



# Southampton Society of Model Engineers Ltd

*Member of Southern Federation of Model Engineering Societies*

## NEWS LETTER

Vol. No 176 September 2003

### Club Corner

Wed 10 <sup>th</sup>	Sept	Ideas Night what do you want from your Society, Chaired by Paul Clarke
Sat/Sun 4/5 <sup>th</sup>	Oct	Exbury Gardens, Steam in the Garden, plus small exhibition.
Wed 8 <sup>th</sup>	Oct	Archive Films from Jack and Anne Bath
Sun 9 <sup>th</sup>	Nov	Poppy Run at Riverside Track
Wed 12 <sup>th</sup>	Nov	Malcolm Frost, Traction engines at work from archive pictures.
Wed 10 <sup>th</sup>	Dec	Meeting to be arranged

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 8:00pm.

### April 27th IOW Rally

#### Merlin Biddlecombe

Paul Clarke Steve Titley and myself represented the Southampton Society at the IOW Rally. Brian Collyer lent us his 5" GNR 2-8-0 for the event under the charge of Steve. Paul had recently modified the regulator after a problem and it has transformed it from docile to lively. It's one of those loco's that sometimes you ought to put some coal on and sometimes some water needed otherwise and you just sit back and listen to the exhaust. At one stage I took over from Steve so that he could have a cup of tea etc only to find half a lap later Steve coming the other way on the 7¼" track driving Reg Wren's "Wren" no one escapes a drive on his engine not only does it run extremely well but I am sure it has had more drivers than miles distance, that's what they call IOW hospitality.

Last year the IOW had a temporary gauge one track and I said at the time was this the start of things to come well it was, a permanent landscaped track is well under construction and several members were operating their radio controlled engines, something a little different and should be quite nice when finished. I did note a couple of the Beech Hurst chaps had boats with them made a change adds to the variety, this was quite well supported and yes the tadpoles were there again and rather more than last year. All in all a super day out. The journey over was a little different this year as editor Paul's wife and daughter Amy made use of the day to visit friends first time trip for Amy and she really enjoyed it. To finish I must say a large thankyou to the ladies who made and supplied the food also the volunteers who poured endless cups of tea the tea, The refreshments seem to get better each year.

Well done IOW see you next year. MERLIN

### Dear Lord

So far today, I'm doing alright? I have not gossiped, lost my temper, been greedy, nasty or selfish or self-indulgent. I have not whined, complained, moaned or eaten any chocolates. And I have not charged anything to my credit cards. However, I will be getting out of bed in a minute and I think will really need your help then.

The Above Lines are from the Taunton of Model Engineers Newsletter the 'OILY RAG'

### Please note new Secretary's Address

Mrs M, Giles, 158 Athelstan Road, Bitterne Park, Southampton. Hampshire. SO19 4DJ.

#### Chairman

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## No Trains Day 2003 Saturday June 21<sup>st</sup>

Merlin Biddlecombe

The weather turned out sunny and hot couldn't have been better. Six road going models arrived, several members came along just to savour the going on and two juniors plus Bill (Master Chef) Richards who took care of the refreshments. After a cup of tea and the usual pleasantries steam was raised and start of what was as I was concerned a smashing event. You have the whole of the park to use down as far as 'Woodmill' to the Cobden Bridge you almost need a packed lunch to do a round trip. This year was even better as the Council have made some major improvements by the riverside. Gone is the paving slab walk way and is now tarmac and a tarmac cycle path beside it and I must say they have made a superb job of it. You can now have breath taking acceleration and smooth running and that's on a 3" Burrell. The two juniors I mentioned brought with them their 'Mamod' type stationary engines and had them running on the steaming bays from what I could gather a mini competition was being held quite unofficially. I add to see whose ran the longest not quite sure who won. Later they were given some rides on one or two of the TE's letting them steer and being instructed on how to drive, this sort of gesture will hopefully keep up their interest.

Bill took care of the food preparation and cups of tea and coffee etc. A colleague of Bills donated Cornish Pasties and cheese and onion Lattices. Paul visited the local CO-OP and purchased the salad and bread rolls to go with same. All this was put on tables as a help yourself buffet and I must say it went down very well so once again Bill thank you on behalf of the No Trains Day participants. Thanks also to Brian and Paul for what ever they did to make it happen.

## NO TRAINS 2003

By Paul Clarke

Went off very well on the 21 June. Slightly disappointed that only a few engines turned up for the glorious weather and even better food and drink. The Council has surfaced the entire route from the track site to the White Swan pub at Mansbridge? the only problem is the old bridge which is quite steep to both climb and descend but with a beer on the other side it becomes less of a problem. Many thanks must go to Gordon Howell from Andover for his support again. It was particularly pleasing to see Den Hoad and his family playing steam engines. The youngsters took as at our word and had there 'Mamod' engines running on the steaming bays. Well done lads! Before I close this piece I must say a very big thankyou to Bill Richards who cooked up a great lunch from the bits and bobs that I purchased on the morning of the event. As the weather was so good we had salad and pasty with all the trimmings. Again thankyou Bill.

