



Southampton Society of Model Engineers Ltd

Member of Southern Federation of Model Engineering Societies

NEWS LETTER

Vol. No 197 December 2008

Club Corner

Dates for 2009

Frostbite 1st Jan 2009 Thursday
Open Days 9/10th May Saturday Sunday
Electric Day 20th June Saturday
Play Link date will be either 8/15th July Wednesday
General Meetings Second Wednesdays
Wed 14th Jan Bits and pieces
Wed 11th Feb TBA
Wed 11th Mar **AGM** 7:30 start.

Monthly meetings take place at the CIU Club as per usual on the second Wednesday of the Month.

Members are reminded that they have to sign in at Club Meetings on the sheet provided if no spaces are left turn over the page **not the book** used by members of the CIU Club

WANTED.

I would like to obtain some 18G Brass sheet, for the sides of my 2" Fowler Traction Engine tender. I require 2 pieces 11 1/2" x 13".

Does anyone have some surplus from a project which they would like to sell on.

Alternatively, is anyone in need of some 18G brass sheet for a current project, and would be willing to team up with me to share a sheet and it's cost.

I'm open to offers or suggestions.

If you are interested in either arrangement, please contact RICHARD on 023 8061 7885 preferably after 6.00pm or at weekends.

Chairman

Mr Tony Hoile.
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Secretary

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Editor

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For any other info email (southampton.me@ntlworld.com) Paul Clarke

Subscriptions 2009

Subscriptions will be due on the 1st January 2009 for the coming year, and will be collected until 29th February 2009, after which date an additional £1.00 will need to be paid as technically membership would have ceased on that date.

Subscription Rate is £12.50 (twelve pounds fifty pence) per annum and £5.00 (five) pounds for junior membership.

Optional extra cover for personal accident insurance with the Southern Federation.

Rates are as follows 0-16 0.90p 16-74 £1.24 75+ £2.50

The Subscription slip provided with this newsletter needs to be filled out and returned to keep our records up to date.

Subscriptions, Cheques or Cash, but cheques preferred – made payable to 'Southampton Society of Model Engineers Ltd'. Can be paid at Riverside Park on January the 1st 2009 (Frost Bite) or the general meetings on January 14th 2009 and February 11th 2009; otherwise by post to the Membership Secretary.

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

Subscriptions are due on the 1st January 2009

Notice of Annual General Meeting 2009

The AGM will be held on Wednesday 11th March 2009. The venue will be CIU Club, Manor Farm Road, Bitterne Park, 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.

Another year over

Paul Clarke

Well what happened to that one, I mean apart from the rain and the credit crunch (always sounds like some kind of breakfast cereal to me). The beginning of the year saw us moving on the seven and a quarter rolling stock project with a very small but highly dedicated team working towards having three of the passenger trolleys completed before the start of the running season. Brian and I visited foreign climbs and checked out Belgian beer.

The war with the 'roses' or more like the jungle behind the club hut has taken a great leap towards completion with much chopping and hacking of the undergrowth (I hope to show a couple of photos later so you can see just how much work has gone on 'round the back'. The council have let us down on their part of the bargain though. We have now purchased a small but very effective garden shredder which is doing overtime, mind you it is quite therapeutic to mangle up bits of bush. We have had good and not so good visitor days this last year, our open weekend was one of the washouts however the new 'Electric' day was a great success some of this success must be mainly attributed to the fine organisation of Ralph Stockton.

Play Link or is it Parent and Toddler groups annual visit was again a great day and very well supported by a large number of members. It is great to see Ron Bray out and enjoying playing trains again. On a more reflective tack we have lost some members that had quite an influence on me when I first joined the society back in 1984, Norman Lockwood was, to say the least innovative not all his ideas worked but he was always looking for different ways to do things. Later I met Billy Dwyer who was made of similar stuff never one to shy away from doing things differently. I have not spent as much time running an engine on Sunday afternoons as I would have liked but intend to put that right in 2009. Which only leaves me to remind you that at the next AGM I shall be standing down as newsletter editor I did give a years notice so 'any volunteers out there'?

I wish you all you wish yourselves for 2009 and hope that you all have a great time at Christmas and a Happy New Year.

November Meeting

The gathering for the November meeting consisted of a DVD on the experiences of two of our members who went on what is called the 'Wolsztyn steam experience', which is based in the west of Poland. The article that follows gives a full account of what they got up to.

A trip to Poland

On 8th June John Gardner and myself drove to Gatwick, airport where we met Julian a locomotive enthusiast, our destination was Poznan Poland. Once at Poznan we transferred to the local railway station and caught a diesel locomotive to Wolsztyn, a small town in west central Poland. The object of the trip was to spend a week driving passenger service steam locomotives, both main line and narrow gauge.

