



Chairman's Report

Things are slowly returning to normal at the track, with many boiler tests completed and the sight and sound of steam locomotives running through the Littledown Park. I arranged for Bob to carry out a steam test on the Society's Maid of Kent which she passed without any problems, and then she ran faultlessly for a couple of hours, it was good to be back.

Philip and Oliver Seager who recently joined our Society, had their superb 5" Britannia loco boiler tested and enjoyed their first run on our track with the engine. There were a few small snags such as the water pipes between the loco and tender were slightly too short, and consequently they pulled off on our reverse curve. Oliver hopes to have this repaired before the next run.

I would like to welcome another new member to the Society, Mr John Branson, who has recently moved to the area. John has a Polly locomotive which he intends to run once the dust has settled following his move. A warm welcome to you all.

Unfortunately, we have decided to cancel/postpone the Society's exhibition which was due to take place on Saturday 31st July. The reason being the rapidly increasing Covid-19 infection rates which are a great concern to us especially as the exhibition would have been "indoors". We will review the situation as it evolves in the coming weeks, and may be able to hold the event later in the year.

We are waiting to hear the latest Government advice regarding the pandemic and the rules after the 19th July. This may or may not allow us to start passenger hauling again and bring in valuable income to the Society. It would appear the way forward is going to be a shift away from rules laid down by the authorities towards personal responsibility to act safely. We are planning to have a Committee meeting once the Government's position becomes clear.

Best wishes,

Peter Burton.

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New members Philip & Oliver's Britannia

EDITORS RAMBLINGS

Thank you to all the people who responded so kindly to my last / first newsletter, it has been very pleasant finding myself in the midst of our club activities again.

The next Zoom powered TechChat has been scheduled for Friday 23rd July and if you would like the link please email me at, brianmerrifield@gmx.com for link, which is always the same. We get a regular number of members attending but it always good to see some new faces. To explain to new members this is currently an online friendly chat about whatever members want to say.

Brian

BDSME Club Day and Exhibition

Sadly, as you will have read above in the Chairman's Report, the Committee have decided that in the present Covid circumstances, it would be foolhardy not to postpone our planned Club Day on Saturday 31st July.

There is every intention to hold the gathering as soon as this can be safely done and preparations are continuing to enable the Exhibition to go ahead without delay once things settle down. I am delighted to say that the response of you all has been splendid, to the extent that we have a good problem in trying to figure out where all the exhibits are going to fit in!

The Club Day will be reinstated ASAP.

Brian Merrifield
John Hoyle

Workshop News

Recently John Hoyal introduced me to the clubs Worco lathe, the cover was removed and there it was covered in brown. Whoever used it last made an excellent job of oiling it, although discoloured to a rusty brown colour the oil had kept the lathe in perfect condition. After a clean and fresh oil all was well as you will see from the picture. So the question is who will be using this machine? Are there any members who would like to make use of it? Would someone like to learn how to use it? I certainly hope so, if you have not had your name added to the list of members authorised to use the lathe but would like to please let me know. If you are new to machine work we will be pleased to get you started. To have your name added to the list you will have to demonstrate safe use of the machines. Talking of safety I have put some goggles by the bench grinder, please use them when grinding, it only takes a second to put them on and your eyes must be worth that! There is also a small container of steriliser to use, in these COVID time it is always best to use it on the goggles before and after using them.



Brian

Sheila Ray

We have received the sad news that Sheila Ray passed away on Thursday, 8th July. Sheila's daughters Jacqueline, Denise and Alison informed us. They appreciate the friendships and happy times Sheila had with us.

Sheila was a friend to many of us and will be specially remembered for her passion for gardening and making the station garden colourful. She and Michael joined the Society when Michael's health was deteriorating. Michael enjoyed the use of the club loan engine, Archie. They both seemed to appreciate the welcome and companionship our club gave at that time. After Michael died, Sheila was very much part of the team at the track.



The garden was Sheila's love and she gradually got many of us more involved in the weeding and general care. The displays were much admired. Her most spectacular display must have been in 2014 for hosting IMLEC. We also got noticed by the judges of a prestigious European horticultural competition. Not only did the display catch their eye, but we also scored highly on community involvement.

Sheila's family do not yet feel up to direct communication with individual members. They have extended invitations to Pippa and Irene to the funeral should the very restricted numbers allow. If any members wish to send a card, Sheila's daughters suggest the funeral parlour address:

Co-op Funeralcare, Parkstone, The Lawns, 366 Ringwood Road, Parkstone, Poole, BH12 3LT

They have set up a just giving page to help raise money for Alzheimer's.

<https://www.justgiving.com/Sheila-Ray>

Gifts that can be made in Sheila's name will be welcome

Does anyone else make pens?

Here are four pens I have made from kits over recent years. The kits are easily obtained and all that is required is to turn the wooden bodies, polish them with friction polish and then assemble. They make nice gifts of the nice people in your life.

Brian



THE TRAIN NOW STANDING...

I never cease to be amazed at the connections we have to other people. A chance conversation in a waiting room, on a walk, or when working at the track and before you know it a common interest is discovered.

A walking group from the church Margery and I attend ended up at a socially distanced tea and a cake at a garden in Hangersley, Ringwood. The subject of railways came up and our host stated that their neighbour, now deceased, was a Rolls Royce engineer of trains.

I don't know if he ever was a member of the Bournemouth and District Society of Model Engineers, but I was given, on loan, some details of him and his business.

