



Chairman's Thoughts

I would like to thank everyone who helped with IMLEC 2010, especially Dick Ganderton and Mike Baker for organising the event and Peggy and her band of lady helpers who kept everybody fed over the two days. I think that all in all everyone had a good weekend with the majority of visiting guests well pleased with the event.

The Committee has been re-elected for another year and we welcome Barry Linger on to the Committee. At the AGM it was brought to the members' attention that myself and David Finn would be standing down as Directors as from the 1st October 2010 and any member who would like to put themselves forward as a Director should please contact one of the Committee Members. Brian Merrifield intends to stand down as Evening Meeting Organiser at the end of the year and we will have a vacancy for a speaker co-ordinator. I would like to thank Brian on behalf of the Society for organising some very interesting speakers over the years.

The Log Sheet for the signing in of locos and checking of the track has now been found following a tidy up in the kitchen. Please fill in the Log every time you run at the track. The person who walks the track before we run must also sign the Log. It is important for our records as it is one of the things the HSE asked us to do.

The next major project to get under way will be the sorting out of the Engine Shed. It has been agreed by the Committee that Mike Clay will undertake the task of being our Workshop Manager. He will also have a lady assistant, so if you do not keep the workshop tidy your tea/coffee supply may be cut drastically. Mike will report back to the Committee on how the Engine Shed is being kept up.

Don't forget that the next meeting on 18th August has been cancelled as we were unable to find a willing member to drive the BBQ and it was decided that we would not meet at the Muscliffe Centre.

The next Committee Meeting is on 1st September 2010 at 7.30 pm in the Littledown Centre.

David Martin

Editor's Ramblings

Sheddon Wheals has been suffering from intermittent problems with the 4QD controller after it's accidental loss of altitude in the Steaming Bays. Neil found that the works of the 60A overload trip had suffered during the fall. Fortunately he had a spare and this was fitted. The fault seemed to have been cured, but after a few running sessions it reappeared. I took the 4QD controller home and decided to inspect the three relays. This meant unsoldering them from the PCB, which I did and could find nothing wrong with them. However, we decided to order three new relays from 4QD, but these hadn't arrived by the weekend so I re soldered the old relays back in place and we duly tested the loco on the Sunday morning. So far it has performed with no problems so I think that the fault was probably a hairline fracture of one of the relay pins on the PCB. The act of unsoldering and then re soldering would have re flowed the offending joint. If the fault returns we have a couple of options. Replace the relays with the new ones or replace the 4QD controller with a PG Drives Solo.

The Tech Chat Meetings seem to be going through a bad patch. Not with regard to the topics that get to be discussed but rather with the lack of members to discuss them. The August Tech Chat was attended by just myself and the host, Len Dowden! We did have a lot of chocolate biscuits to tempt us, but we managed to resist. We chatted away until nearly 11.00 pm about all manner of interesting topics. I often try to think of reasons for the poor attendance - is it that members simply forget? Why not put Tech Chat in your diary for the first Thursday in each month - simple, as Alexander would say. Perhaps it's the venues. We try to rotate the meetings to give every one a chance to host one. Why not offer your place for one of the meetings?

Dick Ganderton

Ron Bettell

You will all be saddened to learn that Ron passed away peacefully on the 2nd August 2010. The funeral will take place at Poole Crematorium, Gravel Hill, Poole, Dorset BH17 9BQ on the 12th August 2010 at 11.30am. If you are able to attend the service to celebrate his life, Betté, Paul, Myke & Wendy have said that they would love to see you. You are also very welcome to join them at home, 61, Springdale Road, Broadstone, Dorset BH18 9BN afterwards, but they would be grateful if you could telephone them on 01202 692492, to give an idea of numbers.

Family Flowers only please, however donations in aid of the British Heart Foundation & Cancer Research can be sent to Lesley Shand Funeral Services, 184 Wareham Road, Corfe Mullen, Wimborne, Dorset BH21 3LL.

An obituary will appear in the September Newsletter.

Editor

Dick Ganderton

'Graskop'

76 Dewlands Road

Verwood, Dorset

BH31 6PN

dick@graskop.demon.co.uk

Tel: (01202) 822701

Secretary

Dave Finn

Tel: (01202) 474599

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Hi Dick

This is just a short note to thank you and all the B&DMES members and ladies who did all the work for the IMLEC 2010 event. Whilst I only attended on the Saturday, I really enjoyed myself and had some fun. It was a shame I could not climb the bank on lap five and do not understand why, as I had a full head of steam and had negotiated the bank on the previous four occasions, but it was fun anyway!

As I mentioned to you at the time, you and any other members would be very welcome to visit us at Newton Abbot, just give me a call if you wish.

Ted Head, Engineering Chairman, Newton Abbot & DMES

16mm Update

There have been discussions of late by one or two members with regard to the overall dimensions of our 16mm rolling stock. In this 16mm Update we will attempt to answer these queries about 'loading gauge' for our locos and stock.

We have all seen quite wide variations in overall size of commercially available models based on the same full sized counterpart. One problem which manufacturers have to overcome is to produce a model which is commercially viable and yet practical. In the case of steam locos they had to be reliable and steam well. Roundhouse for instance have in the past concentrated on reliability to the detriment of true scale, although one has to say their latest designs are now more to scale without affecting reliability. Back to 'loading gauge', this term does not appear frequently in catalogues or even modelling books and the only reference I have is from *Railway Modeller* (Scale & Gauge)

Track centre spacing	170mm	(i.e. 85mm each side of centre)
Height clearance	180mm	
Station platform height	25mm	

We have built the Littledown garden Railway to comply with these dimensions, except for platform height, which should be considered as a maximum. We hope that this has clarified the situation.

The 16mm Garden Railway at Littledown will be put to good use in August as, apart from the normal operations on the first and third Sundays, we will be playing host to the Somerset & Dorset Group again on the second Sunday. We hope to see you there.

Dave White & Gordon Miles

Direction of Running

Sunday	8 th August	Anticlockwise *	Wednesday	11 th August	Clockwise
Sunday	15 th August	Clockwise *	Wednesday	18 th August	Anticlockwise
Sunday	22 nd August	Anticlockwise *	Wednesday	25 th August	Clockwise
Sunday	29 th August	Clockwise	Wednesday	1 st September	Clockwise
Sunday	5 th September	Clockwise *	Wednesday	8 th September	Anticlockwise
Sunday	12 th September	Anticlockwise	Wednesday	15 th September	Clockwise
Sunday	19 th September	Clockwise *	Wednesday	22 nd September	Anticlockwise
Sunday	26 th September	Anticlockwise	Wednesday	29 th September	Clockwise

* denotes 16mm Garden Railway open - weather permitting.

B&DSME Diary Dates

18 th August 2010	Monthly Meeting; Cancelled. No volunteer was forthcoming. There will be no BBQ and no Meeting!
2 nd September 2010	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Gordon Miles. Please let Gordon know if you are attending.</i>
15 th September 2010	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>John Lakin, Heat Treatment.</i>

Luscombe Valley Happenings

www.luscombevalleysteam.com

Autumn Run	September 4 th & 5 th
Humbug Day	December 18 th

Newsletter By E-mail

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