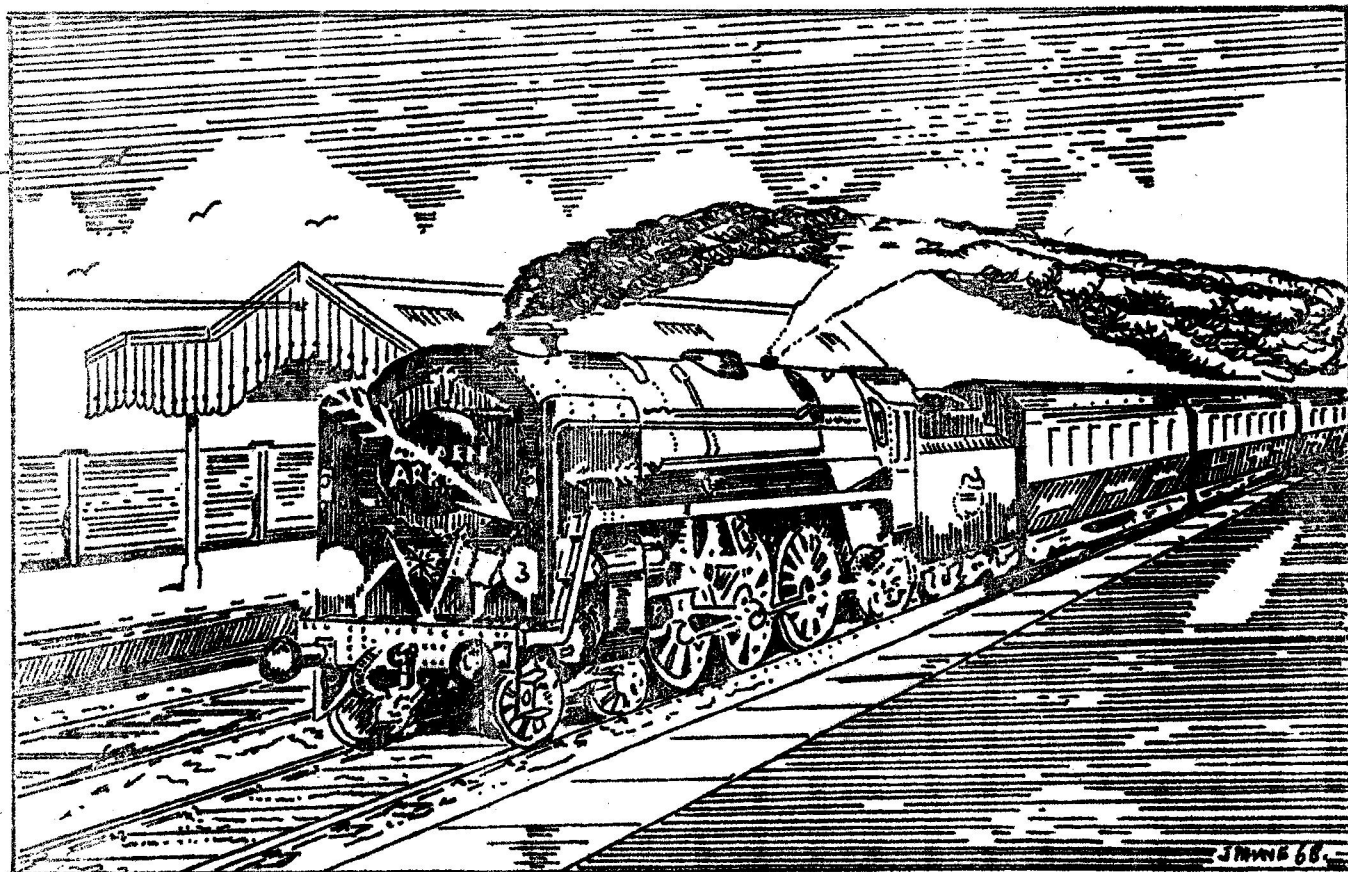


Maidstone Model Engineering Society



SUMMER 1968

Chairman.

J. Payne.

38, Oxford Rd,
Maidstone,
Kent.

Secretary

C. Edwards.

13, Church Rd,
Tovil, Nr Maidstone,
Kent.

Treasurer.

P. Roots.

97, Tonbridge Rd,
Maidstone,
Kent.

July

Club Notice Board.

