Steaming Ahead
Sutton Coldfield Model Engineering Society

President  Stuart Harrison
Secretary  Mark Bradley  Treasurer  Chris Greene

Directors

Brian Clarke  John Cope  Mike Bentley
Mark Dale  Peter McMillan  Adrian Linnecor
Tony Critchly  Len Ingram

Events February 2017

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Events March 2017

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Santa Specials.

Thank you very much to everyone the helped us make the weekend a great success. There were a lot of appreciative comments for the public. Well done everyone. First Class event.

Mark Dale and Mike Bentley (Organisers)

Editor:  Dave Edwards  E Mail address scmeseditor@gmail.com

Press Date is the second Tuesday of the month.

Front Cover: SM32 members visit to Statfold Barn
A New SM32 Project

Building a Hudswell Clarke 0-6-0 tender locomotive. (Part One)

How it all started we are not really sure but after some sort of discussion four of us decided we ought to try and build a tender engine for use on the club SM32 layout. Someone came up with the idea that the 2ft gauge locomotive built by Hudswell Clarke for the sugar cane industry would be the ideal thing. One of these engines is preserved at the Statfold Barn Railway just north of Tamworth and it would be easily accessed to photograph and also take a few measurements.

An invite was arranged and armed with a drawing from the publication The Railway Foundry Leeds by Ronald Nelson Redman and a measuring tape we set off for a day visit to Statfold Barn. On arrival at the railway we were met by the owner Mr. Graham Lee who gave us a personal tour of the site where we viewed his collection of over 50 locomotives and many items of rolling stock. He then left us to take all the measurements we needed to complete our drawing. Once we had finished we met up again with Mr. Lee to see round the engine shed and workshops, a most enjoyable day.

The first thing to do was produce a scale drawing at 16mm = 1ft on the computer using a CAD program. The result was then printed out on A3 sheets of paper which were used along with a number of photographs to decide how we could go about producing a model. Looking at photographs on the internet we soon realized that there were quite a few different variations at various sites around the world and each of us had our own favourites which would have to be remembered when deciding how to go forward with the design.

Dave Edwards
These two wagons have been decorated as described below. First get your wagons either new or from the “bring and buy”. The later will need stripping carefully of old paint. Old or new when assembled must have straight tops to the sides; this is best achieved by rubbing them upside down on a sheet of medium sandpaper on a flat surface. If you are assembling new plastic kits do not attach any chassis parts until after painting, they are easier to handle like that.

You need some simple tools. A set-square for doing vertical lines made from Plasticard to the dimensions shown below has served me nicely! Also a short straight edge about 2mm thick for all other lines and a ruling pen which need not be in spanking condition because you have no fine lines to construct. If you have one which you think needs attention get it to me and I will trim it for you. Or search “Amazon, Ruling Pen” and buy a new one! Send to: - 21 Clark St, Stourbridge, DY8 3UF. Don’t forget return address!

You can test by spraying a scrap piece of Plasticard with Satin Black. If you can rule a half-millimeter width line with thickish white gloss paint your pen will do the job. Anyway a bit of practice won’t come amiss.

You can also use a ruling pen freehand to do writing and for filling in your letters but all this MUST be done with down-strokes only with a light touch and some practice. A pen in good shape will produce very small neat lettering.
For the lettering buy a new tin of Humbrol Gloss White, take it home without shaking it. Take the lid off and soak off the oil on top. Stir thoroughly and then leave until it skins over. Use by stabbing the pen through the skin to pick up 2-3mm of paint. Should you find that the paint is still too thick to run out of the pen, remove the skin, add one drop of thinners and stir in. Try again! Wipe off the surplus!

Private Owner wagons by and large, were either Black or dullish Red. Satin Black spray will do nicely for the former but for the Red ones I mix equal parts of Railmatch Nos 241 and 253, they are Royal Mail Red and Freight Bauxite, add just a dash of Humbrol Chrome Yellow and stir. When this is on the wagon and dry it will look somewhat gaudy but when the lettering is on it will look fine.

Make an accurate skeleton drawing of your wagon side as below; do not add any extra details. Take a couple of photocopies. Using a soft pencil, take great care to attempt to reproduce the lettering on the wagon, one word at a time. This takes time and patience and some rubbing out before it fits the panel nicely. Note that it is quite rare for the sloping strokes of M, W, A and V to come to a point. When you are satisfied, cut out the first word and tape it half a plank below its proper place.

Using the short straight edge put a dot of white paint at the top and bottom positions of each vertical stroke. With the plastic square sliding along the top of the body, rule in the verticals using the taped word as a guide. Rule in any sloping strokes using your best judgment and finally the horizontals.

TIP. Ensure the gap between the square and the wagon side is parallel using small packing pieces if necessary otherwise your verticals will lean slightly.

Sketch in lightly with a soft pencil any curves as in an R for example and draw them in freehand. Practice this and you will find it’s not too difficult. Finally fill in all the letters freehand using down-strokes only, sit back and relax before tackling the next word.

