

THE CITY OF SUNDERLAND MODEL ENGINEERING SOCIETY Ltd

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NEWSLETTER APRIL 2009

OPEN DAYS 2009

These are SUNDAY 7th JUNE
 and
 SUNDAY 6th SEPTEMBER

We will be open to visitors from 10am each day.

That means that we need to have the Gazebos erected and the models installed prior to 10am. Also the tracks should be inspected and the steaming bays manned again before 10am. Members models are requested for display in the Gazebo - to run on both loco tracks - sail on the lake - and for road vehicles to grace the park pathways, and also members to steward the Gazebos and loco tracks, Station Master and Gate Keeper being two of the most important positions to be filled. Are YOU available.?

Joan will as usual be providing her excellent buffet and will be assisted by Sheila Hough, Audrey Teasdale and Lynne Dunn. Our LADIES have put their names forward, even at this early date. What about our male members volunteering for necessary tasks on the days.

It would be very much appreciated if we could announce and advertise what models would be available on these days.

ANNUAL GENERAL MEETING 19th MAY, 7pm IN OUR ROKER PARK CLUBHOUSE

GENERAL MEETINGS IN OUR CLUBHOUSE

The last few meeting have seen our members giving talks on a variety of subjects. It started with Brian Ribton displaying and talking about his model Hot Air Engine and also his Clayton under slung Steam Lorry. Alan Spencer then brought his model of an Artic Snow Mobile, although unfinished it certainly attracted an immense amount of interest since it was backed up with Alan's vast knowledge of the actual trans artic expedition. A Stephenson gave a talk on Lathe Work for beginners and Peter Russell a talk on Computers, and their use by Model Engineers. The programme on valve gears was most enlightening especially when he demonstrated how changing the dimensions of certain valve components altered the actual valve events. These all gave our members an entertaining afternoon and we all left with some extra knowledge.

The next meeting is

GENERAL MEETING SATURDAY 18th APRIL, 1 30pm IN OUR ROKER PARK CLUBHOUSE - The subject will be 'An Armstrong Hydraulic Engine' on which Albert Stephenson will give an illustrated talk.

Can you attend ? You will be able to view orthographic drawings and photographs of an actual Armstrong Engine.

EXTRA CLUB LOCO

We now have the Late Charlie Tunna's 5inch gauge 0 -6 - 0T locomotive 'SIMPLEX' which is named 'WOLFIT'. It is at present in A Stephenson's workshop being overhauled and after 'testing' will

return to Roker Park as one of our Club Locos. Being a Tank Loco the absence of a Tender to stretch over could make this a very popular asset.. The boiler as been successfully hydraulically tested, and new fire bars and new ash pan have been fitted. A lubricator , boiler feeds etc have yet to be sorted out When I have finished the Financial Report for Company House, the AGM paperwork, minutes of meetings, and attending Park meetings, the Harrogate ME Exhibition organising and newsletters I will be able to get back to my workshop, that is when the new club workshop is completed.

A part built 5 inch gauge 'LION' was also collected from Charlie Tunna's workshop. Stan Fisher has volunteered to finish off this loco.

Also a part built 4 - 2 - 2 LMS 'Princess of Wales' was collected, Robin Evans has volunteered to finish off this loco.

Who then will own these locos ? The committee decided, that since several hundreds of pounds will be needed to purchase castings and materials not to mention the amount of hard work these members will have to put into completing these locos, that they should belong to these two members.

Had we not made strong efforts to obtain these locos they would have scrapped along with other of Charlie's possessions. At least we have saved them from the scrap bin and they will be used, when completed, on our Roker Park Tracks. We are gratefully that two conscientious members came forward to offer to complete these locos. Thanks Stan and Robin.

NEW MACHINE SHOP

It as been decided that we construct a machine shop in the rear of what is commonly called the Garage The Portable Track Trailer and the bogies for the small loco track will be at the front which will leave 9ft clear at the rear. A 3 ½" Myford Lathe, a small Milling Machine and Bench Drill and Fitters Vice are at present in this space. Electric Wiring needs to be repositioned and benches constructed from the RHS in stock and the wood for the bench top. The RHS requires welding and the machines etc bolted in position. This new machine shop will be available for members to machine components for their models, not every member has machining facilities. Also we will be able to give our members expert instruction on the use of these machines. If you require any instruction please let the secretary know and it can be arranged. Don't be shy it could be on a one to one basis.

The Milling Machine and Bench Drill are from the late Charlie Tunna's workshop.

LOCO DRIVING INSTRUCTION

If you want to learn how to drive an electric or steam loco why not book a tuition session. The times will depend on Instructors availability and must NOT be after 1pm on Saturdays or Sundays. This is to enable members to run their locos and also to enable passengers to be hauled. Remember that members volunteer to haul passengers behind their locos they are not forced to do so.

We have 2 - 7 ¼"G electric locos for members usage and a 5"G LMS 4 - 6 - 0 Royal Scot Class loco named Royal Air Force steam loco and these will shortly have another steam loco a 0 - 6 - 0T loco simplex named Wolfit

Also we have cleaning facilities that will not only clean a loco but also give it an oiled surface to protect it from rust when not in use. Un fortunately these facilities are not of an automatic nature and one needs manually to direct the sprays and change the spray guns and also we have to replenish their contents. I am reminded of a young lady who placed her laundry into the washing machine and switched on. When asked 'what about the washing powder' replied ' don't be silly its an automatic machine'.

Our washing facilities are unfortunately not fully automatic and require some manual activity.