



Southampton Society of Model Engineers Ltd

Member of Southern Federation of Model Engineering Societies

NEWS LETTER

Vol. No 195 June 2008

Club Corner

11th
21st

June
June

Steve Edwards 'Answering questions on HSE and modelling'
Electric Day, A New event for the electric lads. Visitors welcome.

16th
16th

July
July

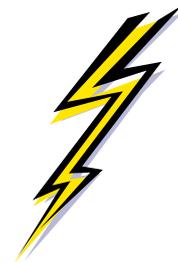
Please Note change of Wednesday meeting Date to follow on from Mums and Todds
Mother and Toddlers. Parent and Child or what ever!
Noel Shelly returns to give demonstration of foundry work
There will be no meeting in August

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



The Southampton Society of Model Engineers Ltd

Electric



Open Day

Saturday 21st June

We cordially invite you on the above date to enjoy our hospitality

At our RIVERSIDE PARK track site - see over for map
Complementary food for our guests will be available

Noel Shelley & the Ringstead Foundry.

It all started 50 years ago, when as a small boy I stood in the doorway of a large steel foundry in North Yorkshire watching all that went on, and being awestruck at the huge ladles of molten steel carried by the overhead cranes pouring the moulds. The sparks, the flames, the noise, oh the noise! The carbon arc furnace had carbons the size of telegraph poles and the whole place humming! It's all still there, cold and dead, in the middle of a housing estate!!!

As a teenager I played with lead, melted in a bean tin on a fire in the garden. It must have been a catering size tin as I cast what could pass for a cannonball. Then my interest lay dormant for many years as I worked in various fields of engineering, and in a bet which some would say I lost, I ran a small waste disposal business for twenty years. You would never believe the many wonderful things people throw in skips!!!! WELL, I got to thinking that there must be something more interesting, if not more profitable one could do with all the brass, bronze & aluminium, as well as the lead, rather than simply take it to the local scrap yard. Having bought and read most of the books on foundry work I could find, as well as saving all sorts of bits and pieces that might come in handy to make a furnace, one day I got a call, telling me of a fellow near Norwich who was selling all one needed to get started in doing your own castings. I bought the lot, a modified propane fuelled 'casenit' furnace, some steel mould boxes, some moulding sand and various bits and pieces. This first furnace was affectionately christened "Puff". It was a fearsome beast with a one horsepower blower and a voracious appetite for gas that breathed fire. The first attempt was a fairly simple ali casting that came out well, and then having bought a range of proper foundry lettering the second was an aluminium nameplate. This was followed by several more nameplates in brass and various other small castings for a gunsmith. Having now got the hang of things – well, sort of - and after some experiments, one weekend I decided to make a "BABY"!!!! The by now large collection of bits and pieces from all sorts of places were arranged in an orderly fashion, that by the Sunday evening had become an extremely efficient and fast crucible furnace. The main components had come from a washing machine, a spin drier and a vacuum cleaner. Poor "Puff" fell by the wayside, and although the new "Baby" didn't grow, Ringstead Foundry certainly did!!!!!! With a range of lettering from 1/8" to 4" and several styles, nameplates for scale and full size engines (traction and rail), countless houses, as well as descriptive plaques have been cast. From replica Rolls Royce door handles to very detailed, highly polished items, all have been cast in Mansfield sand. Those of you who saw the last series featuring Fred Dibnah will have seen some of my work. It was a great honour to have cast the brass plate used to show the title of the programme "MADE IN BRITAIN". During my evening with you I will endeavour to briefly explain the vast subject that is foundry work and the setting up of a small home made foundry. This includes basic metallurgy, pattern making, sands and mould making, the melting and casting. You will also get to meet The Baby, who can, from cold, have 18lbs of brass up to 1050 degrees C for pouring in 15 minutes.

To the polite I'm a character, to the rest I'm bordering on mad! Why not come and hear me speak, and judge for yourself?

Noel Shelley.

Editor: Noel is our guest speaker on Wednesday July 16th this is the third Wednesday and is coming from Norfolk especially to entertain us for the evening, so we hope quite a few of our members can attend too.

