



MAIDSTONE MODEL ENGINEERING SOCIETY

Winter 2012/13



M.M.E.S. Lunch at Grange Moor Hotel on Sunday 27th January 2013

*12.30 for 1.00 pm as usual // £19.50 pp (under 10's £11.00)
Menu choices & Payment to Pat Riddles by January Club Night (4th)*

Starters

Fresh Homemade Cream of Vegetable Soup

or

Prawn & Cucumber Salad

In a Marie Rose Sauce

Served with Brown Bread & Butter

or

Trio of Melon

Fanned Honeydew Melon

Served with Water & Cantaloupe Melon, with a Blackcurrant compote

or

Deep Fried Breaded Brie With Almonds

Served with a Cumberland Coulis

Main Course

Roast Sirloin of Beef with Yorkshire Pudding

or

Roast Leg of Lamb Served in a Red Wine & Mint Gravy

or

Turkey Served with chipolatas, Stuffing & Cranberry Sauce

**The above main courses are served with Roast Potatoes &
Vegetables**

Smoked Haddock & Spring Onion Fish Cakes Served with Parsley Sauce, New Potatoes & Vegetables

or

Mediterranean Vegetable Melt Served on a bed of noodles & finished with Mozzarella Cheese

or

Cold Ham with Mixed Leaf Salad, Coleslaw & New Potatoes

Sweets

Homemade Apple & Apricot Crumble Served with Custard

or

Selection of Kentish Farmhouse Ice Cream, Vanilla Pod, Strawberry, Chocolate,

or

Mixed Berry Pavlova Meringue, topped with vanilla ice cream, mixed berries, whipped cream

or

Banana & Honeycomb Short Bread Shortbread biscuit topped with honeycomb Ice cream, sliced banana, whipped cream & drizzled with butterscotch sauce

or

Selection of British Cheese & Biscuits with Chutney

Coffee or Tea

Name:

Starter:

Main:

Dessert:

Name:

Starter:

Main:

Dessert:

AN OFFICER AND A GENTLEMAN

Sue relates The Life of Peter J.A. Chislett, 1932-2012, MMES Vice President (a former President of the Club).



Peter was born in Chatham on 31st October 1932 and spent his early childhood in Plymouth. In World War II he was briefly evacuated to Cornwall for 3 weeks but then returned to Plymouth. The family were bombed out of their house, fortunately being in an air raid shelter at the time. After the war the family moved to Gillingham, Kent, which led to Peter's lifelong support of Gillingham Football Club. As a child he enjoyed playing football, and of course, going train spotting, and so his love of steam engines also endured throughout his life.

He started his working life in the Post Office and then completed his two years of National Service in Germany. He met and married Wendy and joined RAF Fighter Control, which meant working at UK bases, in Cyprus and all over the world, testing defence capabilities. They had three children, Andrew, Craig and Melanie, and three grandchildren. (Tragically Andrew died while he was still a teenager, he was also keen on trains and a member of MMES.) Peter was involved in a Ministry of Defence project developing early warning radar as well as maximising defence with cold war partners. He was awarded the MBE and later the CBE, and he also became the first ever Air Commodore of RAF Fighter Control. Towards the end of his working days he became the NATO Director for Siemens Plessey and was based in Brussels. Rather than leave home in Bearsted and live in Belgium for a couple of years, he instead commuted by ferry on a fortnightly basis. Other hobbies he enjoyed were making wine and beer, and he became a keen genealogist, discovering distant relatives in Australia and Newfoundland, tracing the family back as far as the 1500s when parish records began, no mean feat.

When he was 60 he was diagnosed with Parkinson's Disease and fought this bravely for the last 20 years of his life. Determined to make the best of his time and while they could, Peter and Wendy travelled the world in his retirement and bought a house in France where they spent many happy months each year. As his health deteriorated, the French house was sold and they returned to live permanently in their home in Bearsted where Wendy nursed him more and more as his health declined. Dementia, which can be part of Parkinson's, took hold in recent years, and it became inevitable that Peter needed more care than Wendy could provide. The last couple of years he was in a nursing home prior to the inevitable worsening of his condition and death in hospital on 31st August 2012.