Smaller lettering such as home station or number is all done in the same way with the Ruling Pen suitably adjusted. Finally add any shading to the letters when they are dry.

Phil Coutananche
What are you doing Brian

What has been going on since the last Steaming Ahead you might ask? Quite a lot actually.

Bonfire night was approaching very quickly and a lot of jobs needed doing, some quite small like the problem of the uneven approach to the site which required more concrete mixing for Tony and myself to fill in the offending potholes. Then it was on to help with the preparations for the big night. This entailed taking down old flags around the station area, checking all lighting and replacing coloured lamps as required and installing rope lights on the pathway over the tunnel to illuminate the way to the high level platform. It was then time for a general tidy up around the steaming bay and station area.

Saturday was a busy day for everyone. One team of people worked hard to build the bonfire. The rolling stock was prepared and set up ready for operations by Steve and his team. The canteen was organized by Sharon and her team of lady volunteers to whom we all give huge thanks for their help in providing us all with good meals all day.

The public arrived in large numbers from around 6-00pm filling the waiting area for trains. Four trains ran on the low level track two three car and two two car sets with a train leaving about every ten minutes. Trains were also running continuously on the high level track.
The bonfire was lit at 6-15pm producing large amounts of smoke which soon turned into extremely large flames. At 7-15pm all trains stopped and we were treated to a spectacular firework display which ended with a great round of applause from everyone including the crowd in the lane. A very big thank you to the firework lads. After a big clean up on the following day my thoughts turned to Santa weekend.

We had about three weeks to get things done. A new station was to be built at the back of the club house giving access to the grotto from the side entrance. Concrete posts were erected with trellis fencing between and a plastic roof supported on wooden rafters. We then started to get the decorating done. To give a more darkened effect waterproof sheeting fitted over the roof and sides gave us the result we required. The new marquee was erected at the Santa loading station and decorated by Martin and Chris, while Dave and myself did the grotto station between us. Over four thousand fairy lights were used, dozens of baubles hung, yards of tinsel, lots of holly and anything we could get our hands on. Our thanks go to Dave Osbourne for decorating the station entrance and renovating Santa’s sleigh.

While we were busy outside Sharon and Alan gave the inside of the clubhouse a complete makeover converting it into Santa’s Grotto. What a transformation, thanks to both of you.

The weekend seemed to be on us very quickly and Santa arrived preceded by his wind up crew namely a chap called Ansum and a turkey. All to great cheers from the crowd. The Santa trains took the booked public from the new station to the grotto halt where they waited to see Santa, again being wound up by two of us at the Grotto entrance. The weekend passed very quickly and at 4-00pm on Sunday it was off to the pub for a well earned drink.

The following Tuesday evening the whole team met to have a winding down meeting and a look at our efforts in the dark. Very impressive I must say. The following day the whole thing was dismantled and stored away for another year.

Finally I must give a big thank you to everyone concerned.

**Brian Dale**

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**The New Station**
Lynton and Barnstable Locomotive Progress Report

The most significant development since my last report has been the production of a pair of jigs which will enable Andy Walton to accurately bore out the crank pin centres in the coupling rods. David Moseley has machined a groove in two of the rods, and we are about to mill a corresponding tongue in each of the other two rods.

When trial fitting the rods we found that they had insufficient clearance through the motion brackets, so these had to be partly dismantled to allow us to enlarge the apertures where necessary. We have also adjusted the position of the cylinder blocks so that the pistons and valves will run true.

Since my last report we have welcomed new member Gary Morris to the Lynton and Barnstable team.

Chris Greene
SM32 Report.

We’ve had a successful year, the finished railway has created plenty of interest and attracts many complements a credit to the many man hours the group put into it. After the Santa Specials the trestle bridge has been moved into the workshop to allow it to dry then it will have a coat of preservative. Meanwhile a temporary bridge has been installed, to allow running. Also Adrian had an idea to improve the track layout in the main loop area. A quick discussion followed, the idea was passed and half hour later the track was out and being altered! Once the new set of points arrived, it was all back in and available for Boxing Day running! Here’s to another successful year with plenty of running and enjoyment.

Mark Dale
A Note From The Treasurer

I have recently renewed the club’s insurance policy. Members who run or display models at venues other than Balleny Green may be asked to show proof of cover. I have a supply of Public Liability Insurance Certificates which are available on request free of charge.

Chris Greene

Rugeley Power Station Society of Model Engineers Visit

We have been invited to visit Rugeley Power Station MES to run on their 1950 foot raised track before it is demolished along with the power station.

The club are having to close on 31st March and we have been invited to join them on Sunday 19th February from 10.00 a.m.

They can accommodate 3½”, 5” and smaller 7¼” gauge steam and diesel outline locomotives. (Raised track). They have twelve 7¼” running trolleys which we can use.