Many Thanks to the Maidstone ME for the following.

WORDS WOMEN USE - and their meaning!

1. **Fine:** This is the word women use to end an argument when they are right and you need to shut up.
2. **Five Minutes:** If she is getting dressed, this means a half an hour. Five minutes is only five minutes if you have just been given five more minutes to watch the game before helping around the house.
3. **Nothing:** This is the calm before the storm. This means something, and you should be on your toes. Arguments that begin with 'nothing' usually end in 'fine'.
4. **Go Ahead:** This is a dare, not permission. Don't Do It!
5. **Loud Sigh:** This is actually words, but is a non-verbal statement often misunderstood by men. A loud sigh means she thinks you are an idiot and wonders why she is wasting her time standing here and arguing with you about nothing. (Refer back to #3 for the meaning of nothing.)
6. **That's Okay:** This is one of the most dangerous statements a woman can make to a man. "That's Okay" means she wants to think long and hard before deciding how and when you will pay for your mistake.
7. **Thanks:** A woman is thanking you, do not question, or faint. Just say "you're welcome".
8. **Whatever:** Is a women's way of saying *** you!
9. **Don't worry about it, I got it:** Another dangerous statement, meaning this is something that a woman has told a man to do several times but is now doing it herself. This will later result in a man asking, "What's wrong?"(For the woman's response refer to #3).

You may send this to other men, to warn them about arguments they can avoid if they remember the terminology, or send this to all the women you know to give them a good laugh, because they know maybe it's true!

The views and articles featured in this newsletter do not necessarily represent the views of the committee, officers and members.

Turnhout 2008

Paul Clarke

It was mentioned, I think back in late 2007 that we that is Brian Collyer and I should do something different again, and as I had cudgelled Brian into the Lands End to John 'O' Groats run in the Morris Minor back in 2005 it was pay back time.

Back in January we booked the ferry crossing Dover to Dunkerque and visa versa as we did not intend in becoming fully integrated with Europe. Nearer the date bags were packed and early in the morning on Friday the 9th of May we set off for Dover the trip over to Dunkerque was uneventful with the Channel being flat calm and the sun shining. The beginning of the trip onwards towards Turnhout went very well until we hit the Antwerp ring road, what with the bank holiday traffic and general end of work time we, to say the least took our time to get the next few miles or should that be kilometres? Once past this blockage we soon got to Turnhout which the travel guides say is the city of 'Cards' although we never saw any. The 'Stadspark' were the 'Stoomgroep' have their track is the main park land area to the South of Turnhout which was very handy as we had booked into a motel to the south and this meant that we had little to do with the main towns traffic. I had hoped that we could stay with my cousin who lives a little further south in a place called Mol. She had obviously heard of our reputation and had flown to Crete that same morning? We quickly found the track site and were unloaded by a fellow who announced in perfect English that his English was "very poor" and "sorry for any inconvenience" that this caused. He has obviously never heard my Belgian. After a stroll around the track to acquaint ourselves with the lay of the land etc we set off for the Motel, at a place called Kasterlee my cousin had given me instructions to take the second left at the 'metal thing' in the middle of a roundabout and our Motel was the one on the right. This was found to be true as a pyramid of tubes which seemed to be used as an advertising hoarding duly appeared at the roundabout in question and directly behind it we found the 'Motel Cleo' we booked in and went to bed as we had had a long day.

Next morning we had breakfast at the Motel and set off for the track. Were we signed in the feel of the whole event was to be made clear to us when the chairman explained again in very good English that they had carefully written the rules out in Dutch so that 'no one' could understand them. On offering boiler certificates etc we were told 'keep them' unless an inspector calls we don't need to see them. Putting the onus on the locomotive owners to have all the relevant paper work if required. We were issued with what they called 'beer vouchers' which we could exchange for cold drinks food ice cream etc in addition to this we were given lunch, afternoon tea and dinner tickets. Lunch consisted of three bread rolls with a selection of fillings, the afternoon tea consisted of a heart attack on a serviette, on Saturday it was a slice of flan the size of a tea plate half filled with custard topped with apricots a lattice top to hold it all in place and then a squirt of cream just to finish off! Coffee was on tap all day and free to participants and club members. The evening meal was to say the least substantial and held in the local community centre about one hundred and fifty of us sat down here on both Saturday and Sunday evening.

