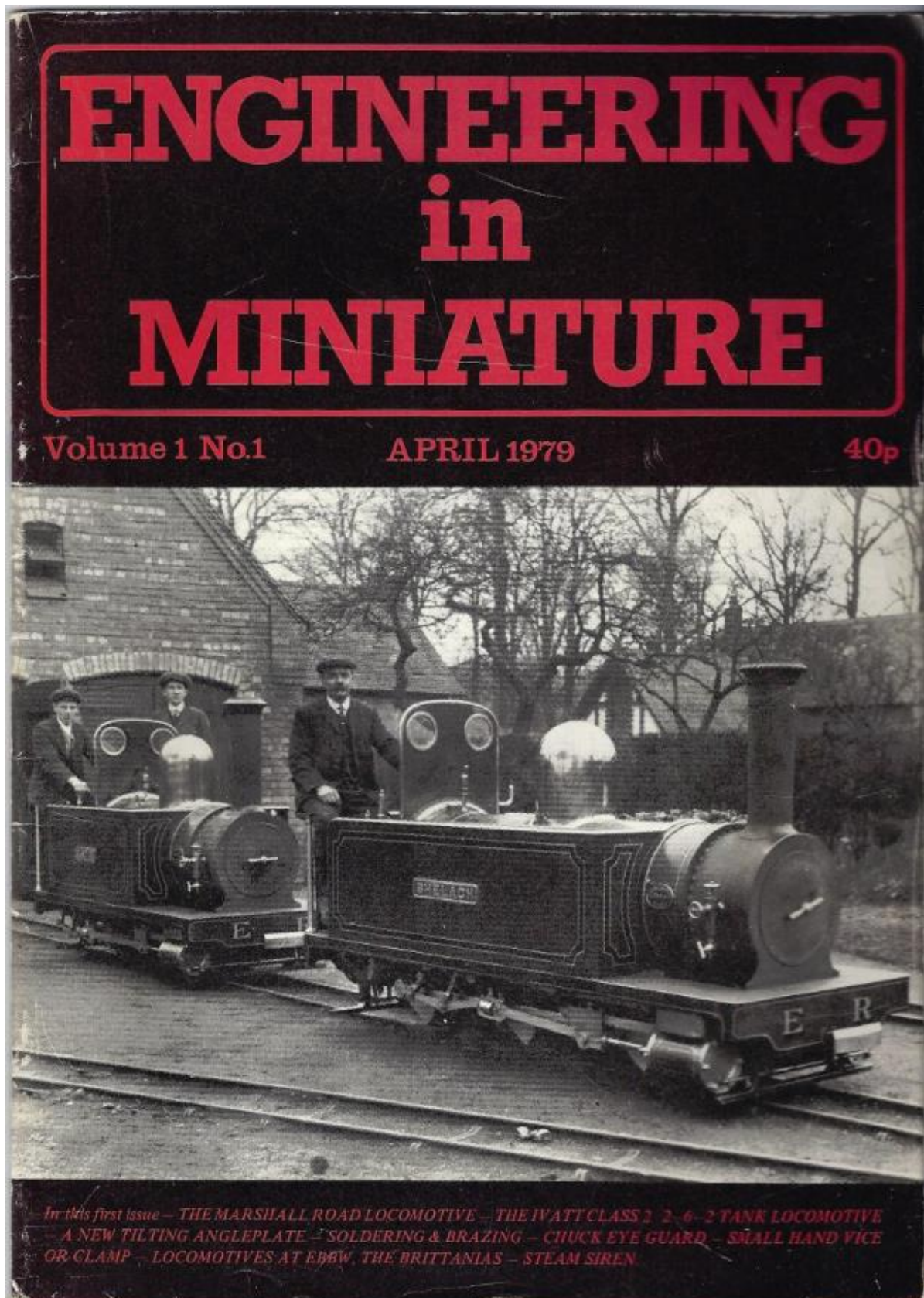


The below article was recently unearthed from the very first edition of Engineering in Miniature, printed in April 1979. This was at a time when the club was still based at the Brotherhood site in Werrington, only a few years before moving to the Thorpe Hall grounds.