Shovelque as announced in the last news letter there will be a Shovelque at the track during Carnival week, This will be held on Wednesday 17th July, at 7-30p.m. Due to the cost of the eats a charge of 2/- a person will be made. If you are coming, Could you please send the slip at the end of the news letter to me. Make this a real do, Bring the Wife and even a loco (or should it be bring the loco and even the wife\$)

Club Evening It has been suggested that there is a need for a club get together for a matter at sometime. From a small survey carried out it would seem that Wednesday is the most suitable evening. These "do's" will take place at the club hut in the park, but are not solely for the loco fraternity. There will be no programme, just bring odds and ends of work, slides, photos, perhaps sometimes a loco for a run, or just yourself. From now on, there will be someone at the hut from 7.00p.m. onwards. This is a very real case of the more the merrier, so dont leave it to the other fellow. While on the subject of club meetings it seems that some members have been in the habit of going to the park for a run on some Saturday mornings. I'm sure they would be glad of more company. You'll have to take pot luck on someone being there, but lets use the track as much as possible, it's there for your use.

Club Notice Board, (cont).

Tools:- It is immediately apparent to anyone who runs a loco at the track that the Club have no tools or workshop equipment. This is a sad omission, as even minor running repairs are impossible. It occurred to one member recently that many club members may have odd pieces of unwanted equipment which they might care to donate to the club. Surely, between us, a fair tool kit could be built up? One member has already offered wood from which a bench could be constructed, so let's have a good whip round, and make a real effort to remedy this situation.

Congratulations. The Club members wish to convey their congratulations to the Club's President, Councillor Peter Robinson, on his election as Mayor of Maidstone for the ensuing year. We wish him every success in his new appointment and hope the Chain of Office does not weigh too heavily on his shoulders!

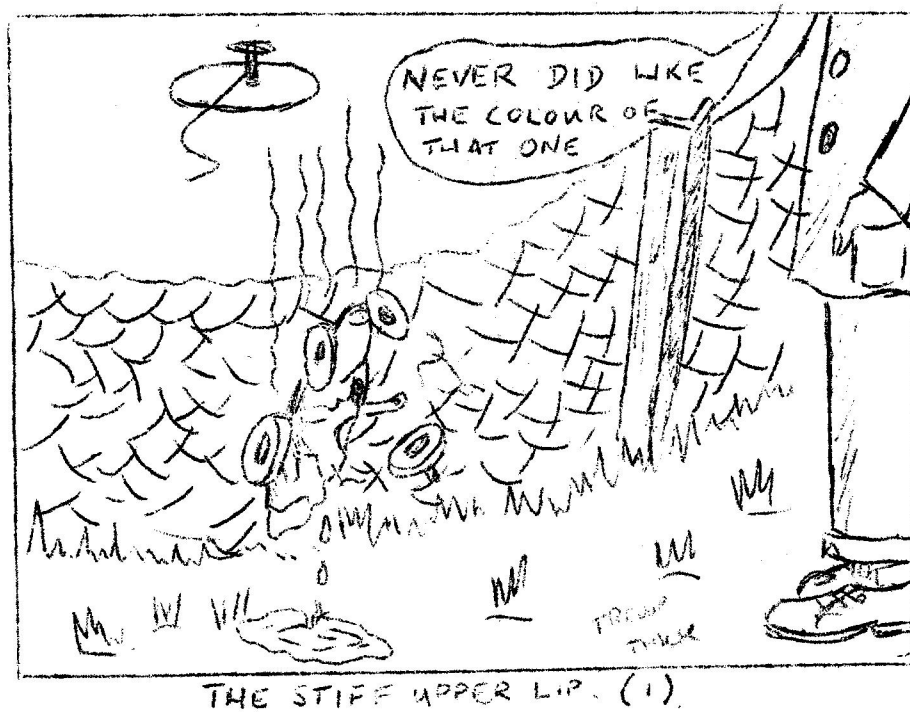
New Members. Since the last News Letter went to press, several new members have joined the Club. We extend a very warm welcome to them and hope everyone will do their best to make them feel at home.

For Sale. - As some of you already know, Peter Rootes our Hon. Treasurer, has obtained some 4 B.A. steel screws, in $\frac{1}{2}$ " and $\frac{3}{4}$ " lengths which he is selling to Club members for 4/- per. hundred. He also has the nuts to go with them. He mentions that there is a possibility of extending his range, beginning with 6 B.A. Would members please let him know their requirements?

Most Important. - Whatever else you don't do over the next few days, DONT FORGET to fill in and return the Club Shovelcue slip.