Peter joined the society in March 1973 when he was a Wing Commander of the RAF, and built a 5" gauge Terrier that he painted dark blue and named Rolvenden, and he ran it on the track whenever he could, which due to his busy life was not often. Towards the end of his career he was still building a Sweet Pea in his spare time but sadly he was never able to finish this. He loved Mote Park and the club (as some of us do). He became involved in the running of the club, becoming chairman of the committee and then president. When his health deteriorated, and he was no longer able to actively be president and attend committee meetings, the club awarded him the less onerous but still honorary, role, as one of the club's vice presidents. We last saw him at the Club's 60th Celebrations in 2010 when Wendy kindly brought him to the Park to join us for a while and enjoy, despite the difficulties by then that he had even walking. He will be remembered by many of us as, truly, an officer and a gentleman.

Andrew's Spot...

Well, here we are almost at the end of another eventful year. Time just seems to be flying by too quickly these days.

As usual, I haven't been able to get a newsletter out to you as soon as expected, I'm expecting that next year normal service will be resumed.

There have been a number of notable events taking place this year, at and away from the club. Some significant milestones have been reached.



Congratulations from all at MMES go to Joy Payne, Life Member and widow of Amos (Jack) Payne, a former president of the society, who celebrated her 90th Birthday on 27th July.

And also many happy returns to our vice president Mr Reg Holdstock after celebrating his 100th birthday in October—more on that to follow.

There was also the sad news of the passing of Peter Chislett as you will have seen in Sue's tribute to him.

Another member to pass away recently, was Bert Sampson who died from cancer. The clubs thoughts are with his family and friends.

On the brighter side, the club has achieved some good things this year. We have once again had our runs for the Maidstone Mencap children, who always seem to thoroughly enjoy the time they spend at the railway for their holiday days out.

We held an open day for the Snodland Scouts, enabling just a few of today's youngsters to experience steam, by learning how they work, from steaming up to driving. An experience which I know they enjoyed and I hope that the members involved found rewarding, I know I certainly did. Thanks go to Simon Bridges for organising this, and you will see below a note from the Scouts.

*"To the members of Maidstone Model Engineering Society,
Thank you for the very enjoyable day we had visiting your club where we fired and drove your members engines. We were made to feel very welcome and thoroughly enjoyed our day. A special thank you to the members who brought their engines for us to drive and the committee for organising the day. The scouts are already asking when they can go again.
1st Snodland Scouts"*



Another notable event was our fundraising weekend for the Great Ormond Street Hospital, and although we were not really blessed with favourable weather for the event, in conjunction with my company's family fun day—held separately—we were able to raise a total of £1,479.52. This event was held to raise awareness for one of my colleagues granddaughters who is being treated for a rare form of Leukaemia, and the good news is that since the event, she has responded well to treatment and was able to return home to her family recently.

So, what of the future? Well, next year hopefully more of the same.

There's our annual dinner at the Grangemoor to look forward to, thanks again to Pat for organising this. As you will notice the menu has been included, and for those of you who wish to attend please can you fill in your menu choices and hand that and monies to Pat by the January club night.

It's always a nice feeling to do our bit for charity, so I'm sure we will have more fundraising for good causes on our two main bank holiday weekends.

We have the completion of a new signal gantry to look forward to. This is being forged ahead by our Chairman Tom, and will take it's place at the carriage traverser, giving an added attraction to the station layout. Also, hopefully there might be some new additions to the members running fleet, so get building people. I also hope to see the return of Lochwood next season. She's still in many bits, so I'd better crack on myself.

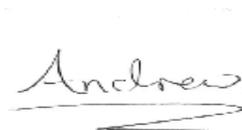
As you will see a trip to the Whitechapel Bell Foundry has been organised. There are limited numbers for this, so if you are interested make sure you get your name down early. If enough people are interested in attending then it may be possible to arrange another tour. Also, if anyone has any ideas or suggestions for possible places to visit, that aren't necessarily train related and out of norm from our usual club visits please feel free to talk to a committee member.

Does anyone remember Sue's S.H.I.T. weeks—I'll let your minds work out what the letters stand for, but it does include holiday—well, this is something that might possibly be resurrected if enough people are interested. I have only been on one of these holiday weeks—to South Wales—but thoroughly enjoyed myself. For those of you that don't know about these, it's a week travelling around in a particular area visiting other model engineering clubs, giving us the opportunity of driving our engines on different tracks. Usually a free day or two—depending on your choice—is included to allow you to explore the local area at your leisure. So again, if anyone has any ideas on places they would like to visit please let us know.

