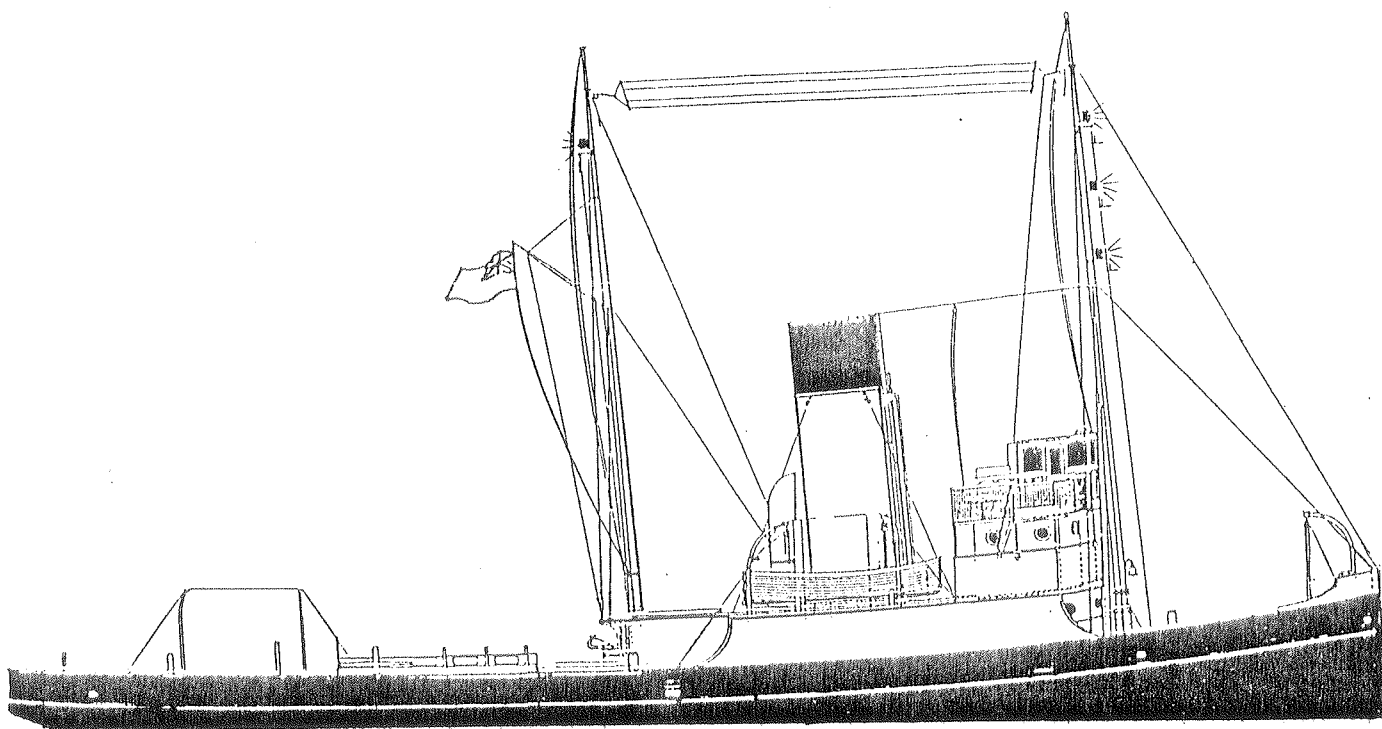


# MAIDSTONE MODEL ENGINEERING SOCIETY.



Ocean Tug "SEAMAN"

Length 128'

Beam 20'

Depth 14' 6"

NEWSLETTER - Spring/Summer 1992.

## SUE'S SPOT

### Diary Dates:

Friday May 1st : Video Night  
Friday June 5th : Fish 'n' Chip Evening Run  
Friday July 3rd : Preparation Evening for  
Saturday July 4th : M.M.E.S. OPEN DAY  
Saturday August 1st : Visit to Sutton Club.  
Friday August 7th : Fish 'n' Chip Evening Run  
Friday September 4th : Barbecue and Evening Run


Welcome to the Spring/Summer 92 Newsletter. My thanks go to Sam Ludford for the cover and Don Paterson and Derek Field for the articles this issue ( what about the rest of you? ) and Bob Hodgkins, Martin Parham and The Old Man ( who hit 40 last week ) for doing their bit printing and assembling. It is not too early to start an article for the next issue ( I keep trying ) and closing date for this is Sunday September 13th - Norman King, where are the three you promised me by the end of January 1992?!

This year we will be holding an Open Day again and as many volunteers as possible are needed to maintain our reputation here. Models are required for display and as many people as possible to help out on the day ( as well as the evening before ) as assistance is always welcome in the kitchen. We will of course need to man the gate the entire day - and if we have enough volunteers you should only have to do one short stint each. Everything must run smoothly as we have had to seek permission from the Council to run the event and we do not want them to turn us down in the future.

Winter works : Our thanks to all those who have helped out, named and unnamed. The Clubhouse interior redecoration is now almost finished, painted by Peter Roots who was assisted by Geoff Riddles. As for the track supports, foreman Dilwyn Herbert tells me we have 210 beams of track and 107 now have supports - no mean feat. We have also replaced three beams of the track which were becoming the worst for wear, and in the summer we will have to cast some more beams as our stock is now down to zero. The fence was kicked down but fortunately not too badly damaged and has been put back. The bridge however is a sorry sight as one side was kicked down in the winter, so despite the car ban in Mote Park the vandals still attempt to spoil it for everyone. Plans are afoot to completely rebuild the bridge, hopefully by Open Day so we can have an opening ceremony then ( any excuse for a booze-up! )

We started running on March 29th and as I'd been involved in Trading Places on the Friday before ( as some of you may have realised from the local papers - I was Nora Batty! ) I asked that we donate the takings to Breakthrough, the breast cancer charity. The weather was not too good but at least we raised £50 for the cause. The Duty Dog Duties have been revised as you will see later on in the newsletter and if you wish to volunteer for an afternoon please contact Chris Williams on Maidstone 36401. Whilst on the subject of Public Running the Committee have asked me to point out that when we close the gate to finish taking the public then we must NOT take any more public. It puts other drivers in an awkward position if some do and some don't so please don't! I know it is difficult sometimes but if we take a united stand it will be a lot easier.