Though our journey was relatively event free, once we were about one third of the way between Poznan and Wolsztyn, the diesel locomotive developed a brake fault thus delaying us by 30 minutes or so. Alex and Howard, the people organising the driving experience, met us on arrival at Wolsztyn and conveyed our luggage and myself to the house whilst the rest walked.

As well as we three, there were three others; one Aussie, two Canadians and the Aussie's wife who had come to observe. Once Howard had explained the rules of the house, John and myself were informed that we had to be on the station by 05.45 next day. Once we had been allocated rooms we went for a guided walk around Wolsztyn, after which we met the rest of the group for dinner. Once back at the digs we retired to bed.

Day 2

A 04.30 alarm call ensured that we were up, washed, dressed and breakfasted for Howard's arrival at 05.30. He guided us to the station at Wolsztyn, where we met the locomotive crew and a large 2-8-2 (Pt47) steam locomotive, already in steam. Once on the foot plate John and myself were given basic instructions, I was the first to be put on the regulator whilst John shovelled coal and kept the boiler fed with water under the keen eyes of the driver and fireman. Both of the foot plate crew are trained drivers and fireman, one will drive out and the other will drive back. Half way between Wolsztyn and Laszno, our termination point, we swapped positions, John on the regulator and myself on the shovel. When we had arrived at Laszno, the passengers departed, the locomotive was placed in the sidings, the fire raked, water topped up and the crew left to catch the local service train back to Wolsztyn.

Next we were taken by Howard for a tour of the engine sheds at Laszno. There seem to be no rules as to where you can walk, most people preferring to cross the track, rather than take the underpass. After our tour we went for breakfast, followed by a walk around town, catching the 10.45 service train back to Wolsztyn. Back at the house some shut-eye was in order, followed by a walk around the local area. There are a great many redundant steam locomotives in the sidings at Wolsztyn giving lots of photo opportunities. I understand that the idea is to turn this place into a museum. There are still a few locomotives that work, but these are reducing as the will and money is scarce. I think they are hoping the EU will save them. Even meal was taken with the rest of the group at a local restaurant.

Day three

Another early start, up at 04.30 to be at the station at 05.45 for the first train out to Laszno, the good old Pt47 (112) was in steam when we arrived at the station. I drove half the way and fired the rest of the journey, after arrival at Laszno John and myself watched as the crew prepared the engine to stand in the siding until the last return journey in the afternoon.

We had made arrangements to catch a service train to see a museum but we were not aware how few trains there were. The train times provided were critical, as we did not catch the earlier train and plumped for the last possible train, which was held up for 30 minutes causing us to miss the connection. So we never got to the museum but spent the next 2 and half hours walking around Poznan which was very hot, but interesting.

We finally caught the 15.15 train back to Wolsztyn. Then returned to the house, got cleaned up, and went to the engine sheds to watch the engine return from Laszno and made ready for next day. Then to the Drivers Club for drinks, that we of course, were paying for, but the drivers were not too greedy and the drinks were cheap enough. After which we returned to the house until 20.30, then back to the station to watch the final locomotive (OK1) return from an exhibition it had been attending that day. Then to dinner at the Zioina Provencal Restaurant

Day four

A late start this morning, 04.50 wake up call. Howard's wife, Alex called to collect us at 05.50 and drove us to a town called Smigiel, where there is a narrow gauge railway (2' 6" gauge). On arrive the locomotive was already in steam and the drivers waiting. Once the train was loaded with passengers, I drove under the drivers supervision to Waskotorowe. That took about 25 minutes. Some of the track was a bit uneven with lots of loose sleepers and fishplates. This was an experience not to be missed, there seemed to be no overall control, the driver, the guard was also the ticket lady and although the trains ran to a time table with scheduled stops, they would also stop where ever it was deemed best for the passenger. The downward trip was achieved with little regulator and a lot of braking. John and I drove the locomotive back and forth all morning until 12.30, when two took over the driving, John and myself riding in the carriage all afternoon. On one such trip it was noticed that a sleeper and fish plate had worked loose, so the driver put two young lads to the job of securing the plates and replacing the sleeper which was in a poor condition. The day finished at Smigiel at 16.00 after which the four of us returned to the house.

