

Chairman's Thoughts

It was good to see so many ladies at the last Meeting when we all enjoyed an extremely interesting talk by George Wilson of the Dorset Landmark Trust.

Last weekend Diane and I took ourselves up to the Black Country Museum at Dudley. I was disappointed that only some of the working exhibits were on show. My thinking was it was half term and they would have everything in action, but how wrong could I be. I did however pump up the bellows for the nail maker and watched as he proceeded to turn a 6mm square bar into a nail whilst he told us all about the nail making that went on in the area. The nail makers had a lot in common with the Toll Puddle Martyrs, they tried to rebel for better conditions but their ring leaders were also deported. Some 90 per cent of the nails they made at that time were exported to America where there was no shortage of wood but no infrastructure to manufacture nails. We did, however, go on a canal boat ride into the Dudley Caverns on an electric powered canal boat. We also went underground on the mine tour, which was quite realistic seeing they made it out of 8 foot sewer pipes buried into the ground. We had a few rides on a Bournemouth Yellow Trolley Bus No. 21 (Boscombe, Fisherman's Walk, Southbourne, Tuckton) around the site. It looked like it had recently been painted - a nice bit of nostalgia. The Newcomen steam engine was not working and seemed to be the only working steam engine in the Black Country Museum.



As I mentioned at the Ladies Night we are short of a Father Christmas for the 13th December as one of our usual volunteers is unable to attend, so if one of you would like to volunteer there is a vacancy, preferably somebody, let's say, a bit short and well built.

I believe that the new Carriage Shed should now be complete and in use. Thanks to all who have helped with the work. We now need to fabricate a handrail to go by the ramp and the turntable and this needs to be done with some urgency. A gate also needs to be part of the structure so that we do not have to put a chain across to keep the public out of the steaming bays.

The Maid of Kent is now in need of a new caretaker as Merlin has a new loco arriving and needs the space. Thanks for looking after it and giving it a basic overhaul, Merlin. If anyone is interested, please contact one of the Committee. It has got carrying boxes for transport and we would like to get them out of the Engine Shed.

The next Committee Meeting is at 7.30pm on Wednesday 25th November in the Littledown Centre.

David Martin

Editor's Ramblings

Following on from the loss of the entrance barrier padlock, Mike Mortimer has managed to get a replacement padlock with the same barrel as the lost one, so saving the Society the enormous cost of around 60 keys. With the original padlock, some keys worked perfectly, but others needed a bit of jiggling to work. Strangely, with the new lock the situation is reversed. The post has been doctored with an angle grinder to clear the bits that made it difficult to open the padlock and lower the locking bar.

The second Carriage Shed is now in use. Bob Devereux has almost finished the stone 'portal' to match the first Shed. This will really put the finishing touch to both structures, giving them a truly professional look. The use of the green coated steel sheets makes both buildings melt into the background and when Mike Durham's prickly hedges have grown nobody will know they are there.

Make a note of the Annual Dinner on 27th January 2010 at the Crooked Beam Restaurant. I hope to have the menu sorted by the December Meeting.

Dick Ganderton

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Coach Outing - 2010 London Model Engineering Exhibition

A coach has been booked to the London Model Engineering Exhibition at Alexandra Palace on Sunday 24th January 2010. Leaving Littledown at 8.00 am, it will pick up at Meeting House Lane, Ringwood at 8.10 am. The coach fare will be £14.00 for adults and £7.00 for under 16s. That's the same price as for the 2009 trip!
Mike Mortimer is taking bookings.

Model Engineering Events

11th to 13th December 2009

Model Engineer Exhibition. Sandown Park Racecourse.

Direction of Running

Sunday	8 th November	Anticlockwise	Wednesday	11 th November	Clockwise
Sunday	16 th November	Anticlockwise *	Wednesday	18 th November	Anticlockwise
Sunday	22 nd November	Anticlockwise	Wednesday	25 th November	Clockwise
Sunday	29 th November	Clockwise	Wednesday	2 nd December	Anticlockwise
Sunday	6 th December	Anticlockwise *	Wednesday	9 th December	Clockwise
Sunday	13 th December	Clockwise	Wednesday	16 th December	Anticlockwise
Sunday	20 th December	Anticlockwise *	Wednesday	23 rd December	Clockwise
Sunday	27 th December	Anticlockwise	Wednesday	30 th December	Anticlockwise

* denotes 16mm Garden Railway open - weather permitting.

