MAIDSTONE MODEL ENGINEERING SOCIETY

Winter 2019

www.maidstonemes.co.uk

Maidstone Model Engineering Society

Winter 2019 Newsletter

Contents

Luke's Spot

Its me again….. What you see here is the progress on Northumbrian so far, what you can't see is the now complete valve gear. I was hoping to get it running on air this year, but always next year when time allows. I may have my own workshop by then…….

Quite a lot to cover this time! What has been happening at the park, more on my adventures with draughting, model RC trucking, our Southern fed open day, painting and MENCAP.

All that it leaves me to say is that I hope I see you at the club over the Winter season, I hope you all have a Merry Christmas and Happy New Year. We'll be there on Boxing day as usual giving rides from whenever someone is ready until the early afternoon, then soon after in January we have the Ally Pally exhibition. Happy Steaming!

Join our members page at facebook.com/groups/Maidstonemes
And like our public page at facebook.com/maidstonemes

At the park - August 19 to Dec 19

General Works - Jack Ruler & Maurice Knott

The clubhouse decoration had been done and it was agreed to pay a further £200 and ask for the toilet doors to be included. It was reported that the cesspit lid needed replacing. The new No Entry signs had been received. The pickle acid bath needed replacing.

The ticket office door was being repaired. Members were asked to look out for a suitable new container to replace the acid bath.

Household and Catering - Sue Parham & Chris Williams

It was reported that the Fish & Chip evening run was very well attended.

The Open Day has been a great success. A bottle of Champagne was given to us by the disabled lady, Jill.

Public Running - Sue Parham & Chris Williams

Public running went very well up to the end of the season, only boxing day left this year.

The date of the last trolley inspection needs to be recorded clearer so that it is available to the traffic controller. (Ed: It should also be noted that this is also at the top of the years trolley register in the red folder, which should be referenced by the traffic controller to ensure trollies can be used for passenger hauling etc)

Safety - Tom Parham & John Hawkins

The mesh on the carriage traverser has been repaired

Permanent Way - Chris Williams & Peter Kingsford

The beams in the cutting have received attention.

The traverser joints need looking at as they are now the worst joints on the track.

Fuel - Tom Parham

Fuel is in stock

Club Locos - Tom Parham

Enterprise - The Enterprise fitting leaks had been sorted out.

Gertie - Gerald and Chris W have stripped the connecting and coupling rods from the loco and with help from Les have dropped the middle wheel set out of the frames. The crank pins are worn oval on both sides in the area of the connecting rods. On the RHS the crank pin is loose in the crank and the hole for the retaining pin is worn oval so the crank pin moves substantially under load. The crank pins on the other two wheel sets have minimal wear and are solid in their cranks. The worn crank pins need to be replaced, which will entail the cranks being removed from the axle. It will require engine and gearbox repairs/replacements in the near future.

SNCF - Tom has tacked the new petrol tank together and I have ordered the parts to connect it to the engine.

Doris - It was agreed to adapt the Doris storage box so that it could be put in place of the workshop traverser to facilitate unloading.

Rolling Stock - Andy & Luke Bridges

All the trollies will undergo there usual inspection and repairs over the winter.

Other

Unloading Bay/Lift

After an extended on-site discussion, it was decided that the optimum place for the new hydraulic table would be between the loading rails and the gates. It is proposed to mount it on a low concrete plinth such that the table when fully depressed is level with the rails with an extension plate over the rails to accommodate longer locomotives.

The attachment details on the existing loading rails will be duplicated on the front of the table to maintain existing methods of attaching transfer bridges from cars/trailers. Steel plates will encase and protect the hydraulic table when it is in the lowered position.
This means that the loading rails can be used exactly as normal right up to the point where the table is bolted onto the plinth and also if the table has to removed for any reason.
It also means that we will have to open the steaming bay gates in the outward direction in future and it would be best to add a new ridge just outside the gates to act as a warning when backing our cars.
Initially the table would be lifted by a foot pedal and this should be low enough to the floor that it can be easily used by everyone.
Les took the plinth details home with him on Sunday and has already constructed the necessary shuttering for casting the plinth in place.
Tom is arranging for the steel parts required to convert the hydraulic table.

(Ed: Since these comments were received, the concrete has been poured and the plinth is in place, many thanks to Les for this)

Improvised Painting - Charles Darley

Chatting to Bernie at the first MENCAP Session he mentioned needing to achieve the Yellow safety lining but thought that there was no way it would be achieved due to a busy week and weekend.

So I said to him but have you thought of going to the track on Thursday. Well he had not thought of that but what a good idea. We arranged that I would phone at 9am to check weather and that Bernie was free and we then met up at about 10:30.

We commenced the painting with Bernie using the mask for the long line and I firstly painting the short yellow lines which had previously been white beside the larger traverser.

Work progressed until 11:30 when we had our first coffee break. Then back to work until 12:30 for the second Coffee and lunch break. After lunch Jack appeared just as Bernie and I were completing the diagonal strips on both the steaming bays and beside the larger traverser.