Day Five

At last a civilised start; up at 07.15 a chat over breakfast with some of the other guests, after which I went for a walk up to the local market, the market was very reminiscent of the UK, cheap clothes, shoes and other dross. Then I strolled down to the engine sheds and awaited the departure of the 11.30 light engine. I drove to Leszno arriving at 13.00. We then spent the next two and a half hours wandering around the station and engine sheds. On the return journey I had the fireman's job taking turns with the actual fireman, this was more to keep the fire stoked properly than any benevolent feeling on his part. On arrival back at Wolsztyn we were given the job of cleaning the running gear whilst the driver and fireman prepared the locomotive for the next day. On completion of the task we all retired to the Locomen's club across the road, where the guests were given the privilege of buying all the locomen a drink, sounds expensive but not too bad, as the prices have not yet reached the UK equivalent, though beer with vodka chasers were preferred. That evening we went to dine up town and ran into some friends of the Aussies from back home. A very interesting man of my age whose parents had been slaves of Germany, and at the end of the war had emigrated to Australia. This was his first visit back to his homeland. Today, whilst at Leszno, we saw the locomotive named Beautiful Helena, lying in a siding, with her left hand cylinder blown wide open. The story goes that whilst double heading with an electric locomotive, the main steam pipe burst causing the steam to bypass the regulator. Whilst the electric loco was trying to slow Beautiful Helena, she was accelerating. The footplate crew were frantically trying to drop the fire the left hand cylinder exhaust manifold burst, causing a large portion of the casting to drop onto the cylinder block below, fracturing a number of lubricator pipes in the process.

Day Six

Today we drove a light train to Leszno at 11.30 and returned with passengers. A good day, the crew whose names escape me, were full of non-sense. With four of us on the footplate, whether I drove or not was of no consequence as I derived as much pleasure watching and learning when and where various adjustments were made. The driver had other ideas, so I had to drive the second half of the journey down to Leszno. Julian was pleased to fire my first half of the journey up to Leszno. On reaching Leszno we took a look around the engine sheds and stood and studied Beautiful Helena. On the return journey back to Wolsztyn, John played fireman and I was pushed into driving the last leg home. We came back at a possible 70 mph, quite an experience with everything shaking it was almost impossible to focus the eyes at times. Once back at Wolsztyn the engine was prepared for the following morning, ash removed, coaled up, tender filled with water and running gear cleaned. When this had been completed we adjourned to the Locomans Club for beer with vodka chasers. We then returned to the house and settled up any outstanding bills before finding somewhere to eat.

Day Seven

Howard and his wife took Pat, Joel and myself to a German bunker built in the 1930s after which we visited a castle. Whilst the rest of the team opted for a day on the narrow gauge railway. It was nice to have a day away from railways and see a bit of the real Poland. This area was once a part of Germany until Stalin decided to take a part of Poland in the east and made it Russian, transporting the Polish inhabitants to the West and taking a piece of Germany into Poland, the Germans being moved into Germany. The underground German bunker which was a massive affair had been built to repulse the Russians on their way to Berlin, but unfortunately, when the Russians did come that way the rivers were frozen and therefore they were able to skirt around it whilst the personnel of the bunker watched in amazement. The castle, comprising of a tower that had been turned into a restaurant, commanded an exceptional view of the countryside and served excellent lunches. Then we met up with the rest of the team, who by all accounts had a great day opening up an old railway line that had not been used for a long time.

Day Eight (homeward bound)

The plan was for us to drive one of the freight locomotives Tr5 (65) to Leszno with us placing our suitcases in the carriage with the guard. Once at Leszno we had a quick wash and brush up and then caught the train to Poznan, a taxi to the airport and then the plane back to London.

On arrival at Leszno there was a funny smell from the carriages, on investigation it was discovered that someone had neglected to release the carriage brakes, so we had dragged the carriages against the parking brakes all the way.

Details

Boiler pressure of the express locomotive measured in 1.45 picopascals works out at 160 psi

Cut off starting at 50% set to 30% when running

Steam chest 0.7 pp on Pt45 (112) 122 psi and 0.5 pp on Tr5 (65) 80 psi

Drivers - Mad Audrey, Janish, Ricar known as the bum



Before and after the Green Gangs exploits!



Southampton Society of Model Engineers Ltd

OPEN WEEKEND

9th /10th May

2009

We cordially invite you on the above date to enjoy our hospitality
At our RIVERSIDE PARK track site

Complementary food for our guests will be available

All engines wishing to steam will of course require boiler certificates

7¼" ground level 1056 ft

5" & 3½" raised track 1056 ft

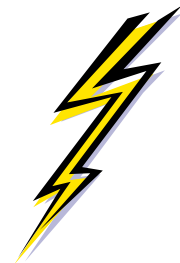
Continuous runs of approximately 2 miles on tarmac paths

Road Traction Engines will require RTA insurance cover as well as boiler certs



Southampton Society Model Engineers

Electric



Open Day

Saturday 21st June

We cordially invite you on the above date to enjoy our
At our RIVERSIDE PARK track site - see over for map
Complementary food for our guests will be available