It just remains for me to say : Have a good summer and Happy Steaming.



## GLANCING BACK AT THE NEWHAVEN RAILWAY STEAMERS

Living with a flowing waterway and a sizeable pond right outside my door, it would simply not make sense to let all that water just run to waste! So I have recently completed a model of the L B & S C R steamer 'Arundel' built by Denny Bros. of Dumbarton in 1900 for the Newhaven/Dieppe service.

Anyone looking at Coast To Coast recently could not have failed to notice the desperate efforts being made to keep the Newhaven/Dieppe route going. It would be an awful shame if the service is closed down altogether as it has a long and interesting history that dates back to 1825 when Newhaven and Dieppe were first connected by steam power. That was the same year that saw the opening of the Stockton and Darlington Railway - though it was to be about twenty-two more years more before the railways actually arrived at Newhaven and Dieppe.

Until 1888 all the ships built for the L B & S C R were paddle steamers, culminating in the famous 'Paris' and 'Rouen' built in that year for the forthcoming Paris Exhibition in 1889. They were elegant ships that marked the highpoint of William Stroudley's marine designs.

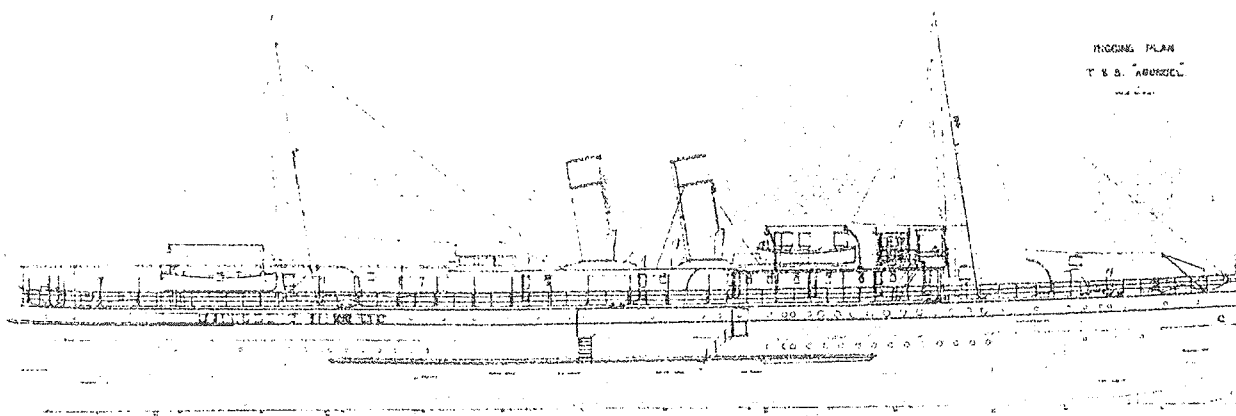
In 1893 the L B & S C R invited tenders for their first screw driven passenger steamer and William Denny of Dumbarton, thanks to their testing tank, were able to win the order to build the "Seaford". Her career was cut short - quite literally - when on the 22nd August 1895 she was rammed in fog out in mid-Channel by the French railway cargo steamer 'Lyon' and sank - fortunately without loss of life to her passengers and crew.

A replacement was ordered almost immediately from Denny's and the new ship named 'Sussex' entered service at the end of the following year. After three years successful operation with the 'Sussex' Denny Bros. were once again contacted in July 1899 to build an improved version which was to take no more than three hours twelve minutes for the crossing.

The twin screw 'Seaford' and 'Sussex' were almost identical, except that the latter ship was twelve feet longer - and they had identical engines which, although triple expansion, had four cylinders per engine including a second L.P. cylinder. They had only one funnel and mast, whereas the new ship 'Arundel' - the last of the reciprocating-engined passenger vessels, was a graceful two-funnelled two-masted ship again fitted with engines identical to those of 'Seaford' and 'Sussex' giving her a speed on trials of 20.69 knots. She had the following main dimensions:- Length 271' 1", Breadth 34' 0", Depth 14' 6", Gross Tonnage 1067. She could carry about 800 passengers and of these 126 first class and 87 second class could be berthed.

The 'Arundel' had been in service for just a year when Denny's built the turbine steamer 'King Edward' for the Turbine Syndicate up on the Clyde. She was an instant success and was followed in 1902 by another turbine passenger steamer called the "Queen Alexandra" which was yet another success story. Having noted these events the progressive L B & S C R were quick to order their own example some two months ahead of the S E R although the latter's "Queen", built for their Dover/Calais service, was delivered first and got the glory.

The new L B & S C R ship was named 'Brighton' and handed over at Newhaven in August 1903. She was a near sister to the 'Arundel' and proved to be slightly the faster of the two - but more significantly her coal consumption was about 10% less.



624 ARUNDEL

tss cross channel ;  
276' 10" over rudder  
4,250 cu ft cargo

Machinery No. 494:  
2 DE return tube bc

Contract: Price £68--  
Dieppe. For deliver

Order: 12 July 99/1

Trial: 1,296 tons/21

Description: Schoor

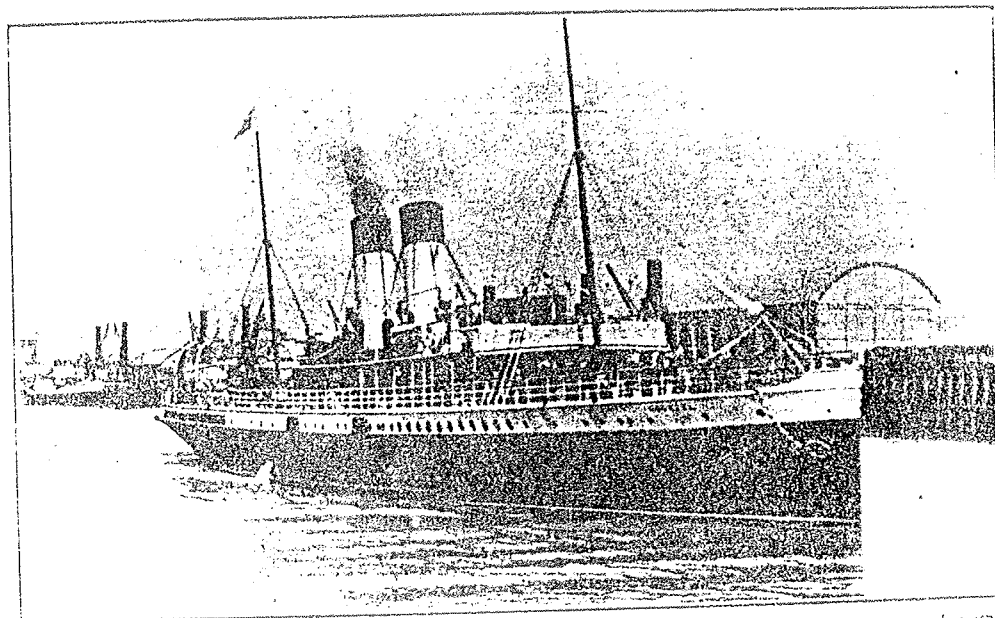
Costs: Final price :

