



# Southampton Society of Model Engineers Ltd

Club House and Track at Riverside Park , Southampton  
Open on Sunday 1 to 4 p m throughout the summer  
1/5 mile track: 7¼" at ground level , elevated 5" & 3½"  
Continuous runs of about two miles on tarmac paths

Volume No 214 Oct 2015

[www.southamptonсме.org](http://www.southamptonсме.org)

It is with great sadness that we lost Don Cottle this year although he put up a long fight against his cancer. He was an active member of our Society, Andover and Malden and this picture shows him with his lovely "Dulwich" at the Malden Society.

It would be fitting if a member could write the fuller appreciation of Don for our next issue, I hope ,someone can volunteer. - Ed



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## **WINTER PROGRAMME**

### **Confirmed:**

November 10<sup>th</sup> meeting Roger Melton will tell about restoring LNER teak coaches on the North York Moors Railway. 7.30 p.m. Sharp!

December 8<sup>th</sup> meeting, A potpourri of "bits & Pieces", movies, mince pies and chit chat.

January 12<sup>th</sup> and February 9<sup>th</sup> meetings are work-in-progress but it is hoped to have a tour of the Northam train care facility (fingers crossed)

March 8<sup>th</sup> Annual General Meeting. . . . And then March 27<sup>th</sup> track opens!!

## **Editorial Ramblings**

This time of the year sees lots of changes, for the Society it means the end of Sunday public running and the start of the winter season of evening meetings. Also there is change in the Newsletter, this edition has been produced as my first attempt and is the result of a number of hurdles needing to be overcome. This included learning to use new software for my old computer, the complexities having proved to much for the original installation, so this issue is somewhat later might have been expected.

First I would like to give credit to John Barrett for his efforts in producing the newsletters over the recent years, I am sure readers will agree that he has set a high standard. John often asked for people to provide contributions to the newsletter and I know that these were not as readily forthcoming as he would have liked.. So I must repeat the old cry - Please Please PLEASE if you are able to let us have ANYTHING you think of of interest which could be included then for goodness sake let me know! As well as articles which are always wanted, any snippets, short paragraphs and of course photos will be appreciated. Any kind of response will always be welcome and although I will certainly do my best to provide something of interest I know that not all of it will appeal to everyone. So if you think it is all rubbish please say so otherwise you will only get more rubbish in the future. All comments and suggestions are welcome.

To contact me email [pclare@btinternet.com](mailto:pclare@btinternet.com) is preferred. If that is not available leave your offerings at the hut ,post or via any member who could pass it on to me! Or try the members forum!

## **Chairman's Notes**

There was a real buzz at the last Sunday running day this season. It was a sort of end of term excitement and great fun. We had three 7¼" locos in steam (although Pat's tug had a blower problem) and so many 5" that we took shifts to give everyone a run both steam and diesel or electric for that matter. Lots of passengers made it worthwhile and a great way to end the season. Well done all of us and many thanks for running faithfully all year for the society.

But first of all, our thanks to Peter to take on the newsletter and to become our editor. The news letter thrives on contributions from members and all of us do interesting things from time to time or we take interesting trips and see items that might appeal to the model engineer. I remember some years ago Peter took a trip to the Isle of Man and wrote an article on a bloody great water wheel, just the thing to model if you had a big enough garden. So help Peter with your contributions, pictures, tips and notes!

We may be able to reflect that we have had a good summer. In spite of some rainy Sundays we seem to have kept our Income up and been able to do a couple of charity days. Our special days included one devoted to the 3½" fraternity and was well attended and popular. This was a repeat from last year and may become a permanent fixture. The Singles day was great fun with five locos in steam but unfortunately only two visitors. The chap from Colchester who sowed the seed for the event and who has a lovely Stroudley was unable to come due to ill health and that meant that a couple more who were coming together did not come. But I think all enjoyed themselves and we have been able to put a clip of all five locos running in procession on You Tube! The Committee will have a talk about that one for next year.

We have received nothing but praise for the effort the Society put on for the Southern Federation Autumn Rally. The SF Chairman, Brent Hudson, sat there watching and said, "What a wonderful club you have here, everybody just quietly gets on with it in such a relaxed way". We had eleven visiting locos and one family from the Isle of Wight whose loco had failed the evening before so used my Compound so we 'sort of had twelve'. On top of that were another eight to ten non running visitors for the event. They had come from Northampton (in the north!), Exeter from the west and two from the Harlington Society. A special thanks to my wife and helpers who did a great job feeding and watering us. Bill Richards told me that Southampton held one of the first Southern Federation Rallies and that will have to be at least twenty years ago, so one blessing is that we will not be asked for another twenty years or so!!

Now we move onto the winter programme. We have decided that as we are still running in October we will not have an October Tuesday in the Social club and start with November. The question always is, "what sort of evening would the members prefer?" The choices range from a possible tour of the Northam Train care facility, a talk about refurbishing LNER teak coaches on the North Yorkshire Moors Railway, more local history such as a look at Spike Island or a simple bring and buy and bits and pieces evening, that is if anyone is really making anything these days. So feedback would be appreciated but the absence of any it will be social committee's choice.

