

Chairman's Thoughts

Our first event of the 2014 will be Cream Tea Sunday on 4th May and Peggy has asked if anyone, male or female, would like to make some cakes, but please only cakes this time, thank you. The Gauge 0 Guild, G1MRA and Model Electronic Railway Group will be visiting us on the 18th June and we will put on a BBQ for all. Our Charity Day will be August 4th in aid of Green Cottage Riding for the Disabled. Please come along and help us support this group. And finally, we will be having an Open Day this year on Sunday 17th August - that's it from me on dates.

At the last Committee Meeting we discussed the car parking and yes, it is OK to park by our entrance, but only with care as the ground has not yet fully dried out and if we have more rain it could end up boggy again; so please take care. Also it was agreed that on a Sunday the parking area is to be mainly for Members running Locos. Able bodied Members not running locos on the main track or the Garden Railway should park in the main Littledown car park and walk up to the track.

Another item discussed was keeping the Engine Shed tidy and to put a stop to unwanted books, magazines and any other items Members wanted to part with. Please, in future, if you have any unwanted items contact a member of the Committee for approval before bringing them to the Engine Shed.

The timber for the repairs to the Station Building is now in the Engine Shed and I have also purchased the Sadolin for repainting the whole of the building. However, it will need some preparation before it can be applied, but only after all the repairs have been carried out. It was nice to see that three Members had looked at the repairs list in the Engine Shed and put their names down. Please don't be shy to put yours down and offer some help with the tasks in hand.

Boiler Testers are going to be busy in the next few months as many locos will need not only a Steam Test but a Hydraulic one as well, so please prepare your loco with the necessary blanking plugs, etc. Don't forget to ring a Tester to make sure they are available on the day you want. It is not the Boiler Tester's job to blank off your loco and don't forget that the Pressure Gauge on your loco also has to be tested and it must now have the red line marked on the dial, not on the glass.

One last item - please have a look at this photo taken on Friday 4th April. What is wrong with it? Well, this was the sight when I opened up in the morning, a Member must have been at the track the day before and not covered over and locked up the Traverser before they left, Luckily no damage was done by any vandals. Also, if they ran their loco they did not fill in the Log Sheet! Please be more careful in future and fill in the Log Sheet



David Martin

Editor's Ramblings

As you can see from John Hoyle's photographs, we have made a lot of progress with *Littledown Castle*. We have been running track tests with the MDF mock-up body to see what the noise is like and what sort of temperatures various components were getting up to when enclosed.

The results have been very encouraging and we have decided to try the loco out on passenger hauling duties under controlled conditions. The tests so far have indicated that we won't need to fit electric fans, saving a fairly hefty current drain from the battery. We did carry two paying passengers!

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IMLEC 2014

Twenty-three Entry Forms had been returned for IMLEC 2014 by the closing date and if the IMLEC 2014 Sub-committee decides to run all of them we will not need to have a draw. The event is to be run at Littledown Miniature Railway on 12th & 13th July 2014, so please keep these dates free in your diaries as we will need all the help we can muster to ensure that the event runs smoothly.

Committee Matters

The May 2014 Committee Meeting will be held at the Littledown Centre at 7.30pm on Wednesday 7th May 2014. The Minutes of the April Committee Meeting will be available for perusal at the April 2014 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 April 2014 will be clockwise and May 2014 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 April and 4th & 18th May 2014.

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.

- | | |
|-----------------------------|---|
| 16 th April 2014 | Monthly Meeting; 7.30 pm. Muscliff Community Centre.
<i>Kevin Patience. The Real Story of the African Queen.</i> |
| 10 th April 2014 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. Note change of date.
<i>Phil Drake. Please let Phil know if you are attending.</i> |
| 19 th May 2014 | Monthly Meeting; 7.30 pm. Muscliff Community Centre.
<i>Topic to be advised..</i> |

Luscombe Valley Happenings

www.luscombevalleysteam.com

Cobweb Run	April 19 th & 20 th
Grand Gala	July 26 th & 27 th
Autumn Run	September 20 th & 21 st
Humbug Day	December 20 th

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 Helvetica using Adobe InDesign CS5 v7.0 on an Apple Mac mini 2.3GHz Intel Core i5 running Mac OS X v10.9 Mavericks.

