

Chairman's Thoughts

It seems a while ago, but our Charity Day in aid of Remap went off well and the exact amount we raised will be in next month's Newsletter. It was nice to see Geoff and Alvin at the track and thanks to Charlie for picking Geoff up.

I believe that the fish and chip supper went off very well except for the insect bites.

On the subject of insect bites my holiday was in the Lake District and Scotland and we went well prepared for getting bitten. We needn't have bothered for out of the eleven days we were away we only had one whole dry day and that was in the Lake District. The only advantage of that was when it's pouring down you don't get the midges. One of the main reasons for us going to Scotland was that Diane has an Aunt whom we have not seen for a few year. She lives in a small village called Ardersier on the Moray Firth, very near to Fort George and a few miles from Culloden. We also visited Diane's cousin who lives up on the moor. I happened to mention that we had seen the viaduct nearby and her husband offered to show me it close up, even in the pouring rain. He then took me to the site of the old Culloden Station and I took another photo that shows how the viaduct was built on a curve.



The viaduct was built to carry the Highland Railway to and from Inverness across Strathnairn. The designer and engineer was Murdoch Paterson. The viaduct, built on a curve, is the longest masonry viaduct in Scotland, 549 metres (1800 feet) and has 28 arches. It has been carrying trains since first opening on 1st November 1898 and is also known as Nairn Viaduct.

Murdoch Paterson unfortunately died before the viaduct was officially opened, but he did get the opportunity to travel over it as his work force pushed his coffin on a truck over and back across the viaduct.

Well, it's come to the time of year again when we need to be thinking of the Santa Run and we will be circulating a list at the next Meeting for Members to offer their help on the day.

Thank you to all the Members who ran through the summer holidays, it was much appreciated.

The next Committee Meeting will be held in the Littledown Centre at 7.30pm on Wednesday 28th September 2011,

David Martin

Editor's Ramblings

Well, the two Junior Introduction to Model Engineering Courses are now history. I think that they were a great success. I was amazed at just how well the very young Juniors managed - many older Members find it difficult to keep a steam locomotive going, but we had nine boys and a girl aged from seven to fourteen managing to keep fire and water in for almost two hours! I make no apologies for using the picture of my seven year old granddaughter enjoying herself on John Hoyle's 7¹/₄" Gauge Tich - John reckoned that this epitomised the whole project!

Speedy has now completed its major overhaul and Brian has done a magnificent job on it. Its steam tests were a great success and it is great to see the old loco back to full health.

Dick Ganderton



Cakes Needed

Please may we have some cakes for Sunday 18th September for the Junior Event Presentation Afternoon at Littledown. The Junior Events went very well and the food was enjoyed by the Juniors. Jam, chocolate spread and tuna were the favourite sandwich fillings.

I would like to thank Irene and Margaret for all their help and a special thank you to Pippa, who took over organising the food for the Second Event so that I could attend a family funeral in Dunstable. Thank you.

Peggy Ganderton

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

Hon. Secretary
Dave Finn
Tel: (01202) 474599

© 2011 B&DSME. No part of this Newsletter may be reproduced without the permission of the Editor.

B&DSME is a Not For Profit Company Limited by Guarantee. It has no Employees and the Directors receive no remuneration. Registered in England. Number 3351832

Merlin's Musings

For some reason the *Maid of Kent* started not to steam very well with both Martin and Barry commenting on same. After a chat with Barry I agreed to make another blast pipe jet, so one was made, sized between the large one and the original.

Before this could be tried, Barry found an article, written by Don Young, in an issue of *Model Engineer* from 1972. Don had modified a *Maid of Kent* blast pipe by putting a choke in the chimney to comply with the 'three-in-one' cone. I duly made a suitable choke, which was fitted in the chimney. Barry has since steamed the *Maid* and found her to be steaming well.

