



OFFCUTS



Newsletter of the Bromsgrove Society
of Model Engineers

Edition 60

September 2009

Transport of Delight

Our very recent Model Transport Weekend was deemed a huge success by one and all, helped along by the superb weather. Thanks are due to everyone who contributed in any way, however small, but especially to the small band of organizers led by our chairman Phil Richardson. The end result was an exhibition of models of which we should be very proud.

We were ably supported by many other model-makers from around the country. The tea and cakes also received many favourable comments!



Transport Weekend Photos pgs 5/6
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Interesting Indian Images
from Ray Dodds pg 7

Committee Matters

Bromsgrove Society of Model Engineers

Annual General Meeting

The 28th Annual General Meeting will be held on Wed. 28th October 2009, starting at 7.30 pm.

The meeting will be held in the Active Learning Centre, Avoncroft Museum of Historic Buildings, Bromsgrove. As usual, please park in the museum car park on that evening.

There are five vacancies for Ordinary Committee Members on the 2009/10 committee, so please consider joining us and helping to run your club. All nominations or proposals for discussion at the meeting should reach the secretary by 14th October 2009.

Subscriptions

In view of the steadily increasing cost of items such as petrol, electricity, coal etc, the committee has decided that for 2009/10 an increase of £2 to £42 per year would be prudent.

John Spooner, Secretary.

Members' private parties have come up for discussion following some club members' disquiet and we recommend that where a party is more than just a few family members, especially when children are present, that our normal running procedures are kept in mind. e.g. provide a guard for the train. Where the party has many people who are unfamiliar with our site we suggest that the member enlists the help of extra willing club members to help manage the activities safely.

Club Nights and Events

Two of our club nights were plagued by bad weather, but a few valiant members turned out with their engines to entertain our guests, which included the Bromsgrove Railway Club, the Droitwich Spa Model Boat club and the Kidderminster Choir who were most appreciative of our efforts.

Noticeboard

Our thanks go to Phil Lamb for the riding truck he has made available to all of us. It will be kept in the van body to use, perhaps when you don't need a full train. It can also be used, with slight modification, on ground level tracks.



Please welcome new member Clive Wilson. He's the one who comes smartly dressed from work on Tuesdays. When he retires we will expect him to slum it with the rest of us! Only kidding Clive.

Following the recent break-ins we will soon have a new door to the clubhouse with two new locks. Your existing key should fit, but if, when you try, it doesn't work then have a word with the chairman or a committee member.

Passenger cars update from Phil Lamb

Over recent years we have experienced increasing problems with our passenger cars, namely, track wear and derailments. In 2008 with the backing of the committee, Pete Maybury, John Pagett and myself took on the task of trying to identify and solve the problem. Early on in the investigation the bogie suspension rubbers had been changed, but this had no effect. Then the wheels were re-profiled to the standard model engineering profile, but this again had no effect. At this point attention was focused on the track itself. Colin Gregory and his track gang checked and adjusted the track, but again we still had the problem. Yet more discussions and trials pointed the finger back to the bogies on the cars. On close examination it was found that there were some slight discrepancies in the axle sets giving rise to incorrect tracking within each bogie. Some axles were originals and others were replacements. During this examination it also became apparent that due to a design fault which gave no lateral movement within the bogies, as a car entered or left a transition on a curve there was a partial unloading on one side of a bogie which when combined with the axle discrepancies could cause the derailments. As regards to the track wear it was felt that the axle discrepancies combined with the original wheel profiles and amplified by high passenger car loadings gave rise to this wear on the track. Other factors which have a bearing on the track wear are speed and uneven loading of passengers on the cars. After further debate we decided to modify the rear bogies on a car to allow some degree of lateral pivoting. This was trialled on one car and found to dramatically reduce the derailments, so all the cars were modified. Next we decided we should replace all the axle/wheels with standard ME profile wheels at the standard back to back dimensions of 4.6875". The original back to back dimension had been 4.625". To ensure there were no discrepancies in the new axles/wheels we decided to get quotes to have them made on CNC equipment. The committee agreed the quote from Andy Clarke at Polly Models and the order was placed for new wheels, axles, and brake disc blanks sufficient for all five cars plus a spare set.. These were collected from Nottingham by Richard Taylor and myself in early April and I assembled them ready for fitting to the cars. Many thanks to Brian Mould for

welding the brake discs to the collars and to Pete Maybury for fitting them to the cars. At this time it was decided to remove the redundant vacuum braking components from the cars. We have now fitted the new axle sets to all five cars and all early reports and indications are that we have cracked the problems.

The old wheel/axle sets could be ideal for anyone wishing to produce a personal riding car and are available for purchase by members at £10.00 per axle.

Open day photos.





BSME
Model Transport Weekend
September 2009

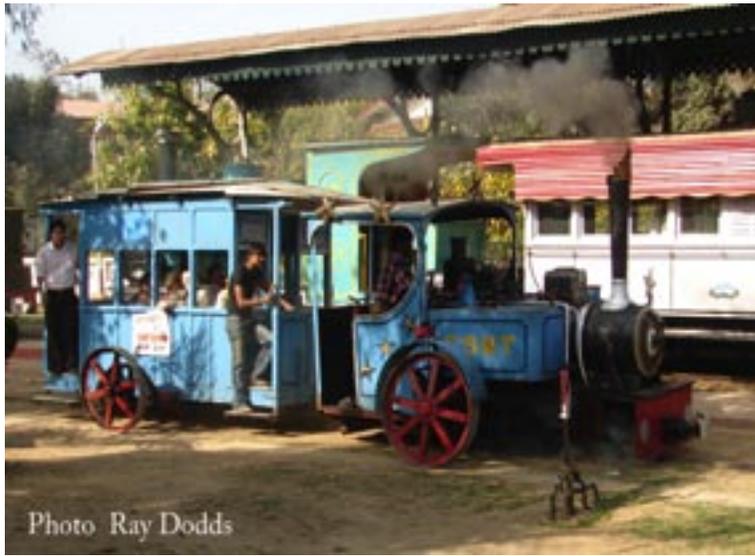


Photo Ray Dodds

The NRM's prize exhibit. (The Indian NRM in Delhi, of course!) This vehicle is from the Patalia State Monorail. The outrigger wheels run along the adjacent road.

Two of many hundreds taken by Ray on his trip to India earlier this year.

Nilgiri Railway, India. Metre gauge, rack railway designed and built in Switzerland



Photo Ray Dodds

Club open days and GTGs

This year the weather has been kinder to us, giving everybody the chance to run an engine without the need to be holding an umbrella at the same time, as the two photos on page 6 show.

Lost Has anyone seen a grate, 2"x1½" near the Gauge 1 track? Please contact Geoff Leigh.

News

The Clubhouse roof is being renewed in early October - weather permitting. If you would like to help please speak to John Spooner or Geoff Leigh.

Before he left our club Alan Hodgson donated some brand new Peco track for the garden railway. Thanks Alan. The group who regularly run on this track are replacing some of the old track with the new and at the same time taking the opportunity to make improvements and there is still time to suggest any ideas you may have. Please speak to one of the group.

The Steaming-up Bay

*All is not well, I've heard it say,
In BSME's steaming-up bay.
Cinders on floor, oil on track,
A little tidiness doth it lack.
So, how about it folks,
Keep oil and cinders away,
Smarten up our steaming-up bay.*



Our chairman demonstrates how easy it is to use the pan and brush kindly donated by Dave Grainger. Notice that you don't even have to look at what you're doing!

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