B&DSME Diary Dates

18 th November 2009	Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Richard Knott – Members' Video Evening. See Page 3 for details of how to let Richard know what you want to show.</i>
2 nd December 2009	Visit to Mitutoyo (UK) Ltd.; 7.00 pm. West Point Business Park, Andover SP10 3UX. <i>Brian Merrifield, Please let Brian know if you are attending.</i>
3 rd December 2009	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>John Hoyle, Please let John know if you are attending.</i>
13 th December 2009	Santa Run (Sunday); Littledown Miniature Railway.
16 th December 2009	Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Annual Christmas Party.</i>
7 th January 2010	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Venue to be decided.</i>
20 th January 2010	Monthly Meeting; 7.30 pm. Muscliff Community Centre. <i>Kevin Patience, Underwater Salvage.</i>
27 th January 2010	Annual Society Dinner. Crooked Beam Restaurant. <i>Dick Ganderton.</i>

Luscombe Valley Happenings

www.luscombevalleysteam.com

Humbug Day

19th December

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 CS v3.0.1 on an Apple Macintosh Dual 2.5GHz PowerPC G5 running Mac OS X v10.4.11 Tiger.

7 1/4" Gauge Jessie

New member, Chris Kemp, brought his newly acquired 7 1/4" Gauge 0-4-0ST *Edith*, built to Ken Swan's *Jessie* design, to Littledown for a steam test.

The loco should prove to be a good performer on the track, as initial short runs up and down the steaming bays showed that it ran very sweetly on around 20 psi.



Speedy News

Things continue to look good with Speedy. The cylinders are temporarily in place allowing the valve events to be checked and set. My initial attempt at running it on air was not too successful, but after a few little tweaks it runs well. The cylinders need painting before fitting, which will complete that stage of the reassembly.

George Wheatley has been standing for hours sand blasting the paint off the bits and pieces ready for painting. I have a feeling he might not be volunteering so easily for that job again.

Brian Merrifield

3 1/2" Gauge Open Day

I am planning an Open Day on Saturday 24th April 2010 at Littledown for 3 1/2" Gauge locomotives owned by B&DSME members.

There are many 3 1/2" Gauge engines in the Society and my hope is that this event will be well supported.

So, if you have a 3 1/2" Gauge engine, make a note in your 2010 diary.

Richard Knott



Members' Video Evening

At my Video Evening in February it was mooted that as numerous Members had various DVDs, VHS videos and computer material that they would like to show, I would agree to provide my projector to enable you to show your videos at the Society's Meeting at Muscliff on 18th November.

Richard Knott

The Derek Adams Video Library

Lena Adams has kindly donated Derek's collection of VHS videos to the Society to form a library.

I have catalogued the collection and the listing was sent out with the July Newsletter.

Members will be able to borrow up to four videos at a time and keep them for a maximum of four weeks. Collection, by prior arrangement, can be made at the Engine Shed on Wednesdays or most Sundays; from the monthly meetings at Muscliffe; or from my home address.

David White

Visit to Mitutoyo

For those planning to attend the Mitutoyo evening on Wednesday 2nd December the details are as follows:

Arrive at Mitutoyo Ltd., West Point Business Park, Andover, SP10 3UX at 7 pm for 7-30 start where refreshments will be provided prior to a presentation about their measuring equipment with emphasis on equipment suitable for a model engineers workshop. When David Boote originally planned this visit he asked if they would particularly show what options there are for measuring internal bores, which is what will happen. Before leaving I have been promised we will also see some of their specialised equipment. We should be on our way home by about 9.30 pm.

So far I have received a few confirmations from those planning to attend and ask if you can do the same so I can let them have some idea of how many to cater for. Please come if you can as this promises to be a very good evening. We are not limited to a certain number and you are welcome to bring friends, even if you have not given advanced notice.

Brian Merrifield



16mm Update

Our portable track, Pigeon Bottom, had a few outings last month bringing 16mm Narrow Gauge Modelling to the public's attention. This generated a few questions relating to our scale and form of modelling. We managed to answer most, but one we were not too sure of - any help would be welcomed!

Why is it that 16mm NGM use gas firing when '0' and '1' gauges use meths?

Here are our thoughts on the topic. Early attempts, when toys took the form of push-along or 'piddlers', with scant regard to scale or even track on which to run,

used meths fired boilers and oscillating cylinders were the order of the day. Then along came firms like Bing, Märklin, Bowman and Bassett-Lowke who upped the game with their scaled versions of main line locomotives, but continued with their meths fired pot type boilers, hence there was an historic background. On the other hand, 16mm NGM is quite a newcomer and initially not greatly supported by the major toy/model manufacturers, so preconceptions did not exist and allowed for experimentation. Another possibility is the size of the boilers in 16mm. The diameter of the barrel is much larger, allowing for a greater water volume, even when fitted with an internal fire tube. Your thoughts please!



Don't forget that we will be running the 16mm Narrow Gauge Garden Railway at Littledown on the first and third Sunday of the month, all through the winter.

