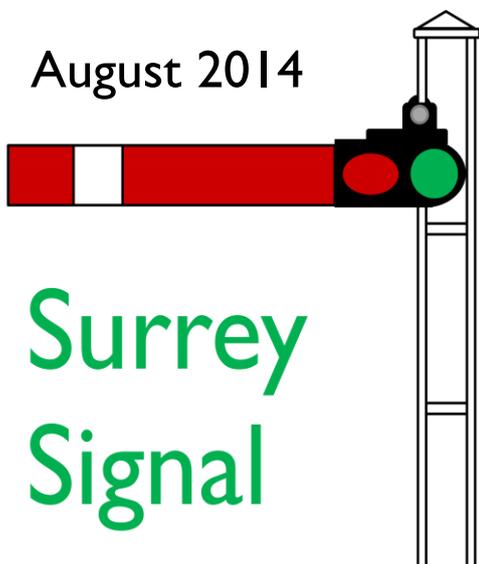


August 2014



An occasional newsletter
for the GIMRA Surrey Group

Guildford Rally

Guildford was a great success, in spite of some occasionally exciting weather:



Here you see Ian Russell's beautiful Midland compound pulling his equally striking sausage vans - he gamely continued through the 3pm Saturday rain storm. Mike Hensor entertained the youngsters all weekend with radio controlled Thomas and James engines being 'naughty'. By Sunday he also had a class 66 and a class 04 shunter loose shunting tanker wagons back and forth.

On the Sunday Elizabeth and Adrian ran two trains simultaneously without any *major* accidents... Peter Jackman's engines were the mainstay all weekend, with major contributions from Martin Hulse and others as well as from GMES in the form of Roger, Jim and James.

Before- and aftermath...

Running was fun, but before we could get the Oval set up we first had to adjust the landscape. The site was roughly level lengthwise, but had a 15-20cm drop front to back (that's a couple of bricks in old money).



Between transporting pavers and slabs from Adrian's house, setting up the trestle supports and fixing gazebos and track we used up nearly three days of preparation time. By Friday afternoon, the track was ready to be lovingly wrapped up by Mike Hensor using a new set of tarpaulins donated to us by Roger Hayward, who is leading the Guildford G1 project.



Knockdown started at 17.00 on Sunday, and by 19.00 everything had vanished back into the loft at GMES.



Mike Bland's get together

Christine Bland came home in the first week of July. Mike and Christine organised for relatives to come over and help so that our July meeting could go ahead normally which was enormously public spirited of them. Thanks to all, and a speedy recovery for Christine.

Iuan's Shepshed treasure

Iuan struck gold at Shepshed: he found a rather random looking box of parts at an unambitious price. When he got it home, he started to put the various parts of this 3D puzzle together, and ended up with this:



When I first saw result, I thought it was a freelance tinsplate model, since it is a prototypically implausible 0-4-0 tender engine. Iuan gently put me right: it is actually a rather accurate model of the Wheatley Y10 www.lner.info/locos/Y/y10wheatley.shtml .

How to balance a loco

A year or two ago, Peter acquired a rather fine model of the LNER D49 class leader *Yorkshire*. Gresley originally toyed with designing a small Atlantic but instead produced a 4-4-0 using the same boiler as the J39 and later J38's (cf Elizabeth's engine).

Apparently some work with the leaf springs on the early engines was needed to cure rough riding (www.lner.info/locos/D/d49.shtml). The model was also a bit out-of-sorts - occasionally slipping under load.

If you are interested in a modern take on full size locomotive wheel balancing and dynamics, there is a fascinating paper at www.csrail.org/index.php/news-information/96-white-paper-mechanical-balancing-of-steam-locomotives. Life is simpler at 1:32. If the bogie is a bit low, then the leading coupled wheels will be lifted away from the track; if high then the back wheel will rock away... What we need is nice even loading across the drivers. How to discover what is going on?



Here is Peter's solution: cheap miniature electronic scales from China, sourced via eBay. Brilliant.

Sourcing ceramic wick

My 'agricultural' tank engines with their uncontrolled meths burners are a bit savage, and I have to replace the wicks often. I was rather frustrated at Shepshed by the lack of ceramic wick supplies, and taken aback to find that a small packet by mail order costs £8.

