

February 2014

Steaming Ahead



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Sutton Coldfield Model Engineering Society

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Events This Month

| | | | |
|----------|--------|---------------|--------------|
| SUNDAY | 02-Feb | STEAM-UP | 10am onwards |
| TUESDAY | 04-Feb | BOARD MEETING | 7.00pm |
| SATURDAY | 15-Feb | STEAM-UP | 10am onwards |

Events Next Month

| | | | |
|----------|--------|----------------|-------------------|
| SUNDAY | 02-Mar | STEAM-UP | 10am onwards |
| TUESDAY | 04-Mar | BOARD MEETING | 7.00pm |
| SATURDAY | 15-Mar | STEAM-UP | 10am onwards |
| SUNDAY | 23-Mar | BIRTHDAY PARTY | AVAILABLE 1pm-3pm |

Editor: Steve Kesterton
Mobile: 07946 025 151
Email: stevekesterton@hotmail.co.uk

Press Date is the first Tuesday of the month

Front Cover: Members of the Tuesday Gang installing new plastic sleepers under the points in the station area.

Don't forget the Steam Ups in February and March!

LMS 10000 Diesel-Electric locomotive

When the photograph of the recently constructed LMS 10000 diesel locomotive appeared in the December issue of "Steaming Ahead", I commented to Steve Kesterton that I should have added a short write-up on the development of the same; Steve promptly suggested that I should do this anyway.

From my train spotting days in the 1950's and 60's, spent mainly at Tamworth and Lichfield Trent Valley Stations, I can recall seeing the prototype diesel locomotives 10000 and 10001 hauling the Royal Scot. Occasionally one or the other, or both, were to be seen at Birmingham New Street Station.

Some time ago I mentioned to Gary Tyso that I had seriously considered building both locomotives in 5" scale. He informed me that there was a very good book in existence entitled "LMS Locomotive Profiles – Main Line Diesel-Electric Nos. 10000 and 10001" A week or so later, he brought his copy along to the track. The book contains scale drawings of the two locomotives reproduced from the original works drawings, produced at LMS Derby; the locomotives being introduced in 1947/48.

I promptly set about drawing the locomotive to a scale of 11/16 in. to 1ft in height and width and 1in. to 1ft in length; the reason for adopting the slightly smaller scale for the length being to make the locomotive more manageable to handle. In all I produced some twenty drawings and sketches. Apart from the six motorised wheel sets, which I purchased from Maxitak the remainder of the locomotive is entirely "scratch built."

I adopted an "inverted top hat" principle for the construction of the chassis, the two 12 volt batteries sitting into the well formed by the folded steel plate.

Don't forget the Steam Ups in February and March!

The locomotive sides are constructed using brass sheet and the cab ends are constructed in glass fibre. My initial intention was to also construct the roof using the moulded fibreglass technique, however, having spent a considerable amount of time making the required pattern in plywood, I decided to use the pattern itself for the roof; the final details being added using aluminium sheet.

My main aim from the outset was to produce a "super detailed" model locomotive as near as possible to the real thing. Having tested the loco out on the raised level track, I have been left wondering whether or not I have in fact applied too many details, particularly to the bogies. The rail height of the traverser is some 13/4 inches above the track height; this means that the bogies are tipped at a steep angle to one another when running the locomotive onto the track. I have already shortened the guard irons and I am in the process of making a longer railing plate to reduce the impact of the height difference. Lifting the loco onto the track by hand is not an easy option, as there is very little, other than the buffers, to get hold of !!

Until I attempted to manoeuvre the locomotive from the 5" unloading hydraulic lift to the raised track traverser, I had not realised how "out of alignment" the raised steel framework has become; due no doubt to the ravages of the elements and ground movement over a period of time.

Finally, despite the fact that I had two additional cab ends cast in readiness for the construction of 10001, I have no immediate plans to commence the project.

David Osborne

Don't forget the Steam Ups in February and March!

Birthday Parties at Balleny Green

For the last seven years Eric Davies has had the task of organising the birthday parties which have given many children and adults a day to remember and has helped to keep our treasurer happy (fairly). Thank you Eric for all your efforts and for passing the job to me – I think!

Our web site now has a special button which says ' Book a Birthday Party' From this request information comes directly to me via our server. So far we have four definite bookings for 2014. At the time of writing this we have March, April, August and October free.

Parties run on a Sunday afternoon from 2.00 till 4.00 and total eight within the year. Eric has given me a list of willing volunteer members that can be called upon to help run these events. If you have not helped before and would like to help with one or more parties please let me know – I would hate to miss anyone out.

The cost of parties is variable depending on the number of children , how many trains they require, if they also require the high level and if they would like the marquee in case of bad weather. Families also have the use of our clubroom and kitchen.

Please let me know if you have any suggestions for improving the way we conduct these events. In advance thank you for your support – without it we could not offer this wonderful and unique experience.

Michael Bentley

Last month in Pictures ...



John Cope busy in the new high level shed



Work progressing on Speedy's chassis

Last month in Pictures ...



The Club's "Britannia" being moved to its new shed



Mark Bradley fitting a new meter on "Jubilee"

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Safety Officer Corner

November and December saw many hundreds of people enjoying our events and I am glad to report we proved to be a safe venue once again.

Please do your bit by informing me of any safety issues you become aware of so they can be dealt with.

Mike Bentley - Safety Officer.

High Level Engine Shed

This facility is now finished and is there to make using the high level simple and fairly easy as locomotives do not need to be lifted as they are stored at track level. Work is still progressing on increasing the choice of locomotives available. Thanks to everyone that has helped and still helping.

