

Polly Owners Group Rally and AGM

Bromsgrove Society of Model Engineers

Saturday 28th April 2012

This rally is kindly being hosted by the Bromsgrove Society of Model Engineers. Below is some information that may be useful if you are planning to come to the rally. The Rally will start after the POG AGM to be held at 10am.

Please join us even if you are not a member and see what the POG is all about.

A Ploughman's lunch will be provided for POG members, plus teas and coffee all day but please let us know if you are planning to attend so we know how many to cater for. Contact details below.

For an hour during the latter part of Saturday afternoon the Bromsgrove Society, as part of its commitment to Avoncroft, will be running some passenger trains in conjunction with a wedding event being held in the adjacent restored Guesten Hall.

Polly engine owners will be welcome to test their engines with fully loaded trains on a track which has already defeated entrants to the 2011 IMLEC, hosted by the Society in July.



Two Polly locos were entered into the IMLEC trial and both gave creditable performances so there should not be anything to worry about. Keith Tilbury brought his Polly 5 and Neil Mortimer brought his Polly 3.

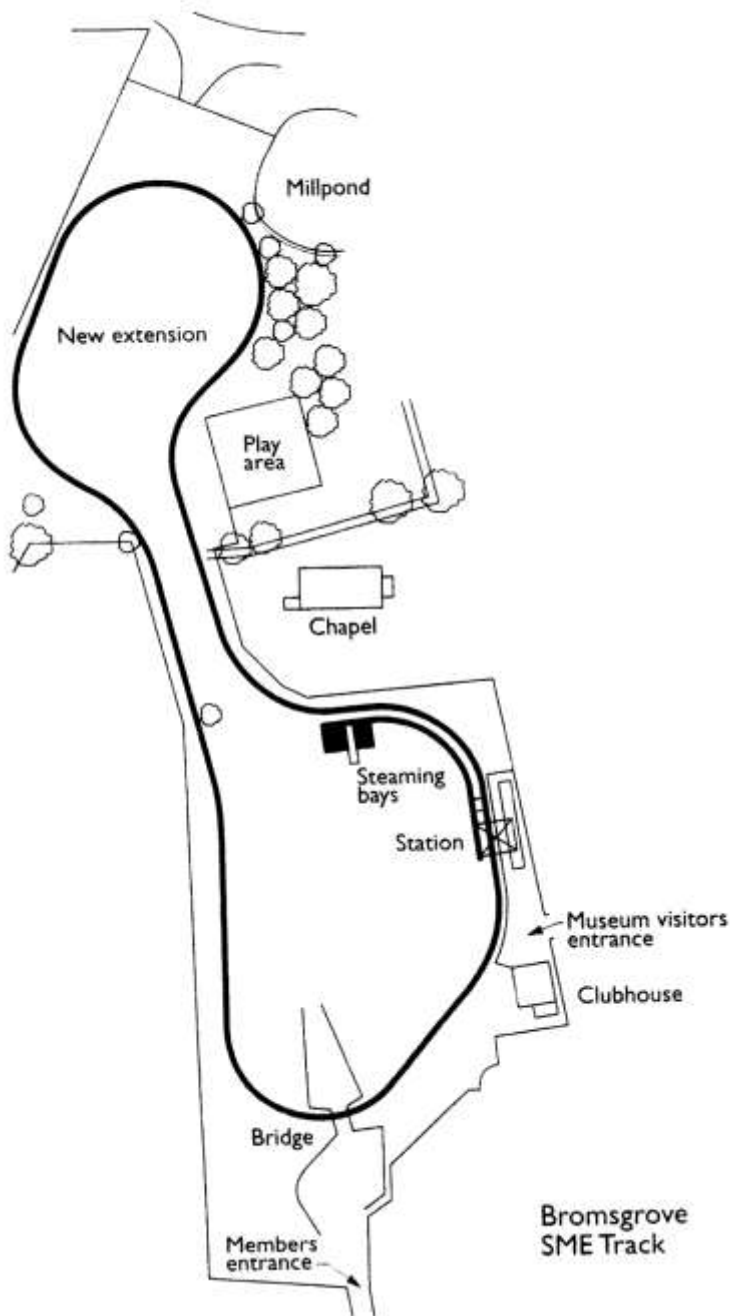
Subject to weather conditions, a Polly 5/6 loco is perfectly capable of pulling two loaded passenger cars on the Bromsgrove Society's track, including the formidable 'Lickey Bank', which has defeated much larger engines.