Career: Used in con  
expansion engines ;  
Newhaven and Diep

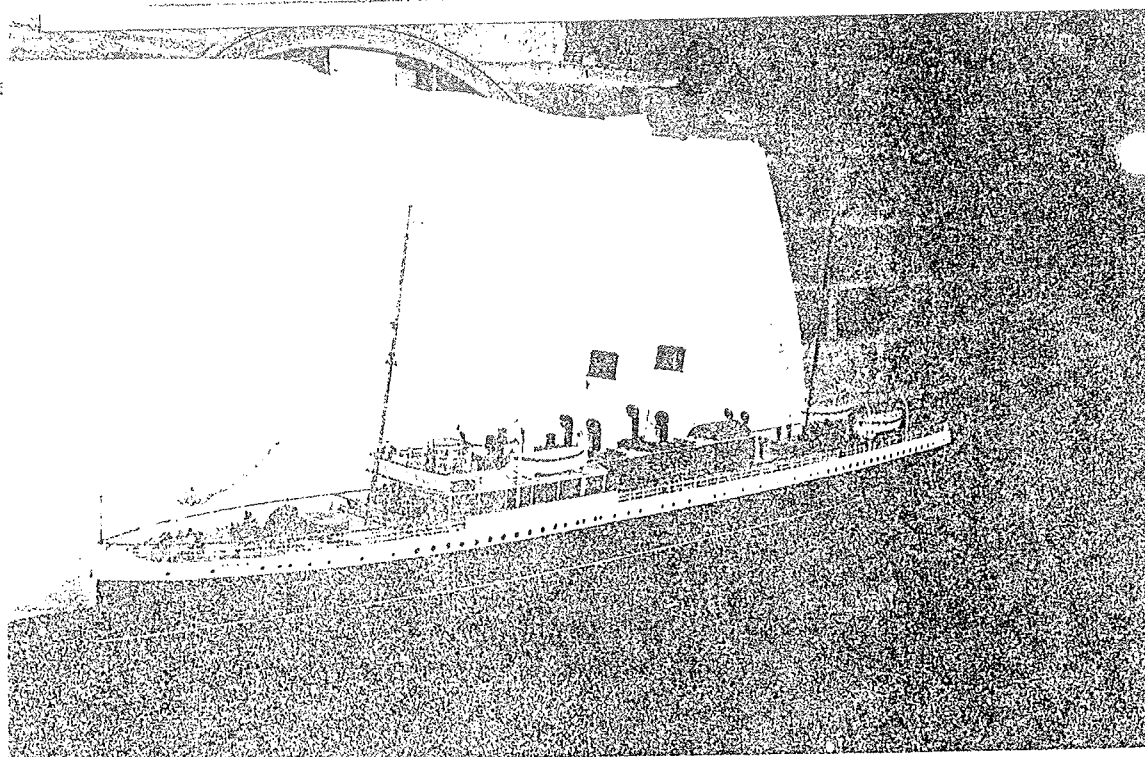
Plans: Lines/rig/st  
Boiler/MA/e

Photos: Engine/

Documents: None



S.S. "ARUNDEL" (Newhaven-Dieppe Service to the Continent). Built by Denny Brothers, Leven  
276 feet, breadth 34 feet, gross tonnage 1066 tons. Speed 20-21 knots per hour



These two sister ships were the subject of a series of trials by the Cunard Commission investigating the type of machinery to be installed in what were to become the turbine-driven "Mauretania" and "Lusitania". About 1904 they arranged for the two L B & S C R ships to steam at identical speed from the English to the French coast and back while various measurements were recorded. The success of the 'Brighton' contributed to the momentous decision to use steam turbines in such enormous and fast transatlantic liners.

The success of the 'Brighton' caused the L B & S C R to order a similar vessel the 'Dieppe' which arrived in 1905. By this time the final transfer of responsibility for work on the Newhaven fleet from the Brighton Railway Works to the Marine Engineer and his staff at Newhaven Workshops was made. The steam turbine for passenger vessels had come to stay and reigned from 1903 for 62 years until the arrival of the motorships 'Villandry' and 'Valencay' in 1965.

With the sale of the 'Arundel' at German shipbreakers in February 1934 the era of the coal fired and reciprocating-engined passenger vessels on the route came to an end. Coaling of all the ships in the L B & S C R SNCF ( French Railway ) joint service was carried out at Newhaven after each round trip. After the ship had been swung round on her return to Newhaven a wooden barge was brought alongside with a sort of trestle steps built at one end. The 'coalies' or coal heavers would carry the baskets of coal up the steps and through the doors in the ship's side to the bunkers. It must have been very hard work - especially when the baskets of coal had to be carried across to the bunkers on the opposite side from that to which the barge was moored. All the clinker and ash was dumped through the doors at sea, so that there must be a clinker track on the sea bed the whole way across!