Then the idea struck us that to use up the paint in the paint kettle we could paint the step edges. I made a start but flagged after doing the step to the wash room and the step outside the workshop and part of the step to the main entrance to the club room. So Bernie and Jack completed the step and also the up stand front of all the steps.

It was great fun and being interspersed by coffee breaks not too exhausting.

Chairman's Report Winter 2019 - Tom

The time is here once again for me to sit down and write to you all, so, with wine in had here goes...

Forgive me if I repeat anything that has gone before, but I can't always remember what I've written about before, and am unaware of what else is going to be in this issue of the newsletter.

Every week when I am at the club I am in awe of the work of our members and what we are capable of as individuals and as a club. We are only a few weeks into the winter 'off season' and we have decided which direction to go in with the hydraulics unloading facility, ordered and received the unit, then worked out how to modify and fit it, then make a start on the groundwork towards instillation. It has been done in such a way that the existing facilities have not been compromised and will still be usable until such times as the new unit is installed.
I was at the club today, and even though we are not running, it's great to see how much is going on. Only today we had a new boiler being soldered by our treasurer, another boiler being assessed for repair, both the club petrol locos being worked on and the concrete plinth for the hydraulic table being cast... we may not be running for the public, but we are still very much present and active, so if you're at a loose end, or looking for inspiration or advice, or want to help out as part of a productive team, you know where we are.
So that's the current status, although this may be history at the time of reading (these guys work quickly!) but there are jobs that can be looked at by individuals or teams in the coming months. The most pressing is probably the traversed to main line joints at the carriage traverser, these have worn over the years, and could do with being adjusted/reworked/redesigned prior to the running season. Please fell free to get involved if you would like to be. Alternatively there are plenty of other jobs to do, just have a chat with Jack or another member of the committee who can steer you in the right direction. Or just pop in for a cuppa, it is always good to see you all. Looking further forward with IMLEC approaching, please let myself know if you would be willing to help out, after all many hands make light work... it's not too early to put your name on the helpers list, even if we haven't finalised the necessary work load.

Without wanting to lose your interest completely, these things can be dull, I would like to wish you all a very merry Christmas, and I look forward to

seeing you all in the coming year. And hopefully Boxing Day! We will probably be running from about 11.

One last call for the exhibition at Ally Pally. I don't know when you'll be reading this but I am putting together the stand at the moment, but if anyone would like to be a part of the day, manning the salt and for a period of time then let me know, we can arrange a small number of stewards tickets and potentially coordinate groups travelling together to save on car numbers.

So, I wish you all plenty of workshop toys in your stockings, and even more fluids to help wash down the copious amounts of food that should be consumed.

Tom Parham
MMES Chairman.

UK RC Truckers National Gathering - Andy Bridges

For many years now I have been going to watch IMLEC and thoroughly enjoy going. But this year the host club had to pull out due to uncertainties of their future with the local Authority. Another club eventually volunteered but no date had been given at that time. Simon and I are both into another modelling hobby as well, Scale RC model trucks and joined the local club at the beginning of last year.

For the last 2 years a National event has been held and we decided that we would like to go so we booked our places to drive our trucks and booked into a Premier Inn only 1 ½ miles from where the event would be held.

Now we needed to alter Simons trailer the way he wanted it to be. First job was easy. move the fifth wheel pin back about 7/16", next was to move the axles forward about 2" and to add mudguards or wheel arches. One final change was to cut down the bolster board at the front of the trailer

as it was a little too high. All these changes were needed because the trailer kit that we built some time ago is based around an American flat bed trailer and now it is like a European trailer.

I made some more loads for Simons trailer as well and I drew and 3d printed a larger Caterpillar engine on a engine transport stand, 4 45 gallon Caterpillar oil barrels on a pallet, all were painted and the barrels had strapping to make it look as if they were strapped together and to the pallet. The engine was painted and cables and pipes added and barrel and engine had the relevant logos added. And along with a wooden crate and 25litre (5 gallon) oil drums they were all attached to the trailer with home made ratchet looking straps.

The dates for IMLEC were released and unfortunately they were the same weekend as the national truck event so I would give IMLEC a miss this year. Luke and Amy still went to cheer on Tom and Andrew. The venue for the RC truck event was the Newark Showgrounds Lady Eastwood Centre which has a floor size of 160 ft X 100ft.

On the Saturday morning we got up had breakfast and loaded the trucks back into the car fairly early (well for Simon anyway) as checking in was 8 o'clock. We checked in and we were given our security lanyards. As we entered the hall it was a WOW moment, there was approx a 6 ft walk way around the outside of the roadway and we proceeded to unload the trucks and prepare and place them in a parking area. There was a motorway through the middle that turned a corner with a junction complete with roundabout above the motorway at about halfway. There were quarries, a farmers field for those with tractors, road works with diggers digging holes. altogether they had ordered 14 tons of graded top soil. At 9 o'clock a drivers briefing was held and nobody was allowed to drive until

after they had heard this (usual stuff, drive at a scale speed no controller to be left on the roadway it spoils photo's, apologise if you hit another truck, sorry goes a long way). There was over 250 people there on the Saturday. We were only doing the Saturday, some were only doing Sunday and some were all weekend. There were12 people from our club in attendance as well as people from Germany, someone from South Africa and one from New York as well as people from all over the UK.