# SPOTLIGHT ON THE CLUBS

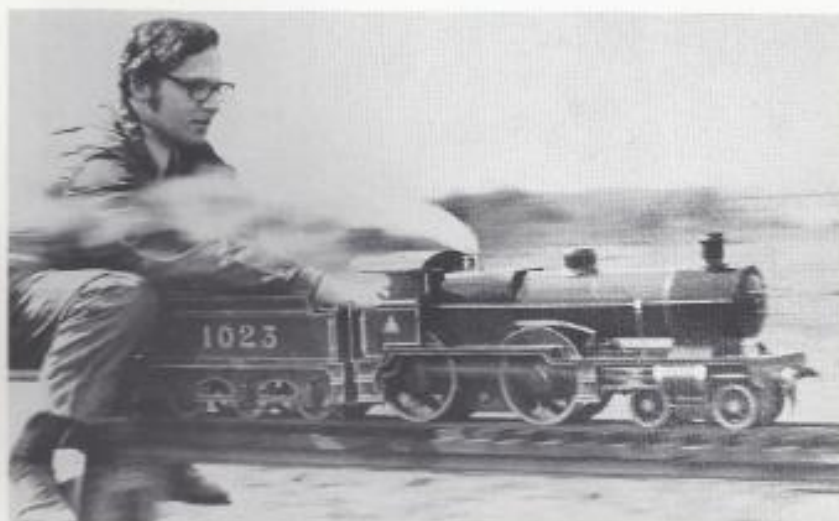
## PETERBOROUGH SOCIETY OF MODEL ENGINEERS

Peterborough is a rapidly growing town on the edge of the Lincolnshire Fens. It is a development area with a carefully laid out system of through roads and a great deal of new industry. Standing as it does on the main A1 road and with easy access to the Midlands, East Anglia, London, and the North it of course became very much a railway town with train connections from many of the old Railway Companies. I can well remember a variety of locos and rolling stock when visiting the town in my youth. The main railway however was the Great Northern who built quite a large station then known as Peterborough North but for some reason a tortuous dog leg was set in the track at the station, this had the effect of slowing down all the expresses and making the place a schoolboys delight. The station was just south of Werrington Junction which was one of the most famous of all railway junctions. Here the main line from London diverged the left hand side taking the trains north to Yorkshire, and Scotland. The right hand one taking trains to Spalding, Boston and Grimsby and of course many other places. The other station was Peterborough East which took in my days LMS trains to the midlands and for some through running to East Anglia. The town now boasts one of the finest shopping centres in the country as well as a beautiful cathedral, and is adjacent to the Nene Valley with its preserved railway and the East of England Showground which is the venue for many large exhibitions and shows including the famous "Expo Steam" rally.

With such a railway background it is hardly surprising that the town boasts a model engineering society, with a strong leaning towards locos and the running thereof. The first society was formed pre world war two but like so many good things died during the war. This was a fate that fell to so many societies as members were called up for the forces and it became virtually impossible to obtain metal, it all being required for the war effort. Shortly after the war the society was reformed and for reasons only known to those members folded up in the 1950s.

The present society started as do so many societies with a group of enthusiast getting together. Things developed and the first meeting proper was held in the home of Andy Breeze who was to become the first club chairman. Thus the Peterborough Society as we know it today was started.

The society managed to obtain the use of some land at a local engineering firm Peter Brotherhoods Ltd. and the chairman of this company is now also the president of the society. The site is seven acres and the firm were happy to allow the club to build their club headquarters and track on the site. The track or tracks are a raised 3½ and 5 of about 1,000 feet and a ground level 7½ of about the same distance. With of course all the usual amenities such as steaming bays etc. In addition they have a large size barrel which seems to contain an everlasting quantity of a brown liquid which when poured out has a quantity of white froth on top. I understand from the members that it is lubricating oil, but can only think that they must all be a bit stiff in the joints as they consume this said oil in large glasses.