Some photographs taken during the coal burning era of the Cross channel steamers show some really dramatic clouds of black smoke belching out of their funnels indicating lots of shovelling going on below. Again it was very hard work to keep up the pressure to maintain time for the crossing. The coal consumption varied but could be as much as 58 tons for a round trip. On the muscle-power of the firemen depended the speed of the ship and therefore it is not surprising that their rate of pay of £1-10s-6d a week in 1902 was higher than any other ratings except for the Donkeymen who received £1-12s-6d a week. Quartermasters received £1-9s-6d, A.B.'s £1-6s-6d and stewards 17 shillings. All except the stewards were required to "Find their own food" while aboard. In those days at any time of the day or night in Newhaven there were people going to and fro to the ships carrying canvas covered baskets containing the food for the day.

They were tough times in many ways but there is no denying that they were elegant and lovely looking ships. The model is electrically driven I'm afraid, as it is to such a small scale. The period in which it is depicted would be between 1905 and 1912. After 1912 and the 'Titanic' disaster, the Board of Trade required that additional lifeboats should be carried. Absolutely right - but with a long and narrow hull that is almost like a destroyer, all additional top hamper can cause stability problems. When first built she had an open section on the main deck towards the stern that was later plated in and fitted with portholes - much easier to depict of course!

Its surprising how many giants of Victorian locomotive engineering were also marine engineers as well. William Adams of the L S W R was actually appointed to be the Chief Engineer of the Sardinian Navy at one stage of his career! Dugald Drummond was also brought up in the mixed atmosphere of railways and Clyde steam navigation, and William Stroudley was solely responsible for building up a fleet of superb cross-channel paddle steamers based on Newhaven. In 1880 he carried out a series of experiments at Brighton Works that lead him to design and patent a type of paddle wheel which was first fitted to the steamers "Brittany" and "Normandy".

The marine workshop building still stands near the Newhaven bridge, and the remains of the massive grid on which the steamers rested at low water whilst being refitted are still to be seen.

Don Paterson.  
April 1992.

MAIDSTONE MODEL ENGINEERING SOCIETY OFFICERS 1992

Committee

[illegible]

## BOILER TESTING.

The following Boiler Certificates have either expired or will expire during this season -

<u>NAME</u>	<u>MODEL</u>	<u>EXPIRY</u>
MR P.CARPENTER	5" GAUGE 0-6-OT SIMPLEX "W.NORTON"	15/09/92
MR N.F.CLARK	5" GAUGE 2-8-4T "DHOLPUR"	07/07/92
MR N.F.CLARK	5" GAUGE 0-6-0 "BUTCH"	13/10/92
MR N.F.CLARK	4 1/2" SCALE BURRELL TRACTION ENGINE	03/08/92
MR F.DEEPROSE	5" GAUGE 0-4-0 "POLLY 2"	14/01/91
MR D.W.FIELD	3 1/2" GAUGE 0-4-0 "TICH"	09/06/92
MR T.FRISKEN	3" SCALE ATKINSON LORRY	06/10/92
MR T.FRISKEN	MINNEAPOLIS TRACTION ENGINE	28/09/92
MR T.GREGSON	5" GAUGE 0-6-OT BUTCH	22/07/91
MR T.GREGSON	5" GAUGE GWR 2-6-2T	30/06/92
MR T.GREGSON	3" SCALE ATKINSON STEAM LORRY	30/06/92
MR T.GREGSON	3 1/2" GAUGE CONWAY 0-4-0	11/08/92
MR R.HILL	5" GAUGE 0-4-OT NARROW GAUGE	28/10/91
MR R.P.HOLDSTOCK	5" GAUGE 2-4-2T "LOUISA"	25/08/92
MR L.HULBERT	VERTICAL STATIONARY	15/09/92
MR N.KING	5" GAUGE 0-4-OST SWEET PEA	30/04/91
MR N.KING	3 1/2" GAUGE 4-6-0 DORIS No.4771	08/07/91
MR P.KINGSFORD	5" GAUGE 4-4-0 MAID OF KENT	17/03/92
MR F.A.LAROCHE	5" GAUGE 2-6-0 "GROOMBRIDGE"	11/08/92
MR J.LEWIS	5" GAUGE 0-4-0 SWEET PEA	26/05/92
MR A.D.LEWIS	5" GAUGE GWR 0-6-0 PANNIER TANK	26/05/92
MR R.J.LINKINS	5" GAUGE 2-6-0	07/07/92
MR K.P.LINKINS	5" GAUGE 0-4-OT "JOAN"	30/06/92
MR C.NEIL	3 1/2" GAUGE 2-6-0 MARINA	27/05/91
MR C.NEIL	5" GAUGE 0-4-0 "DIXIE"	03/10/89
MR D.OSBALDSTONE	5" GAUGE GNR 2-8-0 "CONSOLIDATION"	11/03/91
MR M.N.PARHAM	5" GAUGE GWR 0-6-OT 1500 CLASS SPEEDY	08/04/91
MR M.N.PARHAM	4 1/2" SCALE ROAD ROLLER "BARBARA"	01/07/91
MR M.N.PARHAM	3 1/2" GAUGE 0-6-OT ROB ROY "DOROTHY"	23/11/92
MR D.S.PATERSON	5" GAUGE 2-2-2 IRISH WELL TANK	21/05/90
MR A.PROBYN	5" GAUGE 0-4-0 "DIXIE"	26/05/92
MR R.R.STAGG	3 1/2" GAUGE 4-6-2 BRITANNIA "BOADICEA"	10/06/91
MR C.THORNDYCRAFT	5" GAUGE 0-6-0 SPEEDY	19/08/91

## TRAFFIC CONTROLLER DUTIES

The committee has revised the list of duties for Traffic Controllers on Passenger Hauling days in order to simplify the task for those members that are asked to be traffic controllers and may be unclear as to their duty. The list is shown here and also displayed on the Notice Board in the Clubhouse.

