



## Chairman's Thoughts

**A**t the beginning of April Diane and myself went to Madeira for a week's holiday. Unfortunately, Diane is not keen on flying and as we approached Madeira the pilot told us that, as the weather was windy, it could take a few attempts at landing. In fact it took three! He informed us that the landing is carried out by line of sight as the runway is short and has sea on three sides.

The first day was dull but warm and for the rest of the week it was hot and sunny, not as warm as it should have been for the time of year.

Whilst looking around this very hilly island we came across a Fowler steam roller No 16946 in Santa Catarina Park in Funchal looking much neglected as you can see from the photograph. Must have been a challenge to drive it on the roads in Madeira and they would have had to import coal to fire it. Our flight home was uneventful and we were soon back to the British weather.



Our first event of the year was Sunday 24th April, a dry day for our St George's Day Cream Tea. We did have three locos in steam, my Polly being one of them. We could have done with a few more locos and Members. Cream teas and cakes were served and enjoyed by all that attended. Thanks, Margery for organising all the scones, etc.

The Society is still looking for a Member to take on the job of organising the speakers for our monthly meetings, please contact the Committee if you are interested.

We will be welcoming the Polly Owners' Group to our track next year on Saturday 13th May for their annual rally. This will be the fourth 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 the Pollys in the Society at the track on that day.

**David Martin**

## Editor's Ramblings

**W**ork has started on a complete major overhaul of *Sheddon Wheels*. It is now eleven years since we built the loco and in that time it has covered well over 4,000 miles!

The loco has been striped down to the last nut and bolt and Glyn Tandy has had the chassis professionally cleaned. Neil Horder is undertaking the electronics and electrical side of the rebuild and I have managed to acquire the latest 140A programmable drive system to replace the older one currently fitted. This will give Neil the opportunity to do some clever stuff to prevent the batteries being discharged too much.

The wheelsets were removed and examined. There was very little wear showing, limited to a slight hollowing of the tread, The root radius was unworn and the front faces of the flanges were still rusty! I reprofiled the wheels only needing to remove 0.015" to restore them to an 'as new' condition. The new profile is the same as the original and is basically the 7<sup>1</sup>/<sub>4</sub>" Gauge Society Standard.

The rebuilt loco will be fitted with two 12V, 130Ah 'Gel' type batteries fitted across the chassis and has necessitated a new wider footplate, buffer beams and body. This will, however, give the loco a more pleasing appearance. At the same time the primary chain has been replaced with a toothed belt. This type of drive has proved very successful on *Littledown Castle*.

*Littledown Castle* is now bearing the brunt of passenger hauling. One problem has arisen - the main drive belt has started to wear badly and delaminate. I have noticed that occasionally some Members when starting the motor do not fully engage the starter. They seem to think that as soon as they hear the starter motor spin that's it. Unfortunately this is not the case. The motor must be fully engaged as rapidly as possible. Pull the lever back as far as you can quickly and firmly.

**Dick Ganderton**

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## Insurance & Membership Lists

**A** copy of the Society's Insurance 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 wanting to run their locomotives at locations requiring evidence of Public Liability cover there are copies of the Certificate at the back of the same folder as the copy of the policy. This needs to be signed by a Committee Member on an individual basis before becoming valid.

The new Application and Renewal Forms means we can keep our Membership List up-to-date. 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*

## Committee Matters

**T**he June 2016 Committee Meeting will be held in Training Room 1, The Littledown Centre at 7.30pm on Wednesday 1<sup>st</sup> June 2016. The Minutes of the May 2016 Committee Meeting will be available for perusal at the May 2016 Meeting.

*George Wheatley, Secretary*

## Direction of Running

**T**he 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 2016 will be anticlockwise and June 2016 will be 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 15<sup>th</sup> May 2016 and 5<sup>th</sup> & 19<sup>th</sup> June 2016.

## 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](http://www.littledownrailway.co.uk)

## Boiler Testing

**I**f you require a Boiler Test, please remember that you need to book it with one of the Boiler Testers. Also you should have all the paperwork with you - that's all the past Test Certificates and the *Written Scheme of Examination!* You have kept them, haven't you?

