

February 2006

Steaming Ahead



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Well February already and I thought we would have little to write about, how wrong - January saw our first birthday party and a very pleasant day it turned out to be. The prototype passenger car had its first run and so far has proved to be a very smooth ride and carried passengers all through the birthday party.

Our meetings at Wylde Green Community Centre are not being very well attended so it has been decided to cut these to one a month and advertise it to other groups to see if we can increase the attendance. It is disappointing—you would think that with over 100 members we would manage more than the average 20% attendance we get.

Have we got the content wrong? Is the venue the wrong place? Or would we better charging £1 not to come! Any feed back, comment or criticism would be welcome. At Balleny Green we have a lot going on so come and help Sundays, Tuesday Mornings & Monday evenings from the 20th February.

Sorry for the confusion we are going to restart the **Monday evening working party from February 20th 6:30pm on** please come even if its only to make the tea for the rest of us

Club News in Brief:

- Club diesel out of use for maintenance
- Track bending and panel assembly team are back at work
- Help to make parts for new rolling stock we still need more volunteers please.

Events This Month—February

Tuesday 28th February Wylde Green Library
Malcolm High—Laser Cutting

New Members

The following applications for membership were approved by the board on
Tuesday 7th February
Bill Betts

Dates for Your Diary

- March 28th Drill Sharpening—Derek Brown- WGL*
- April 28th 150 Years of Foden Engineering-Norman Smedley-WGL*
- May 21st Model Works Owners Rally -Balleny Green
- June 13th AGM - Wylde Green Library
- Aug 6th 2½ Rally -Balleny Green
- Aug 13th Garden Party - Baleny Green

*WGL—Wylde Green Library

This news letter will only work with your input

Tuesday Evenings at Wylde Green

Tuesday 28th February – Laser Cutting by Malcolm High

Tuesday 28th March – Drill Sharpening by Derek Brown

Tuesday 25th April – 150 years of Foden Engineering by Norman Smedley.

We have two Tuesday Night speakers who would like to use a digital projector & computer to illustrate their talks in power point. Does any member have such equipment that they would be prepared to let them use on those nights? Please let me know if you can help in this matter. Carol Whitson (01543) 675852.

Driver Certification

Effective from 1st February 2006 Certification of members wishing to drive at fund raising events, and haul members of the general public on any other occasion, will be headed by Garry Tyso, assisted by, Stirling Barsley, Mark Bradley and Barry Wincott.

The certification process will now be split into two parts: an oral test on the applicants understanding of the track layout, block signalling and safety of operation, including a test for colour blindness and a practical test.

Those members wishing to obtain a licence should, in the first instance contact either of the above members to obtain a copy of the questions that they will be required to answer, and arrange a mutually convenient date for the test to take place.

Garry Tyso

Harrogate Trip

A visit to the National Model Engineering & Modelling Exhibition 2006 is proposed for Friday 5th May. A coach will pickup members from Balleny Green at 8.00 am and return for 6.00pm the cost of the coach will be £16.00 plus entrance fee which we will try and get a party price for when we have the numbers.

**If interested please contact
George Weedon on 01543
275106 by 21st of February**



Barry Wincote with his new 5" electric on the raised track, already been pressed into service for the birthday party.

Wylde Green

Tuesday 24th January.

Our thanks to John Moxham who gave a very interesting talk and slide show of Swindon works, I felt it gave you an insight as to how it was to work there, the slides showing sights we will never ever see again.

We learned not to work by John when he has a hammer—You don't understand— you should have come

Boiler Inspectors

Colin Davis
0121 351 4681

Peter McMillan
0121 308 2957

Stan Jones
01827 63983

Barry Kefford
0121 350 5743

Richard (Dick) Smith
01827 12758

Neal Harrison
0121 378 3992

N.B. Should you require the services of a boiler inspector, please contact one beforehand. Please do not simply arrive at the ground and assume that there will be one available.

Eds omission

An oversight on my part the article in last months news letter on the very successful tombola by Betty Wincote (thanks for taking the time to write Betty). I should have added a note of thank to Jim and Margaret Hill for their commitment to run the tombola for the second Santa Special and clear every last prize—£4 it cost me for that last bottle.

Copy dates for future news letters:-

Tuesday 28th February for March

Tuesday 28th March for April

Tuesday 25th April for May

Tuesday 30th May for June

This Months Quote:

"The simple obvious is not always simply obvious to some people".

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Have you sent any comment or requests ????

SUTTON COLDFIELD MODEL ENGINEERING SOCIETY

JANUARY 2006 TUESDAY "HORT" TEAM AND LOTTERY NOTES

Looking back it's a couple of months since I last sat down and wrote one of these. The main activity up to Christmas was getting things ready for the Santa Specials and then clearing up. In the final week before Christmas the Team with Bill Coleman and Grenville Harvey were able to sort out two trees which had been leaning dangerously and were unbalanced following the Generating Boards men clearing overhead lines. Nothing should come within 3 metres (10' 0") of the cables. That reminds me I need to thank Bill for bringing his specialist tools, e.g. the 5 metre lopper etc., thanks Bill on behalf of the team and society.

