



Ramblings From The Chair

A few weeks have passed since the AGM and it's been a busy summer for the Society whilst I am gradually settling into my new role.

We had a very successful school holiday season with the track very busy on our running days. A big thank you must go to all those members that helped at the track whether as station staff, drivers or guards, or as tea makers. Your contribution is invaluable to the success of our public running. An extra special thank you must go to John Hoyle who, once again, organised the rota for staffing. It is worth reminding all members, irrespective of your particular interests within our Society, that our membership fees are kept at an affordable level whilst our Society has social events and other projects on the go at any one time because our income is greatly enhanced by giving train rides to the public. Please don't leave it to others to turn up every Wednesday and Sunday throughout the year to be the public face of the Society. Come along and give some support, have a chat, maybe take on a small job or two. In other words, spread the load a bit.

Visitors to Littledown can't fail to notice the three ex bus shelters - now renamed Station Platform Shelters - that are lying opposite the station. Donated to us by Queensbury Shelters, plans are afoot to use these as a basis for providing a station canopy and protection for the station staff and passengers. When the plans are approved and construction is ready to start, please help to get this project up and running. The photographs show the first shelter being delivered. The discussion taking place is about how to manoeuvre it over the track to its temporary resting place among the trees and bushes inside the track.

Your new Committee held its first formal meeting recently, much was discussed and projects taken forward. Perhaps the most important thing I should mention here relates to our Society Secretary. I spoke with George several times both before the AGM and after regarding his workload and the long list of things he does for the Society and we agreed this should be reduced where possible. Therefore, I asked Ron Barson if he would take on the Secretary role and Ron kindly agreed. This appointment was ratified at the Committee Meeting. I'm sure you will all give Ron your support and it just remains for me to thank George for his efforts as Secretary. Please thank him yourselves when you see him. George will continue with his other roles for the time being and I will be dealing with those in due course.

Santa Trains will be running on Saturday 11th December - David Martin will be arranging everything as usual, so please respond to his calls for help. The pre-Christmas social at Muscliff is Wednesday 21st December 2016.

Don't forget you can e-mail me on chairmanbdsme@hotmail.com - tell me what you like and what you don't like about the Society. Constructive comments are welcome and will always be responded to.

John Roberts



Editor
Dick Ganderton
'Graskop'
76 Dewlands Road
Verwood, Dorset
BH31 6PN
editor@littledownrailway.co.uk
Tel: (01202) 822701

Secretary
Ron Barson
23, Ashley Drive West,
Ashley Heath,
Ringwood, Hants
BH24 2JW

Tel: (01425) 477952

Littledown Railway
Tel: 07879355399

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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.

Ron Barson, Secretary

Committee Matters

The next Committee Meeting will be held in Training Room 1, The Littledown Centre at 7.30pm on Wednesday 5th October 2016. The Minutes of the September 2016 Committee Meeting will be available for perusal at the September Meeting and in the Engine Shed.

Ron Barson, 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 2016 will be anticlockwise and October 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 18th September 2016 and 2nd & 16th October 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

Boiler Testing

If 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?

If you are presenting your loco for its 4-yearly Hydraulic Test please note that you cannot expect the Boiler Tester to provide the necessary blanking plugs. You should have a complete set of blanking plugs for each of your locos, one of which must have a **male** 1/4" x 40TPI fitting to allow the connection of the test pump and gauge. The threaded portion of this should be at least 3/8" (10mm) long with a 60 degree countersink to take a standard nipple.

Please pump the boiler up at home to check that there are no leaks.

B&DSME Diary Dates

21st September 2016 Monthly Meeting; 7.30 pm. Muscliff Community Centre, Shillingstone Drive, Bournemouth BH9 3LR.
A programme of old 8mm and 16mm railway films.

6th October 2016 Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
Gordon Miles. Please let Gordon know.