David White & Gordon Miles

Dick Visits GEARS 2009

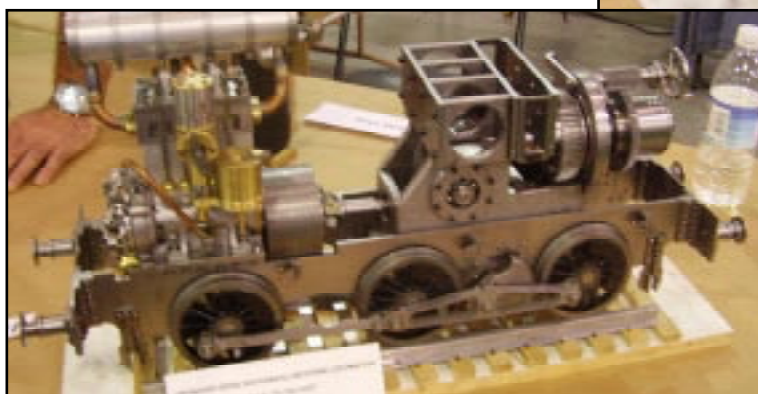
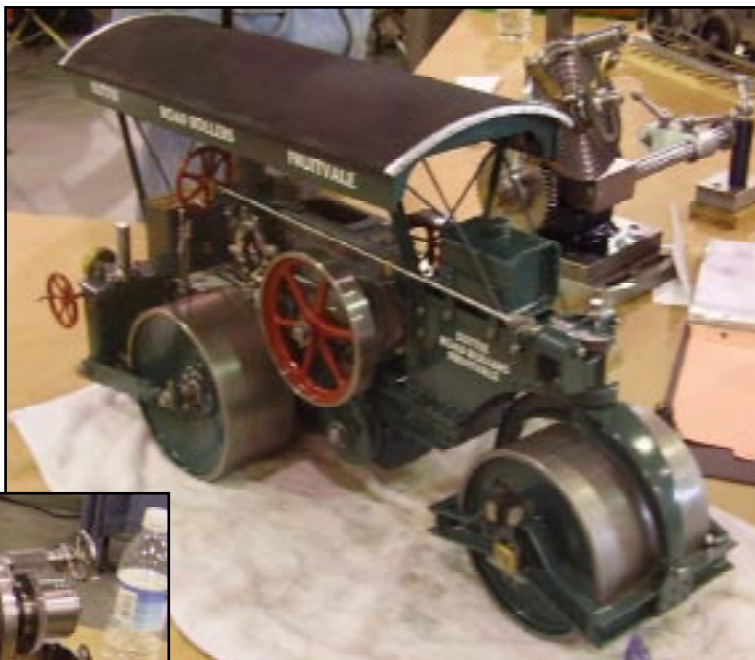
Part I

Americans love acronyms, so you would expect them to concoct one for their model engineering exhibitions. I was particularly drawn to a show that was being held in Portland, Oregon towards the end of September - just when I was intending to be visiting our eldest son and inspecting our American granddaughter.

GEARS Model Engineering Show at the Kliever Armory was how it was billed. I was intrigued. Gas Engine Antique Reproduction Show was the translation of GEARS, but what was the Kliever Armory? I remembered from my night school days that the college had an old gas engine, running on town gas, that we did tests on. Perhaps this show was going to be filled with models of similar engines running on LPG - but in an armory? Could be a bit dodgy.

It turned out that the 'Armory' is the American name for the local Drill Hall - ideal for a model engineering show as it offers a large unobstructed floor area with easy access for the exhibits. And American gas engines actually run on petrol! I wonder what they call car engines that run on LPG?

The show itself was very interesting, different from what we expect in the UK. I only saw two railway items. Alan Suttie was building a 3 1/2" Gauge Edgar Westbury 1822 0-6-0 diesel shunter; but with a different transmission to the original design. He was obviously an EW fan as he also had on show a Westbury 1 1/2" scale 1935 Aveling Road Roller.



One exhibit particularly interested me. Charles Stark had built a twice size Dyno diesel engine. The Dyno was a Swiss 2cc model aircraft engine produced from 1941 to 1944. I had taken my replica Mills 1.3 engine over with me and was able to photograph it alongside the Dyno in an attempt to show the Dyno influence on the Mills engine.



The way the show was set out was interesting. Trestle tables were arranged in blocks with no barriers and exhibitors simply set out their exhibits on the tables and installed themselves behind. This meant that you could get close to the models and easily discuss them with their creators.

I'll finish this instalment with the winner of the 'Best in Show' award. Wayne Austin's 1/6 scale 1910 Fairbanks Morse 15-25 HP Tractor was impressive. He told me that he built it because he was offered the castings for a Fairbanks Morse stationary engine that just happened to have the special base casting used in the original tractor. If you watch *Classic Tractor Showcase* on Rural TV you can see that Wayne's model captures the ruggedness of the original.



All photographs by Dick Ganderton



To be continued.