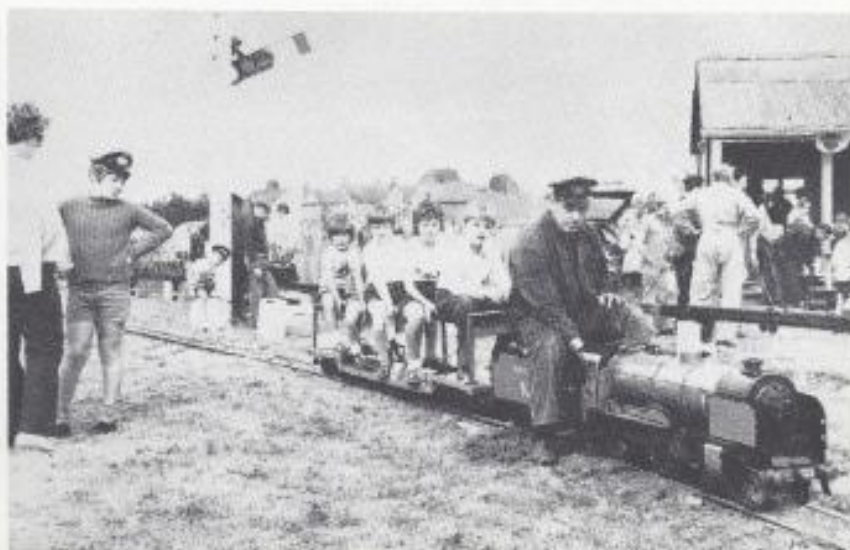
Allen Wright with his "Maid of Kent".

Needless to say the members are a very friendly bunch of bods and visitors are always sure of an excellent welcome. The running sessions are always accompanied by much laughter and leg pulling. I went there recently on a cold and slightly snowy night. When I arrived it was to find that they had in fact had a running session just before on the ground level track. Not that running is the only activity and the club members boast one of the most diverse collections of models I have ever seen, and model traction engines are often to be seen in operation. Some of the most unusual models are made by Fred Beard who was one of the members of the original society. Many of Freds models are displayed in the Science Museum in London but he still is able to put plenty on show at exhibitions. In particular I like his rope making machine which was made in order to obtain correct miniature ropes for model ships.

The club is very extrovert and offers many open days as well as attending rallies

themselves and exhibiting in many places. They had a stand at the Midlands Exhibition last October, they hosted the Southern Federation Rally last May, and every year their big event in which they try to involve as many of the 60 or 70 members of the club as possible is at Expo Steam where they have a 3½ and 5 elevated track and a 7½ ground level oval. They also have a large exhibition tent. All this of course shows just how rich this club is in both excellent modellers and fine models. The locos as well as the other models are too numerous to try to list and it would be unfair to select some for mention and not others. However perhaps the photos which we publish will serve to show what wonderful models they are. It also shows some of the members in an unusual mood they being stone cold sober. (Perhaps they went without the barrel).

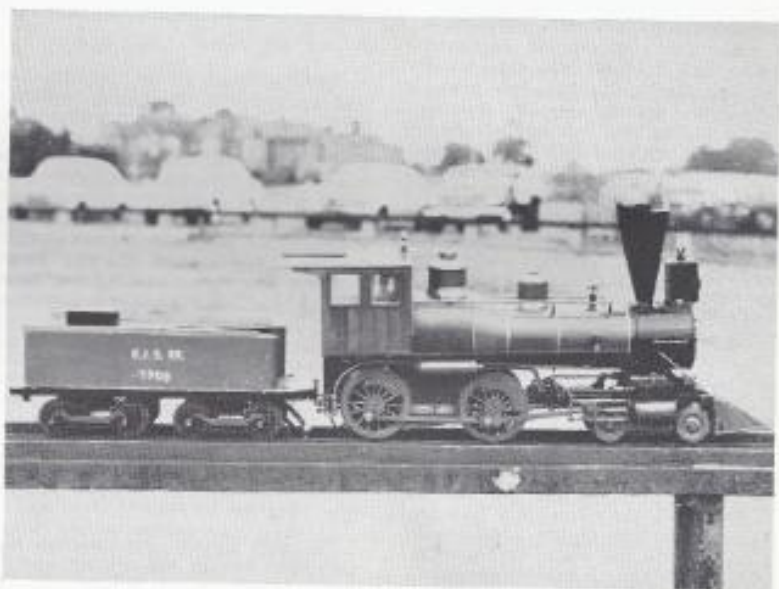
Well if I have whetted your appetite for the chance to see a feast of fine models why don't you pop along this year to Expo Steam and see them for yourselves.