We have welcomed some new members to the fold this year. It's always good to see new faces at the park and hopefully some new locos. It's always good to hear of members activities and what they are currently building, so if anyone wants to submit details of some of their projects to me for the next newsletter please feel free. You can email me at andrewmmes@hotmail.co.uk

Well that's just about all from me, again apologies for the lack of newsletters this year. It has been an eventful year for myself, and not always an easy one, and time has slipped away. Anyway, here's to a much brighter 2013, I look forward to seeing more of you all in the New Year.

Wishing you and your families a very Happy Christmas and a great New Year.



And boo...



Reg's 100th Birthday Surprise

Article Published in the Hastings Observer on Sunday 14 October 2012

A MODEL train enthusiast and former Post Office worker this week celebrated his 100th birthday. Reginald Holdstock who lives at Anchor's Bethune Court in Boscobel Road, St Leonards, with his wife Louisa, was thrown a surprise party on Tuesday (October 9) attended by friends and relatives. Among the guests at the special celebration which took place at Bethune Court, were Mayor, councillor Alan Roberts and the Lord Lieutenant of the Royal Air Force, who presented Mr Holdstock with his birthday card from the Queen.

Mr Holdstock, who has two sons, one granddaughter, and one great granddaughter, met his wife in Di Marco's Cafe, in Hastings. They were married in 1935, and have lived locally ever since. During the Second World War he worked on communications at Biggin Hill until it was bombed and then at the Naval Centre in Dover. Mr Holdstock retired from the Post Office in 1972, where he received an Imperial Service Medal for his service. Mr Holdstock was also a model train engine enthusiast. He was part of the East Sussex Model Engineers, and made and drove one of the model steam engines on the railway in Alexandra Park.

Bethune Court manager Rhona Emmerich said that he had had no idea beforehand that there was a party being planned in his honour. She added: "Mr Holdstock is a lovely person and a joy to work with. We arrange social activities to meet the interest of residents; from Tai Chi, pamper days, reminiscence groups and musical entertainment. Assisting in the arrangements of Mr Holdstock's surprise part has been a great pleasure." Mr and Mrs Holdstock have lived at Bethune Court for the last eight years.

The world has changed beyond recognition since he was born in 1912. Mr Holdstock has lived through two world wars, numerous Prime Ministers, and four monarchs. He has also witnessed the introduction of the NHS, a man walking on the moon, and the advent of the digital age.



Sue's pictures and few words to finish: The Club did of course send Reg a birthday card for the actual day.

Left: Reg, in the lounge at Bethune Court, just a few days before his 100th Birthday.

Right: Reg and his wife Louisa on their last trip to the track at Mote Park in 2008. (At the end of November 2012 they will have been married 77 years.)

Reg is of course also an MMES member and he regularly ran his locos at Maidstone for many years. He is still one of the Society's Vice Presidents.

Many Congratulations and very best wishes from all your friends at Maidstone Model Engineering Society for your 100th birthday, and to you both for your upcoming anniversary.



You are both remembered with love and affection by the Club.

Chairman's Spot

Well, here we are with the end of the season almost upon us. I can hardly believe how quickly the year has passed us by.

It has been a reasonable year for us, considering how we had such a slow start with the appalling run of weather that started the season off for us, however things did improve with a steady stream of reasonable weather coming our way.

Public running has been going smoothly of late, although more volunteers for traffic controller, money taker and loader would always be welcomed with open arms. It is always good to see new faces around the club, and I believe we have a few new members among our ranks, as well as the old faces that visit after prolonged absences. This is not to mention the steady group who are our regular faces.

Thanks goes to all who have helped this year, from making tea, washing up, duty dog, running locos... The list is endless, and i couldn't even begin to mention the hard work going on regularly by the Wednesday gang.

Unfortunately as time goes on we must also say goodbye to members as well. Iris Clark, wife of Norman and mother of Paul, will be remembered by many, and more recently our ex-president Peter Chislet has also left us for a better place, both after very different struggles with ill health, and my condolences go out to the families of both.

On a happier note, another new face to be seen at the club is Elizabeth Hopkins, born in late June, the daughter of Steve and Lisa, and granddaughter of John and Marie Hawkins. Our congratulations go to them all.

We have had an eventful calendar this year, with what has evolved into an annual visit from the Mencap children, spread across two different week days.

Friends and family day was, as ever, a wonderful day, enjoyed by all that attended, despite the coming of the rain, although this did not last and everybody left with smiles on their faces.