ON PUBLIC RUNNING DAYS THE TRAFFIC CONTROLLER SHALL :-

1. ATTEND BETWEEN 2-30 AND THE END OF PUBLIC RUNNING.
2. ENSURE THAT THEIR NAME IS DISPLAYED ON THE NOTICE IN THE STEAMING BAYS.
3. ENSURE THAT THE SAFETY SIGNS ARE DISPLAYED.
4. CONTROL THE NUMBER OF TRAINS UP TO A MAXIMUM OF 8 AND ARRANGE CHANGEOVERS.
5. HAVE SOLE CONTROL OF THE TRAVERSER ENSURING IT IS OPERATED IN A SAFE MANNER AT ALL TIMES.
6. CHECK THAT ALL BOILERS TO BE STEAMED HAVE A VALID BOILER CERTIFICATE AS SHOWN ON THE NOTICE BOARD. VISITORS MUST PRODUCE THEIR CERTIFICATES.
7. ENSURE THAT NO PERSON UNDER THE AGE OF 18 IS TO DRIVE THE PUBLIC UNDER ANY CIRCUMSTANCES.
8. NOT ACT AS A DRIVER.
9. ENSURE MAIDSTONE MES PASSENGER DRIVERS ARE REGISTERED AND THAT NON-MEMBER DRIVERS ARE KNOWN PASSENGER DRIVERS.
10. ENSURE THAT THE STATION IS SUITABLY STAFFED, PREFERABLY WITH
  - (A) A PERSON TO SUPERVISE THE LOADING.
  - (B) A SECOND PERSON COLLECTING FARES IN THE TICKET OFFICE.

IF IN DOUBT - ASK A COMMITTEE MEMBER !!!

### PERSONAL ACCIDENT INSURANCE.

Some members may not be aware that a part of their subscription to the Society pays their premium to the Southern Federation Personal Accident Insurance Policy. The following is a summary of the benefits that members receive under the cover of this policy.

The Policy operates at the following times :-

At any meeting organised by the club or the Southern Federation.

Travelling to and from any such meeting.

At any private workshop or track in the members own grounds or garden whilst engaged in model engineering activities.

The benefits payable are as follows :-

Death	(Age 12 - 15)	£ 250
	(Age 16 - 75)	£4000
Disablement	(Age 12 - 15)	£1000
	(Age 16 - 75)	£4000

The latter is payable for :-

- a) Loss of two or more limbs or both eyes or one of each.
- b) Loss of one limb or eye.
- c) Permanent total disablement other than by loss of limb or eye from gainful of any and every kind.
- d) Temporary total disablement from usual occupation :-
  - (Age 12 - 15) Nil
  - (Age 16 - 75) £40per week for a maximum of 104 weeks in all, not necessarily consecutive.

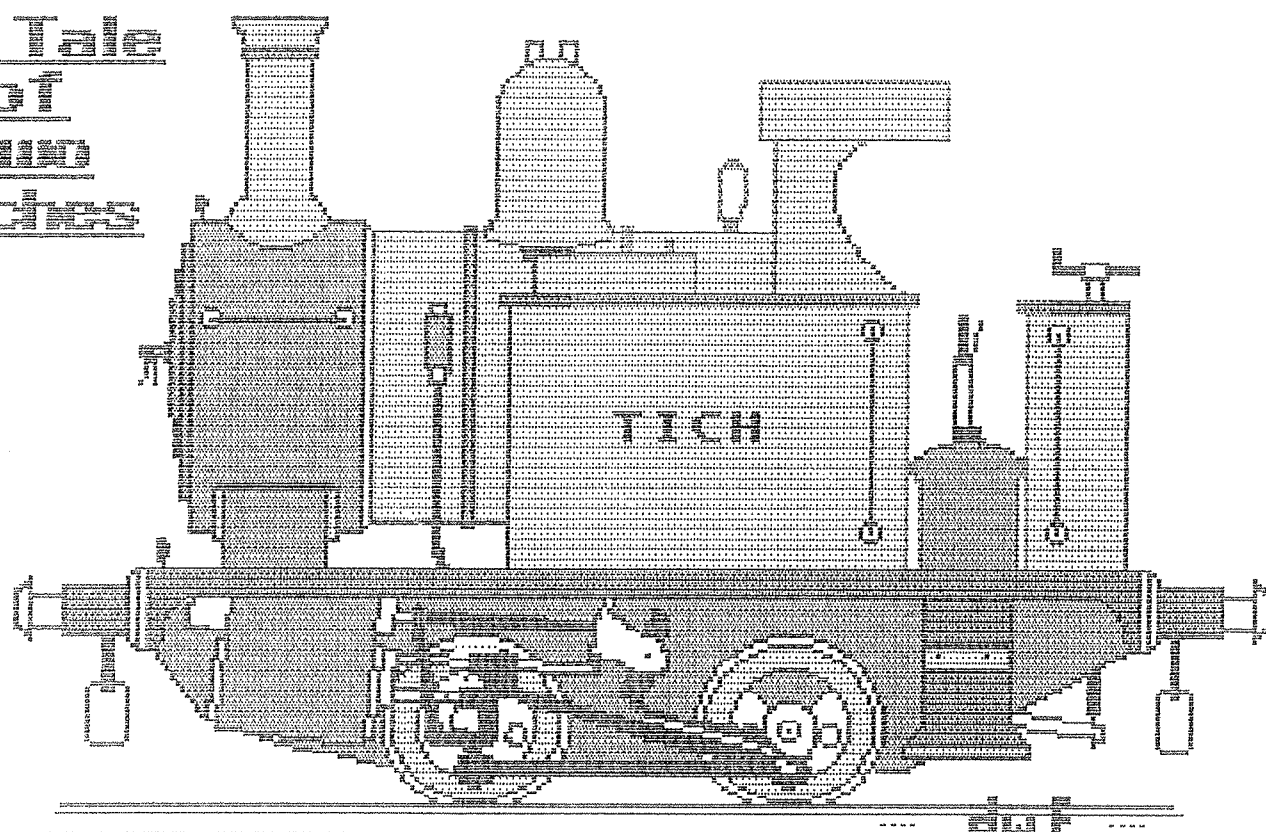
At present the premium is paid by the Society out of members subscriptions. However, since the premium paid for each member has risen by 150% in the last three years, the committee has decided that as from March 1993, members will be asked with their subscription reminders if they require the cover, and if they do, they will be required to pay the premium in addition to their subscription.

---

### NEW MEMBERS.

The Society would like to extend a warm welcome to JEANNE STARNES who has joined her husband Mike as a new member.