Curiosity Corner. - During the Winter of 1896, Lake Baikal on the Trans-Siberian Railway, froze to a depth of 10 feet. The Russians, unable to use the ferry built by Armstrong-Whitworth, laid a railway track on wide sleepers on top of the ice! This line was solely for military purposes, and the 25 mile ice railway is (and is always likely to be), unique. Later, a 160 mile detour was made around the South of the lake.

Incidentally, Russia's track gauge of 5ft. 3ins. is itself unique in that it was specifically designed so as to be unusable by any other countries' rolling stock in the event of an invasion !!



News Letter, from Chairman, Race Car Section,

(Mr. A. W. Bennett, 29 Hatherall Rd.
Maidstone, Kent.).

This month we are delighted to welcome our Honorary Members from overseas, namely : Martie fairabend, of Detroit, Secretary of A.M.R.C.A. and holder of the world speed record with 156.56 M.P.H. and also Phillip Rochat, the President of F.E.M.A. of Switzerland.

We have received their acceptances which are filed in the Society's Archives. The European Nationals are being held in Dieppe this year, on August 25th. The A.M.R.C.A. Nationals are for three days, Aug. 15, 16, & 17th. at ANDERSON, Indianina, U.S.A. and you are invited. It sounds a long way, but many Americans travel from New York in the East to California in the far West for Race Car Meetings and also as far south as New Orleans.

We hope to arrange a run on Sept. 15th. for Al Winters, who is coming over to see us with his family and arrives at the Great Danes on Friday the 13th. Al is from the Pennsylvania Club, and lives in Southampton, U.S.A.

We have only had two runs this year owing to the weather but we hope to try out Flat Top Piston with Dykes "L" ring, Making .010" circular shims to reduce compression ratio has driven us up the wall.

We have an application for membership from Mr. L.G.Gauci, of 71 Vigilant Way, River View Park, Gravesend. He says that he has been looking for us for years, and last Bank Holiday Monday he heard the cars in the Park, and located us at last. He is enthusiastic, and used to run at Monza.

M.P.Rochat tells us that F.E.M.A. have sponsered a ready to run car called the CATEGORIA MONZA.- it only requires a shut off valve, for stopping it on the track, and these can be easily made from the design we use called the "sneaker shut off valve", which was designed by John Oliver for the 2.5 c.c. engine we know so well.

We still want more help and interest. People all over the world use A.M.R.C.A.'s slogan, -

The World's most sesational Hobby."

CHAIRMAN'S NATTER SPOT.

News from New Zealand M.M.E.S. continued from the last News Letter. Mr. Davis wrote on 2nd Feb. '68:-

"We have had several passenger hauling runs on our short length of track. This short length of track doesn't suit my engine as on a continuous track it was better with the lever one notch off centre and will run $\frac{1}{2}$ mile on one firing.

I think you may be interested to see the real thing in action, hence the photo. The country these engines used to run in is very rugged, the highest elevation between Auckland and Wellington being just over 2660ft. For many miles the expresses run at an elevation of over 2000ft. This made for very tough locomotive working.

However they did the job very well and in spite of 4'6" drivers were able to run at 55-60.

I replied to this letter on the 220th Feb.-

A further letter from Mr. Davis dated 25 Feb, continues:-

"Your two letters arrived within a day or two of each other. We were extremely pleased to learn of our affiliation. That was on the day of our General Meeting so I was able to pass the word around. The photos were most interesting; what havoc that tree wrought. We hope you are soon ready to run again.

It will be exactly a year on the 27th since our Society was formed. The weather has been very warm lately, and on Wednesday after work the temperature in my workshop was 94°. Today out there it rose to 85°. In spite of the heat, we laid 60ft. of track this morning, which brings the total to about 400ft. odd almost $\frac{1}{3}$ of the way round.

You may be interested to learn that many years ago a certain Philip Davis left Maidstone and settled here. In the fullness of time he made a bob or two and presented the area we know as Maidstone Park to the town. (Although he bears the same as I do we are not related). Another strange coincidence, the Park covers a fairly substantial area but a lot is nearly vertical and covered in native bush.

One of our members has made a film of our activities right from the turning of the first sod. It is really good and he now has to arrange sound effects, etc.

We were interviewed last Thursday on our site by the N.Z.B.C. They wanted to find out all they could about our project.