One other item that has not been addressed properly yet is the member's desire to have a private forum. I have discovered that Peter and I actually got one running a few months ago and have told the membership it is operational. No-one has wanted to join! Well maybe in time.

So let me conclude with a great round of thanks for all those members who have steadfastly participated in the clubs activities this summer as we dragged the wretched trolleys out and back again each Sunday, hauled the passengers around, got tents out and packed up again and all the rest to keep the club active. Now for a rest. Best wishes David

## Succession Planning.

Every organisation must recognise the need for succession planning and it seems model engineering societies are notoriously bad at it. Too often we hear that so and so took on the job as Chairman on the demise of the incumbent simply because no-one else would. This was not a happy state of affairs for any society for if the leadership is not fresh and forward thinking and has the inclination and time to do it, the society gets stale, the membership drifts away and it collapses.

In March 2014 Jerry agreed to be put forward as our Vice-Chairman for one year only until someone else volunteered. In March 2015, he agreed to serve for another year but he has told me a number of times that he wants to pursue Gauge 1 and garden railways. That means he will not be available for re-election at the AGM in 2016. So the first challenge we face is to trust that a member would be happy to take on this role at the next AGM.

In 2014, I promised the Society three years as Chairman. Why three years? Simply that any Society or club needs new ideas, inspiration and energy to keep it fresh and thriving. Three years with the same person is long enough for after the third year the routine becomes repetitive and this can lead to boring! So the second challenge is to line up a candidate for you to vote for as your new Chairman at the 2017 AGM. I think 18 months notice is fair. Cheers David

## WEBSITE.

This has been running for some time now and has attracted attention from the wider world. Some parts are still to be developed, in particular the member's section, which it is hoped will be in operation before too long.

### ***Sooner than you think***

Since I am helping Peter with the newsletter, I trust he will allow me to pop this in just as it goes to press. On the left is Jerry's letter telling us that he is off to the smaller gauges. We will miss you Jerry and I would like to thank you both personally and on behalf of the club for all your dedicated support and enthusiasm. You are always welcome and especially to show us you Gauge 1 Schools when it is running! Best wishes, David

3, St Cuthberts Lane  
Locks Heath  
Southampton  
1.11.2015

Dear David,

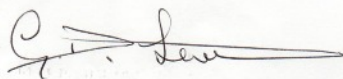
For sometime now, I have been agonising over the decision to resign from Southampton Society of Model Engineers. I feel my interest in the gauge of locomotives that we use at Riverside Park has run its course. I have so enjoyed the many years I have been with the club but I now want to down size to Gauge 1.

It is with some regret therefore that I tender my resignation as from Wednesday 4<sup>th</sup> November

You know how much I shall miss working with you and the guys but a clean break is best. Do thank everyone for their friendship and the help I have received over the years.

I very much hope to keep in touch with everyone and feel I can occasionally call in for a chat and a cuppa.

Kind Regards  
Graham Lewis (Jerry)





## **INDUSTRIAL ARCHAEOLOGY - A TRIP TO CORNWALL**

Although Cornwall is a popular destination for holidays or short breaks, and is best known for the coast, fishing villages and rural landscapes, it has a history of intense mining and industrial activity. A reunion with my long lost cousin in Cornwall found him living in and participating as a volunteer in an interesting area now a world heritage site. This is the Luxulyan Valley which was once the scene of varied mining and industrial activity. A pleasant walk through part of the area brings you to various historic remains of the mining era.

Most prominent is the Treffry viaduct which carries a horse drawn tramway on granite sleepers above an aqueduct built to provide water to power machinery at the nearby Fowey Consols copper mine, and to provide power to an inclined plane. Water came from a system of leats which can still be found in the valley today. Remains of horse drawn mineral tramroads are found throughout the area. These were formed of iron rails supported on granite blocks and carried granite, china clay, copper ore, lime, coal and general materials. Changes of level were achieved by inclined planes also still in evidence.



The Treffry Viaduct in Luxulyan Valley.

It has 10 arches and rises 30 metres above the valley floor.

It is named after Joseph Thomas Treffry who transformed his family's estate into a prosperous complex of industries.

(photo by Jim Cleare)



This is the Carmears Leat which conveys water to the Wheel Pit



## Wheel Pit in Luxulyan Valley

The wheel pit which remains today once housed a wheel thirty feet in diameter, overshot, that is, with water passing over the top to drive haulage cables drawing wagons up the 1 in 7 gradient from the valley floor 325 feet below.

(Photo by c. Tigg)

Today the area still produces China clay on a large scale and modern trainloads can be seen at Par.

The China clay train is at Par, junction of the Newquay branch and main line.

A Paddington to Penzance train is on left of the picture. Notice the semaphore signalling.