I assumed that the material we know as wick is really made for other applications so I went online to research the stuff. The main application is for high temperature gaskets around stove doors and the like. Most of the products you find are actually glass fibre which tends to go soft and fuse in our burners. However, I found an industrial supplier in the North West who sent me a sample of true ceramic material with a much higher melting point. I ordered the twisted material which can be combed out into individual strands. Tests at Mike Bland's GTG were successful, so I bit the bullet and ordered...



...well, a large reel of the stuff. They are not a retailer, so industrial quantities are the order of the day.

Now that I have more than I could ever use, I propose to sell it at £3 a metre to our colleagues at the AGM, or £2 a metre to any member of the Surrey Group who wants to give it a go.

Track laying on the oval

On Wednesday July 23rd, ten of us convened at GMES for the initial track laying session. The Cliff Barker track comes as separate rail and bags of sleepers - much threading is required. Pauline won the race to make the first yard up. (For those of you watching in colour, a yard is an obsolete unit of measure comprising approximately two cubits.)



Peter gave us a tutorial on track laying with advice gleaned from his own garden railway experience and Cliff Barker's documents, including such detail as ensuring that the moulded in rail keys were facing towards the direction of travel on the main line. There was much debate about whether to curve rails before or after adding sleepers.

The track plan was designed by Peter, Martin Hulse and Michael Wrottesley and has been laid up using the well known Templot software which, although rather unintuitive to use, can be persuaded to produce beautiful transition curves.

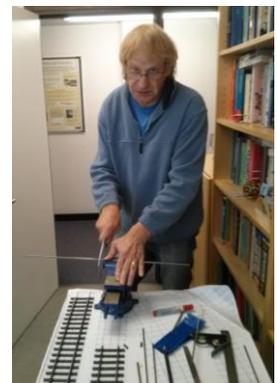
Peter got so into it all that he sourced an A1 roller plotter on eBay. With this, he is able to plot up to 80cm x 50 m sheets. He produced an actual size (well

1:32, obviously) sheet for each of the 32 boards showing exact track alignment. The track can then be shaped and screwed down directly to the boards.



Now, our goal is to get both main ovals down in time for the AGM in October. Turnout construction needs time and care, so we shall leave most of that for the longer evenings.

Since many hands make light work, the idea was for folk to take one or two boards home to work on. This has been very successful, with nearly all the boards finished within a few weeks. Work commitments got in the way for me, but Liz and I did construct one board in my office as these carefully-posed photographs show.



On Wednesday 27th August we propose to put the whole oval up outside at GMES to check alignments, remove the Templot sheets and (perhaps) to run a train or two. All welcome from 9.00am.

No more blood on the tracks

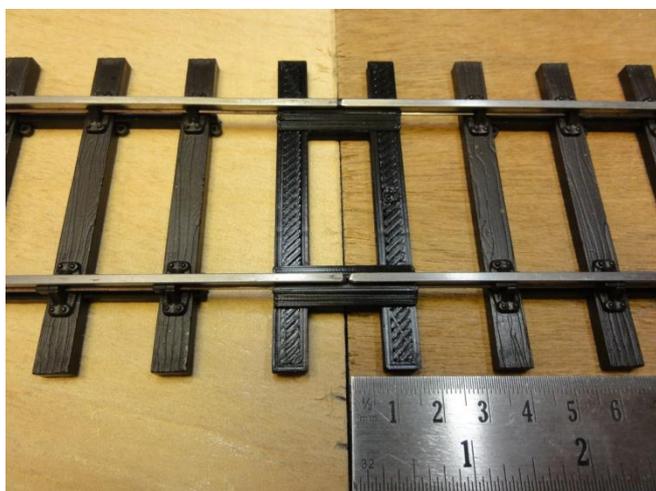
Probably the least pleasant part of putting up a portable track is joining the track sections at the board edges. The usual solution is to use standard metal fishplates, slid along with pliers if you are lucky or with increasingly sore fingers otherwise.

To end this scourge of our times, Peter has been busy with the CAD software, and has designed an integral fishplate/sleeper unit that can be 3D printed. James

produced the prototypes, and has now lent his printer to Peter who has gone into production - we need around 70 of these units altogether.