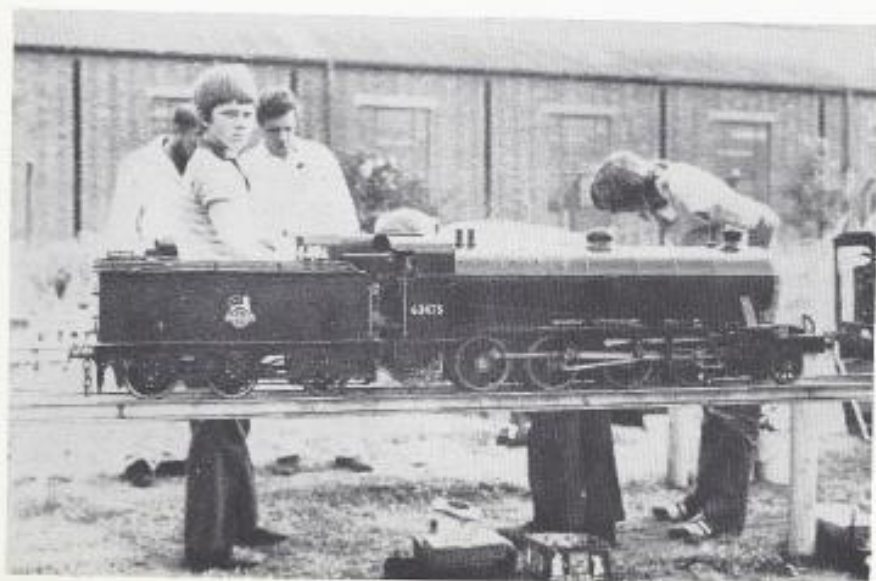
7½" gauge Schools class locomotive owned by Alan Griggs



*Ron Hobbs with his LNER B1 "Springbok".*



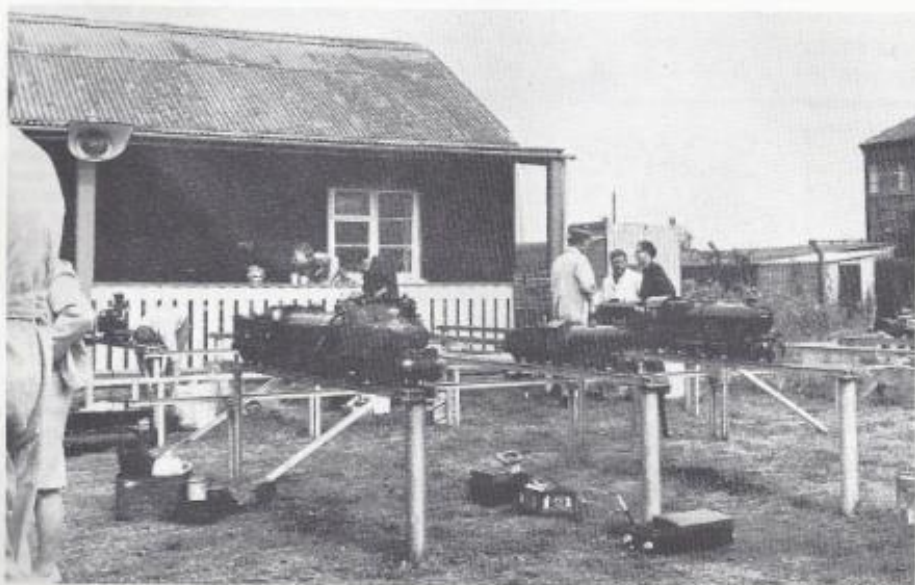
*John Saxon's "Virginia" now converted to oil firing.*



*Fred Winsall's Nigel Gresley—  
An IMLEC Winner.*



# CLUB NEWSROUND



## NEWS OF THE CLUBS

*Activity in the Steaming bays at Peterborough.*

Malden and District Society of Model Engineers are going ahead with making the club headquarters more comfortable. With modifications to the kitchen in the form of new counters, cupboards, and a new door. This society of course plays host to 7/4 enthusiasts at frequent intervals and it looks as though these improvements will mean even better hospitality.