Merlin Biddelcombe

Castlepoint Fun Run

The Castlepoint Fun Run is being held at Littledown on Sunday 16th October 2011. We have been asked by the organisers to keep our entrance clear between 11.30 am and 2.00 pm. **Please do not use the entrance between those times to avoid obstructing the runners.**

Direction of Running

Sunday	11 th September	Anticlockwise	Wednesday	14 th September	Clockwise
Sunday	18 th September	Clockwise	Wednesday	21 st September	Anticlockwise
Sunday	25 th September	Anticlockwise	Wednesday	28 th September	Clockwise
Sunday	2 nd October	Clockwise *	Wednesday	5 th October	Anticlockwise
Sunday	9 th October	Anticlockwise	Wednesday	12 th October	Clockwise
Sunday	16 th October	Clockwise *	Wednesday	19 th October	Anticlockwise
Sunday	23 rd October	Anticlockwise	Wednesday	26 th October	Clockwise
Sunday	30 th October	Clockwise	Wednesday	2 nd November	Clockwise

* denotes 16mm Garden Railway open - weather permitting.

B&DSME Diary Dates

18 th September 2011	Junior Event Wagon Competition. Littledown Miniature Railway. 1.00 pm onwards. <i>The Competition for the best 16mm wagon built during the recent Junior Events will be judged by our President Dick Mantle and Mrs. Val Mantle.</i>
21 st September 2011	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>Bits & Pieces Evening. Bring something you are working on.</i>
6 th October 2011	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Gordon Miles. Please let Gordon know if you are attending.</i>
19 th October 2011	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>'Tram Restoration' by Nigel Smith.</i>
3 rd November 2011	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Venue to be decided.</i>
16 th November 2011	Monthly Meeting; 7.30 pm. Muscliffe Community Centre. <i>'Full Size and Model Engines' by Barry Edden.</i>
1 st December 2011	Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm. <i>Venue to be decided.</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.

One Grandad's Take On The Second Junior Introduction Course

Day One saw four boys and one girl all listening eagerly to the introduction to the Course. This was followed by each Junior driving several laps round the track behind a different battery electric loco, under the instruction and supervision of the Mentors. All the Juniors demonstrated that they had listened to and fully understood their Mentors.

Mid-day Lunch Break saw a fantastic spread being provided for them to enjoy, followed by a short games break in the park. Then it was down to starting 'the project' - building a working 16mm scale model gunpowder wagon. Concentration and enthusiasm showed on their faces as, paired with a Mentor, they started the preparation and build. By teatime they were spraying their models, storing the running gear ready for final assembly. Then it was time for tea before leaving for home.

Day Two started with the five finishing their wagons and adding some detail. Then, as the 16mm track was prepared, they gathered for a little chat on how to operate the locos on the track and most importantly, the safety aspect of running a 16mm steam model. After hooking up their five wagons to form a train behind a steam locomotive, they took turns on the transmitter. Each Junior had several runs with a variety of steam and battery powered locos and their proficiency from the start demonstrated the communication skills of the Mentors.

After lunch was the part of the Course that they had been waiting for - getting out on the track at the controls of a real live steam locomotive! This session was truly a picture to see! Who had the biggest, most excited smile? I think the Mentors just had the edge when the Juniors took control and moved off for the first time. Eureka! They had listened and followed their Mentors' instructions to the letter. Many laps of the track followed during the two hours spent driving a steam locomotive.



All too soon it had to end. The mandatory Group Photographs were taken in front of the Engine Shed with the Mentors before each Junior was presented with their Course Certificate. Tea followed and then it was time for a thank you and farewell to the new friends they had made over the two enjoyable days spent at the Littledown Miniature Railway.

Thank you to all the Mentors for their excellent balance of fun and serious instruction, tailor-made for the junior age group. A very special thank you to the hardworking Ladies for a wonderful selection of food, the endless tea/coffee and soft drinks provided throughout both days and not forgetting the essential TLC when things didn't go quite as planned.

When the Juniors were driving around the track

on the second day, numerous visitors to the park came over to find out what was taking place. When they were informed, all made very positive remarks, including one couple whose comments were "It's a pity the areas where the riots are taking place couldn't do something like this. What a wonderful job the club is doing". That remark is the measure of how successful the Junior Engineering course has been. Guys and Girls be proud of what you achieved in the two days!

Liam and Niall now have some envious friends who wish they had a grandad who is a member of B&DSME and they do still talk about their two days at Littledown.