We had a walk around the outside of the roadway to have a good look. There was an emergency services area (Police vehicles, Ambulance vehicles and Fire engines) this area was out of bounds to all vehicles except emergency vehicles.

There was an operating fair ground, fuel stations, a weigh bridge, there was also lots of truck yards and warehouses. It was time for a drive so I turned on my truck and started it up, turned its lights on and off I went on my first little quick drive around, I didn't go that far at first and parked it back up. Right in the middle was a large crawler crane with a fixed lattice work jib which was about 8ft tall and then a mobile crane drove up near to the other crane and started to erect into a fully working telescopic jib crane with outriggers.

It had a jib of about 8 or 9ft it then lowered the jib again and added a fly jib to the end but couldn't extend the jib fully because it would have hit the roof.

Simon had his first drive while I was chatting to other people. He agreed with me that it was brilliant, we kept driving, chatting and taking pictures all day. Simon went for a drive to see if he could drive all the roads which he managed and he was driving for 50 mins. The road way was that large that you had to walk around as you would lose sight of your truck behind buildings, bridges and trees (which were actually small Christmas trees) or you just couldn't judge distance properly. Towards the end we both drove together me following him for one last run, we drove for about 30mins and we finally packed up about 5 o'clock. It had been a very very good day and both thoroughly enjoyed it and wish we had booked in for both days.

So we thought next year we should book in for both days until I saw the dates. It is the same weekend as IMLEC again.

I said we cant go as its IMLEC weekend again and don't forget Maidstone are hosting it and I am on the organising group so I will have to be there. So we will have to book for the 2021 truck gathering as soon as we can.

2019 MENCAP Run's - Chris Williams

Tuesday 20th August – 10am to 12 Noon.

The day started at 9am opening and getting equipment out, engines steaming up. Cup of tea before we started to run at 10am.

Children, carers and student arrived promptly at 10am and we were all ready to welcome them. All children excited to have a ride, they were all supported by two carers each. All exceptionally good even Freddie who is besotted with the clubhouse fans, apparently, he was given a fan for his birthday.

A very pleasant morning, such a pleasure to see how the children enjoyed themselves. Carers and students are excellent and gave extensive care to their charges, very polite in asking to use our facilities and for cold water as the weather was so hot. They are a pleasure to support alongside them.

Tuesday 27th August – 10am to 12 Noon.

Another early start for club members getting ready to welcome the older children who arrived promptly at 10am ready for their rides.

All children well behaved and enjoying every minute, great to see them especially some faces we knew from other years. The carers are exceptional making sure every child is safe and seeing to their personal needs, as these children are challenging at times.

Afterwards the club members stayed for lunch and a big thank you for cake which was left over from Sunday, much enjoyed by all.

A very big thank you again for all club members helping over the two days, we all had great fun. All the help with clearing up, then lunch and a chat makes it a good day.

Members that covered all or part of the two days.

Drivers: Andrew Hulse, Dave Deller, Paul Stephens, Jack Ruler, Les Whitehead, Mick Cranfield.

Traffic Controller: Chris Williams

Loaders: Paul Rolleston & Mick Cranfield, Les Whitehead & Mike Prescott

Supporting: Paul Rolleston, Pat Callahan, Charles Darley, Luke Bridges, Lewis Gravenell, Rita Williams.

The fire burns brighterer - The editor

I couldn't think of a better title for a part 2, so - "brighterer" it is……..

It makes all this writing worth it when you hear of others talking about what you have written, or even having a go themselves.

"The fire burns brighter" I wrote last issue has certainly led to some good comments, feedback and questions, some of which I'll repeat below and answer.

1. Why bother? What is the point when the loco runs well enough anyway, can get round the track and is easy to drive?

   This one is easy to answer - Yes Polly's and other locos run well enough and will run all day and give much pleasure, but what untapped potential is there in the basic design. How much can a small engine do? How much more? If no one ever tries, how will anyone ever know?

   As shown previously from one small change how much more capable it has become. Why ignore the lessons of those gone before (speaking of which - after this article is a reprint of an article by Jim Ewins I've dug out) including those from full size, after which our models are based. Yes not everything works in small as in large and famously "nature doesn't scale" but physics does.

   Lastly, because it interests me.

2. How much clearance does the fire arch have in the firebox?

   This is also an easy one, but has two parts.

   It needs enough clearance along the tubeplate and sides as to not foul stays and be removable (if it gets dropped) otherwise as close as it can be.

   The clearance at the back is different depending on loco, superheaters, firebox shape etc. But in general, should be as close to the superheaters as can be. The area that needs more trial and research is its length. This varies in full size too. If anyone is aware of any articles, pages, notes on this they would be much gladly received. They vary from 1/3 to 3/4 of the length of the firebox and also anywhere from 25-45 degrees angle. Too flat and it restricts the fire, too steep and it has little effect.