The New Year started badly with three wet and cold Tuesdays that prevented any work other than to get one of the rear tractor tyres sorted out. Since fitting to the new wheel it had lost pressure due to poor rim sealing. The 4 X 4 centre on the A38, about a mile south of Bassett's Pole, had been recommended to Vic Smith so we tried them. They sorted out the problem in a few minutes in quite spectacular

style with a pressure vessel.

The 4th Tuesday proved to be clear and dry so we were able to start clearing out the rubbish from bay 4 in the Maintenance Store which has become a dumping ground for all sorts of items. There is still a lot of work to be done, so can I please remind you that before you donate anything, commence any project or purchase anything on behalf of the society you should, wherever possible, discuss the matter with George Weedon, Jim Hill, or any of the other directors. It would also be helpful if the items stored in the Maintenance Store were identifiable to a society event, purpose, person or project otherwise they are likely to be removed and scrapped/burnt.

Over the Christmas period the second tractor rear tyre and one of the front ones had shown they had leaks/punctures so Vic and I took them to the 4 X 4 centre. The owner and centre have been excellent and we will continue to use them should we have any further problems. All the tractor needs now is a new battery and the cutter re-fitting, both on the list for next week.

With the milder winters the grass has not totally stopped growing so the over next few weeks we will commence removing damaged branches, mowing, clearing up leaves and rubbish around the site caused by the high winds. Bonfire Night left the usual variety of nails and other non combustible

rubbish making the ash unusable and it will, therefore, be dumped in the lower copse.

The HLF Lottery project team have been working over the last couple of months to complete the specification and manufacture of the first test carriage which, as I write, is hoped to have in action at James Birthday Party on the 29th January. See elsewhere for Steve's report on the day.

All being well the testing will go well and production of the other planned 11 can then go ahead quickly. The carriages with braked bogies are designed to ensure they are suitable for our operation with the overall weight kept within sensible limits. The bank up the 'goat hedge' side can be taxing and therefore, weight is an important factor, in particular, that of the bogies.

I will be able to report to the HLF shortly on the project and hopefully show we are a competent society and fully justify their judgement in granting the award. If you would like to be associated with the project and can provide assistance please speak to Steve Whitson, Gary Tyso, Stephen Hodgetts or myself. Work will be recommencing on the new section of test track as well as the carriages, so if you can assist on Monday evenings the work parties start February 7th, again see Steve's announcement.

Eric Davies

Wednesday 25th January 2006

PROGRAMME OF MEETINGS & EVENTS FOR 2006
 (All Tuesday Evening meetings start at 7:45pm unless otherwise indicated)

Date	Subject / Title	Speaker	Venue
Sun 5th Feb 2006	First Sunday of the month Steam-Up	(10:00am onwards)	BG
Tue 28th Feb 2006	Laser Cutting	Malcolm High	WGL
Sun 5th Mar 2006	First Sunday of the month Steam-Up	(10:00am onwards)	BG
Sun 26th Mar 2006	Birthday Party		BG
Tue 28th Mar 2006	Drill Sharpening	Derek Brown	WGL
Sun 2nd Apr 2006	Birthday Party First Sunday of the month Steam-Up	(10:00am onwards)	BG
Tue 25th Apr 2006	150 Years of Foden Engineering	Norman Smedley	WGL
Mon 1st May 2006	Bank Holiday Steam Up	(10:00am onwards)	BG
Sun 14th May 2006	Birthday Party		BG
Sun 21st May 2006	Model Works - Owners Rally		BG
Mon 29th May 2006	Bank Holiday Steam Up	(10:00am onwards)	BG
Sun 4th Jun 2006	First Sunday of the month Steam-Up	(10:00am onwards)	BG
Tue 13th Jun 2006	Annual General Meeting		WGL
Sun 25th Jun 2006	Two Birthday Party's 11.00-1.00 & 3.00-5.00		BG
Sun 2nd Jul 2006	First Sunday of the month Steam-Up	(10:00am onwards)	BG
Thu 20th Jul 2006	Sutton Coldfield Railway Society visit to Balleny Green	(7:00pm onwards)	BG
Sun 6th Aug 2006	National 2½" Gauge Association Rally		BG
Sun 20th Aug 2006	Birthday Party		BG
Mon 28th Aug 2006	Bank Holiday Steam Up	(10:00am onwards)	BG
Sun Sep 3rd 2006	Kids West Midlands		BG
Sun 1st Oct 2006	First Sunday of the month Steam-Up	(10:00am onwards)	BG
Sat 11th Nov 2006	Bonfire Night		BG
Sun 3rd Dec 2006	Santa Special I		BG
Sun 10th Nov 2006	Santa Special II		BG
Tue 26th Dec 2006	Boxing Day Steam-Up	(10:00am onwards)	BG
Mon 1st Jan 2007	New Year's Day Steam-Up	(10:00am onwards)	BG

First event 2006
James Birthday party
29th January



The weather was very good bright sunny and not to cold for this time of year



Thirty children and as many adults I would think. All enjoyed the day



A first class turnout of members with relief guards and plenty of marshals patrolling the track



With a full compliment of members it made for a very enjoyable afternoon and a real club atmosphere



Photos thanks to Stephen Hodgetts



Below Barrys new 5" electric hard at work already.