The Bromsgrove Track

Our raised track can accommodate 2 ½", 3 ½" and 5" gauges. The original track was built in the 1980s and extended at the turn of the century bringing the length up to 1260 ft. The track forms a waisted loop with ruling gradients of 1:100 up and 1:80 down. The whole track is automatically signalled to allow the running of several trains. Signals must be obeyed. Normal running is in an anti-clockwise direction.

Starting from the station the train passes under the signal gantry and rolls easily on a falling gradient around a left-hand curve. Passing signal 1 and the steaming bays, on a short level section, the line then curves to the right and starts down the 1:80 incline, passing signal 2 and to our right, the Avoncroft children's play area. Swinging to the right we pass signal 3 and then the line swings left on a 180 degree bend, passing signal 4 and the pond to our right. As we cross the swing bridge the downhill section runs out and we start the long 1:100 uphill section. Through the trees to our right we see open fields and a glimpse of the Avoncroft windmill. A short straight leads into a gentle left-hand curve by signal 5 with the newly planted copse to our right. Just afterwards is a short curve to the right where the loco has to work the hardest. Having negotiated this most difficult part of the climb, we can now see the rest of the incline stretching in front of us passing signal 5a. Before the bridge is signal 6 and here is the summit of the climb. Swinging gently to the left under the bridge, sounding the whistle, our view of the clubhouse and then the station opens up, and the gentle downhill incline starts. A short straight leads to a gentle left hand curve by signal 7 and the clubhouse. We are now on the rundown into the station at the end of our lap.



Enclosed within the raised track, adjacent to the clubhouse/ station areas, are our 16mm garden railway and gauge 1 layouts.

General Arrangements

If you are bringing an engine please don't forget your boiler certificate, and email your name to Richard Taylor of BSME (raktaylor@hotmail.com) and Neil Mortimer of POG (Neilmortimer@aol.com).

Steaming Up

There are three covered steaming bays and a further siding that can be utilised, allowing steaming of up to four locomotives at any one time. Unloading facilities are available. The bays are equipped with 12v DC and there is a 240v AC electrical supply. There is also an emergency 12v DC supply in the station.

There is an adequate water supply and coal is available at the steaming bay and at the station.

Accommodation and Camping

There is a Holiday Inn in Bromsgrove and several similar places nearby.

We can probably arrange with the museum for camping to take place in the picnic area opposite the club entrance. It is not possible to park caravans in this area as it is shaded by many low tree branches, however, the museum will allow the main and overspill car parks to be used for caravans.

There is no charge for this and space should not be a problem. Please let us know if you are bringing a caravan.

There are toilet facilities, including some for disabled visitors, available both on the campsite and in the museum.

Refreshments

There will be a constant supply of tea, biscuits and cakes available at our clubhouse in exchange for a donation of 50p, throughout the day and a Ploughman's Lunch will also be provided to POG members.

The Edwardian tearoom at the Museum serves an assortment of refreshments, including excellent cakes. Access to the tea room is free and is next to the main museum entrance.

Toilets

These are situated just outside the track site on the left of the driveway.

Directions to the Bromsgrove Society Track Site

Travelling from the south and west.

Leave motorway M5 at junction 5 (Wychbold). Follow signs for A38 Bromsgrove and the brown signs for Avoncroft Museum.

Travelling from the north.

Leave motorway M5 at junction 4 (Lydiate Ash). Take 2nd exit and follow signs for A38 Bromsgrove and the brown signs for Avoncroft Museum.

Travelling from the east.

Leave motorway M42 at junction 1 (Bromsgrove north) and follow signs for A38 Bromsgrove and the brown signs for Avoncroft Museum.
Continue to follow A38 Worcester and the brown signs for Avoncroft Museum.