19th October 2016 Monthly Meeting; 7.30 pm. Muscliff Community Centre, Shillingstone Drive, Bournemouth BH9 3LR.
Presentation of cheque to our 2016 charity, The Friends of Dolphin, followed by a short talk on their work.

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 v10.11.6 El Capitan.



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.

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 Stephen Loader. These have been gratefully received and will be 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

16mm Update

The summer was slow to start but turned out very pleasant with good running attendance for the 16mm, we have also managed to renew the delaminated anti vandal boards on the flower bed loop.

Some protective and cosmetic painting is still required on the remaining covers. We would thank all those who have helped in the past and hope for their continuing support, we also welcome any additional support, please see Dave or Gordon. In the August *Newsletter* I did raise some comments for the 16mm followers with regard to possible track layout. I (Gordon) am putting all the suggestions together on a sketch for for discussion before being presented to the Committee for approval.

As there is increasing interest in coal fired locos a passing loop facility on the main track to allow stoking up without interfering with main line recovery is being considered but is proving difficult.

If you have any ideas on increasing the steaming areas, marshalling yard or passing loop, please pass them onto me (Gordon).

See you all at Littledown on the First & Third Sundays of the month.

Gordon Miles & Dave White

North Wilts Model Engineering Society

Coate Water Railway (Swindon, Wilts)

You are invited to join us for the official opening of our track extension on: -

Saturday 17th September (no public running)

and

Sunday 18th September (public running)

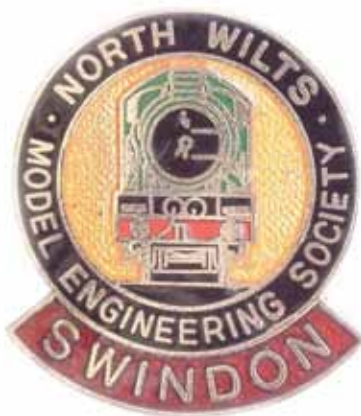
Please apply by the email below or by post to the Chairman -

Ken Parker, 26 Tyburn Close, Grange Park, Swindon, Wilts. SN5 6BY
with SAE to reserve a place.

Full details will be sent by return.

Closing Date Thursday 1st September 2016

Email: kennth.parker1@ntlworld.com or Tel: 07710 515 507



The 2016 Curly Bowl

This year's Curly Bowl was hosted by Stockport Model Engineers in mid August. I entered my 2½" Gauge Atlantic based on Curly's 2½" Gauge *Ayesha* design and was awarded the Curly Bowl. A short explanation of what the Curly Bowl is, who Curly was and why his original *Ayesha* was ground breaking follows.

After the First World War the live steam hobby was in its infancy, there were a few designs of engines in the small scales for scenic running (0 Gauge, Gauge 1 and Gauge 3) which bore very little resemblance to their full size cousins both in looks and internal workings. The accepted theory from the experts was that a miniature fire box would not sustain a coal fire so locos were spirit fired, and that due to the small size of the cylinders expansive working was not possible, resulting in large steam consumption. Also, most of the instructions for the designs were written by engineers for engineers and not for the average layman, who had the enthusiasm but not the skill. It was considered a great success if one of these locos could manage a lap hauling one coach before running out of steam.

Lillian ('Curly') Lawrence had progressed to a fireman on the London Brighton & South Coast Railway or LBSC (he later took the company's Initials as his pen name) as his day job, and in his spare time was a self taught loco builder turning out miniature locos like the ones he fired on, but to the accepted principles of the day. When he modified one of his locos to run with scaled valve settings, he found the loco would run more efficiently due to letting the steam expand in the cylinders. Working on his own ideas and guided by full size design he built *Ayesha* a 2-cylinder, 2½" Gauge Atlantic loco with a wide firebox able to burn coal, he found that she was more than able to haul his weight and by riding behind the engine on a wagon he was able to drive and fire her just like full size. This was a ground breaking move. The experts, Henry Greenly and Basset Lowke to name a few, felt it threatened their commercial interests, but also showed that you did not have to be a skilled engineer with extensive workshop facilities to build a live steam, coal burning loco.