Our Friday night runs seem to have fewer people running these days, although this does seem to be something that cycles from time to time, although there are still many of us there to enjoy the company, tea and a good old natter!

We also had a successful visit from Sutton, Gravesend and Canvey clubs, a day that was enjoyed by all, with many compliments being received about our facilities... Sometimes we take for granted how good we have it at our own club. Unfortunately when we visited Sutton and Canvey for our own visit days attendance numbers were down on previous years, although still enough to enjoy a good day.

That's enough of my ramblings for now, and may I just wish everybody the very best in all that they are working on at the moment, and I look forward to seeing the results of your efforts at the club in the future.

Your chairman

Tom.

Tom being teacher for the Scouts visit.





"The World's most famous bell foundry"

WHITECHAPEL

BELL FOUNDRY LTD

The Whitechapel Bell Foundry was established in 1570 and although its history can be traced back to its origins in the City of London to master founder Robert Chamberlain of Aldgate in 1420, the foundry "at the sign of the three bells" in Whitechapel was established by Robert Mot in 1570 at a site on the north side of Whitechapel Road, just outside Aldgate. The company moved to larger premises at the present site on the south side of Whitechapel Road in 1738. Originally built as a coaching inn called the Artichoke, the buildings date in part to 1670. The façade has changed little in three centuries, the distinctive wood grained shop front entrance and original window shutters lend a timeless quality to the premises in an area that has altered out of all recognition around them.

The Whitechapel foundry has passed through the hands of several families during its long history. In 1884, Arthur Hughes came here as general manager to Alfred Lawson, a banker who had inherited the business from his uncle Robert Stainbank. Arthur purchased the business from Lawson's widow in 1904, and the Hughes family have run the business ever since. It remains a small family business and was recently awarded the title of Best Family Business in London by Yell.com. The current owners and directors of the company are husband and wife Alan and Kathryn Hughes. The workforce numbers 24 and their skills include moulding, casting, carpentry, welding, tuning, turning and fitting, leather working, blacksmithing and the installation of peals of bells in towers.

There are perhaps 25 bell foundries now left in the world, and the Whitechapel foundry is one of the few whose core business remains the casting of bells. Some of the world's most famous and historic bells were made here – two bells cast here by Robert Mot for Westminster Abbey in 1583 are still in use today as service bells, the Abbey therefore being Whitechapel's oldest known continuing customer. In 1752 a single bell was cast and shipped to America for the state house in Philadelphia – this later became known as the Liberty bell, though this was recast in the USA from the metal of the original. In 1976, the company cast a bell as the gift of the people of the United Kingdom to the people of the United States of America on the occasion of their Bicentenary, the bell bears the inscription "Let Freedom Ring". Following the terrorist attack on New York on 9/11, the foundry was commissioned to cast a bell as a symbol of unity between the people of the City of London and the City of New York, and this was presented to Trinity Church, Wall Street, on the first anniversary of the attack.

Big Ben, probably the most famous bell in the world, was cast here in 1858.

Bells large and small are made in the foundry, with tower bells being cast using the loam process approximately once every three to four weeks and hand bells, clock bells, school bells and other small presentation bells being cast in the sand foundry almost every day. All the related tasks for the making of wheels and fittings for the hanging of bells in towers are also carried out on this small site. In addition to the casting of new bells, Whitechapel's work also involves the restoration of old peals of bells. The foundry exports approximately one third of its output to destinations all over the world.

THE CLUB HAS ARRANGED A VISIT TO THE FOUNDRY NEXT YEAR, 2013. PLACES ARE LIMITED AND ARE AWARDED TO MEMBERS ONLY ON A FIRST COME, FIRST SERVED, BASIS. PLEASE NOTE THE FOLLOWING INFORMATION REGARDING THE TOUR:

Tours only take place when no foundry work is being undertaken. The tour is taken by an expert guide who will clearly explain the processes involved in bell making during your visit. The tour lasts approximately 90 minutes for a maximum of 25 persons and involves walking and standing throughout. The foundry are happy to allow those with portable stools and shooting sticks to use them in the foundry area but please, not in the house or shop. Photography is permitted for personal use, hand held cameras only and no tripods. No smoking anywhere on the premises, in accordance with the law.

Please note that foundries are dirty places by their very nature and appropriate clothing should be worn. Open toed sandals must not be worn and entry may be refused if persons are unsuitably dressed.

