went off very well once again, except, I believe, for the insect bites!

This is an unusual item for the *Newsletter*, but who broke the toilet seat? I had a phone call from one of our members saying he had a problem in the loo that could have been very nasty as the loo seat fell apart after he had used it. It looked to him that somebody had broken it and then carefully put it back for somebody else to find it. Please, if something breaks, let a Committee Member know immediately so that it can be replaced or repaired without the chance of someone being injured. I have now fitted a new seat.

Diane and I were very fortunate this year not to be away when the Bournemouth Air Show was on (due to the arrival of our first grandchild) as my eldest son Kevin works for Cobham and he invited us to the EAS Family Fun Day at Hurn Airport (by Bournemouth Flying Club). We were able to get close up to the Red Arrows and the Battle of Britain Memorial Flight and many other displays. We even ate our burger next to a Red Arrows pilot!

One very small plane caught my eye; note the key in the nose to wind it up! It's only a bit bigger than John Hoyle's *Bowden Bee* - well probably twice the size. Designed by Michel Columban and first flown in July 1973, in those days it was powered by two 9hp engines. It is the world's smallest twin engine aircraft, weighing slightly less than an average person. G-SHOG was built in France before coming to the UK and flew from the top of a Mitsubishi *SHOGUN*, hence its registration. There are many examples flying worldwide, but there only six on the UK Register and only G-SHOG actually has a current Permit to Fly. It now has two JPX 212cc (Mk3) 18hp engines with a top speed of 160 mph and a maximum all up weight of 170kg. It has a 23 litre fuel tank that the pilot sits on and it burns 7 litres of fuel per hour. It can be assembled from its trailer in two minutes and the pilot said it was wonderful to fly. The other photo is of G-SHOG lined up with the Red Arrows.



Well, it's come round to the time of year again when we need to be thinking of the Santa Run on Sunday 15th December. We will be circulating a list at the next Meeting for Members to offer their help on the day.

Thank you to all the members who ran through the summer holidays, it was much appreciated and, of course, to John Hoyle for organising the rota.

David Martin

Editor's Ramblings

The August edition of the Southern Federation Newsletter is now out and can be downloaded from their Website. <http://www.sfmcs.co.uk/ydrroot/newsletters/minutes/201308.pdf>

For the few members who don't have internet access a printed copy will be posted in the Engine Shed or you can obtain a copy from me on receipt of an A5 self-addressed envelope with a Second Class stamp affixed. Please only use this facility if you cannot download it yourself!

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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 October Committee Meeting will be held in the Gallery Room at the Littledown Centre at 7.30pm on Wednesday 2nd October 2013. The Minutes of the September Committee Meeting will be available for perusal at the September 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 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 15th September and 6th & 20th October.

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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|---------------------------------|--|
| 18 th September 2013 | Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Youth CancerTrust will be attending to collect their cheque and will give a short presentation.</i> |
| 3 rd October 2013 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>John Hoyle, Please let John know if you are attending.</i> |
| 16 th October 2013 | Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Stonehenge and the Stars, Bob Mizon. Also at the start of the meeting, B&DSME Clothing by John Roberts.</i> |

Luscombe Valley Happenings

www.luscombevalleysteam.com

Humbug Day

December 21st

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.

Luscombe Valley Enthusiasts' Weekend

A gentle reminder to all those of you who would like to come and run at Luscombe Valley. We are open for enthusiasts (no public passenger hauling) on Saturday & Sunday, 14th & 15th September, starting from 9.30am 'till about 5.00pm each day. We just operate the railway for our own amusement, shunting, double heading, etc.

The only restriction is that some of our curves have a radius of less than 25 feet in places, so larger locos may not go round. The track is only laid to 5" gauge standards and you will need to show your current boiler certificate.

So come and have a different driving experience. It's not fast, like Littledown, but it is ground level, fully signalled and great fun!

Richard Knott

16mm Update

Not much news to report on this month. The new paintwork has stood up to the sun very well we now have to wait for the rains. We shall be running as usual on the First and Third Sunday of each month, weather permitting, throughout the year.

One dilemma that most 16 millers have faced when setting out on this hobby is what type of couplings to use and at what height they should be set at. The simplest is probably the pin or hook with a three-link chain, it has the advantages of being cheap and able to connect locos and rolling stock with differing coupling heights (within reason), but does require nimble finger work to connect and to a lesser extent to disconnect. The other widely used coupling system, in both full size and 16mm, is the centre buffer/chopper system and one example in 16mm comes from Accucraft. This makes coupling very much easier and possibly more natural, but and there has to be a but, the coupling heights must match and the generally accepted height being centred on 25mm above track level.

See you at Littledown.

Gordon Miles & Dave White

Merlin's Mutterings

To start off with a heading of trolley draw bar pins, draw bars and brake handles. All of the above are not always being put into the ice cream box at the entrance of the left hand tunnel. Three pins were found in what represents the coal bunker at the back of *Sheddon Wheals*. Why, I ask?

During the school holiday period, when three trolleys are used, the middle trolley has to have the brake handle removed and one went missing. The person who in the first place takes the handle off must make sure that it is put back on the trolley again. Surely this is not a lot to ask. Number six trolley is now having the brake rod pull system modified to give a more direct pull and has a cable fitted from the brake handle to the central operating system. John Hancock has kindly made the required parts and so far it seems to be working quite well.

By the time the next *Newsletter* is produced all the new removable backs should be fitted and will all be interchangeable, other than number two trolley, which is the original prototype and is slightly different from the others. This means that number two trolley will still have to have numbers on its removable back.

The grass has again been cut inside the track and looks quite smart, so thanks to Pippa and George. Also thanks to whoever cut the grass between the 16mm setup and the steaming bays. The flower beds and borders still look great.

That's all for this time. Keep the locos running.

Merlin



**Photographs
John Hoyle**