I should say that we ran Brian's seven and a quarter Gresley O1 2-8-0 for seven hours on the Saturday at the end of which there was no clinker in the fire indeed during the entire weekend we only manage a very small amount in total, not enough to stop even a three and a half inch gauge engine. This I believe was due to the coal supplied being anthracite that was very hard and totally bone dry so when firing there was no moisture to turn to steam and explode the coal into it tiny pieces. An offshoot of this was that very little tinder in the form of wood was required to light up each day, and almost no smoke at all, certainly none during the running period. The track is ground level gently graded and forms what could be called a saddle bag shape were you set off from the station go off and come back almost to the station again before going away in the final loop. On approach to the station a signal ensured that an orderly queue formed to the call on signal for the platforms there are a choice of six platforms under the rather splendid canopy which is a scale model of the now defunct Turnhout station the signal box is also built to the same scale and is very impressive. If we were to build either of these amenities in Southampton they may last all of twenty four hours before being completely wrecked by the generation which I am hoping will earn my pension? The track also has a five inch rail which is cleverly deviated and the bottom of the two loops to form a single perimeter loop of perhaps three hundred metres. There are two dual gauge platforms outside of the main station building and a small loop of track which formed the original track that the club laid some years ago.

Whilst the train rides were taking place there was a Witt weekend festival going on with all kind of entertainment a huge beer tent which again seemed to work on the 'beer voucher' system used for many other events going on in the park. There were dance bands ump-ah bands jazz bands dancing girls of all age's shapes and sizes. Street circus acts taking many forms fire eating, mime, juggling and many more. Indeed on one of my driving stints I came around a bend to find my self face to face with a clown pushing a trolley with a stuffed monkey in it, my first thought was this will look good on the insurance form, later the same day Brian had a close encounter with a giraffe and its mates who were crossing the track at the time, These were of the lion king type and not real. We were told that on the Sunday during the flea market, their equivalent of a car boot, some thirty to forty thousand people would be in the park. And I should point out that only temporary barriers are used to try and separate trains from the public. They do attempt to produce crossing places but these are very rudimentary. In any case on the Monday they set up a dog agility course inside the track and carried on as though nothing was going on around them dogs whizzing in and out of tunnels up and over ramps/seesaws weaving in and out of poles, this gave way to a Karate demonstration. Again clowns and street artists abounded it did make a change to see clowns on the grassed areas instead of driving trains though? But to top all off this during the day we had the spectacle of the marching geese. One chap at the front blowing a whistle presumably to keep them instep, complete with band master uniform then the geese themselves about fifteen of them in all marching basically in single file followed by another bandmaster complete with one man band gear playing a basic marching tune. We set off home early on Tuesday morning to arrive in Dunkerque in time to catch an earlier boat, which in turn put us ahead of the rush hour traffic on the M25 on the way back to Southampton. Arriving back in Southampton at around 5:30pm. I should finish with the astounding figure moved by the club during the three days was in excess of 9300. The club secretary told us that they needed to move 9000 to break even. So unlike some English clubs who cash in on event weekends they seemed to enjoy the camaraderie of the event even more than the cash injection, something that I personally found most refreshing. The only problem now is what next.

The Open Weekend (or should that be swimming gala)

Some brave souls turned up to our open weekend which turned into one of the wettest weekends we have had this year since the track re-opened for the seasons running. Our guests were few but most welcome. I hope we did not disappoint anyone it is difficult to assess numbers that will turn up on the day. Numbers have decreased since the heydays of the early eighties. Do we have our open weekend too early in the year does it clash with anything else going on around the south of England. We acknowledge the difficulty of the over night stop, this situation is being investigated with our landlords the city council.

We have the '**Electric Day**' coming up on the 21st June we shall have to see how this new date in our calendar pans out.