Doors open 30 minutes before the tour and arrival at the foundry should be at least 15 minutes before commencement of the tour. The entrance door will be locked once the main party has left the front of the museum area and latecomers will not be able to gain access.

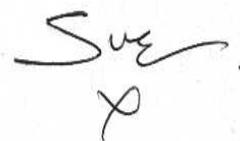
A tour for M.M.E.S. members has been booked for NEXT YEAR on **Saturday October 12th 2013.**

Approximate timings are: Depart Maidstone around 10-30am, leaving London around 3-30pm and so arriving back in Maidstone sometime after 5pm.

The Club has arranged for a coach to and from the Whitechapel Foundry from Maidstone. It is a new luxury 28 seat Kings Ferry coach that has a toilet on board (and coffee machine, fridge etc.)

The total price for the coach trip and entry into the foundry is £32 per person.

It is expected that this trip will be very popular amongst members and the tour is limited to a maximum of 25 persons. If you wish to come please complete the enclosed application form and send payment now. Your place is only booked once the Club has received your money and your completed application, and confirmed to you that you can go. In the event of you having to cancel, the club will endeavour to fill your seat and only if this is possible will you receive a full refund. A reserve list will be maintained in case there are any cancellations so that a refund is more likely.



Gas Cylinder Rental

(There is another way)

Fed-up with paying high rental charges for welding gas cylinders?

Yes, so was I, and when the notification of the next annual rental charge for my oxygen cylinder dropped onto the doormat I thought that "this has to stop".

Air Products wanted £120 for next year's rental - admittedly a large cylinder, but I hadn't exchanged it for 9 years or so and it was still two-thirds full, so I could afford to downsize and hopefully save some cash. In addition to the annual rental, Air Products impose a handling charge when exchanging the cylinder - expensive when collecting and even more expensive for delivery. Another annoyance is that their agents are now few and far between.

So, I needed to look for something smaller (and hopefully cheaper to rent). I'd started thinking about the future - maybe I'd go back to BOC and see what they could offer - at least they had a more suitable network of agents than Air Products.

Then I found a reference to a company by the name of 'Adams Gas' on an internet forum which made interesting reading. Adams are based in Margate and operate through distributors - there are a number of these in Kent. The interesting thing about Adams is that you don't pay an annual rental charge, neither are there any handling charges. All you pay is an one-off up-front payment which is fully refundable at any point in time should you no longer wish to keep the cylinder - this charge is currently £55.

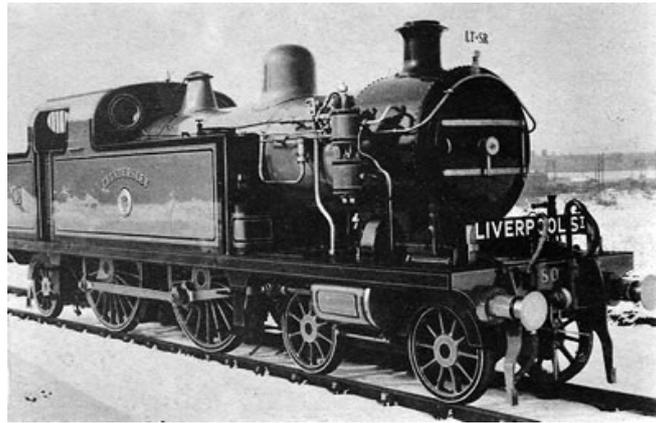
Looking at the Adams website - www.adamsgas.co.uk - I found that I could get an oxygen cylinder for £36 (inc VAT) plus the up-front payment of £55. Admittedly the cylinder is much smaller than the one I had and it is filled to a lower pressure (137 bar as opposed to around 200 bar) but it appeared to be a good solution to my problem. The real test will be when building a boiler and seeing how many refills will be required, but this only happens occasionally and I'm already in profit.

Adams list various gases under the heading of 'Hobby Gas' which includes MIG welding mixes as well as the oxygen - they don't offer acetylene at the moment, although I've read that they hope to in the future. Their cylinders use the same regulator fittings as BOC, Air Products and Air Liquide, so no problems there.

So, which agent to choose? Adams do list a delivery charge of £6 on their website and as most agents are delivery only this may be an additional cost. I say "may be" as the agent that I've found works from his van and therefore makes no charge for delivery.

If anyone is interested the company is called 'Consumable Solutions Kent', based in Gillingham. Contact numbers are 01634 578370 or 07786 564487. The chap running Consumable Solutions is called Sam and I found him very helpful. He also carries a range of welding consumables and airline items on his van.