See you all next year when you have cottoned on to the free lunch and great atmosphere of this event. p,s tea and coffee were free as well.

## OPEN WEEKEND

Merlin Biddlecombe

The open weekend came next but I was only able to attend on Sunday as the Saturday was the wedding of my Grandson who lives in Wales.

For this event I will make a brief mention and hope that someone else will do a more elaborate report. The weather was just right a good turn out of members etc the track site looked quite smart with regular grass cutting. The food was again as ever first class being of the salad type with cakes and goodies etc plus the usual beverages and thanks for this must go to Master Chef Bill all dressed in white, Molly, Pamela, Edna and Gwen.

## OPEN WEEKEND 2003

Paul Clarke

Our open weekend was not very well supported this year. Due mainly to other events being held on the same weekend. Still the people who attended have said that the 'feel' of the days were more like the old open days plenty of good food and a never ending tea pot, more food of course because of the somewhat disappointing numbers of visitors that we entertained. It was also noted that the members kept their engines at home. Giving the visitors that did venture out full run of the track. Many thanks must go to the Friday night crew who put up tents etc and stayed over night to ensure security. As one who has now had the privilege of sleeping on the shed floor I can tell you that the people of Bitterne Park do not go to sleep until the early hours, and then to be woken by the six o'clock flight from Eastleigh is something to behold.

## IMLEC 2003 Ashton Court Bristol

By Paul Clarke

This year John Llyod ran his un-rebuilt Merchant Navy and after a disappointing Saturday, I believe the reverser packed up at the critical time. The Bristol Society gave him a chance to run on Sunday. In typical style Dave Finn drove the engine the longest distance and recorded a respectable workdone figure and a fine result ensued. The engine burnt coal in true Merchant Navy Fashion and I am sure that a much better result would have been fourth coming if the reverser had played ball. In closing I should like to say well done John and Dave better luck next time!

## Guildford 2003

### This report comes to you care of "Bungle"

We arrived late on Friday night to the applause of the other members present. This year we put up the tent quick enough to catch last orders at Mrs Miggin's Bar. On awakening on Saturday morning we had a full breakfast at the Miggin's emporium and were waited on by Postman Pat or Balldrick. Once suitably nourished we set off to see the sights that were to be Guildford 2003. A quick trip to the exhibition tent proved that after a year of scare mongering by all and sundry, that the model engineering hobby seems to be in great shape with lots of projects underway in all of the various disciplines of modelling. Fairly new to the event are the internal combustion engine brigade including the turbine fraternity. This year visitors were able to see demonstrated a turbine driven loco on the 7¼" track the basis of this engine would appear to be turbocharger from a small engine. As a flying test bed it was bare of any cowlings etc and to see the guts of the machine was a reminder of my time at Southampton University as technician to the engine test cell in the department of aeronautics, everything held together for the test with rudimentary fastenings and lots of cable ties plus "Gaffa" sticky tape by the yard. The only things to be done puka were safety related. to save the engine when things went wrong. Meanwhile back to 2003 Brian's dad had gotten on to the track with the 7¼" 'Mogul'. Dave Giles was Running the 5" 9F again this year. and several people were seen to have a drive during the weekend. Lots of club members turned up in what has become Southampton corner down in the traction engine field. Also in this field some of the trade stands were set up, many and varied. These make a useful topping up place between the winter shows in London and the Midlands. The afternoon parade of traction engines and games were back this year and well supported with some forty or so engines booked in for the weekend. As evening fell on the site and the more sensible people settled down for the evening. The traction engines that wanted to went on a "well organised road run" as Mike Baigent put it. The problems came fast and furious from then on. With the first "organised" water stop being out of reach of most of the engines we set off for the second "organised" water stop at the park nurseries, yes the hose pipe was there but behind locked gates "Harry Potter" scaled the gates and risked the life of further offspring on the spikes on the top of the gates. Irony of it all the caretaker or whatever was next door and came out to see what the fuss was about and let Harry out through the gates with a key. We wended or way back to the site. and took the rise out of Mike for the rest of the evening. We think we set a record for being the last to bed again when Mrs Miggin's told us off (or words to that effect) at approximately one thirty in the morning. Harry and Bungle slept with a nice warm girl called 'Audrey' who had been hot stuff all day? 'Zippy' had consumed quite enough cider for one evening and crashed out closely followed by 'Tucans' Sunday morning seemed to come very early and with a slightly fuzzy head caused by the 'sun' the day before! On the tracks were 'Postman Pat' and 'Harry Potters' dad they were joined by a magnificent 7¼" 9F. I took a closer look around the exhibition and the other stalls set up in the top field. All to soon the time to pack up comes around and its time to say goodbye for another year. It was great to see Den Hoad at this traumatic time for him but with modern telecoms and a host of people to help if things went wrong. I hope that Den had some kind of relaxation during his spell with us on the Saturday. ps. names have been changed to protect the innocent.