Sounds like the big ends are knocking!



Left the prototype passenger truck under test. Peters cushion was an optional extra only he had one!



Many thanks to all members who helped it really made a difference
Do you want to do one next January?



20th December 2005

In the **Steaming Ahead** (December edition) I read about the carriage project that the society has been awarded a Lottery grant for. It also states that I, Stuart Harrison have produced a sample bogie for evaluation, the costs quoted for bogie manufacture seem to be my quoted costs. When some months ago I visited a local pneumatics supplier on an unrelated matter he asked me about the bogies, one of which I had previously showed him as he had supplied the cylinders for them. He said that when someone who is a member of our Society had phoned him about pneumatic components, he asked him about my bogie and was told '**Oh we are not using those**'. Who was that I wonder?

Well I did not design the bogie, I am told the original design was done by the grandson of Geoff Nicholson, I simply incorporated some changes and manufactured four of them, two of which were narrow versions and are now under one of our sit astride coaches. I was told (not in writing) that my version was of an unnecessarily high standard and not suitable, even though I stated in writing that if the design was acceptable, I would donate the first two. I therefore sold them to the person from whom I had borrowed the original to copy. Later they were seen by a visiting member of the Brighthouse Society who said: -

Those are exactly what we need; can I borrow one for us to copy?

At the time of writing this letter, the Society could have been in possession of six new bogies with more on the way.

I know a number of our members are not happy about what has transpired. Could the Board of Directors please give an official explanation in the newsletter to my query of, why they were not acceptable to our society but seem to be exactly what another society requires?

Stuart Harrison

CARRIAGE BOGIES

The Board of Directors have been invited to respond to the statements made by a member, Stuart Harrison, for publication in "Steaming Ahead", about the carriage project for which the Society has been awarded a Lottery Grant. This article is the Board's response to the invitation. The grant had been applied for previously to cover for replacing the ground level track. The Heritage Lottery Fund regulations state that work should not be commenced before any grant is received. In any case the fund would not provide for track, this being considered to be a consumable item. Therefore the Board decided to go ahead with an application for funding new carriages and bogies fitted with a continuous braking system. The bogies produced by Stuart, although being described, by an unknown person, as "high quality" had been commenced before the grant application was submitted and, therefore, not eligible for a grant.

Following receipt of the grant designs were commenced and agreement made by the Directors for equipment considered to be suitable, taking into consideration the operational restrictions of the ground level track and the general availability of locomotives throughout the majority of the operational year. Advice was taken from drivers of locomotives who were fully experienced in hauling carriages and passengers around the ground level track during regular events.

The bogies produced by Stuart Harrison, copied from an existing unit loaned by a member, proved to be too large for fitting to the heaviest carriages owned by the Society and generally too heavy for the Balleny Green operation. Following this a request was made for the bogies, manufactured by Stuart Harrison, to be reduced in width to allow fitting to one carriage. After the bogies had been modified a trial run was carried out with the result that the bogies were still found to be too heavy and suffered from excessive drag. The Locomotive used for the trial was an average size steam unit. At the same time a pair of bogies that had been produced by another member some years ago, as replacement for existing bogies but were considered, at that time, to be unsuitable were fitted to a similar carriage. On trial under the same conditions, these bogies were considered to be completely satisfactory with regard to both weight and drag.

A decision was then made, by the Board, for the "sit astride" carriages to remain as then featured as they were considered suitable for use with the Petrol/Hydraulic locomotive also for use with large locomotives, as attending at the annual bonfire party event. Payment was then requested by Stuart Harrison for the two modified bogies, this payment was made and recorded in a minute for members to see if they wished to investigate.

During discussions a suggestion was made, to Stuart Harrison, to modify the carriage mounting and location points on the bogies he had produced. This was met with a statement, in writing, that he did not agree with this also stating that if the Society did not accept the bogies as produced, he would withdraw his offer to the Society.

The idea that any sort of bogie or rolling stock is suitable for all tracks is a complete fallacy. The bogies specified for the "lottery supported" carriages are of a weight appropriate for the track at Balleny Green and the generally available locomotives that have been the backbone of this operation for many years. They may not be completely suited to tracks similar to that at Weston Park but then neither would the reverse be the case.

Imagine the furore that would ensue, if equipment that later proved to be inappropriate were manufactured and the Lottery Fund requested the return of monies paid to the Society.