.With the arrival of the Par to Newquay railway the inclined plane was disused. The thirty foot wheel was then replaced by a forty foot wheel which drove a china stone mill



Cornwall abounds in the remains of its industrial history. Many abandoned mines such as those for tin and copper are still to be found.

Much of the one time extensive railway system is long since closed. Evidence of these lines can be found in the form of preserved sections or paths such as the Camel Trail between Padstow and Wadebridge.



Not far from Newquay is the **Nappa Valley Railway** which takes you to the **East Wheal Rose mine**

Here a 15" miniature steam railway takes you on a one mile ride to the mine area on a part of the former GVR branch line, now a themed leisure park, dominated by this engine house which housed a hundred inch beam engine. The engine, already secondhand was in service for a little over a year before being sold again when the mine closed.

The mine produced GALENA, a silver –lead ore



The Bodmin and Wenford Railway is not to be missed.

This train is at Bodmin General Station after arriving on the former GWR line from Bodmin Parkway, the main line junction. To continue its journey the loco is about to run round the train before departing in the opposite direction towards the former Southern (or LSWR) line which terminated at Bodmin North., the lines joining at Boscarne Junction. The mineral branch to Wenford led off from the Bodmin North line.



The town of Launceston is on the route of the North Cornwall Railway which was part of the LSWR lines in this area which were collectively referred to as the "Withered Arm"

Today some of the original trackbed is occupied by the **Launceston Steam Railway**, a two and a half mile narrow gauge line with Hunslet locos, from the North Wales slate quarries. This one is COVERCOAT built 1898, and is one of four.



# **GOINGS ON**

A summary of some of year's activities

**AIR AMBULANCE CHARITY** running days were held at Riverside Park on Saturdays April 15<sup>th</sup> (£305 raised for AA) and May 31<sup>st</sup> (£178 raised despite poor weather). AAC expressed their appreciation.

## **NORTH LONDON SME.**

Following last year's visit we were again invited to visit NLSME's Colney Heath track on June 6<sup>th</sup>. We were given a friendly welcome and seven of our members enjoyed running on their superb track which had recently been extended. Our thanks go to Waz Godin for the invitation, to his Mum and Dad for the excellent catering, and to all who were on hand to assist.



**PORTSMOUTH SOCIETY** kindly invited us to take our locos to their track for an evening running session on Friday June 3<sup>rd</sup>. Four locos participated and some old acquaintances were renewed.

Our **SUMMER FEST** or **FAMILY FUN DAY** at the track was on Saturday July 11<sup>th</sup>. Many members enjoyed the day with good weather, several locos running, music from Dave Clothier's organ and excellent food.

**PLAYLINK** The 15<sup>th</sup> of July, a Wednesday saw the playlink running for mums and toddlers held in conjunction with Southampton City Council.

# GOINGS ON

A summary of some of the year's activities (continued)



## August 1<sup>st</sup> The “THREE AND A HALF” INVITATION DAY

on August 1<sup>st</sup> was well attended. Our visitors and club members alike enjoyed the day with good weather, several locos running.



Dick Dore and Chris bought these two locos on the day!

A Maisie and a Bantam Cock.



# GOINGS ON

A summary of some of the year's activities (continued)



A select gathering of SINGLES owners enjoyed fine weather for our first “**SINGLES DAY**” on Saturday August 22<sup>nd</sup>. Midland Red and Great Northern green predominated.



The SOUTHERN FEDERATION AUTUMN RALLY took place at Riverside Park on Saturday September 19<sup>th</sup>. The option for continuation on the following Sunday was not taken.. The event was a success with several S Fed members turning up from far and wide, supplemented by some of our own members running locos. Presentations were made by Federation Chairman Brent Hudson of the Australia Trophy for the most authentic built model loco to I. Roberts (top) (Basingstoke with his GWR pannier 3763 and to Peter Squire from Northampton for the longest distance to get here who had come 103 miles, with another GW tank, a 14xx 0-4-2T.





## MORE FROM SOUTHERN FEDERATION RALLY

Ivan Hurst exhibited these scratch built scale rolling stock models together with his research information.



The underground came to  
Southampton!

END PIECE:-

*A teenage boy had just passed his driving test and enquired of his father as to when they could discuss his use of the car,*

*His father said he'd make a deal with his son,"You bring your grades up from C to a B average, study your Bible a little and get your hair cut. Then we'll talk about the car."The boy thought for a moment and decided he'd settle for the offer and they agreed on it. After about 6 weeks his father said " Son you have brought your grades up and I've observed that you have been studying your Bible, but I'm disappointed you haven't had your hair cut."*

*The boy said,"You Know, Dad I've noticed in my studies of the Bible that: Samson had long hair, John the Baptist had long hair, Moses had long hair, and there is even strong evidence that Jesus had long hair."*

*Dads Reply:*

*"Did you also notice that they all walked everywhere they went?"*