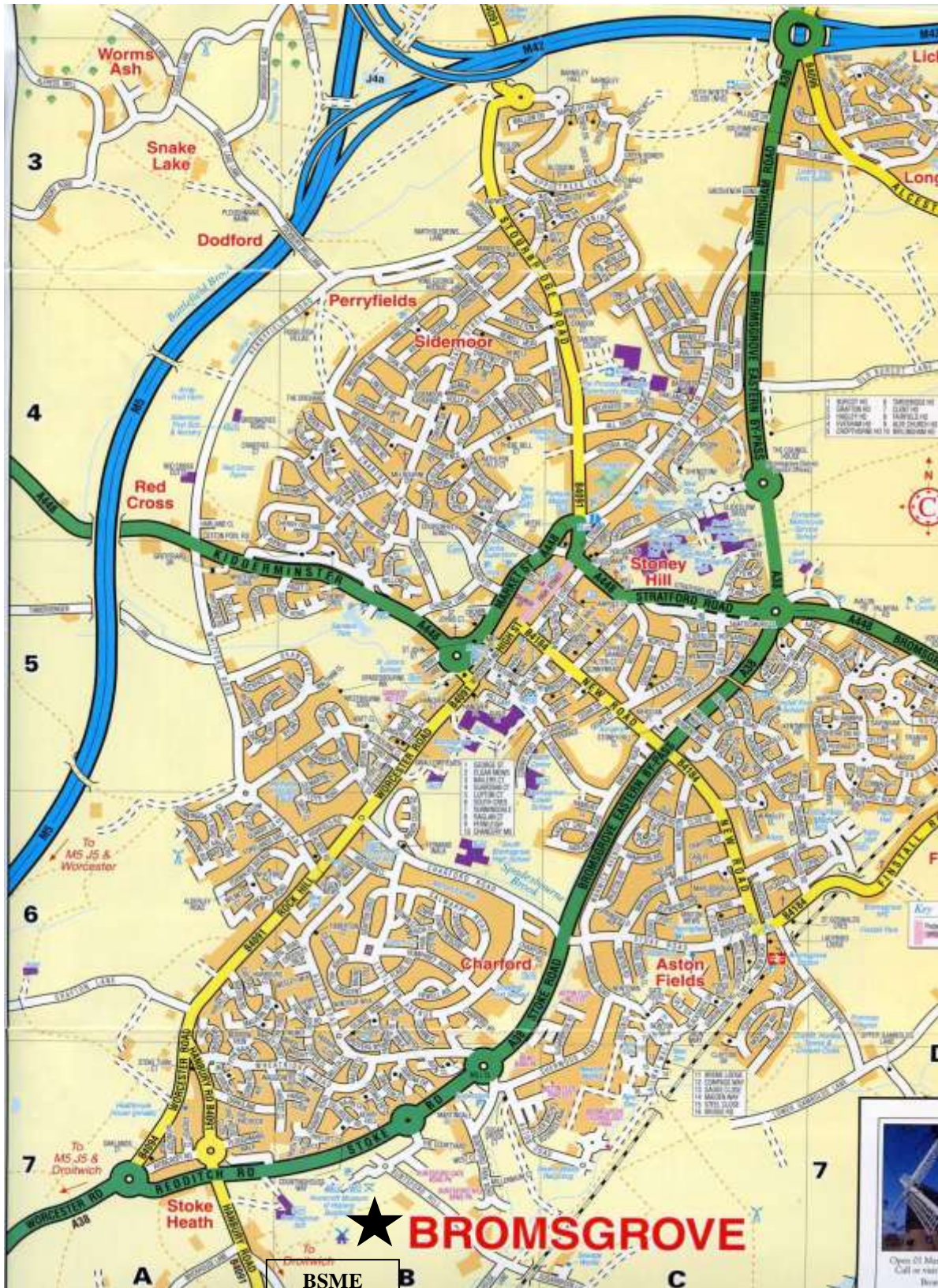
On approaching the museum through its entrance, follow signs to the track site.

Address:

