



Southampton Society of Model Engineers Ltd

Member of Southern Federation of Model Engineering Societies

NEWS LETTER

Vol. No 168 December 2001

Club Corner

1st January 2002
9th January 2002
13th February
13th March

Frost Bite!
Bits and Pieces
Malcolm Frost
Dickie Boast

An evening presentation on 'Lost Wax Casting'
'Model Engineering In Gauge 1'
without a hernia or bank overdraft!

Notice of Annual General Meeting 2002

The AGM will be held on Wednesday 27th March 2002 at the Royal British Legion, Manor Branch,
Bullar Road, Southampton. Commencing 7:30pm

Agenda

- 1/ Chairman to open meeting and receive apologies.
- 2/ Minutes of last AGM
- 3/ Matters arising.
- 4/ Chairman's report.
- 5/ Treasurer's report.
- 6/ The President.
- 7/ Life members.
- 8/ Election of officers.
- 9/ Election of Auditors.
- 10/ Items raised by members.

Any member wishing to raise a question at the AGM must do so in writing. The letter to be with the secretary no later than 21 (Twenty one) days before the meeting.

Subscriptions

I am sure that Mollie Giles will be only too pleased to relieve you of your subscription monies at the 'frost bite' or sooner

All meetings are normally held at the Royal British Legion, Manor Branch, Bullar Road, Bitterne Park, Southampton on the **SECOND** Wednesday of each month at 8.00p.m.

Copy for the March Newsletter to be sent handed/thrown at me at the February meeting please.

Chairman
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Chairman and Secretary's Chat

What a disastrous end to the season we had – where did all that rain come from, we were doing so well passenger wise I think we came out comparable to last years figures in the end perhaps just a few more.

Anyhow what a wonderful show you all put on for the POPPY APEAL RUN on Sunday 11th November we had five loco's on each track and a traction engine and the sun came out to welcome everyone to Riverside Park. I am now putting on my secretary's hat for the ROYAL BRITISH LEGION when I say a very big THANK YOU to each and every one of you – this is our best year yet we raised the grand sum of £254.20.

I would just like to raise a little point regarding the Poppy Appeal tins – our organiser, along with his assistants placed tins in schools, banks, shops etc. Imagine their disappointment when they went to collect the tins for counting to be told that tins had been stolen from a BANK, a POST OFFICE, a SUPERMARKET and two other smaller shops. It saddens me to think that there are people out there who would stoop so low – I only hope this will not deter people from offering their services next year. We all give our services freely and willingly what a pity that we still have a minority who want to spoil it for the people who had they not 'won the war' for us they would not be around today.

I am not getting the feed back regarding the 40/90th celebrations I know I said that I wanted them back by FROST BITE but to date I have only received FIVE. Don't forget that this information has to typed and printed off and this takes time – PLEASE STOP DRAGING YOUR HEELS.

I received a phone call a couple of nights ago from Jim Rough to tell me that his pal Bill Dwyer had suffered a severe stroke and was paralysed down one side. We had not seen them over the track much this year – the children loved it when Annie or Silver Fox was in steam however Jim said that Bill had been working flat out to on a 7¼" loco which he wanted to bring down to the track. It looks as if it is going to be a slow process down the long road to recovery but Jim has promised to give me a phone call every so often with his progress. As Jim says they have been good pals for over thirty years that they are more like brothers and it saddens him to see Bill at the moment but that he has seen some improvement. Our sincere wishes go to Bill and his family that he makes a successful recovery.

On a personal note I have to advise that Dave is back in hospital he has been in a week now and they have stabilised him he now has to wait for an arteriogram when the results are known they will decide whether he can have surgery or not. He is twiddling his thumbs in there imaging that the hospital table is his workbench and thinking of all the things he could be doing on his beloved 'School's'. It's no good me telling him to have patience – that isn't a word that any of you men folk understand is it?