James Stanley Beeson had a business address at 147 Neasden Lane London NW10 the introduction to the catalogue is reproduced below:

Locomotives by Beeson are in 7mm (gauge 0) or 10mm (gauge 1) scale. Interestingly, the price of a gauge 1 locomotive was the price of the gauge 0 equivalent plus 25%. Engines were electric or spring movement and the electric chassis was the "dalite" 3 pole armature and were fitted with cast iron wheels and worm of spur gearing. The current collection was by centre or outside collectors.

Their advertising states.. "Are the finest value for money obtainable, and we have no hesitation in saying that they are the best commercial models built in any part of the world". There were two specifications for locomotives. The cheaper modified detail locomotives and the super detailed locos. The latter are stated as follows " these are the last word in perfection and carry every detail as the prototype. They are fitted in all cases with our super "dalite" electric chassis, full dummy brake gear, dummy springs under the driving wheels, all sand pipes and boxes, underframe brackets, guard irons, ash pans and dampers, injectors and pipes. Eight pole armatures are fitted as standard, also two collectors.

It then goes on to describe the details which include...

Train Scale Model, L.N.E.R. "Pacific"

Models for Advertising and Film Purposes.

JAMES S. BEESON,
147 NEASDEN LANE,
LONDON, N.W.10.

Telephone: Gladstone 2196.

INTRODUCTION.

For a number of years past Beeson products have enjoyed a world wide reputation as being the most characteristic and true to scale obtainable.

The high standard maintained is due to extreme conscientiousness in every detail. Before construction photographs and drawings of each part are studied with the utmost care, the result giving individuality and technical accuracy.

To the constructor, Beeson fittings are invaluable.

Mechanisms are a speciality. Designed to show maximum daylight under the boiler, they are especially built to fit any locomotive. Complete chassis can be supplied with or without valve gear that is exact in every detail.

A comprehensive selection of name and number plates is kept in stock, and scales for use on any principle specified.

Chimneys, domes, etc. are individually turned with the aid of photographs to give the correct appearance.

Body panels are produced with a very thin and clear lac to facilitate accurate measurement.

All other fittings included have the same degree of quality and finish that means so much to the eye of the constructor.

TERMS.

CASH WITH ORDER.—Payment may be made by Postal Order, Money Order or Cheque. Notes and coins should be sent by registered post. If any postage or all goods listed in the catalogue, unless otherwise stated.

All prices in this catalogue are net, and cancel all previous lists.

TO OVERSEAS CUSTOMERS.—Payment may be made by draft on a London Bank or International money order. Foreign stamps or postal orders are not accepted. Delivery.—All orders are packed and despatched free when the order exceeds £10 in value. Otherwise add approximately 5% on the value of the order.

DAMAGE.—In case of damage during transit the parcel should be retained for inspection in the condition in which it was delivered, until the post office or carriers have had an opportunity of examining the cargo. Advice of the damage should be sent to us immediately.

Cheques and Postal Orders should be made out to James S. Beeson, and crossed " & Co."

The catalogue I have sight of is unfortunately not dated however the locos range from

£27.0.0 for a Southern Drummond 0-4-4 tank suitable for 8ft curves to a LNER

Garratt 2-6-0 x 0-6-2 at £220 0 0 suitable for 10 ft curves.

Interestingly Beeson advertises quotation for any type of loco for scales up to 11/2" to the foot (71/4" track for standard outline, I guess) on receipt of particulars. I have been told that he had a ride on track in his garden in Ringwood, but don't know the details. He gave rides to children, locally and the person who has lived all his life in the area remembers going to his garden.

Finally, I do know that a certain Richard A Ganderton published a book of 184 pages on the above person and so I hope as Dick has now retired as editor of the newsletter he will appreciate this article. I have attached a montage of some of his locos as these show the skill of the work performed using the tools of the time.

Ron Barson



Out & About with Chris

Sunday the 20th June was a big day for steam fans in the South of England. Operator Steam Dreams had arranged two Separate tour trains to run. The first hauled by B1 LNER loco 61306 Mayflower departed from London Paddington station with a train of passengers heading for the Isle of Wight. The train ran via Reading, Basingstoke and Botley to get to Portsmouth Harbour. The train stopped at Eastleigh to add a second locomotive to the rear.

This was a Southern Region loco of the U Class. 31806, is normally resident at Swanage and hauling passengers between Norden and Swanage. However this loco has a mainline certificate which allows it to run on the mainline railway. During the Covid period tour trains have been scarce and there has been little opportunity for the loco to go off their line.

It passed through a wet and dull Bournemouth station a few minutes late at around 09.25 luckily the weather improved for the events later that day.

The train now with two locomotives arrived at Portsmouth and the passengers headed for the Isle of Wight .A special event featuring 3 Terrier locomotives was happening on the Island Steam Railway and I am sure was the destination for many.

After servicing a Fratton Depot the stock formed a separate special from Portsmouth and Southsea to Brockenhurst. The outward train running via Netley and the return via Eastleigh and Botley. This turned the whole train round ready for its return to Paddington.

At Brockenhurst the U class loco took water from a retired fire brigade tanker which with its slightly late arrive delayed it's departure which meant a shunt from one Platform to another between the many service trains and the regular service train to Lymington moving to Platform 1 whilst this all took place.

On the return journey to London the U class was uncoupled at Eastleigh and turned via Romsey and Southampton before heading back to Swanage. Hopefully there will be more chances to see the U on the mainline later in the year.

If anyone wants to read more about the tour take a look at Six Bells Junction on the internet this site gives details of tours that have taken place. For details of tours to come check Steam info on the internet.



31806 arrives at Brockenhurst at the front of the special from Portsmouth.



31806 passing Bournemouth in the bad weather.



61306 Mayflower stands part way down the platform at Brockenhurst whilst 31806 takes water at Brockenhurst.