Bev Johnston (Grandad to Liam and Niall)





**Some more photographs of the Second two-day Junior Introduction to Model Engineering Course held at the Littledown Miniature Railway.
All photographs by Bev Johnston.
Pictures of the First Course will appear in the October Newsletter.**



FUNLEC 2011



Clockwise, from top left: Dave Martin; Bob Devereux; Mike Clay; Martin Cuff; Nick Feast; Barry Linger; George Wheatley.



Photographs by Mick Baker

16mm Update

These past four months have been very busy for those of us with leanings towards 16mm. Every weekend from 1st May to date we have been able to run our trains at either Littledown on the first or third Sundays of each month, or at a member's garden railway. Now that we are drifting into the autumn and winter, we will have to forgo operating to concentrate on maintenance. At Littledown, replacement of the track covers will be our first project. We have the promise of suitable cover boards, but the fitting will be up to us.

One of the highlights for August has been the Junior Training Project. I am sure there will be further mention and photographs elsewhere in this *Newsletter*. Part of this project was the construction of a 16mm model of a narrow gauge powder wagon. These wagon kits were produced by Jurassic Models and will be unique to B&DSME. The finished models will be on display at our meet on 18th September at Littledown when prizes will be awarded. So please do come and support our young engineers. Judging will be at about 1.30 pm and Dick and Val Mantle will be the Judges.

Gordon Miles & Dave White

Speedy News

I am pleased to be able to report that this will be my last *Speedy News* as it is finished - well almost! The past month has seen a lot of activity in my workshop. Slowly, the last few jobs have been completed and the first trial steaming, with Merlin in attendance, was on Friday 26th August. Sadly, it was not the glorious success I had hoped for, but the wheels went round and nothing actually fell off!

Over the next few days the various problems were addressed and a second steam test was much more successful. Merlin and I worked on the last few tasks and the third test was almost a complete success, so the next day Sunday 4th September we took it to Littledown for a steam test. The hydraulic part of the boiler test was done a little while ago - February 2008! Mike Mortimer was the official tester and declared it fit for service and after repairing the steam blower valve *Speedy* ventured onto the track for its first run in a very long time. After my earlier difficulties it was wonderful to experience a trouble free run. We had it out for about an hour and a half, so now we have two working club steam engines.

There are still a few little jobs to be completed, but nothing too much. They might even have been done by the time you read this. The very last job will be to fix a brass plate to the back of the cab noting that it was bequeathed to the club in the 1960s by Dougie Mates.

It has taken about five years and has involved a lot of effort, not just my me but a lot of other members as well. We all played our part because we wanted to see *Speedy* back on the track giving members pleasure, so please use it and enjoy it and make our efforts worth while.

Finally, I have a list of people to thank for their part in the project and they are:

Merlin Biddlecombe made a new boiler and gave me tuition on boiler making.

Martin Cuff provided equipment, use of his workshop for the brazing of the boiler as well as his assistance.

Norman Kitcher refurbished the cylinders.

Dick Ganderton reprofiled the wheels.

Ron Challener made a new set of axle boxes.

Arnold Bloom, a long standing member who moved away from Bournemouth many years ago, but has remained a member, donated a pair of new axle pumps (I hope to see you driving *Speedy* one day).

Derek Higbee remachined a drive pin that had a worn step in it.

Ron Jeffrey gave advice and guidance with rectifying poor valve events.

Richard Knott provided the use of a hydraulic table and various materials and is currently storing *Speedy* while a permanent keeper is found.

Brian Merrifield

Speedy News Extra

After Brian did not receive any offers to his *Speedy* request I suggested that I could ask the Committee to purchase some remaining items. The committee gave the OK and a steam raising blower, a shovel and poker, two water valves and a flue brush were purchased. Dick came up with a water tank with integral coal space and I have since fitted the water valves to same and have also made extended handles to the valves.

Brian had the honour of the first drive with myself next and Dave Finn following on - all gave it the thumbs up.

Merlin

Guards' Whistles

Recently there have been two minor incidents at the track, which could have been avoided if the Guard had carried a whistle. A small supply of Thunderers has been obtained and these can be purchased for £2.00 each. It is hoped that Members who act as Guards will avail themselves of this offer. They are stored in the filing cabinet, together with an envelope for the money.
