

Another Granddad's Take on the First Junior Induction Course

It was the first Monday of the school summer holidays and I was down to take my Grandson, Joe, to Littledown for the start of the first Junior Induction Course. On arrival Joe immediately integrated with the four other youngsters there. Having nothing in particular to do that day I offered my services and as Dick was a Mentor short, I was welcomed as a helper. Under the rules of the course I was not allowed to mentor a relative, so I helped Ciaran, who turned out to be an enthusiastic lad.

Once we had all assembled we are able to view the table of models, some complete and some in progress. Dick gave an introductory talk showing everyone what projects, large and small, are possible. These included a horizontal steam engine running on compressed air and a radio controlled aircraft, both provided by John Hoyle, a part built clock and even a model wood worker who would move his plane across a well detailed bench at the turn of a handle. This presentation finished with a short flight demonstration of John's aircraft, which would have been longer but for a faulty connector. However, the lads didn't seem to mind.



After refreshments the youngsters moved onto the battery electric experience. We started with Dave White demonstrating how his Class 33 was put together before moving to the traverser and coupling up to a driving trolley. The train was then moved to the track and joined the four other battery powered trains already out in the station, giving each of the lads their own train to drive. After several circuits of the track they all changed places to experience a different locomotive. They all proved competent drivers and enjoyed the session. After lunch and a play in the park, the zip wire proving very popular, they re-assembled in the gazebo where Mike from Jurassic Models provided each youngster with a 16mm kit and took them through its assembly step by step.

Day two started with the painting and finishing of their models and a chance to run them on the 16mm track. After a busy morning, the second day continued with a demonstration and driving experience of one of the 5" Gauge live steam locomotives. This provided the highlight of the two days and the Society was extremely grateful to the members who not only brought their models along, but let a lot of complete novices drive them. As it turned out, several of the youngsters very quickly got the hang of firing and boiler management. The day finished with a presentation of certificates to five very pleased young people as they left to go home.



My grandson, Joe, brought his completed wagon along to the judging session held after the second course, where he was awarded third prize. This consisted of a Jurassic Models open truck, which he later assembled in 'Granddad's Workshop'. With the enthusiasm still present, he asked if he could build a locomotive. So, for the half term holiday we purchased a chassis kit and constructed a diesel outline engine, which he has since run on the Littledown NG Garden Railway - complete with a train made up of his two trucks.

Malcolm Batt, Granddad to Joe Miles

Concentration! More pictures from the First Junior Event on page three. All pictures by Mick Baker.

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Merlin's Musings

The last time Barry and I steamed the *Maid of Kent* we both decided that the whistle was rather feeble, so Barry took it off the engine and gave it to me to look at. I found two $\frac{1}{16}$ " diameter holes in the steam cavity that ought not to have been there - I suppose the idea was to drain off any condensation - so I have put a blob of soft solder over them and Barry has put it back onto the *Maid*. We are now awaiting the next steam up to try it, so watch this space for the result.

A little bit of *Speedy* news. The last time it was steamed the oil system was difficult to control, so David Martin took the sight glass off and gave it to me to sort out. I found the feed hole was a little on the large side and the needle valve had quite a sharp taper on it so it was rather all or nothing. I put a base of mine on to the original with a longer more gradual taper on the needle valve. This I then gave back to David and he spent quite a time trying to put it back onto the engine only to find the bottom thread on mine was larger than the original, so back it came to me! I rehashed the original and it is now waiting to go back onto *Speedy* - again, watch this space.

By the time you read this I will have purchased a 3 litre container of hand cleaner with a pump dispenser - of course with the say so of the powers that be! The dispenser is by the hand basin in the loo block and is in addition to the normal hand soap, not instead of it. I would like to comment on the use of same. Put a blob on hands, rub well in, then add water. Continue rubbing and then rinse. It's best not to rub in and rinse straight off. Only passing on the experts advice!

Merlin Biddelcombe

Direction of Running

Sunday	13 th November	Clockwise	Wednesday	16 th November	Anticlockwise
Sunday	20 th November	Anticlockwise *	Wednesday	23 rd November	Clockwise
Sunday	27 th November	Clockwise	Wednesday	30 th November	Anticlockwise
Sunday	4 th December	Anticlockwise *	Wednesday	7 th December	Clockwise
Sunday	11 th December	Clockwise	Wednesday	14 th December	Anticlockwise
Sunday	18 th December	Anticlockwise *	Wednesday	21 st December	Clockwise
Sunday	25 th December	Clockwise	Wednesday	28 th December	Anticlockwise
Sunday	1 st January	Clockwise *	Wednesday	4 th January	Anticlockwise

* denotes 16mm Garden Railway open - weather permitting.