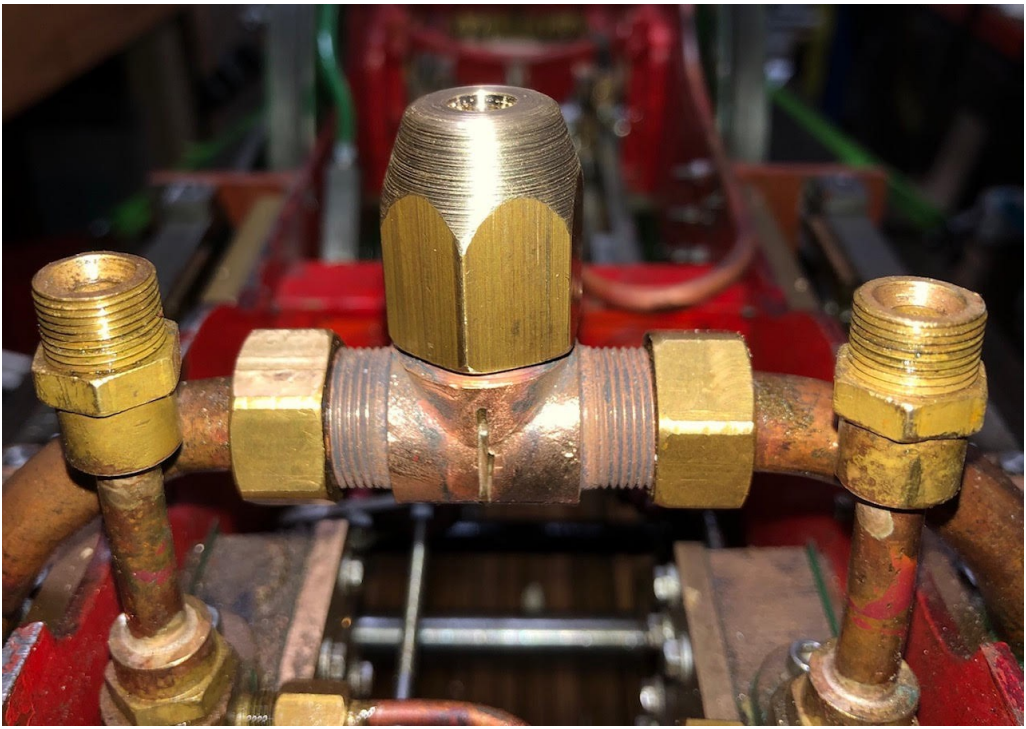
3. Can any design or exhaust be fitted with a Kordina?

Simple answer yes.

Long answer, it depends.

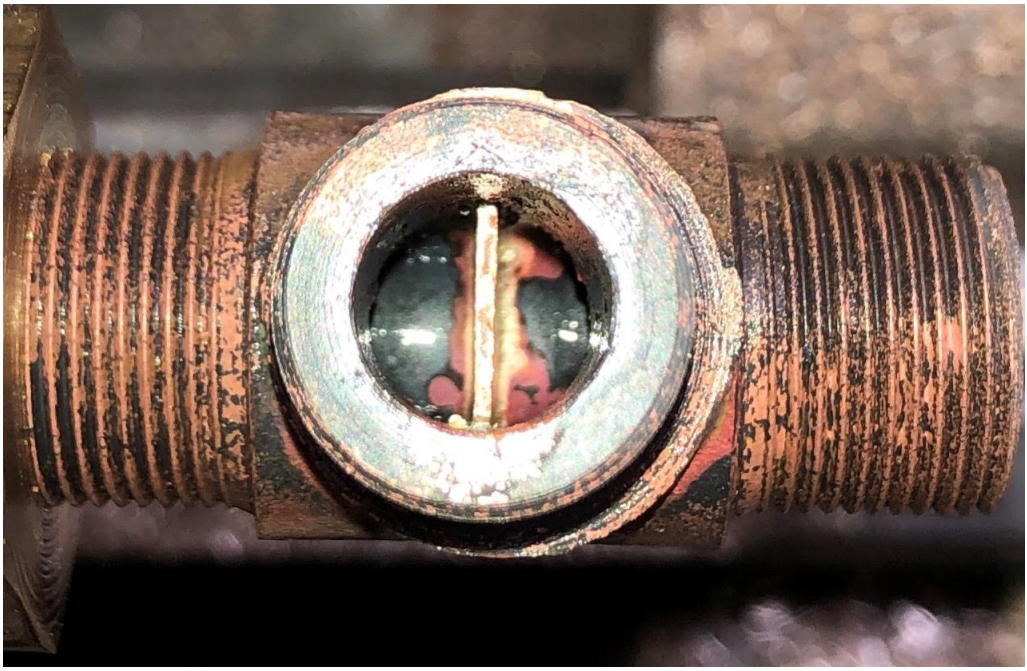
In theory, any exhaust can be reworked to include a Kordina as previously described. Some designs however don't lend themselves to long swept curves or smooth pipes. Also some designs don't have a lot of height to work with.

However the basic idea of keeping the exhausts separate and not allowing one to exhaust into the other can be applied to almost all regardless of layout and design.