He jokingly asked them if he would be home for Christmas they said they hoped so – you can imagine the expression on his face – they were teasing him. Seriously though he hopes to see you all at Frost Bite because he doesn't think that he will be OK for the Christmas Buffet.

2002 is going to be a wonderful year for all of us I just have that feeling. Happy New Year from us both.

Dave & Monica

Important Notice

Personal Insurance 2002-2003

Those Members that take out Personal Insurance – Premium £1.50 Paid as an extension of the Membership Subscription.

Note:- that there has been a change in circumstances, and in response to this it would help the Treasurer enormously if those members aged 75 years or older would indicate this fact on the subscription slip as handed in to Mollie Giles the Membership Secretary.

This information has to be passed on to the Southern Federation Insurance Secretary. Any claim may not be paid if this is not passed on!

There is not a printed space on the slip for this, But just indicate somewhere in the Margin or at the bottom of the slip if you are one of the members where this applies.

For Sale

Class 4 Tank 7¼" Gauge
Complete with Driving Truck
£20K ONO

Phone 01962 712221(Home)
Phone 02380 614368 (Work)

For Sale

PLANS for 7.1/4" Loco's.

KENN SWANN. WRENN.

Sheet.3. Frame arrangement and platform.

Ditto. 5. Smoke box. Saddle Buffer beams. Frame stretchers.

Ditto. 8. Assembly. Motion bracket details. Guide bars and feed pump.

Ditto. 26. Mechanical lubricator,drive. Drain cocks & linkage.

MINIMUM GAUGE RAILWAYS. ROMULUS.

Sheet. 150. General arrangement.

Ditto. 152. Frames.

Ditto. 153. Saddle. Ash pan. Cladding. Regulator.

Ditto. 155. Reverser. Springs. Smoke box dart.

Ditto. 156. Cylinders. Crosshead.

Ditto. 157. Drain cocks. Lay shaft/linkage.

Ditto. 168. Dome. Safety valves. Couplings.

Ditto. 169. Pipework.

Ditto. 13. Steel boiler.

Ditto. 173. Copper boiler.

Ditto. 182. Connecting rods.

Contact. D.Hoad.023 92 595 015.

Some Christmas Merriment from Den Hoad

In the early 20th century, there were many coal mines in the Canadian Rockies, including some in what is now Banff National Park.

On Saturday nights, many miners would ride into Banff and have a cup of tea or glass of lemonade, or just possibly, something stronger. One Saturday, an inebriated miner missed the last train home. He wandered across to the yard, found an engine in steam, backed it out onto the main line, and drove it to his mine, stopped it, went to the bunk-house, and fell asleep.

He was charged with "theft of a locomotive" by the Canadian Pacific Rly., but he couldn't remember a thing about it.

The trial went like this:

Defence counsel: Was the engine on CPR property before my client moved it?

CPR: Yes.

Def: Was it on CPR tracks when he left it?

CPR: Yes.

Def: Did it at any time leave CPR tracks?

CPR: No.

Def: Then where is the theft?

Magistrate: Case dismissed.

At a station stop, the railroad's president walked up to the locomotive and spoke to the engineer. "You were going 65 mph and the speed limit is only 60 mph, I saw it myself on the speedometer in the business car!" After a heated exchange, the engineer finally said "you couldn't possibly have been going 65, my speedometer said 60 mph and we never saw you go by us!"

Two hikers were walking through Central Pennsylvania when they came upon a 6 foot wide hole in the ground. They figured it must be the opening for a vertical air shaft from an old abandoned coal mine.

Curious as to the depth of the hole, the first hiker picked up a near-by rock and tossed it into the opening. They listened...and heard nothing. The second hiker picked up an even larger rock and tossed it into the opening.

They listened...and still heard nothing. Then they both picked up an old railway sleeper, dragged it to the edge of the shaft, and hurled it down. Seconds later a dog came running up between the two men and jumped straight into the hole. Bewildered, the two men just looked at each other, trying to figure out why a dog would do such a thing.