B&DSME Diary Dates

16 th November 2011	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>'Full Size and Model Engines'</i> by Barry Edden.
1 st December 2011	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Gordon Miles. Please let Gordon know if you are attending.</i>
11 th December 2011	Santa Special; Littledown Miniature Railway. <i>Volunteers required. This is a Sunday event.</i>
21 st December 2011	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>Annual Christmas Party. Please bring seasonal food and cakes.</i>
5 th January 2012	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Venue to be decided.</i>
18 th January 2012	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. No speaker has been arranged as nobody has volunteered to take over the position of Social Secretary to arrange these things!
25 th January 2012	Annual Society Dinner. The Crooked Beam Restaurant, 2, The Grove, Christchurch BH23 2HA. <i>Details and menu from Dick Ganderton soon.</i>

Luscombe Valley Happenings

www.luscombevalleysteam.com

Humbug Day

December 24th

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 CS2 v4 on an Apple Macintosh Dual 2.5GHz PowerPC G5 running Mac OS X v10.5.8 Leopard.



The First Junior Event More Pictures

Left: Charlie Betteridge gives some advice on firing to one of the younger juniors.

Below: Bob Devereux explains to the two eldest juniors the workings of his 7 1/4" Gauge GWR 0-4-2T Dart before they were let loose on the track driving a live steam locomotive.

Bottom: The five juniors were excited to see the fruits of their labours being pulled round the 16mm Narrow Gauge Garden Railway.

Below: Two of the juniors concentrating hard as they approach the station for the first time driving a battery electric locomotive. Gordon Miles offers some advice to his young trainee driver on what to do while Dave White looks a bit more relaxed on the train following.



All photographs by Mick Baker.

Wanted

5" Gauge steam tender engine for running at Littledown by a regular member of the Society.

Contact Barry Linger

Social Secretary Needed Urgently

We are still looking for a Social Secretary to organise the speakers for our monthly Meetings.

My experience has been that at least one has been recommended by a member, another has already been to us before and is willing to speak on another subject. The others are found by talking to people in the normal way and asking if they would come and speak to us, in most cases they have agreed and enjoy the experience. The other way of finding people is to contact organisations such as Swanage Railway, who will almost certainly produce a willing volunteer.

What is required? As you go about your normal activities, speaking to fellow members or someone at a show. If you think they are interesting, then so will the rest of us. You would probably be surprised at how easy it can be to get people to agree to come and speak once they have had a few minutes to impress you with their knowledge. It is only later the truth dawns on just how much work is required to put together a reasonable presentation, but that is not your problem. I have found that most speakers thoroughly enjoy the challenge and freely admit it – at the end of the evening.

Speakers have been booked until the end of 2011. All that will be required is to make contact a couple of weeks before the evening to check they are still coming and make sure they know where we meet. Therefore, you have plenty of time to find people to fill the seven spaces in 2012.

Dave Martin made a valid point when he pointed out that our Meetings are interesting and vibrant because so many members regularly attend them. It would be a shame if attendance fell because the Meetings were no longer interesting. If you would like to talk this through with me my phone number is 01202 683701. I look forward to hearing from you.

Brian Merrifield

Editor's Ramblings

Sheddon Wheels is now living in its new home. Not only is it now much easier and safer to get it out and put away, but the store area of the loo end of the Engine Shed is much tidier. It must be pointed out, though, that the access rails between the traverser and the new engine store is **not** intended for use as a steaming bay.

John Hoyle's pictures show *Sheddon Wheels* trying out its new home for the first time



It seems that it's time to remind members that when you unlock the post at our entrance you **must not** remove the padlock. If you have a passenger who offers to unlock it for you, please make sure that you impress on them that they **must not** remove the padlock. We have had recent incidents where the padlock has been removed and hung on the fence and also where it has been put in a pocket and forgotten. The reason for not removing the padlock is simple - it is much easier to release the locking bar and also there is no temptation to put the padlock back the wrong way round. Putting it back the wrong way round makes it very difficult for the next person to unlock it! A further tip is to put a foot on the locking bar when lifting the post to prevent the bar following the post as you let it down. If it follows the post over, then when you lift the post back up to lock it the bar will be on the wrong side of the post!

Our Chairman, David Martin is indisposed with flu, so there are no Chairman's Thoughts this month. We hope that he gets well soon.

The Annual Dinner is booked for 25th January 2012 at the Crooked Beam Restaurant, as in past years. I haven't had a price or menu yet, but I am running a booking list. Last year all the places were taken by the end of December. E-mail or phone me for a place - you have been warned!

Dick Ganderton