They ask that you bring your boiler certificates.

I am co-ordinating the event and I ask you to please put your name and vehicle registration number on the list in the clubroom. (security requirements at the site when we go)

I do hope you will support this event and I know we will be made very welcome. The last opportunity to run at Rugeley.

Please put your name on the list in the clubroom.

Thank you - Mike Bentley

Membership News

Since the last update in November’s Steaming Ahead, we have two new members, Gary Morris of Sutton Coldfield and Keith Trappett of Tamworth, who have joined the society on the introductory programme. We hope you enjoy your time with us and will be happy to become a full member in due course.

Also the board this month approved the application of former introductory member Phil Davis to become a full member. Welcome to all of you.

This month the board reviewed the membership fees for the coming new membership year which commences in April, and decided to leave the fees unchanged. Renewal invitations will be coming out with the next issue of Steaming Ahead in early March.

John Cope
Membership Secretary
Proposed Social Event at the Holly Bush

Following the success of last years’ evening meal at the Holly Bush the Board are repeating the event with a provisional date of Tuesday February 21st. Please watch the club notice board for confirmation and booking details.

Mark Dale and Mike Bentley

January 2017 Ground Maintenance Report

During the last two months laurel hedges have been trimmed and a lot of time has been spent on leaf collection and disposal.

A positive report has been received from a tree specialist about the condition of the silver birch trees.

The horse chestnut tree near the SM32 track needs strapping because of splitting. The board agreed that this should be done at a cost of £300.

A source of, and site for, a cedar tree in memory of Eric have yet to be decided.

The tractor is still having starting problems. Mark will discuss this with Mike Brophy.

The whips that were planted to fill gaps in the hedge have not been entirely satisfactory and we will be looking into something more substantial.

Len Ingram

Birthday Party Dates.

Last year our birthday parties were very successful and members were very generous with their support. THANK YOU.

Dates are going on the website, there being one per month from March to October on Sunday afternoons. We have many enquiries already.

Party Dates :-March 19th, April 9th, May 14th, June 11th, July 30th, August 20th, September 17th and October 8th.

Thank you in anticipation of your continued support.

Mike Bentley
To the Board of Directors SCMES

I am putting pen to paper to say a big thank you to the board of directors for the society paying for the repairs and alterations carried out on my loco “The Baby Deltic” which as I am sure you all know is my absolute pride and joy. The pleasure and enjoyment I get from driving it, is inexplicable. It was driven for four hours at Sundays Santa Special and it behaved impeccably, ran great as always, I was so pleased.

Since my loco has been at Balleny Green (8½ years) it has had a few improvements and alterations done to it and I can only say how very much I appreciate the care and attention which is lavished on it. I can even get the loco out of the shed and on to the track by myself on its trolley, providing of course that the shed is open.

I would also like to take this opportunity to put on record how much I appreciate the way everyone takes care of me and that they treat me as an equal, and might I add how the society has helped me get through my life since Barry died nine years ago, you have all helped me to carry on. I am sure you all must know just how much I love being at Balleny Green and am there as often as I can. My thanks also go to those who get me there, namely Allan, Sharon, Michelle, Allan Duckworth and Chris Greene. I really appreciate it. Thanks guys I love you all.

My family who were very happy and pleased when I told them about my loco and all that had been done to it have instructed me, (and these days I do as they tell me) to pass on their grateful thank you too, as they all know how much it means to me to be able to be at Balleny Green.

So once more many thanks to everyone.

Betty Wincott.
Chairman’s Chunter

A Happy New Year to all members and your families and/or partners.

Our two biggest events of the year have occurred since the last issue of this magazine went to press. My thanks go to all those who committed their time and energy to make bonfire night and the Santa specials such a success. It is often unwise to name individuals when everyone worked so hard, but last night at the board meeting everyone felt that the Leary / Webb family deserve a special vote of thanks. Without their input the Santa specials could have been a bit of a flop. Sharon started the ball rolling back in July when she bought the first batch of children’s presents. From that point onwards the whole family got involved, with four more present buying sessions which had to be wrapped and stored. They were also heavily involved in the arrangements for bonfire night at the same time. The helpers in the kitchen worked hard through both events, with Sharon there to make sure everything ran smoothly. Thank you all.

For me, another unsung hero was Brian Dale. His sartorial elegance as Station Master was second to none, and his dedication in leading the teams who built the Santa Special and Grotto Halt platforms is to be commended.

We were all very sorry to hear that Stuart Harrison was taken ill on Christmas Day. We must all wish him well, and hope that he makes a speedy recovery.

Let us hope that 2017 is as successful for the society as last year, if not more so.

Chris Greene
A New Access To The Workshop

Early Planning

Track Laying
Inspection Pit

Foot Access to Inspection Pit
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Also model traction engines from 1” to 4” scale.
Completed and part-built models bought and especially Exhibition Quality models and collections.

Complete and part workshops purchased

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