I'm pleased to say that "yes, there is another way".



London Tilbury & Southend Railway

A 4-4-2(T) Tilbury Tank in Gauge 1(...continued)

In my previous article I mentioned using Loctite to hold the bunker coal rails in place. This was not successful. The rails were removed, the old adhesive cleaned off, and replaced using Super Glue. This appears to be amazingly strong.

I also commented on the fixing of the cab / roof assembly using two dowel pins located in holes drilled in the rear fixed side tank tops. Although not keen on this arrangement I could not think of an alternative. The problem now was to find a way of drilling the holes in the correct position. Two ½" diameter buttons with the centre hole a sliding fit on the dowel pins were placed on the tank tops, the cab / roof assembly centred with the pins in the buttons and positioned correctly. When satisfied, small pieces of wax were placed against the button edges and the tank tops. The area was gently heated to melt the wax. When cold the assembly was lifted off leaving the buttons fixed to the tank tops. They became drill guides. After drilling, a re-heating and the buttons were removed. This worked well.

An aside from the loco:- Drilling round, tight tolerance holes in sheet metal is not always easy. Centre drills S1, S2 and S3 have shank diameters of 1/8", 3/16" and 1/4". With the drill running on slow speed the sheet supported on wood by drilling right through into the wood will produce a tight hole on the shank. It is essential the sheet is held in toolmakers clamps because of this tightness. I hope this is not teaching anyone how to suck eggs!!

When building my G1 Robinson Tank, I had trouble with the equalising pipe linking the two side tanks. Each tank had small lengths of 1/8" diameter pipe. These were joined with a short length of plastic hose. Due to the size of the pipes water did not easily flow. This time I used 5/32" diameter pipes and a slightly larger hose. This made all the difference and the water equalized in each tank very quickly.

The drawings called for the pressure gauge, pipe assembly and the lubricator steam feed both soldered into one collar of a banjo union. I changed this to separate collars and a modified centre bolt.

I see I have not mentioned that months ago the motion work was assembled, wheels quartered, valves set and the loose eccentrics adjusted. Standing on blocks with 20lb air all seemed ok – self-starting in forward and reverse

Over the years, I like most of us have collected a fair selection of bits and pieces not used for one reason or another. I found a three wick burner requiring very little modification and several parts for the lubricator including a short length of 1/2" square tube.

Having changed the pipe layout in the cab I was aware of the difficulty of positioning the oil reservoir. It lays slightly offset across the cab floor close to the boiler back head. The only problem is it is not easy to remove and replace the filler plug; awkward, but it doesn't matter and I'll put up with it.

Martin made me a platform with a coal mound, this sits on top of the meths tank and looks very realistic.

There are several details I wish to change but this will entail disassembly a fair amount so it can wait till later.

It is time for a steam test on my rolling road. This has a slot cut in its base board in such a position the burner may be viewed with a mirror. Twenty minutes after lighting the burners there was 25lbs on the gauge – quite hopeless. I recalled a similar problem when first firing my Johnson Belpaire. I made a new burner bracket so lowering the burner by about 3/8". The next test was different – 25lbs on the gauge in 6 minutes and 50 plus within another 3 minutes. All 3 burners were alight and the loco ran for about 30 minutes.

On the 8th May I visited the Romney track and had two runs. The first not up to much – 2 circuits and a lot of back and forward runs. I don't think all burners were alight. Two hours later with all three burners alight – 6 circuits and ran out of water. The loco is ok but the mechanical water pump and the burners are not completely reliable.

The wick material when fitted into the wick tubes has to be just tight enough to prevent it from falling out if the burner turned upside down. This is not as easy as it sounds.

I am trying an experiment of wrapping the wick material in a roll of very fine stainless gauge, in the hope it will better grip the inside of the wick tubes.

The water pump problems were more than a little annoying. There are four banjo unions in the system –two of them quite small. I suspected the cross holes in the centre bolt, just 0.005" increase in diameter gave an area increase of about 20%. The holes were opened out. The hand pump was removed and bigger clearance given to the inlet valve and the tank floor. These changes have cured all problems.

The slide valves did not appear to be seating correctly. On inspection I found lengthwise flaws in the valve faces. Two new valves were made from phosphor bronze with the faces finished a fine matt surface to help lubrication.