Amongst News Letters received has been 'The Lobby' from Brighton and Hove Miniature Locomotive Society. Like so many club magazines these days it has a professional appearance and this particular issue contains a rather revolutionary idea of putting the cylinders of a steam loco between the frames and in the centre of a pair of driving wheels. The writer suggests that by taking a connecting rod from each end of the cylinder direct to a crank axle coupling rods could be dispensed with. Well it certainly gives food for thought.

Rugby Model Engineering Society announce a change of address for their secretary who is Mr. D.C. Newell now living at 55 Portland Road, Rugby CV21 3BX. Congratulations to the club on it being their 30th Anniversary this year. Scunthorpe Society of Model Engineers would be pleased to hear from anybody willing to assist with loaning exhibits for their exhibition in May. If you can help please contact Mr. R.D. Needler, 113 Warwick Road, Scunthorpe, South Humberside DN16 1ES. Tel: Scunthorpe 4890. Stafford and District Model Engineering Society announce that at the AGM in April Mr. Tony Goddard, 21 Trinity Rise, Stafford ST16 1RX was elected secretary. From Crewe Model Engineering Society comes news that attempts are being made to organise a railway collectors fayre to coincide with Crewe works open day, and we hope to be able to keep you informed on this one. Chesterfield Model Engineering Society have developed a close liaison with the Papplewick Steam Museum, apart

from running at their own track they also operate a portable track at the museum. It is hoped to feature the club and the museum in the very near future, and dates of running will be supplied. I have received a very nice news letter from N.W.L.S. and to my dying shame as a mere Southerner I do not know which society this is. (My most humble apologies.) However they are obviously very go ahead and at present are working on a new storage shed, a working signalling system, electricity in the steaming bays, and somewhere to drop grates. Perhaps when they enlighten me they will allow me to take a loco along and have a run and use the new facilities. East Herts Miniature Railway are continuing to push along with the track and are now to have public running on the second Saturday in every month as well as on Sundays. So far the club has been purely 7/4 but a 5 inch rail has now been laid in the main circuit. Bedford Model Engineering Society. This club organises in conjunction with the local council a series of talks on topics that would interest most model engineers. The advantages being a chance to get talks where high expenses may be incurred and to defray the costs. They held a tree planting session last December in conjunction with the County Council and the Forestry Commission. So this should bear fruit in a few years time. (Sorry but I could not resist that.) West Riding Small Loco Society have been busy strengthening the tunnel, they remind members and visitors that due to insurance problems steel boilded locos cannot be allowed to run on the track. Romney March Model Engineering Society recently caused many puzzled frowns to the local planning committee when they applied for permission to extend their track. It seems that such a thing had never been dealt with before, but alls well, the project was favourably received, and they are hopeful that permission will be given. It is with

great regret that the Ascot Loco Club announces the death of it's chairman, treasurer, and founder member Mr. Henry May. Mr. May has been one of the driving forces in a project that saw a club rise from virtually nothing to complete a miniature railway at a breathtaking pace. In spite of the sad loss the club are going ahead with their ambitious projects and hope to complete 2,000 feet of track by 16th June.

Needless to say the proprietors and editor of this magazine wish to extend their sympathy to the wife and family of Mr. May.

## TORCH & LIGHT GUIDE from page 32

found it made the internal examination very easy. I have since used it for all sorts of purposes such as examining inside smoke boxes and fire boxes and it is so easy to direct the light to the exact spot at which it is required, where a bright but concentrated light then shows up the part under examination and does not cause a reflection back into your eyes.

The editor is pleased to receive club news sheets or any news for inclusion in this page. You may send them either to TEE Publishing or direct to the editor at 64 Frog End, Shepreth, Royston, Herts SG8 6RF.