## Those Were the Days!

### From Robin Hoad

Those were the days my friends we thought they'd never end.

According to today's regulators and bureaucrats, those of us who were kids in the 50's, 60's, and 70's probably shouldn't have survived, because...

Our baby cots were covered with brightly coloured lead-based paint, which was promptly chewed and licked. We had no childproof lids on medicine bottles, or latches on doors or cabinets and it was fine to play with pans. When we rode our bikes, we wore no helmets, just flip flops and fluorescent 'clackers' on our wheels.

As children, we would ride in cars with no seat belts or air bags. Riding in the passenger seat was a treat.

We drank water from the garden hose and not from a bottle - tasted the same.

We ate dripping sandwiches, bread and butter pudding and drank fizzy pop with sugar in it, but we were never overweight because we were always outside playing.

We shared one drink with four friends, from one bottle or can and no one actually died from this.

We would spend hours building go-carts out of scraps and then went top speed down the hill, only to find out we forgot the brakes.

After running into stinging nettles a few times, we learned to solve the problem.

We would leave home in the morning and play all day, as long as we were back before it got dark. No one was able to reach us all day and no one minded.

We did not have Playstations or X-Boxes, no video games at all. No 99 channels on TV, no videotape movies, no surround sound, no mobile phones, no personal computers, no Internet chat rooms.

We had friends we went outside and found them.

We played elastics and street rounders, and sometimes that ball really hurt.

We fell out of trees, got cut and broke bones and teeth, and there were no lawsuits. They were accidents.

We learnt not to do the same thing again.

We had fights, punched each other hard and got black and blue we learned to get over it.

We walked to friend's homes.

We made up games with sticks and tennis balls and ate live stuff, and although we were told it would happen, we did not have very many eyes out, nor did the live stuff live inside us forever.

We rode bikes in packs of 7 and wore our coats by only the hood.

Our actions were our own. Consequences were expected.

The idea of a parent bailing us out if we broke a law was unheard of. They actually sided with the law. Imagine that!

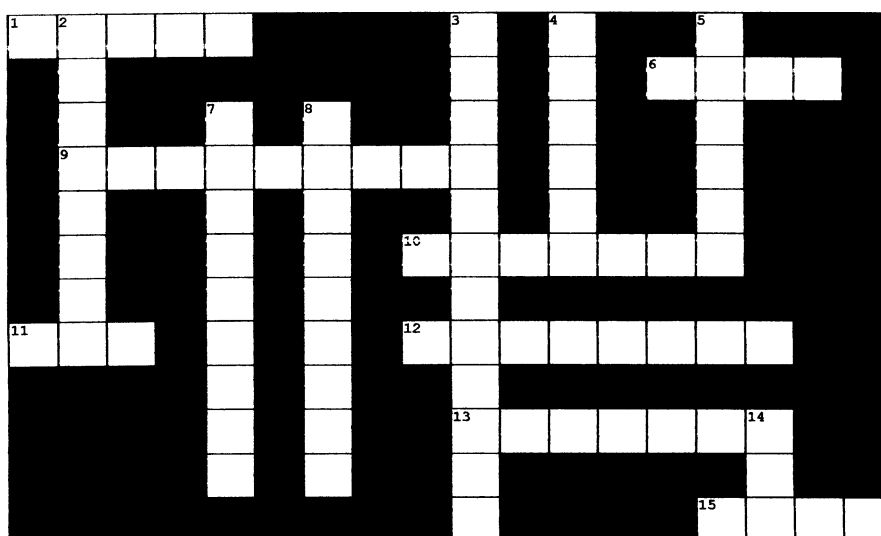
This generation has produced some of the best risk-takers and problem solvers and inventors, ever. The past 50 years have been an explosion of innovation and new ideas. We had freedom, failure, success and responsibility, and we learned how to deal with it all.

And you're one of them. Congratulations!

Pass this on to others who have had the luck to grow up as real kids, before lawyers and government regulated our lives, for our own good.

(If you aren't old enough, thought you might like to read about us).

### Steamy Crossword



#### ACROSS

1. Not nasal
6. Very old forest
9. Not a teaplate
10. Ex GWR Designer
11. Burnt coal
12. Not track rail
13. The 'F' in 9F
15. Smokebox closing apparatus

#### DOWN

2. Holes
3. Bullied Pacifics (5,7)
4. Broke
5. Traction engine builder
7. First aid! for frames
8. Old engineman(3,6)
14. Enginemans oil

The crossword above is included as a page filler due to the lack of articles for this newsletter. Remember the newsletter is your newsletter and not a medium for a few to entertain the masses. I know that the summer months are busy for you all. An implication of this is you must be doing something ie running the latest creation from the workshop visiting other places of interest. I have often used the excuse 'we are so close' 'it wouldn't take long' so come on guys and play the game put pen to paper please.