This photo comes from Charles Darley showing the exhaust arrangement for his Stirling Single. You have the two exhaust pipes sweeping up to the centre T piece with the steam feed pipes in front of them. Nothing out of the ordinary here except that it contains a Kordina. It is visually identical to the standard design, but as the photo over the page shows, it has the Kordina fitted to prevent exactly the problem that affects Polly locos with straight T piece exhausts. It is not a tall Kordina, and tests will show how effective or not it is in this arrangement, but it does demonstrate how it can be squeezed in to a

confined layout. The height is still enough to prevent any direct exhaust from



one side to the other by being taller than the top of each exhaust pipe. There is still some degree of mixing space before the nozzle tip so should work, but it will at least provide the main benefit.

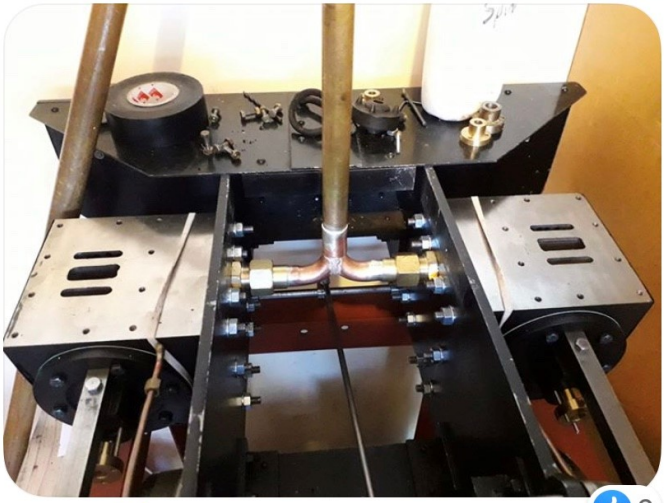
4. Can it be applied to Narrow Gauge too?

Yes yes yes yes yes yes yes. And just to be clear…. Yes

Just because the size/scale is different there's no reason why it can't be applied. Phil Girdlestone applied it in full size to Ffestiniog engine, all of the Welshpool and Llanfair passenger fleet, the Kirklees Light Railway and many others in narrow gauge. I was pleased to see the following crop up on Facebook recently. It shows a Kordina applied to a narrow gauge engine and you could even say its easier to hide it on a narrow gauge as you have more room. This was posted in response to my photo of a Lempor nozzle I had made which will be touched on later.

Simon Batten

I can't keep up! I've only just made the Kordina as part of my loco overhaul. Mind you it works. While cleaning up on its side I had water going in from a tap in one cylinder inlet and it lifting water from a mug out the other cylinder inlet.



1 h Like Reply 3

This did give me a giggle, and now want to try the cup test when Polly's Kordina is made up. As I said previously, a Kordina just creates a Venturi in the exhaust.

So, what next…..

As hinted at before, I've made a start on Lempor nozzles. First one is made and rolling road tested. Not track tested as yet as will explain.

There are two schools of thought when making a Lempor nozzle.

But wait??? What is a Lempor nozzle?

Now then, a basic standard nozzle is just a suitably sized single aperture aligned fol-

lowing the well established 1 in 3 and 1 in 6 tapers centrally aligned with the chimney.

A Lempor nozzle is an evolution of this.

A nozzle works by the jet of exhaust steam exhausting through the smokebox, into a chimney which it meets in the appropriate places and creates a suction on the fire. This suction or draught, is a function of a few parameters. To name a few :-

A) the exhaust steam pressure/velocity

B) the surface area of the steam cone

C) boiler gas flow resistance

D) dimensions of the chimney

E) placement of the nozzle in relation to the chimney

As we are specifically talking about nozzles, A, B and E will be explained further here.

A) There is a direct and well known relationship between exhaust steam pressure/velocity and the draught created as it exits an aperture. This is well known and is the reason why a smaller nozzle has a sharper blast and why this time honoured method of increasing draught works but is far from ideal and far from preferred practice. The reason I say this is because whilst yes it will increase the draught, but at the same time it will increase the back pressure on the cylinders - eliminating this back pressure is 50% of the reason for bothering with all this in the first place. Less back pressure = more usable power. Using completely fictional numbers - 10psi back pressure on a boiler running at 90psi essentially means you only have 80psi to use.

B) The surface area of the steam cone is essentially where the interaction between the exhaust steam and the smokebox gases takes place. The larger (to a point) this cone or rather - the surface area of the exhaust steam once it existed the nozzle and before it meets the chimney walls - the more gas can be pulled through the boiler and smokebox - draught.

Now a single nozzle has a single cone of exhaust steam. If you hit pause on a single exhausted puff, you would see an uncountable number of eddies along the cone where smokebox gases and exhaust steam are mixing. More cone, more mixing.

One of the aims of a Lempor nozzle is to increase the area of exhaust gas mixing with smokebox gas. By having multiple jets you have multiple cones at point of exit, they will merge eventually but you have multiple cones mixing and causing draught.

An example:

1 single 0.25" nozzle has a circumference of 0.78525" and an area of 0.049078125^2"

4 0.125" nozzles have a combined circumference of 1.5705" but still an area of 0.049078125^2"

This arrangement maintains the same back pressure but should increase the sucking power of the nozzle - more draught.