The loco now performs reasonably well. It has not been the easiest to make but the outline.... is very appealing and different to the norm.

It's now a case of stripping down, cleaning and painting in crimson lake.

My next G1 is a Caledonian 4-6-0 class 918. Just machining the 16 wheels will take sometime!

Details and Capacities of 4-4-2 Tilbury Tank in Gauge 1

Arrangement:	4-4-2
Cylinder Bore:	9/16"
Stoke:	3/4"
Valve Type:	Slide
Valve Gear:	Loose Eccentric
Boiler:	2" diameter x 8" long (including firebox)
Boiler Tubes:	5 of 5/16" diameter
Working Pressure:	60lbs psi
Burner Tubes:	3 of 1/2" diameter
Fuel:	Methylated Spirits
Fuel Capacity:	110ml
Water Capacity:	180ml

A Quick Winter Project...

As the season approached an end in 2010, I had been noticing that my Enterprise had been starting to leak a lot of steam around the cylinder area, and had also lost its crisp 'chuff' indicating some wear in the cylinders and or valves.

Having had the good news of a baby being on its way, I thought that this would be an opportune time to have a go at sorting these things out, so that it would not need to be touched again for some time. Starting as soon as the season finished should mean that it would be done before my time starts to get taken up by fatherhood.

As soon as the season ended I started the process of stripping the engine down enough to be able to gain access to the cylinders and valves. With the tanks and running boards removed I soon realised that this would not be enough to be able to check out the centre cylinder, this meant that the boiler had to be removed in order to move the smokebox out of the way, especially since the valve covers and liners were held in by a small screw top and bottom, the top one being completely obscured by the saddle.

Eventually I bit the bullet and had it stripped down to the bare chassis, or at least almost bare... There was a rather thick layer of grime everywhere, so it was off to work to clean it down in our parts washer. A quick test on air for each cylinder was done in order to see the extent of the troubles was the next course of action. An air leak was found coming out between the cylinder block and valve liner on most of the liner ends.

Out the liners came, along with the valves, only to find that everything looked in good condition with surprisingly little wear, and I could not see anything that would warrant the need to remake them, so they were all re-sealed with blue hylomar, which seemed to do the trick, since once they were tested and the airline was reapplied, the exhaust had a far crisper beat and ran far easier. Time for reassembly, possibly even in time for the boxing day run, although it would have to make do without a new coat of paint for the time being.

'Why not give it a hydraulic test while it's off?' I was asked... It was due in the spring so this seemed to be a sensible idea. The test followed, showing a leak on the firebox tube plate! This proved to be beyond repair since we just could not get it clean enough for the solder to flow. So, with a boiler kit on order, to be collected at one of the exhibitions, I set to work on paint stripping, and painting the loco. Tanks, running boards, cladding, roof and smoke box all took their turns going to work to be shot blasted and primed, ready to be

Painted at home. With Christmas

having long gone at this point, I was still looking towards Easter as a target for it to be on the track.

Boiler making started, and with all of the pressures and commitments of finding a house, buying it and then moving in, time became very precious, and therefore the boiler work



slowed down, and even came to a stop at times. Sunday afternoons at the park became the only opportunity to work on the soldering, while most of the preparatory work could be attempted during the lunch hours at work.

The advantage of doing any hot work at the club is that there is always a helping hand nearby, not to mention an endless supply of advice for those that ask for it. However, on the downside there are quite often some who want to tell you how to do things differently while you are in the middle of doing something in a different way that is not wrong.

This can be fairly off-putting while you are trying to work.

Deciding that I would rather not work in front of a crowd if I could help it, I started doing the majority of the soldering at dad's house, with only him around to offer advice and help out if I need it. With reduced working time, and ever increasing family commitments progress came to a standstill for a while, and the Easter target was thrown out of the window, with a new hope to have it running before the end of the season.

Eventually, finishing the boiler became a top priority for me, since I was starting to get depressed



not having a loco to run on a Sunday, and even more so with nothing to take to open days, unless I could borrow one from dad. I had it in mind that once the boiler was finished I could put it all together quickly, since everything had been painted already. However I hadn't appreciated quite how much there was to do once the boiler was ready.

So after finally completing the boiler around Christmas time, I had it tested and set to work on all the other bits that I needed to do.