I replied to this on 21st March. On the 5th April Mr. Davis continues:

"No doubt you will have a surprise when you what this parcel contains, I thought that you may like to hear our Locomotives at work in their natural habitat. I was a passenger in the trains recorded on side one. As you will gather from the enclosed brochure the railway linking Auckland and Wellington follows a very thrilling mixture of snow covered mountains, steel viaducts spanning deep gorges, thick native forest and

Chairman's Natter Spot (cont):-

last but not least the long dark tunnels. I used to enjoy the journey most of all when the moon was full and the scenery was clearly visible. On a dark night, from the rear of the train, the engine head-light made a great spectacle, swinging on great arcs as the locomotive rounded the curves. Alas, those days are gone for ever now in the North Island. All we hear now is the grumble of a diesel engine. After hearing the recording you will realise that although our gauge is only 3ft 6ins, our locomotives were not snails, inspite of 4ft 6ins. drivers. Anyway, I hope you and yuor fellow members derive as much pleasure from this gift as I do in sending it.

We now have 420ft. of track laid; last Sunday I took the "K" for a run.

Then on 16th. April '68:-

"We now have 660ft. of track laid and operational. All the timber is laid on the piers so it is only a matter of finding the necessary labour to lay rails and sleepers. Since we commenced hauling passengers we have benefitted our coffers by an appreciable sum of money.

You will have heard about the cyclone we had last Wednesday. A tropical storm came down our East Coast, and about Wellington met another storm coming up from the icy South. This resulted in gales of 125m.p.h. plus. There was much property damage plus the loss of the inter-island ferry, "Wahine", with loss of life. Resulting from the gale, a lot of lovely trees were lost in Maidstone Park; however none were damaged adjacent to the railway. The Park is now closed to the public. One of our members had his 5" Tich blown over by the wind. He had it on his private track outside. This 0-4-0 has performed in a remarkable manner during the season.

I have had a fair run with my engine during the last few weeks. I would like to see a similar loco on your tracks. Would any of your chaps care to tackle a foreigner? If so I could send you a copy of the General Arrangement prints as issued by the N.Z.R. So after seeing the photos if anyone is interested, please let me know.

The checked performance is as follows:-

Load, 9-10 children plus driver, boiler pressure at starting at foot of grade 30lb. after accelerating up the grade, engine blowing off and water level at top of glass. We usually start off with the reversing lever two notches off centre and when the load is moving the lever is brought back to one off centre and at about half throttle. The blast is quite adequate at this setting as at the end of three or four hours running the smokebox is empty. For a $3\frac{1}{2}$ " gauge engine I consider these results fairly satisfactory.

Early next year, when the film has done the rounds, we were wondering if you chaps would care for a loan of it. The sound effects are on tape.

I replied to this on the 5th June.

Chairmans Natter Spot. (cont).

As I promised in the last News Letter, as letters come along I will pass on the details.

Most of you will have seen the photos, news letters, and by now you will have heard the train recording. If not, you will find me over the Park on running days and at home each night, (not Tuesdays). If any of you have any photos, etc. of the activities of our M.M.E.S. I could send in my letters to New Zealand, I will gladly enclose them in my next letter to Mr. Davis.

Well, now for news of our "doings". The season is well under way, with cars performing and locos running: (sounds rather like a B. Mills act.)

I was pleased to see that the Steam Engine Rally and Fair held on the Spring Bank Holiday, June 3rd. (I was not there but I was given a programme), was a big success. In fact, quite a fagg! ("13. No 46823, Clayton & Shuttleworth. Engine new 1914").

We still have one or two jobs to do at the Mote Park Track. If possible, I want to get the hut painted before Old Man Winter sets in; perhaps a painting party on a non-running Sunday?

As there are only about 11 more running days, I would like to see more of you over the Park. This leaves more of us free to have a natter, make any arrangements, etc. There's always a cup of tea to make, (and drain). Should we get a really warm day, "Bill" could do with a hand too. Any running day you can always give me a ring between 8.00 & 9.30 a.m. for any details of running, and I'm sure "Bill" would welcome the same.

THATS ALL FROM THE OLD FOOL HIMSELF.

Thanks for reading this. Think on.

A.H.W. (JACK) PAYNE.

STOP PRESS.

Welling and District Model Engineering Society have made a provisional date to visit us at the Park on Sunday, 28th. July, arriving at about 2.00p.m.

While on the subject of Club visits, members might like to know that the Maldon and District M. E. Soc. will be visiting the Park on Sunday 14th July. Officials will be at the Park from 10.00a.m. onwards. Please come along "en masse", and make this a visit that Maldon will remember for a long time.

-6-

Please detach and return slip below as soon as possible.

I will be attending the "Shovelcue on Wednesday, July 17th.,
with guests.

Signed.....

Please return to any Club Official or me as soon as possible.