So began the 'Battle of the Boilers', which ran from 1922 to 1924 with letters and articles being exchanged in *Model Engineer*, ending with a public demonstration of both types of engine at the ME Exhibition. The original loco Curly was going to run was disallowed, so *Ayesha* stepped in. Basset Lowke made a special 2½" Gauge loco, a 2-8-2 with three cylinders that was spirit fired, named *Challenger*. Much like the Battle of Jutland, there was no knock out blow and the results were contested in the pages of *Model Engineer*, but it showed that Curly, a self taught engineer, could produce a proper working loco just like the full size, with a lathe and basic tools. Curly was signed up to write for *Model Engineer* under his pen name of LBSC, producing many designs with his 'words and music', his saying for instructions, right up until his passing in 1968. He was a champion of the Tyro, his name for the beginner, but also showing the way forward with many innovative designs, at times before they appeared in the full size.

While there were other influential figures involved with the development of the hobby the sheer output of both designs and articles makes Curly stand out. Castings and plans for his designs are still selling, both the Society's steam locos, *Maid of Kent* and *Speedy*, are Curly designs. We all owe a debt to him, as do all the live steam clubs for founding the live steam hobby as we know it. As for the original *Ayesha* she was acquired by the 2½" Gauge Association and, far from being a static display, she was steam for a limited time this summer.

After his passing an amount of money was raised with the view to a cup being purchased and presented to the best judged Curly designed engine. The entries are judged and the winner is to be the best locomotive that has been built, runs, looks like and does what LBSC intended it to do. This year's event had five entries, two *Ayeshas*, a *Helen Long* and a *Dyak*, all 2½" Gauge, along with a 3½" Gauge *Britannia*.

Freya is my take on *Ayesha* and I have incorporated a few modern features, such as radiant stainless steel steam dryers, a Rosebud grate, aluminium pistons, PEEK plastic piston rings and slide valve, O ring push connectors with PVC pipe for tender to loco connections and exhaust proportions based on Harold Barton's articles.



I have finished her in the style of the Brighton Atlantics in Marsh's Umber livery of Curly's much loved London Brighton & South Coast Railway. She is easy to fire and uses steam economically and is quite happy to knock off the laps of a track at a steady 5 mph with her exhaust puffing from chimney. The amount of water the tender holds allows for 30 minutes of non stop running - more than enough for a 'scale' London to Brighton run. *Freya* has started a train of two driving trolleys with myself, my wife and daughter *Freya* and will still pull me around on 30 psi of steam. Not bad for a ninety year old design!

William Powell



Battery Loco Wanted

Graham Lelliott is on the hunt for a 5" Gauge battery loco and has sent us an e-mail to see if anyone may know of an example for sale.

If anyone can help him his contact details are: Graham Lelliott, 3 Busticle Lane, Sompting, Lancing, West Sussex BN15 0DH. Tel: 01903 539871 Mobile: 07793 435428. E-mail: grahamlelliott@hotmail.co.uk

Bath and West Railway



THE EAST SOMERSET SOCIETY OF MODEL &
EXPERIMENTAL ENGINEERS LIMITED

Open Weekend

8th - 9th October 2016

At The Showground, Shepton Mallet, Somerset, BA4 6QN

10am - 5pm daily



Come along with your own
5 inch or 7¼ inch Loco and
run on our ½ mile dual
gauge ground level track
or

your own Traction Engine
and take advantage of the
large area surrounding the
Railway

or

just enjoy a day at The Royal Bath & West Showground



*On Site Camping and Caravanning
Pitches can be arranged for those
wishing to stay over night.*

*For more information contact
MICHAEL MALLESON
e-mail:- openday@essmee.org.uk*

or

*Tel:- 01747 860719
(Boiler and Insurance Certificates
are required for all steam vehicles)*

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