Rolling stock improvements braking and bearings. Safety checks etc.

The effort of a small group of members has seen the transformation of the seven and a quarter rolling stock. With the main part of the project being undertaken by Ralph Stockton who has been the leading man/coordinator largely sorting out the problems as they have arisen.

The old Bogies were to say the least past their sell by date having completed eleven years of service with little maintenance carried out over the period. The only thing that was never up to the mark without the occasional spanner was the brakes which were of the traditional shoe variety. The use of commercial plumber blocks also proved to be an Achilles heel.

The decision to change to disc brakes following the success of the five inch stock now some forty five years old seemed to be the best way forward as it reduced the number of moving parts required. A small team set them selves up to modify the axles. In fact the axles were scrapped and replaced as being the safest option (trying to make a silk purse from a saws ear spring to mind) unfortunately discrepancies from bogie to bogie meant that these parts had to be tailor made. Again it was said at one point if I were starting again it would not be from here. The small team of stalwarts have stuck to their guns and we have the beginnings of a set of very smooth and stable rolling stock which stops on a sixpence or should that be 3p. Doesn't seem to have the same ring about it though does it.

During this period the signalling system has again been modified by Ralph and his nipper Alan after finding shrimps in the plug sockets. Who says were not by the sea?

On the long running saga of the shrubs we have had a break through. During the winter I got wind that the council were trying to get 'Green Flag' status for Riverside Park. This will in the future have funding effects for the park indeed the replacement of the play equipment nearest to us will be carried out sooner rather than later. The knock on effect of this is that more time has been spent tidying the park in recent weeks and the replacement of seats and litter bins have been carried out. Just before this all took place the council had a reshuffle of the 'Open Spaces' personnel which has seen the old contact with Brian Kneller who has moved onto Southampton West being replaced with Martin Beer who is keen to raise our profile. We are now included in the information boards these are placed at the entrances to the park and also in the car parks. We have been asked if we would join in the friends of 'Riverside Park' which has been recently formed again this is part of the 'Green Flag' bid. During an inspection meeting with the green flag people we met the committee which will say yes or no to the flag status during this meeting we were approached to supply information for possible inclusion in a council published newspaper sent out to all the residents.

Parent and Toddler day 16th July Wednesday

Our annual day entertaining the parent and toddler group comes around again anyone who can help out during the day will be most welcome. The helpers from the groups turn up at around 9 and set up activities for the youngsters to have ago at. The parents and their charges appear from 9:30 onwards and have generally left by 3 as they have in many cases to pick up other siblings from school etc. We run the track on an informal basis for the duration. Dependant on the weather there can be from 20 to 200 children around at any one time. Your help in supplying locos or helping setting up and packing up would be much appreciated these passengers are after all our passengers of the future. Following on from this event we have Noel Shelley returning to give us the follow up to his talk earlier in the year, he intends on melting some metal for us and pouring a couple of name plates or something similar. We have invited the Bournemouth Soc to come along to this meeting as they have not got thr luxury of being able to have Neol melting metal at their sites. So come along and prove that we can all be friends.

Chairman

Mr Tony Hoile.
Westhouse Cottage,
Southhill, Droxford,
Hants.
SO32 3PB

Secretary

Mrs Mollie Giles.
158 Athelstan Road,
Bitterne Park,
Hants.
SO19 4DJ

Editor

Mr Paul Clarke.
28 Conifer Road,
Coxford,
Hants.
SO16 5FX

The Late Billy Dwyer

Bob Clist

Billy Dyer was born in Tipperary on 21st May 1930 into a family of Show people. He had little interest in music and allied arts and was somewhat sickly as a child. He left school at 14, having had a somewhat sketchy education.

He was employed in the motor trade, an occupation which took him to the U.S.A. and South Africa. Upon his return to England he took a job at British Aerospace. After B Ae closed he was then employed at MOD Chobham working on tanks. Retirement saw him taking a part time job at a company in Weybridge.