16mm Update

The Update this month takes on a rather different form, as it is a reminder with regard to annual Boiler and Gas Tank testing requirements. Firstly I will carry out the Steam Test as well as doing a Gas Leak Test at the same time. I know that the Gas Tank is scheduled for two-yearly testing, but it is a quick test and avoids Members having to remember when a test is required. I trust you all agree.

Tests required during March:

Charlie Betteridge *Katie*; Ron Cooper *Isitibuti*; Dave Oliver *Red Damsel*; Dave White *Charles*; Chris Brown *Billy*.

Tests required during April:

Mike Clay *Lumberjack*; Ron Cooper *Argyle*; Gordon Miles *Russell & Victory*; Dave Oliver *Lyn & Barle*; Glyn Tandy *Lyn*; Dave White *Mayer*.

I do hope this listing will help our 16mm Members

See you at Littledown on the First and Third Sunday of each month, weather permitting.

Gordon Miles & Dave White

Merlin's Mutterings

Trolley comments regarding the yellow coupling bars. I have noticed that someone has ground off the end of one bar, I assume to fit something other than a trolley. Yellow painted coupling bars must not be altered or modified in any way and must only be used for coupling the trolleys together. The coupling bar between your loco and the train is your responsibility. You should make one for each of your locos. If you leave it coupled to the loco you won't forget to bring it. I have persuaded Dick to bring the Coupling Drawing at the back of the *Blue Book* up to date and a copy should be with this *Newsletter*

John Hancock has now fitted the remaining double socket to the left of the lathe so this now completes a more user friendly set up. The next stage is to fit two double sockets under the front of the bench, which will do away with the sockets that are mounted above head height, making them easier to use.

That's all for this time - keep the locos running.

Merlin

Peggy's Catering Notes

Hello Ladies. Happy Easter to you all. Our Social Calendar starts on 4th May, in the afternoon, with our annual Cream Tea. If possible I would like to have some cakes - **not** scones - please.

If you would like to help with the catering at IMLEC 2014 on 12th & 13th July please let me have your name. I will need help in the marquee where we will be serving food to the public. Competitors will be fed in the Engine Shed.

We have already had one IMLEC 2014 Catering Meeting and I will be holding another later on. Even if you can only offer limited help it will be appreciated.

Peggy

Mike's Super Simplex

Mike Clay has been building a *Super Simplex* and has finally got it on the track. John Hoyle's photograph captured Mike about to run through the Station at Littledown with Carol as passenger, safety valves blowing off after the long climb up the straight.

Mike has fitted the loco with a donkey pump for the boiler water feed and spent a lot of time and effort getting it to work.

Well done, Mike!



Zanzibar and the Bububu Railway by Kevin Patience

The islands of Zanzibar and Pemba lie twenty miles off the East African coast just south of the equator and are primarily known for the export of cloves and more recently for exotic holidays. But just over forty years ago Zanzibar underwent a revolution that saw a major uprising overthrow the then Sultan Jamshid bin Abdullah and envelop the two islands in a Marxist regime that lasted until the fall of communism in 1989. However Zanzibar can claim the honour of building the first railway in East Africa in 1875

The islands were little known to the outside world until the mid 1800s by which time they had been taken over by Sultan Said bin Said from Oman who settled and began the clove industry. The House of Said would bring in many major improvements to the island especially Zanzibar. In 1870 the most prominent of the rulers came to the throne, Sultan Bargash bin Said, son of Seyyid Said who ruled until 1888. Exports from the islands apart from cloves and spices also included ivory and slaves from the mainland. By 1872 Bargash was under pressure by the British to bring an end to slavery and a deputation led by Sir Bartle Frère arrived to negotiate. Bargash refused and it was left to the British Consul Sir John Kirk to conclude the treaty in 1873. Queen Victoria invited Bargash to England in 1875 where he was shown the wonders of the Industrial Revolution which included travel by train and he was rather taken by this new form of transport.