## B&DSME Diary Dates

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|---------------------------|---|
| 18 <sup>th</sup> May 2016 | Monthly Meeting; 7.30 pm. Muscliff Community Centre.<br><i>Kevin Patience. Scapa Flow. The story behind the Royal Navy's Dreadnought battleships and the naval arms race that led to the Battle of Jutland in 1916. In 1919 seventy four German warships were scuttled at Scapa Flow by their crews, and Ernest Cox took on the largest salvage operation in history.</i> |
| 2 <sup>nd</sup> June 2016 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.<br><i>Gordon Miles. Please let Gordon know.</i>  |

**We still need a volunteer to organise the 'entertainment' at our monthly meetings.**

### 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 v10.11.4 El Capitan.



[www.littledownrailway.co.uk](http://www.littledownrailway.co.uk)

## IMPORTANT - PLEASE READ

The Committee would like to remind Members that it is a condition of our Lease that they must only park their cars or motorcycles in the designated parking area. **There is to be no parking in the area around or near the Engine Shed, on the driveway or turning circle. There are no exceptions to this rule.** As soon as you have unloaded your engine and/or equipment you **must** move your vehicle to the parking area by the entrance gate. As parking spaces are limited please use the main Littledown Centre Car Park if you are not bringing a locomotive to run.

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### B&DSME Model Engineer Magazine Library

Please use the library as it is a wonderful source of information and there are many fascinating articles within. Please remember when borrowing a magazine from the Society's library, to complete the sign out sheet, which is attached to the storage cupboard door.

The *Model Engineer* library is fully up to date, with some recent additions donated to the Society by a person unknown. A box of the magazines was left for my attention in the Engine Shed, and I do not know the person's identity. Anyway they were gratefully received and added to the library, with the duplicated copies donated to the Swanage Railway for their bookstall at Corfe Castle.

Please treat the magazines with care as many are fragile due to their age.

*Peter Burton*

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### Lathe Training Update

The Society is looking into a suitable lathe for training in the Engine Shed. Thanks to Gordon and Jackie Miles classes have started in Gordon's Workshop and we are well on with the first group. Members' level of training has been discussed and training will be at three levels – Starting, Intermediate and Advanced. Each class will be a group of three and we have almost completed the first 'Starters' Course.

Seventeen Members have given me their names and with this level of interest Gordon Miles and John Hoyle have agreed to help with training. As the year progresses all Members who have expressed an interest will be invited to attend. Progress may slow down with the Summer holidays.

Gordon, John and I look forward to working with you.

*Barry Linger*

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### Littledown Railway Website

The website reform is going well, although many faults have been found as well as out of date information. I am working my way through the errors. By the time you read this, all the software bugs should have been repaired, and out of date information updated or deleted. My next challenge is to refurbish the Gallery section, as this is a bit of a mess, and I am looking at what other societies are doing to give me ideas.

The Society's Facebook page appears to be doing well in attracting passengers on Sundays and Wednesdays. I didn't post anything over the winter period as nothing was happening at the track, but I am once again in full swing and would like members to send me their photos so that they can be included. I can then decide if the content is for Facebook, the website, or both.

Any Member who has ideas for changes or improvements to the layout, or content for the Website, should contact me, by e-mail.

*Peter Burton*

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### For Sale

In preparation for Barry Linger's lathe classes the Society is replacing the old Myford ML4 lathe in the Engine Shed with a more modern one.

The lathe has the same spindle nose as later Myford Series 7 lathes and is equipped with a 4" dia. 3-jaw chuck, a 4" dia. 4-jaw chuck and a 7" dia. faceplate. It also has a couple of drill chucks and some Myford lathe tools. The leadscrew is fitted with a Myford Super7 graduated handwheel and has tumbler reverse. There are some change wheels. Single phase electrics with a Myford control switch and a no-volt switch. Mounted on raising blocks in a full-size steel drip tray.

Sensible offers are invited from Members. Further

information is available from Dick Ganderton who will also be pleased to receive your offer in a sealed envelope.