# A Tale of two Tiches



As a child, I slept in the 'back' bedroom. It was the larger of the two allocated to me and my sister, and, apart from my bed, contained a massive hardwood bench upon which was mounted my Father's pride and joy, a Baby Adept lathe. Prior to my birth, he had commenced building one of LBSC's "O" gaugers, the one that was designed to haul a passenger, namely, "Sir Morris De Cowley". Although I never saw him actually work on it the parts were often perused in the early evening along with the catalogues from such firms as Kennions, Bonds O' Euston Road, Edward Exley, Bassett Lowke and even Camages (who were still selling the pot-boilered 4-4-0 Enterprise, one of which he had owned not too many years before). To have a coal-fired live steamer has been his lifelong ambition and LBSC was always the central subject of all talk between the pair of us whilst sitting on the bedside. The merits of Dot, Bat, Tich and many other LBSC designs were discussed at length. It seemed to me, as a boy, that Tich was something different, something so special that the name became etched in my memory. Anyway, Hornby Dublo arrived one Christmas, the bench and lathe quietly disappeared to make way for the 6 x 4 and "The Cowley" and LBSC were all but forgotten.

One day, back in March 1980, I was killing time in the local library, as usual, among the railway shelves, when I spied those famous initials on the spine of one the books. Memories of those bedtime chats compelled me to investigate further. I had found Tich. The book was duly borrowed and taken home for some armchair engineering. A few days and a couple of chapters later LBSC had persuaded me to become a "tyro" and build Tich. Strictly according to his words and music of course!

A lathe was purchased. Thinking back to those evenings in the bedroom, if an Adept was good enough then it's good enough now. But I couldn't buy one. Next best thing; a Cowells 90. This was fairly quickly expanded with the range of accessories that is available but none of them compensated for the lack of capacity that was all too soon evident. £30 was spent on a set of castings and £10 on the drawings; some frame steel and buffer beam material was acquired and work commenced

Work progressed steadily with many parts being made twice, or even three, times as skills in the use of both machine and hand tools were developed. The simple style of the drawings made sure that no mistakes occurred in interpreting them, and also I was lucky in that no castings were scrapped. 1983 saw the completion of the chassis, and work stopped. I was unable to construct the boiler. I did not have the brazing equipment and couldn't really justify the expense of buying any. I obtained quotes for a professionally built boiler and would have plumped for one at a cost of £90. But I was on the dole at the time so getting £90 pounds together proved less than easy and the project came to a complete standstill while I saved a meagre amount each fortnight.

Meanwhile my father was suggesting that I might like to finish the Cowley chassis. "It's just an assembly job", he promised, "All the bits are made, and then I can get a boiler and finish it". So the Cowley took over in the workshop. That assembly job turned out to be a complete remake as nothing fitted properly, bearing in mind that much of it was hand-tooled. End mills and slot drills were not much use on a basic Adept lathe; hand-filing was the norm. When the chassis was finished, instead of collecting it, he produced a boiler complete with all fittings and, because it "wouldn't take long to fit", left it with me! In the end I completed the loco (and built the tender) and gave it a lick of Malachite green before giving it back to him. A little monetary compensation was offered, "For materials", he argued. It was now Xmas 1986 and, back pocket bulging, I ordered the boiler for Tich. It came, off the shelf, literally by return post! And still only £90, p&p included!

Heavy snowfalls that winter and associated problems connected with getting to work caused me and my wife to go househunting. She bought the 3 bed, des res at one end of a garden, and I bought the brickbuilt shed at the other, in a village on the outskirts of Maidstone far away from the icy hills of Chatham. We moved in the June and work started converting the shed into a workshop. Benches were fitted, power and light supplied so that by September, with the beloved Cowell lathe installed beside a brand new pillar drill (my Black & Decker was getting tired) everything was ready for Tich to be completed.

She progressed at a furious pace now, the end was in sight. I fitted the boiler and ran all the pipework. Running boards and tanks followed in feverish manner as they meant that she could then be steamed. The appointed Saturday in the early summer of 1989 dawned hot and sultry, and what ensued that day was probably the most difficult job of the whole project; getting the fire lit! LBSC's cocoa tin blower contraption was no good, solid parafin didn't work either. In the evening I emerged from the workshop with a newly completed 12v electric blower unit which was unceremoniously shoved down Tich's chimney. More wood was poked through the firehole door and, as a match was chucked in the blower was turned on. At 12000 rpm the blower tried to fly! Certainly most of the fire did. Time for a cup of tea.

Sunday breakfast was a quiet affair with me deep in thought about my new fangled helicopter. It wasn't long before I decided to commandeer the model train transformer languishing in the loft in an effort to bring things back down to earth. Out in the garden Tich was replaced on the 3.5" gauge workmate that was serving as a piece of track and everything was prepared for another attempt at getting the fire lit. This time charcoal, suitably marinated in parafin, was loaded into the firebox, followed by a burning splint and, hey presto!, the fire caught and a nice gentle draught from the slowly spinning fan kept it going. The next few hours were spent learning (the hard way) how to lay a fire correctly until eventually there was enough steam to turn the loco's own blower on. In no time at all I was able to tackle setting the safty valve to 80lbs. There were a few dribbles here and there around the boiler but nothing serious enough to curtail the steam-up. Next question was- would she move? I decided to find out, but first I needed a buffer stop at the other end of the line. The wife was invited to come and witness the event with the suggestion that the best viewpoint was at the opposite end of the Workmate to me. All was now set. With water-level and fire checked and doublechecked Tich was dragged to my end of the bench and the reversing lever was put into forward gear. The regulator was tentatively opened, further and further, until finally, the wheels revolved and Tich travelled 9 inches or so to the end of the line. OK, that was forward, what about backward? With the lever in reverse and regulator opened Tich returned to my end of the bench, complete with a couple of soft chuffs (it was uphill). LBSC's promise that if the words and music were followed it would work first time was fulfilled.

Now, not all the words were music to my ears, as I had noted how quickly the tanks were emptied with the loco just simmering on the bench. I shuddered to think about how far she would get on a track with my 12 stones and anyway, those tiny tanks didn't look right. I decided that it was time for some major design changes. Another week or so in the workshop produced a pair of bigger tanks with a modified spectacle plate to suit. With these fitted, a works photograph was taken; Tich was complete!