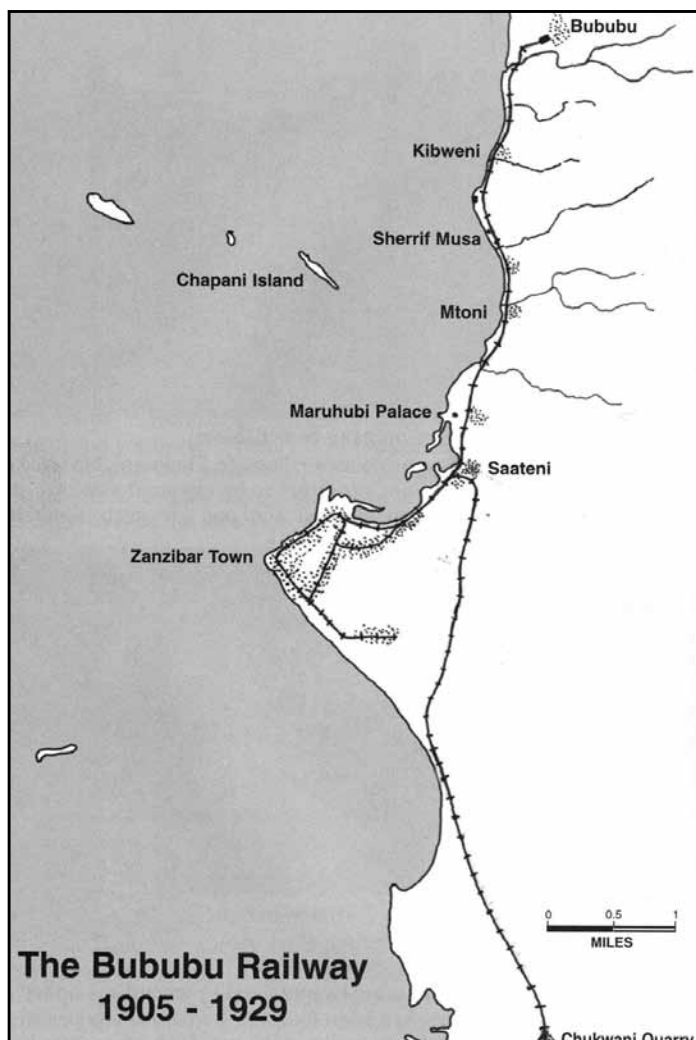
That same year he had a new summer palace built at Chukwani, some seven miles south of Zanzibar town, in part no doubt to get away from the overpowering noxious odours from the somewhat unsanitary back streets that surrounded his seafront palace. David Livingstone in his diaries had called it 'Stinkibar'. The roads as such were little more than sandy tracks that would have been totally unsuitable for the carriages and rickshaws used around town and so he ordered a railway built.

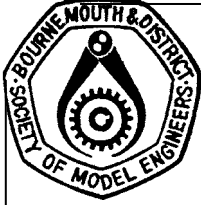
A two-foot narrow gauge single track ran from outside the Beit al Hukum palace on the sea front, down the main street through the coconut plantations to the palace some six miles away on the coast. It boasted a couple of luxurious covered wooden four-wheeled coaches, fitted with slatted windows and screens to be lowered when it rained, hauled by a pair of mules in place of horses which were unsuited to the fetid atmosphere of the tropics.

The mules performed admirably until 1880, when Bargash instructed his agents in Britain to order a suitable steam engine for his railway. Messrs. W.G. Bagnall of Stafford were approached and contracted to build a tiny four-wheeled tank engine with a copper firebox and brass tubes. The locomotive, Works No. 334 was completed in three months at a cost of £300 and shipped to the island in February 1881. Named 'Sultanee' meaning 'Royal', it was quickly put in to service to replace the mules. History does not record who drove or maintained the engine but the chances were the Sultan recruited a European with a railway background. Bargash became ill and died in 1888, and the railway fell into disuse. Two years later Zanzibar became a British Protectorate and a road was built to the palace, and the 'Sultanee', rolling stock and rails were probably sold for scrap.

The great 'Scramble for Africa' in the late 1880s led to political rivalry in the region between Britain and Germany and in 1890 with the signing of the Treaty of Berlin, the Sultan's mainland territory was divided into the colonies of British and German East Africa now Kenya and Tanzania. An initial proposal to build a railway in German East Africa from Dar es Salaam to Lake Tanganyika in June 1891 was rejected in favour of one from the port of Tanga towards the farming area near Mount Kilimanjaro. A metre gauge railway was soon under way but poor construction and financing saw the project end in bankruptcy after only twenty five miles had been built. The government acquired the assets in July 1899 and continued construction and by 1912 the line reached Moshi in the lee of Kilimanjaro.