Mike Bentley

SM32 Update

We have had the Sm32 in operation now for the past year and it has created a lot of interest from members and public alike. Letting the children at the birthday parties have a go certainly has gone down well.

We now intend to extend the layout to the opposite side of the pond by following the laurel hedge along the back of the pond on boards constructed in the same way as the original layout this part will be double track to the end of the hedge where we will create a balloon loop.

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The track will swing off on a concrete viaduct to the waterfall which it will then cross on 3 metre long bridge, then continue to the right on the viaduct round the back of the bushes here it will be at ground level with space for a passing loop & station, we then continue onto another viaduct to go between the gap in the bushes to meet back up with the boards along the hedge to return back to the existing layout using the double track, then one train can pass another in the opposite direction.

This will double our existing run but also create a great feature with the bridge across the waterfall.

A lot of hard work is now to follow once we get out of the monsoon season.

Mark Dale

Grounds Maintenance Diary

TUESDAY 7TH

The team had cleared up and made a good job of collecting up and stacking safely the fibreglass sheets in the lower copse, which had been blown about in the strong winds by the time I arrive late in the morning.

TUESDAY 14TH

Ron was sitting in his van parked up by the gate when I arrived this morning. A very cold morning with a hard frost which froze the earlier rain. Cars, vans, shed etc., were all covered with a layer of ice that took considerable effort to clear and no way were we going to start work before having a hot cup of coffee. Greenville was off getting injections for his cruise but we were very pleased to have Steve back with us for this morning.

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Ron, Steve and I worked clearing more leaves from by the high level tracks, between the station and tunnels, tunnels and out opposite the maintenance store. Rodney also joined us as we stopped for our usual break and we discussed his plans showing were all the trees were and what type they are. He now has them all listed on the forms I gave him and he set off nailing the numbered identity tags to them.

This is part of managing the grounds, to keep a record of work done and required to ensure they are maintained as safe as possible and that no one gets injured by falling branches or even a tree. The team has done a lot of good work managing the trees and I'm extremely pleased to be able to say that, in spite of all the bad weather and very high winds, we have not had a tree down or even a branch, just a normal few old twigs.

TUESDAY 21ST

At last a clear bright sunny but frosty morning with Grenville, Ron, Steve and myself ready to tackle the laurel hedges. The Tree Surgeons arrived to clear two trees and deal with the dangerous branches in the very large tree to the right of the gate in the front hedge. While I talked to them the others got the tools and started work on the laurel hedges.

Grenville did the cutting with Ron and Steve clearing, I joined a little later with the blower to clear the old leaves remaining in the tracks and the loose laurel leaves, difficult to get up with the rakes and plastic hands. However, everything is still very wet and there is no chance of getting the bonfire going so the cuttings have to be piled by the side of it until things dry out.

While we were doing this, Rodney arrived and continued recording and numbering the trees in the various areas of the site. Roger did some checking of the pool and waterfall finally joining and helping the team clearing the cuttings.

Don't forget the Steam Ups in February and March!

The Tree Surgeons worked well between mugs of tea, soup and the odd mince pie. They completed the work around 4.00pm and came into the club house where Mike B got them a final mug of tea while Chris G made out their cheque and I had the job of counter signing it. Money well spent ensuring that members and visitors are as safe as possible and the bottom line, that if the worst should happen and we have a branch or tree come down, we've had professionals check which should ensure that we are protected by our insurance.

TUESDAY 28TH

After the storm and rain the whole site is in a very wet state and no way are the team able to do any worthwhile work.

So we go to the maintenance store to check the long reach cutter that Brian C has kindly donated to see how it fits together and works. That done, we mixed a fresh gallon of two stroke fuel ready for work, hopefully with the mowers next week.

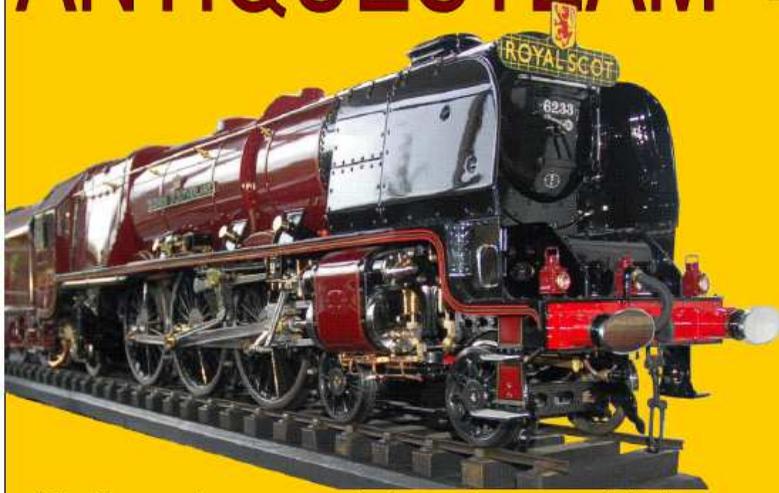
Rodney joined us and then went off concentrating on repairing the birds nest boxes, which the squirrel has so badly damaged. New panels with a metal plate should do the trick.

The tractor has more or less been condemned, steering badly worn, knock from the engines bottom end and many other bits beginning to fall off. It's done sterling work and one suggestion is to cannibalise it and make one good lawn tractor (mower) out of the two. While that's off we plan to get at and replace the drive belt. This requires a pulley block and chains to lift the front and a trolley was fitted to one of the girders in anticipation on Sunday. Nothing more today -- Stuart and John were working on the electrics for the new compressor and space was too restricted.

Eric Davies

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