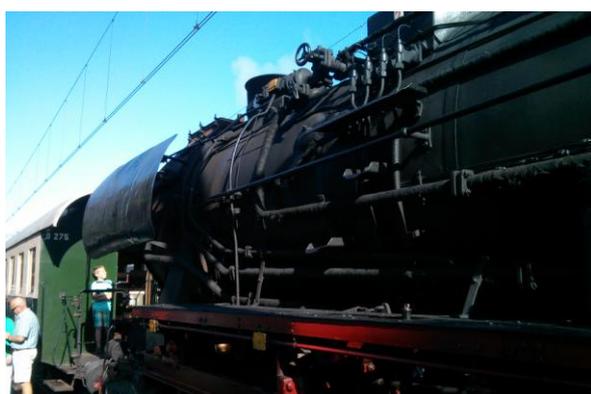


On each board edge, the last permanent sleeper will be 32mm back from the edge. In storage, the track joiner will be slid back onto the board. Once we have the boards all up then they can be easily pushed over the gap, and nobody needs to go to A&E...



Steam in the Netherlands

Some of you may remember Prof Mark van den Brand who came along to Mike Bland's GTG a few years ago. He is based in Eindhoven, and on a recent trip arranged for Elizabeth and me to visit the VSM line (www.stoomtrein.org/) near Apeldoorn. They have several German WWII era engines - apparently it was illegal to remove a steam engine from a breakers' yard in the Netherlands, so there was no Dutch Dai Woodham and there are very few early engines left.



Rather charmingly, to my eyes, they have several class 08 shunters also left over from Marshall Plan era national reconstruction.



Two new members

Please welcome two new members of the Surrey Group - Simon Hill and Peter Kalanowski.

Peter has moved between gauge 3 and gauge 1 over the years. He is the author of an excellent online series on the construction of live steam 0-4-4 tank engines that you can read at g3madesimple.org.uk/0-4-4-tank/index which has also been published in book form.

Simon Hill is the webmaster for G1MRA and has been responsible for the superb new web site. Simon has recently moved to East Surrey from the Kent area, and has a growing family.

He sent me this picture of a Thompson 'matchboard' brake in 1:32 scale that he scratch built; absolutely painstaking work.



Endnote: August Bank Holiday



Tornado is seen here at Iver on her last run before an overhaul. It is August Bank holiday, and thus naturally pouring with rain.

Frontpiece

Elizabeth Scott and Martin Hulse showing Peter Howland photographs from the Surrey Oval's first outing at Royal Holloway.



SURREY G1MRA GROUP

2014 fixture list



Surrey group meets second Tuesday afternoons
Please refer to your membership list for venues

Tue 14 Jan	Sutton MEC	13.00	
Tue 11 Feb	Ken Lowes	13.00	
Sat 15 Feb	Bacon Butty Bash, Durrington		
Sun 23 Feb	Surrey Oval dry run day		All day
Sat 1 Mar	Royal Holloway Science Festival		All day; setup Friday
Tue 18 Mar	Mike Bland	13.00	Note third Tuesday
Tue 8 Apr	Michael Wrottesley	13.00	
Sat 10 May	ALSRM show with Anglia Roads, Reading		
Tue 13 May	Peter Howland	14.00	
Sun 1 Jun	Graham Colover	14.00	
Sun 8 Jun	Royal Holloway Garden Party		Setup from 9.30; public 13.00-17.30
Tue 10 Jun	Ken Lowes	13.00	
Sat 14 Jun	G1MRA spring meeting, Shepshed near Loughborough		
Sat 28 Jun	Stonehenge Summer Solstice Sausage Sizzle, Andover		
Sat 5 Jul - Sun 6 Jul	GMES rally Guildford		Setup Friday; public all weekend
Tue 8 Jul	Mike Bland	14.00	
Sat 19 Jul	Bekonscot		
Tue 12 Aug	Bob Boorman	13.00	
Tue 9 Sep	Peter Jackman	13.00	
Tue 14 Oct	Peter Howland	14.00	
Sat 25 Oct	G1MRA AGM Woking		Setup from 8.00
Tue 11 Nov	Sutton MEC	13.00	
Tue 9 Dec	Bob Boorman	13.00	
Fri 12 Dec - Sun 14 Dec	Model Engineer Exhibition Esher; setup Thursday from 9.30		

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