

THE CITY OF SUNDERLAND MODEL ENGINEERING SOCIETY Ltd

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AUGUST 2011 NEWSLETTER

OPEN DAY SUNDAY 11th SEPTEMBER

As usual we open to the Public at 10am so member should have the Gazebo erected and the models for display in place by 10am. The Loco tracks should also be ready to receive the public at 10am, locos on the steaming bays, the track inspected and ready fully manned with Drivers, Station Master, Gate Keeper all ready for the first passenger.

The Small Track should also be manned and the first locos ready to roll on the starting time.

Both Tracks need to be in operation on this day, we have an unmanned train for the small track but driven locos are also needed. We need more members to make an effort to support your society by bringing your models to either display then in the Gazebo, or on the Steaming Bays, or better still running on the tracks. **YOUR SOCIETY NEEDS YOUR ACTIVE SUPPORT**

The Ladies will be there with a Buffet and a steady supply of hot drinks throughout the day, so can you put as much effort as them in turning up with your models and supporting them and your society.

AIR DAYS 30/31 JULY 2011

Once again we supported this event by running the loco track and hauling passengers

Fortunately for the weather was good, some times a little chilly but sunny and bright. The first train on Saturday was at 10 05am, not because we were late but because there was very few members of the public in the Park till then, this loco was Ron Haswell's electric loco with Ron at the controls he drove till 11 40am. The queue at the gate soon began to form and more locos were needed to meet the demand. Electric and Steam Locos being fully employed. Joan Stephenson with her Electric Loco 'JOAN' went on at 11 30am and drove for a total of 6 hours continuously, eating her lunch at the controls between runs.

Stan Fisher Took the Club loco 'ROYAL AIR FORCE' on at 11 30am and drove till 1 50pm when the fire needed some attention.

Stephen Dunn brought Stan Fisher's ETAN PECURSER on at 11 50am and drove till 2 35pm to drop the fire and relight.

John Barnes took over Ron Hasweell's electric loc at 12 15pm and drove till 2 05pm then returned again at 2 20pm till the end of running.

Ron Haswell brought his 'EDWARD THOMAS' on at 12 40pm and drove till 2 05pm.

At 2 30pm Stan Fisher returned to the track with a clean 'ROYAL AIR FORCE'

Stephen Dunn returned to the track with Stan Fisher's ETNA PERCURSER' at 2 55pm and drove till 3 50pm with the fire and smoke box needing attention

Ron Haswell brought on the club electric loco at 2 55pm until 3 45 when the chain drive snapped and he transferred to Noel Maw's Electric loco till the end of running

A very busy day locos on and off the track changes of drivers, the traverser doing its job in changing over trains throughout the day making its presence much appreciated.

Members went home at the end of the day not tired just exhausted. When a train stopped at the station to change passenger's drivers took the opportunity to stand up and stretch their legs and straighten their backs, we could have done with a lot more drivers

The Sunday began with Joan Stephenson and her loco 'JOAN' starting off at 10 30am and she drove continuously till 2 30pm when her batteries started to lose power and she got off for her lunch.

Peter Russell with his electric loco joined Joan on the track at 10 45am and he drove till 12 noon when his batteries gave out.

Stan Fisher brought the club loco 'ROYAL AIR FORCE' on at 11 am and shared the driving with Stephen \Dunn till 2pm when the loco needed a breather as well as the drivers.

Ron Haswell brought on his EDWARD THOMAS' at 1 45pm and at 2pm Jim Humberston joined the activities with his electric loco

At 2 20pm the ;ETNA PERCURSER' joined in with Stan at the controls and he handed over to his Grandson Gareth Towe till he handed over to Stephen Dunn then back to Stan Fisher

The ;ROYAL AIR FORCE' came back on the track at 2 25pm Doug Foster took the controls till handing over to Stephen Dunn at 3 15pm

Peter Russell returned at 2 35pm using the club batteries and continued till the end of running.

It was decided to put a block on the queue to stop running at 5pm many had to be turned away in order to meet this 5pm dead line but it was necessary because the steamers needed a clean out and battery power was rapidly declining. Though the public were disappointed they understood that with starting at 10 30am we needed to stop and congratulated us for the efforts our members had put in.

Gate keeping duties were with Morri Bergson who was assisted by other members including Ron Monaghan who also did a spell on driving an electric loco. Station Master Duties was left to drivers taking a spell and Colin Hough and myself.

Everybody present did something to help changing batteries, putting them on charge, watering and coaling the steamers and manning the traverser or loading passengers. A lot of hard work was put in by all present, there was never a quiet moment and every one present must be thanked for a job well done. The donation made by the public was much appreciated.

May I thank all present for their pleasant company and all the hard work they put into this weekend

OBITUARY Sadly I have to report the death of Jimmy Johnston on 4th August after a long illness. Jimmy may not have finished his 7 ¼" G LNER B1 , but he will be remembered for the sheet copper and brass he assisted members to obtain.

GENERAL MEETINGS These will recommence, after the summer break, on Saturday 3rd September at 1 30pm in our Roker Park Clubhouse and then on the first Saturday in the month. These meetings are held so that members can obtain knowledge of Society activities, meet with their fellow members, ask members for advice on their modelling problems, show off their latest modelling achievements, listen to committee meeting minutes and give their own opinions and join in the discussions. Show your face, have a cuppa, and on fine days join in with other members in the outdoor activities. Have a good grumble if you need to, get some assistance or even give some assistance. But turn up. What would attract you personally to attend General Meetings regularly, let your secretary know what will bring you to meetings and why you stay away. Saturday afternoons was initially chosen because mid week evening meetings at a local school, with safe car parking facilities, was very poorly attended and not very cost effective. Members said they did not like going out at night especially on dark or cold nights. Our clubhouse is free, except for lighting and heating costs, but Roker Park closes its gates at dusk. I have an overhead projector and have brought my TV and video equipment to try and make talks interesting, visual aids are a necessity for any talk, have you any equipment. But what do you want and more important what will attract your attendance. Will you give a talk or demonstration to your fellow members. I await your response, it's your society, and more members attending General Meetings are required.

My apologies for the length of time since the last newsletter but with health problems, holidays, change of printers and broadband supplier creating difficulties. But I have attended General and Committee Meetings been on hand to give training on machine tools as well as doing other Roker Park activities