Soon a young boy ambled onto the scene and asked if either man had seen a dog around here. The hikers told him about the dog that had just jumped into the hole.

The young boy laughed and said, "That couldn't be my dog. My dog was tied to a railway sleeper!"

THREE ENGINEERS ON A TRAIN

Three engineers and three accountants are travelling by train to a conference. At the station, the three accountants each buy tickets and watch as the three engineers buy only a single ticket. "How are three people going to ride on only one ticket?" asks an accountant. "Watch and you'll see", answers an engineer. They all boarded the train. The accountants take their respective seats but all three engineers cram into a restroom and close the door behind them. Shortly after the train has departed, the conductor comes around collecting tickets. He knocks on the restroom door and says, "Ticket please." The door opens just a crack and a single arm emerges with a ticket in hand. The conductor takes it and moves on. The accountants saw this and agreed it was quite a clever idea. So after the conference, the accountants decide to copy the engineers on the return trip and save some money, (being clever with money, and all that). When they get to the station, they buy a single ticket for the return trip. To their astonishment, the engineers don't buy a ticket at all. "How are you going to travel without a ticket?" says one perplexed accountant. "Watch and you'll see", answers the engineer. When they board the train, the three accountants cram into a restroom and the three engineers cram into another one nearby. The train departs. Shortly afterwards, one of the engineers leaves his restroom and walks over to the restroom where the accountants are hiding. He knocks on the door and says, "Ticket please".

WHY ARE THE RAILS OF AMERICAN RAILROADS 4 FOOT 8 & 1/2 INCHES APART?

They are that way in the U.S. because they were that way in England where railroads got started and it just carried over.

So the reason = foreign imports.

They were that way in England because the people who built the first railroads were the same people who built the pre-railroad tramways.

So the reason = lack of creativity.

The trams were that way because people who built the pre-railroad tramways were same people who built the wagons and carriages and they used the same jigs and tools.

So the reason = out-dated tools & technology.

The wagon wheels were that far apart because the ruts in the old, bog distance roads were that far apart, and if they tried to use any other spacing, the wheels would break.

So the reason = following some old rut.

The ruts were that far apart because the first long distance roads were built by the Romans for their legions and the ruts were formed by the wheels of the Roman war chariots.

So the reason = military occupation.

The Roman war chariots were all alike because Imperial Rome kept the Empire together by decree and it was through standardisation that they managed to control that big of an Empire.

So the reason = the original military specification.

The real reason Imperial Rome picked that spacing for the wheels on their war chariots was dictated by the basic engineering required to harness a horse to pull the chariot. They probably wanted to keep the horses hooves out of the ruts to avoid physical harm to the horse from having its foot turned the wrong way by it landing in a wheel rut.

So the reason = animal preservation.

But the reason for designing the war chariots the way they did was simply dictated by the anatomy of the standard war horse and the need to construct the chariot in such a way as to make room for the width of the horse's body.

So the real, true, and ultimate reason why the wheels of the American Iron Horse are four feet, eight and one half inches apart is entirely due to some horse's ass. [Please note that the Editor is NOT responsible for any conclusions you might draw from reading that last line outside of the context of this article.]

Or...the other version:

The reason the rails are 4 foot 8 & 1/2 inches apart is because that it is the universal overall average common distance between the neck and the ankles of the average, run-of-the-mill, damsel-in-distress.

Christmas Salutations

May I take this opportunity to thank all contributors to the Newsletter over the last year. I hope to be able to run the No Trains Day again in 2002. It will probably be on the same weekend as the last years event i.e. 16th June or there about's All that remains for me to say is keep fit and don't let the gremlins get you.

Naomi Paul & Amy

I leave the last words of 2001 to Den Hoad!!

What do electric train sets and women's breasts have in common?

Answer: Both were intended for kids, but it's the dads who play with them.

Stop Press World record?

Carol singers called at our house on the 10th November! (ed)