He started model engineering in 1972. His first project was a 3½" L.N.E.R. Pacific, complete with conjugated valve gear. Bill always sought to keep cost down and to this end made a sojourn to a local scrap yard. He returned with a pile of manhole covers. He launched into these and duly converted them to a set of bogie driving and trailing wheels. This engine was driven at Stoke Park and subsequently at Riverside Park.

In the meantime Bill was getting on with his next project in 5" gauge – the famous ANNIE, again with three cylinders and a conjugated valve gear. This duly appeared at Riverside Park where it gave much pleasure to many passengers. Whilst Bill never claimed it to be an exhibition winner, it certainly commanded respect, especially from those who drove it.

Bill often said that his happiest days were spent at Riverside Park and you never saw him without a smile on his face. The degree of enjoyment was more or less proportional to the amount of cinders and oil adorning his person.

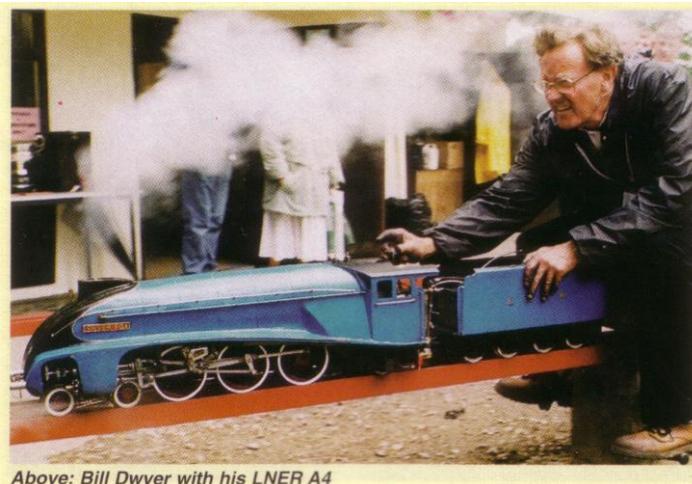
He also got a lot of fun from helping other model engineers. There are many locos' running today which incorporate Dwyer components.

He had a great gift of simplifying complicated machining operations, coupled with an amazing ability to adopt existing items to meet his needs. Not much was made according to conventional drawings but limited 'back of the envelope' sketches plus Bill's rudimentary calculations.

In November 2001 when he was well on the way with his latest project, 7¼" 4-8-2 when he suffered a serious and debilitating stroke, from which he was never to recover. Workshop activity ceased completely. He was nursed by his wife and daughter, with occasional outing to Stoke Park and here at Southampton which he thoroughly enjoyed.

On Sunday 6th April 2008 he suffered a heart attack and was taken to Frimley Park hospital. Despite their best efforts over the next 24 hours he died on the following day.

The Funeral was held at Woking Crematorium and the Chapel was completely full of family and friends. He leaves behind his wife Jacquie and daughter Lynette and a million happy memories of a man who was never seen without a smile on his face.



Above: Bill Dwyer with his LNER A4

(ed) The above picture was taken whilst taking part in the 2000 I.M.L.E.C. where he won the 3½" competition. He astounded the observer by filling the fire box with a bag of coal, twenty minutes into his run he ran out of steam he later told me that he was 'having so much fun he'd forgotten to put anymore on' after lots of firing he finished his run to win the class. And in tenth position overall in the competition.

Southampton City View

We have been asked by the City Council to supply pictures etc for inclusion in the city's news and events paper called City View. This stemmed from a meeting in the park during the green flag presentation. As a mark of helping them with their endeavours they have offered to put in a piece about the railway, opening times etc.

It has been suggested that as a measure of how many people actually read the paper that if we agreed to it, some form of voucher could be printed along side the piece. It has been decided that this will take the form of a free ride. It has been suggested that the council may meet the cost of any vouchers handed to us. It will of course mean that we have to come up with the goods during the validity of the vouchers. A period of one month has been suggested for this to take place over from the time of publication of the paper. We intern should see this as free publicity going into every home in the city.

Turnhout 2008



The train arriving on platforms 2&3 is the 10:30 from England (we do things differently)



What do they put in the water