The rest of that summer was spent steaming up on the Workmate in order to get to know the little beast until finally the annual two weeks holiday loomed and she was then stripped down and painted in BR green. Another photograph was taken before she was proudly presented to the rest of the household and given pride of place on top of the television. My elder son denied ever betting me £50 that I would never finish her, some time early on in the 9 years it took to do so. He may have forgotten, but I didn't! And my younger son declared that I had promised him that when she was finished she would be his! I may have forgotten, but he didn't!

Thoughts about joining a club prompted a trip to Tonbridge, but, after spending a few weeks as a member elect I decided against it and the idea was dropped. Yet the need for somewhere to run the engine didn't go away. Further consideration of the problem was inevitable.

My young son's comments about the loco belonging to him prompted me to ask him if he wanted one of his own, to which he replied "Yes".

Tich N° 2 was conceived.

November 1989, and £55 was spent on another set of castings! This time it was decided to build a hybrid of the two designs, as it was felt that the owner driver would benefit from the idea. During the lengthy bench tests of N° 1 room for many improvements was found, and these would be incorporated as well, so parts for both the large and small boilered versions were ordered. They came within a week and the Cowells was hard at it again. Progress on the chassis was faster this time as set-ups and tooling had all been tried before. A case of "better the devil you know" I suppose. By the spring a chassis on wheels had been completed with provision for axlebox and valve gear lubrication, from the running boards, built in. I had also decided that, in the interests of speedy completion, slip eccentric gear should be used and so it was duly installed.

The "season" had arrived again, early summer was with us, and thoughts were again directed towards some means of operating Tich instead of just letting her collect dust on top of the TV set. Club membership was the only sensible option available. This time Maidstone MES was approached and, once more, I found myself a terribly self-conscious Member Elect. Despite promises to my son, Tich remained hidden in the boot of my car for the first three or four Sunday outings to the park. But, I finally managed to overcome my shyness and quietly put her on view when no-one was looking. Boy! the number of people who can talk about Tich is just amazing. they came out of every nook and cranny imaginable. She was proving to be something special after all and has provided hour upon hour of delightful entertainment ever since.

By midsummer I had been accepted into the club and a whole new world was open to me: the Track. Despite a leaking regulator the boiler test was passed and, with a flourish of Jack's pen, Tich was certified as an 0-4-0 tank engine with round topped boiler. "Away you go lad", he said, "And don't forget to turn left at the top", and for the first time in my life I couldn't think of a single 'but....'! I didn't make it to the left at the top, I didn't even make it to the left at the bottom! But the whistle worked.

The weeks went by, visits to other clubs on their open days started to intrude on most weekends, yet every Sunday morning would find me teaching myself how to drive at the park. The basics were not difficult to master as I was fortunate enough to be given an expert lesson on Adrian's Enterprise while we were attending Sutton's invitation day but getting Tich round the  $\frac{3}{8}$  mile circuit at Maidstone was not easy. Of course, practice makes perfect and with a beaming smile within me, I eventually made it in one, (just)!

Now I was eager to find out just what the little loco was capable of in expert hands. Sue made short work of three circuits non-stop, the water capacity in those tiny tanks being the limiting factor of course. I was now totally satisfied, one mile was good enough for me. All I had to do was go that distance myself. One other problem that manifested itself was that of blocked tubes. After three or four trips round she became choked.

Ideas on improving performance were now being gathered with a view to modifying N° 2. A tender was chosen instead of tanks to give a three or four fold increase in range. That meant that an injector could also be utilised, (those interminable queues at water towers all over the country mean hard work on the handpump). A different style of steam turret was necessary to accommodate all the takeoffs required as a donkey pump and a vacuum ejector were also envisaged!

With progress slowed by active Club membership (we were out most Saturdays helping to represent the Society at various rallies up and down the country from Southampton to Birmingham, and sometimes the Sunday too) N° 2 gradually arose out of the plethora of ideas gained from N° 1 until finally, in the Autumn, she was ready for a boiler. This time £33 was all that was needed (to buy the kit) as the tools and a mountain of help were available to me, as a club member. It was completed and successfully tested over a 6 week period without too many leaks having to be plugged and duly installed on the frames. Modifications to the smokebox were implemented to cure the tubes of their tendency to choke and the original attempt to make a spring balance type safety valve was aborted in favour of a "pop" valve in order to conserve the steam generated in such a small unit. Over the winter of '90 the tender was constructed using drawings lent by Frank allowing me to base the design on that for "Polly", followed by the running boards, cab and some final details. 18 months on from the start of her construction "Lady" (in memory of our pet dog) was commissioned by Martin and Pete and my Son was able to venture out onto the track under his own steam (so to speak).

The better part of the summer of 1991 was also spent supporting the Club at rallies culminating with Aaron (my son) fulfilling a promise to the Birmingham club by attending their National Locomotive Rally for a second time with (and driving) his own Loco. Perhaps the final accolade was when my Wife elected to have a go, complete with designer overalls and hairdo, on the track at Taunton during the week of The Modelmakers Festival centered at Blean in Somerset.

The mods to LBSC's famous design have all improved the little loco's ability to perform, with steamings in excess of 4 hours being perfectly achieved whenever required and, rather surprisingly, she has hauled 17 stones gross on dry, steel track at Bristol.

There are still a few jobs left undone. The donkey pump has yet to be finished and fitted beside the smokebox with a superheated steam feed. The eagle-eyed will notice the plugged clack bush on the LH side of the boiler and the redundant take-off on the Martin Evans type of turret. Hopefully, with a slow and constantly rated water feed (which I do not get with the axlepump or the injector) the boiler pressure can be kept up making Non-Stop runs of about 8 circuits of Maidstone feasible. Who knows what could be done if there were troughs on the line!

Also, provision has been made for a Vacuum ejector to be fitted in the future whereby the loco will become a test bed for braking systems that are specified for the next project.

Building two locos to the Tich design has given me a lot of pleasure and put me in good stead for bigger things because the notion that "I can't do it" was put to bed by those first chapters in that library book I borrowed 12 years ago. The current project is far removed from LBSC's style of building but I shall not forget that pandering to Inspector Meticulous won't necessarily make it go any better.

D W Field,  
E. Malling 1992.

## CHAIRMAN'S REPORT ON 1991

Well it's that time of year again when I have to sit down, stare at a blank screen for days and decide what to write for this, my final Chairmans Report. With a stiff gin in one hand and a keyboard in the other, here goes . . . . .