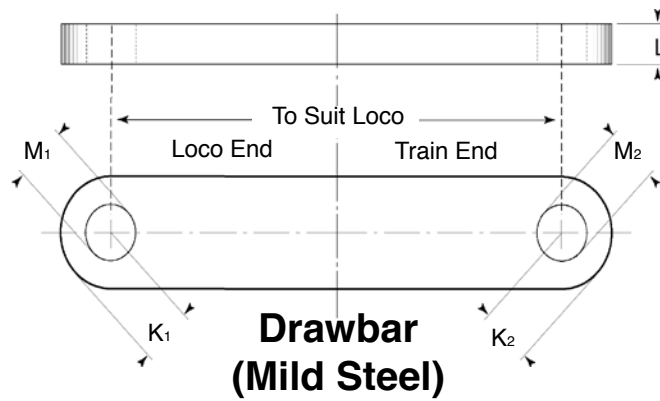
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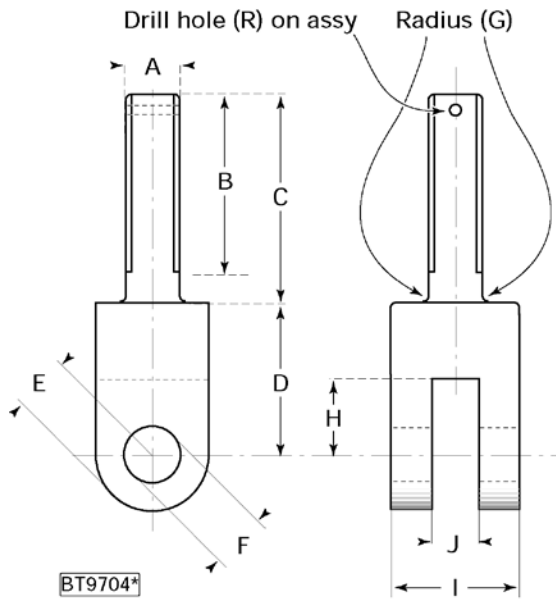


Recommended Couplings

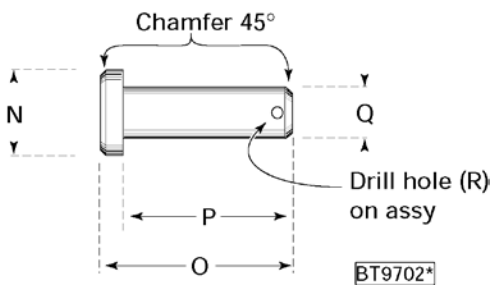
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Drawbar (Mild Steel)

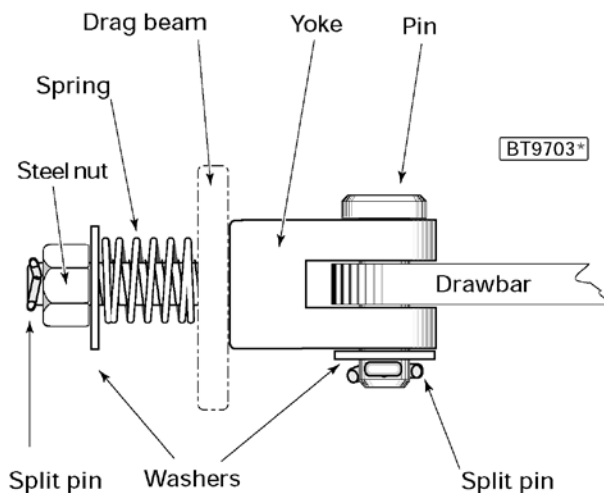


Coupling Yoke (Mild Steel)



Drawbar Pin (Silver Steel)

		3 1/2"	5"
A	Thread	2BA	1/4"BSF
B		1/2"	3/4"
C		3/4"	1"
D		3/8"	5/8"
E	Radius	3/16"	5/16"
F	Hole	3/16"	1/4"
G	Radius	1/32"	1/16"
H		1/4"	3/8"
I		3/8"	5/8"
J		3/16"	1/4"
K1	Radius	3/16"	5/16"
K2	Radius	5/16"	5/16"
L		5/32"	3/16"
M1	Hole	13/64"	17/64"
M2	Hole	17/64"	17/64"
N	Diameter	5/16"	7/16"
O		21/32"	1"
P		9/16"	7/8"
Q	Diameter	3/16"	1/4"
R	Hole	3/64"	1/16"



General Assembly of Recommended Coupling

TEX

The coupling bar for a 3 1/2" gauge loco will be narrower at the loco end. It can either be stepped or tapered, but it should be 5/8" wide at the train end.