E) We all know the 1 in 3 and 1 in 6 rule for a conventional single nozzle, but the rules are slightly different for a Lempor nozzle. A Lempor nozzle is not just 4 straight nozzles, they are also angled between 6 and 8 degrees included. For this reason as well as the individual nozzles being smaller, the top of a Lempor nozzle is aligned with the bottom edge of the petticoat pipe. The first section of the chimney then becomes a mixing chamber where the draught is created. As a general rule 2:1 ration of length to diameter is the mixing chamber section.

Lempor isn't the only type of nozzle, there are plenty of others. Giesl and Lemaitre spring to mind. Even the SR and Bullied had used a Lemaitre in his well known pacifics.

Lempor was the brainchild of L. D. Porta and a development of the Kylpor which itself is a development of the more well known Kylchap.

Porta quoted the Lempor as being advantageous because

- Simpler to manufacture and design than anything previously (Kylpor/Kylchap)
- Less materials used
- Is just as effective under light or heavy loads

So, to build and try a Lempor…..

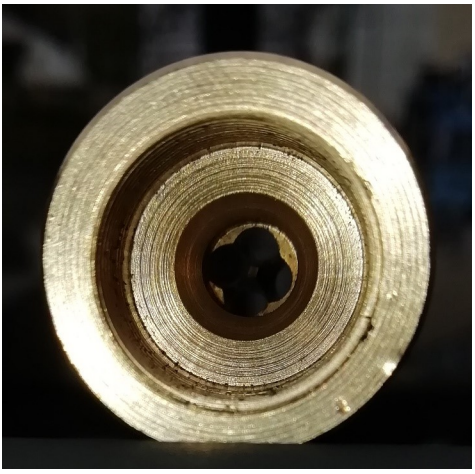
Here is what I've made so far….

The start - a round lump of bronze, set up in the rotary table clamped tilted to 10 degrees. First whole drilled 1/8th rotate by 90 degrees and repeat until all four done. The holes are spaced so that you could put another 1/8th in the centre just touching the four nozzles. Or even simpler - the holes are on an 1/8th radius. A 1/4 bore in the underside to meet the four 1/8 nozzles. Then counter drilled and tapped to suit the blast pipe to 1/4 less deep.

About now I noticed it was a bit on the big side…..

And now its not so oversized….

The middle section is 3/4 to take a blower ring to be soldered on, then the nozzle is as long as required to put the nozzles level with the bottom of the petticoat bell mouth.



And a view up the underside showing the four 1/8 holes meeting in the 1/4 bore. Then the rounded out entry to the 1/4 from the bottom size of the blast pipe.

Before we thought about soldering the blower ring in place, the nozzle was fitted in place without a blower.

Raised on blocks and steamed in the garden.

So yes, no load on the engine to really test with but the results were promising.

When the electric blower was removed running the engine took over instead of the blower, pressure dropped as expected until the fire got going properly then was able to keep the pressure up on the mark and regain the pressure after putting water in. Fire was bright and noticeably more evenly burning, less pulsing and pulling.

One curious effect noticed was that Trojan's normally sharp defined chuffs had gone, they are normally still well defined on blocks or the rolling road but with the Lempor nozzle, no chuffs to be heard - it sounded more that blower was open, however the blower was firmly closed as it wasn't connected in the smokebox.

This could have two known explanations that are documented in other engines

1. The nozzles are too small so not a free exhaust and so pressure is not being released quickly and so escapes "slowly"
2. Because the single blast is divided into four, the chuff noise is also divided and therefore just now not audible

The problem with this nozzle is that it is fixed in one single arrangement, I can't try different nozzle arrangements without remaking the whole thing.

So a second blast cap and nozzles are being made at the moment, and will be tried shortly.

Hopefully I'll have time to try the first nozzle at the park before boxing day, otherwise it will be after boxing day……

There is something else to note also, I know of a recently rebuilt large, now blue engine, which has been fitted with a full Lempor all in one go whilst undergoing a rebuild and is due to be tested sometime after I hit print on this newsletter and will probably have already been tested by the time you receive it.

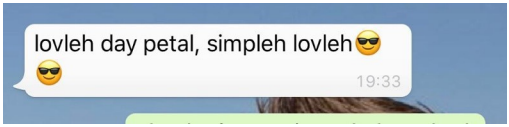
More on that next time. If you're still with me, congratulations, if not - I don't blame you.

Southern Fed Rally - Sat 7th September

What seemed like a long time coming has come and gone.

The Southern Fed Rally in celebration of the club's 90th Anniversary and was a thoroughly enjoyable day for all involved.

As a club we did ourselves proud, we put on a fantastic display of models, we provided excellent food and facilities and this was well reflected in the comments received - some of which are below.



Robert Eddy Hurst ▶ UK Model Engineering
5 hrs ·

Many thanks to **Tom Parham** and everyone at Maidstone for the hospitality at the Southern Federation rally yesterday. Especial thanks to the wives and partners for all the food, I don't think I've eaten so much cake in one day.