Avoncroft Museum, Buntsford Hill,
Bromsgrove B60 4JR
SAT NAV B60 4JR

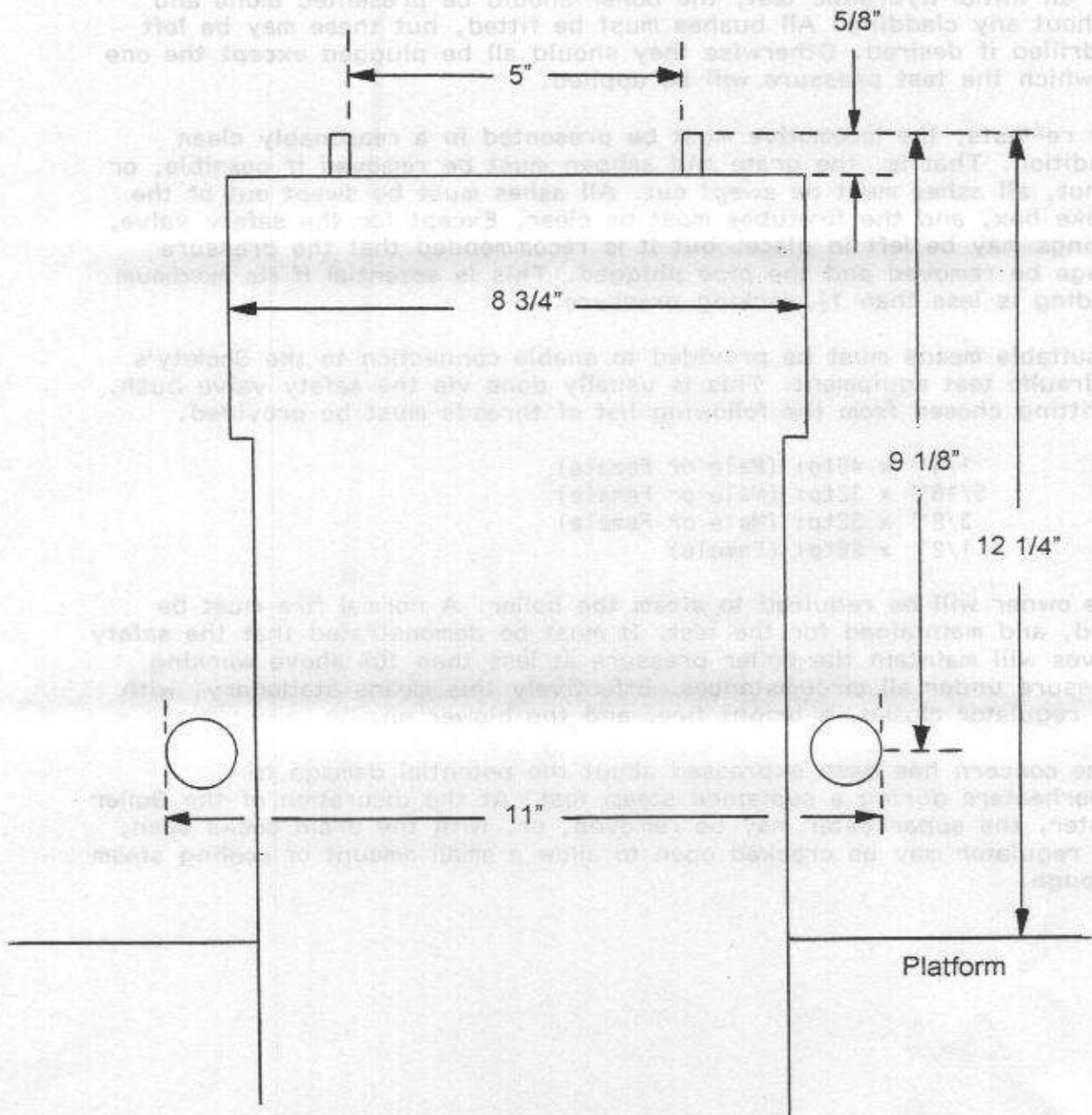
References:

www.bromsgrovesme.co.uk
www.avoncroft.org.uk



★
BSME
Avoncroft

PRESENTATION OF THE MODEL



Scale 10mm = 1 inch

Passenger Vehicles must have adequate clearances all round
 Bottom of side panels must be below the safety rail
 Ensure that the vehicle still clears on curves

Minimum Radius of Curve - 45 feet

NEW PASSENGER CARS FOR BROMSGROVE SME

TRACTION LINKS

Long universal traction links are fitted to our passenger cars, for coupling either 5" or 3 1/2" locos, and a range of coupling heights can be accommodated without alteration.

It will be noted that the front end of the traction bar is equipped with a two-pin clevis, the pinholes are 6mm diameter at 20mm centres. The pins are in fact high tensile 6mm cap screws. The clevis will accept a range of loco coupling links. Both plain and captive links can be accepted.

An extension traction bar is available for tank locos so that they may be fired and driven at a comfortable distance from the driver.

A selection of links will be kept on display hooks in the passenger cars auxiliaries cupboard for visitors and for those who forget to bring their own.

For those who wish to make their own couplings, here are the critical dimensions.