The main event of 1991 has been the restriction of vehicular access into Mote park which has turned out to have had less impact on our society than was first anticipated. The society has been issued a very limited number of keys for the gates and consequently had to make arrangements for non-keyholders to gain access. The initial idea of having the gate manned between 11.00 and 11.30 and 2.00 and 2.30 on running Sundays has worked reasonably well.

The Committee will certainly consider any other suggestions as to how we can provide adequate access for non-keyholders.

The effect that these measures have had on the Park have been very pleasing. On the first Sunday after the gates were locked we had many more families picnicking around the track and as a consequence we have certainly been just as busy on Sundays.

As always the Sunday passenger hauling has been performed by the regular, limited number of locos. I would appeal to any passed drivers with passenger hauling locos to try and attend at least some Sundays during the season to reduce the work load on the regulars.

The Club loco has done a few laps in 1991 and should appear on the track this year with its new, freshly painted body and cab. "Gallopig Gertie" has performed well on the occasions she has run, ably driven by "Petrified" Pete (Kingsford) and is now needing only final touches (the loco, not Pete).

1991 also saw the return of the Club coach trip in the shape of the New Years Day trip to the Model Engineer Exhibition. This was only arranged at the December Committee Meeting so we could only give members a few weeks warning. Nevertheless, it was voted a resounding success by those that were able to attend.

Consequently we are organising a trip to the Midlands Model Engineering Exhibition at Birmingham, on the 25th of October, 1992. We estimate the cost will be between £15 and £20 per person, entry to exhibition included. We hope to fill a 53 seater luxury coach and with enough notice I am sure we can easily reach this number.

If you are interested please let Sue or myself know as soon as possible.

Work around the Club has continued this Winter with the redecoration of the Clubhouse interior, further pillars under the track and the replacement of three concrete track beams that were crumbling. This means that our stock of spare beams is now zero, so some work later this year will be required in casting some new ones. If you can be of any assistance, please let us know.

We continue to add new members to the club and our first junior member for several years, joined in 1991. may we see many faces old and new at the club in 1992, particularly as we hope to hold an Open Day on July 4th when all will be welcome.

Happy steaming .

Adrian Gurr 6/3/92

*COACH TRIP TO THE MIDLANDS MODEL ENGINEERING EXHIBITION SUNDAY OCTOBER 25TH 1992.*

*Following the enormous success of the coach trip to the Alexandra Palace on January 1st, the Club is arranging a luxury coach to the Midlands Exhibition at Birmingham on Sunday October 25th. This is when the clocks go back which should make the 8 a.m. planned start at Ditton Community Centre ( as this is a likely meeting place again ) not seem quite so early. Estimated time back at Ditton around 9/10pm which should allow around 6/7 hours at the exhibition. The coach will have hot and cold drinks and a loo so a non-stop trip is planned. To secure your place on this trip of a lifetime a deposit of a mere fiver a head is required as soon as possible so that we can judge numbers. Total cost will be between £15 and £20, to be advised nearer the time when we know how many are coming and what the entrance to the exhibition will cost. The more that come, the better it will be. I hear rumours that it is the best exhibition of the year and as I have never been I am looking forward to it. Please fill in and return this part of your newsletter to Sue Gurr with your money if you are interested:*

-----  
names(s)

-----  
Amount enclosed (£5 each)

-----  
address

-----  
*Please make cheques payable to Maidstone Model Engineering Society.  
A list of who is going will be kept on the Noticeboard in the Clubhouse.*

-----  
+-----+

-----  
Subscriptions are now due for 1992. Please complete this slip and give or send it to our Treasurer Peter Roots.

I enclose herewith the sum of £.....( £5 or £2-50 for retired members ) being my subscription to Maidstone Model Engineering Society for 1992.

-----  
name

-----  
date

-----  
address

-----  
-----  
If you have not paid your sub yet please do so now IMMEDIATELY or this will be the last communication you will receive from the Society. Chasing subscriptions is time consuming and costly and not fair to the Treasurer. You are reminded that subs are due on 1st January annually.

+++++

## OBITUARY

It is with deep regret that we report the death of Wilf Hills on April 11th. Wilf was nearly 78 and was one of the founder members of Maidstone Society, and was Secretary of the Club before the second world war. We still saw him regularly on Club Nights although New Romney became his local club as he moved there some years ago. He will be sorely missed by everyone and our condolences go to all who knew him and his many friends in the world of Model Engineering.

+++++

## SUE'S SNIPPETS

\*  
NOTICES : Please remember to look at the Noticeboard in the Clubhouse for a list of up to date events. I just put in the newsletter those dates that are for the club specifically as so few members attend other Open Days.

\*  
\*  
\*  
GATE OPENING TIMES : As mentioned in the Chairmans Report, while we are public running the gate will be manned on Sundays and Bank Holiday Mondays between the hours of 11-00 a.m. and 11-30 a.m. then 2-00 p.m. and 2-30 p.m.  
On Club Nights ( always the first Friday of the month ) there will be someone on duty between 7-15 p.m. and 7-45 p.m.

\*  
\*  
\*  
END OF 1992 SEASON : Last run of the season this year will be Sunday October 18th due to our trip to the Midlands Model Engineering Exhibition on 25th October.

\*  
\*  
\*  
MORE ABOUT THE SOUTHERN FEDERATION PERSONAL ACCIDENT INSURANCE : As from 1993, if you wish to be in this scheme you must pay with your subscription ( or if you do not pay a sub i.e. life members, but wish to take the insurance, you just pay the insurance premium ) by the 1st March annually - it is unlikely to be more than about £1 so well worth it. Details will be in the Christmas newsletter. If anyone wants to discuss any sort of insurance I'm always around ( and I know a nice man, a very very nice man ) so just give us a shout.

\*  
\*  
\*  
PONTINS BREAN SANDS MODELMAKERS WEEK : A few of us are going again this year. Just to remind anyone who may be interested, the week is from Saturday September 26th to October 3rd and last year included trips to tracks at Taunton, Bristol, Yeovil, Whitchurch ( and Swindon on the way home ).

\*  
\*  
\*  
Take care everyone, and don't forget an article for the next newsletter.....Sue.