Like Comment

John Gay and 5 others

Denis Joseph Mulford
Have to agree. The crew from Oxford really enjoyed the day.
3 h Like Reply 1

Brent Hudson
Fantastic day 90 years old wow lovely atmosphere. Brent
Just now Like Reply

Peter Evans is with Liam Evans at Mote Park.
Yesterday at 19:41 · Maidstone ·

Me as a passenger as usual having a trundle around the stunning setting of Mote Park. Thanks **Tom** for a lovely day

Cro Fittings
1 hr ·

Big thanks to the guys at Maidstone for holding the Southern Fed Rally for their 90th anniversary, lovely day out with great people, very chilled atmosphere and a great collection of locos. I only managed a couple of photos when I had a drive of Simons Dolphur and seeing this lovely site of Paul and Son driving their 3 1/2" locos, I love being our with Dad especially using Grandads locos so this was nice to see.

As well as recognisable local faces it was heartening to receive visitors from distant clubs such as Southampton and Oxford and all the way from Down Under.

First on site were of course our own club members, opening up, preparing food and drinks, getting all the signs out, gates up, gantry connected and all important water

Warwick Allison 20:27 Details

To: Tom Parham

Hi Tom

I would just like to say thank you and your fellow members and rally goers for your hospitality on Saturday.
There were some great locos there and some great blokes as well and I had a great time.
Thanks also for the lunch too!
If anyone is coming to Sydney get them to contact me and I'll organise a look around the SLSLS.
www.slsls.asn.au
I have added you to our newsletter mailing list. It comes out 4 times a year. You are welcome to pass it around if you wish to.
I have taken some video which I will put up on Youtube in the next couple of days. Just search for my channel name which is 'Steamview" and it shouldn't be too hard to find. I've posted a lot of my holidays there as gives me something to do in the evenings!.

Best wishes for the future
Warwick

Today 09:37

Hi Tom, just a short message to say a huge 'thank you' for a thoroughly enjoyable day at the track on Saturday. Please pass on our thanks to all involved - the catering certainly set a new benchmark for quality and quantity! Regards, David, June & Mary.

turned on.

It should be noted that the club's thanks go to Andrew and Nick for staying overnight before and after to keep watch.

No sooner than the smell of tea and coffee was in the air did our first visitors arrive. First in through the gates were those usual suspects from Beechurst with engines in tow. Not to anyone's surprise they were first on track just after 10:30 with a Schools. The Schools ran well until lunch time then again until we ourselves wanted to get home.

From then on visitor after visitor arrived, I wont repeat the list as hopefully you can read my appalling photo of the visitor running board on the next few pages. A good and wide variety of engines, narrow gauge, 3 1/2", mainline express engines and a pleasing number from the pre-grouping era.

In a sight not often seen, Paul double heading with his son on a beautiful pair of 3 1/2" locos, Paul with a 9F and his son on a Midland 4f. They really showed the potential of 3 1/2" that many of us forget about and I'm sure we'll be seeing this lad driving all manor of engines in the coming years, and at this rate I'm expecting a competitive IMLEC future entrant here.

An important part of the Southern Fed Rally is the awarding of the Australia award. We have a number of previous winners in the club, of which we had a few assembled for display.

These included Bernie White's 3 1/2" Britannia and 5" Merchant Navy, Edgar Playfoot's 5" Princess of Whales, Martin Parham's 5" Duchess of Hamilton, Richard Linkins' 5" Class 2 and the 2018 winner Tom Parham's 5" Jinty. I'm hopeful and sure that as a club we can continue to build winners to add to the list and it just shows that its not always the big express engines that win.

Mid way through the day, it was time to announce the 2019 winner of the prize as judged by the southern fed.

It was announced that this Lancashire and Yorkshire Aspinall A Class built, owned and run by Les Pritchard would be this year's winner. A spectacular model, well executed, runs well and of a rare prototype in any gauge. He ran from 11:30 to 13:30 and coped well with our track's gradients. A well deserved win for a brilliant loco. Les can be seen collecting his award on the previous page.

This isn't to say that there weren't other brilliant locos appearing to help us celebrate as the running board shows ----->>> Excuse the shadow and sun reflection it was a lovely day weather wise.

Just to pick a few - the SECR C Class caused quite a stir as we have Andrew's beautiful D Class in the club. "Red Rum" ran as faultlessly as I've ever seen it with pipes shining as brightly as ever.

The Dholpur from Oxford made us scratch our heads when it was unloaded smokebox first. And without a turntable, several strong people proceeded to pick it

NAME	LOCO	TIME ON	TIME OFF	NAME
ANDREW STRONGINTHEARM	SCHOOLS	~~10:32~~ 3:32	~~12:37~~	RALPH MANWARING
DENNIS OLDERSHAW	SPEEDY			
DAVID MAYALL	SPEEDY	11:12	12:38	
FRANCES MAYALL	CONWAY	11:09	12:37	
ROBERT HURST	7F	~~4:50~~ ~~10:46~~ 1:04	~~12:30~~ 3:00	
ANDREW DAY	'U' CLASS	11:32	12:31	
SIMON MULFORD	DHOLPUR	11:22	16:14	
MARTIN WEEKS	RED RUM	11:04	1:42	
DALE McMILLAN	4F	12:32	3:31	
LES PRITCHARD	'A' CLASS ASPINALL	11:38	1:34	
SAM WELLER	GRESLEY O1	12:35	4:25	
JIM YORK	A1 "COLOMBO"	11:37	3:42	
PAUL NORRINGTON	SCHOOLS	2:10	4:27	
ROY PRESTON	'C' CLASS	11:00	12:41	
DAVID GOYDER	PRINCESS OF WALES	1:25	2:13	
PAUL TOMPKINS	3½ 9F	1:42	4:00	
OLLIE TOMPKINS	3½ 4F		4:20	
KARL MIDGELEY	MAID OF KEN	~~1:34~~	4:05	

up and manually turn it to face the right way.