I had never been happy with the clack valves being at the bottom of the backhead, so I had put new bushes in the top of the boiler near the turret for the water feeds. This meant that the pipe work needed to be completely remade, not to mention new clack valves, which I decided to locate inside



the cab along the side of the boiler. Another pet hate of mine is having a turret that screws into the boiler, I can never seem to have it tightened in the correct position. For this reason I had decided to replace the turret with a new one made to fit with a banjo bolt. The blow down valves had always been a pain on this model, since they seem to be hidden behind the running boards and tanks, so I designed and made a new pair of valves, again utilising a banjo fitting, in order to drop the height of the

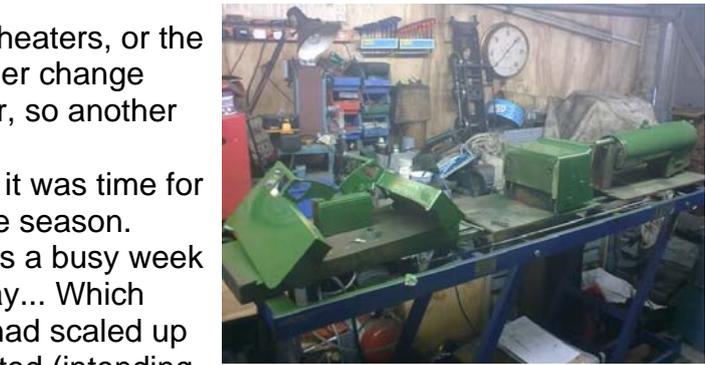
valves. The old boiler did not have superheaters, or the tube layout to accommodate them, another change that I wanted to make with this new boiler, so another time consuming job was to make them.

With everything finished (mostly at work) it was time for a boiler test on the first running day of the season.

With several leaks found on fittings, it was a busy week to be ready for a test the following Sunday... Which was abandoned since the safety valves had scaled up to the extent that they could not be adjusted (intending to run the new boiler at a higher pressure than the old one) due to a build up of scale in the threads. Another test showed that the injectors would not work (probably scale, having not been used for over 18 months).

Eventually a certificate was issued on Easter Sunday, although a loose pipe was found in the smoke box, and by the time this was sorted

the fire had been lost beyond recovery so I decided to wait until the following day to give it its run. I did so despite the rain, only to find the injectors a little temperamental. Investigation found that there was a large amount of muck in the tank, probably shot. Having now flushed this out, the loco is running extremely well with plans afoot to improve performance even more... T.B.C



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Funnies..



Well not so funny this time, just more cute....

Tom, fancy getting Buster a companion?



I thought I saw a puddy tat—I did, I did, I did saw a puddy tat—aaah



We certainly have seen some odd things at the club over the years, including a parrot as a passenger, and ferrets in a ruck sack—anyone remember those?

But what have we here, pictures being taken in the toilets, child labour...? (It's good to start them young, and great to see young Emily with what will hopefully be a budding and long standing interest in her father's hobby).

If anyone would like to come up with amusing captions to go with these great pictures, please let me know and I may just publish a few of the best ones in the next newsletter... Andrew



“It’s ok Dad, I’ll get those pesky injectors working for you. Just give me the tools, and I’ll do the job”

DIARY DATES 2012 *(as at 6/9/12)*

Friday 7 December	DVD & Video Night with Crumpets
Wednesday 26 December	Boxing Day Run
2013	
Friday 4 January	Bring & Buy Evening & Toasted Teacakes
Sunday 27 January	MMES Annual Lunch at the Grange Moor Hotel
Friday 1 February	Natter Night & Hot Dogs £2pp
Friday 1 March	Annual General Meeting
Sunday 31 March	First Public Running Day of 2013 (clocks forward 1 hour previous night)
Friday April 5	Guest Speaker
Wednesday April 17	Members Playtime Run
Friday May 3	Quiz Night

Friday Nights start around 7-30pm at the Clubhouse, evening runs a bit earlier.
Donation minimum £1 per person for Friday evening meetings, feel free to be more generous.
Friday evening meetings are for members and associate members (their families), occasionally for members' friends, and for those who intend to join the society.
Wednesday Playtime Runs now start around 10-30am and generally finish early afternoons.
Events will only alter if an unforeseen situation means change is essential.
The Club's website is at www.maidstonemes.co.uk

Other events known about so far - please check if you wish to attend as dates & venues occasionally change:

2 - 4 November 2012: Model Engineer Exhibition at Sandown

2013:

18-20 January: London Model Engineering Exhibition at the Ally Pall, London

22-24 February: Brighton Modelworld