As well as Dholpurs always run, it ran and ran and ran.

Rumour has it that some of our visitors may have been gaining some route knowledge for our upcoming IMLEC competition and this rumour circulated strongest around another rare loco- a 7F - he had two decent running sessions on the track and who like the boys from Beechurst stayed on until we were off.

I don't want anyone to think I'm missing anyone out but to mention and talk about every loco that visited and ran would take a whole issue in itself such as the variety we had.

Now where would an open day or event be without the food and drink, as you'll see below and from the comments received this was up to the usual standard of breath-taking. Food coming out of our ears, and with very full belly's we give our great thanks to all involved in catering. Whether this be all the food and cakes, but also manning the drinks stand and keeping us all well watered - THANK YOU!

A day like this doesn't run itself and members volunteered in a number of roles.

Just some of the these included :- traffic controllers and assistants, boiler register checking, manning the display tent, refreshments, refilling coal scuttles.

Without every member that gave up their time to help run the day, it could not have gone ahead so again we owe our thanks to you all.

I leave you now with some photos of the day. In the most used phrase "a picture speaks a thousand words" - Except I'll add a caption or two….

To the left: the variety of locos in the bays and on track

Left bottom left : “Red Rum” passes under the gantry at the start of yet another lap.

Left bottom right : The second 5” Schools lighting up

Below left : Members enjoying the day, keeping the seats warm

Below right : Our secretary, chairman, Joan Linkins and president cut the clubs cake

Bottom : A view across the busy bays, with all manner of conversation

Boiler testing

Just a quick note on boiler testing. I expect this should be a reminder for most, however for a few of you this may be of use.
The current boiler testing procedure is split into four sections, and although this may seem a lot, it's easier than it seems.

Firstly there I the Written Scheme of Examination. This only need be done once, and it is essentially a document that details all of the parts of the boiler system that are to be tested. It is not transferable between owners, and requires redoing should the model change hands, otherwise it remains valid indefinitely. A copy of this is sent to the Southern Federation who keep a record so that it may be tracked in the unlikely event that it was lost, and subsequently resurfaced somewhere else.

Secondly we have the Shell Test. Again this is a one off test. It is a hydraulic test at which point the boiler should be bare of all fittings, and off the frames. This is to 2x working pressure. The only time this is to be repeated is if the boiler were to undergo any modifications, for example a repair or an extra bush added. This should be presented to the boiler testers fully plugged and with a 1/4 x 40 male thread available to attach to the test pump. At this point the volume of the boiler would be measured.

Thirdly we have a Repeat Hydraulic Test. This is another hydraulic test, this time with all of the fittings on. Essentially this is when the loco is ready to go, but with safety valves plugged. It is pumped up to 1.5x working pressure, ideally with the pressure gauge still attached, assuming it reads to a high enough pressure. Again, a 1/4 x 40 male thread is required to attach to the test pump. This is repeated every 4 years.

Lastly comes the Steam Test. The loco should be presented to the boiler inspectors, preferably not too dirty, with the ash pan and grate out if possible. It is also necessary to look in the smokebox. The pressure gauge should be tested at this point too, so it should be removed and an adaptor available. The loco will then be steamed, and a number of checks made. This is repeated annually.

If you are unsure of any of the requirements then just have a chat with a boiler tester.

If you would like a test please discuss and arrange in advance with two boiler testers in order to make sure they have the time to conduct the test for you when you require. If you turn up without prior arrangement then be prepared for the inspectors to be busy and unavailable for you on the day.

The current boiler testers are:

Dave Deller
Peter Kingsford
Martin Parham
Tom Parham
Edgar Playfoot
Bernie White

MMES DIARY DATES 2020

Thursday 26 December	Boxing Day Run
Sunday 23 February	Annual Club Lunch - Grange Moor Hotel
Sunday 29 March	Public Running Starts
Friday 10 - Sunday 12 July	**IMLEC at Mote Park**

Friday Nights start around 7-30pm at the Clubhouse, evening runs a bit earlier, with the track available from 5pm

Friday Evening Meetings are for members and associate members (their families), occasionally for members' friends, and for those who intend to join the society.

Donation minimum £1 per person for Friday evening meetings, unless otherwise stated for food if you are eating what is advertised for the Club Night.

Wednesday Playtime Runs generally start around 10-30am and finish early afternoons.

Events listed will only alter if an unforeseen situation means change is essential.

Exhibitions/Open Days in 2020

Friday 17 - Sunday 19 January	London Model Engineering Exhibition