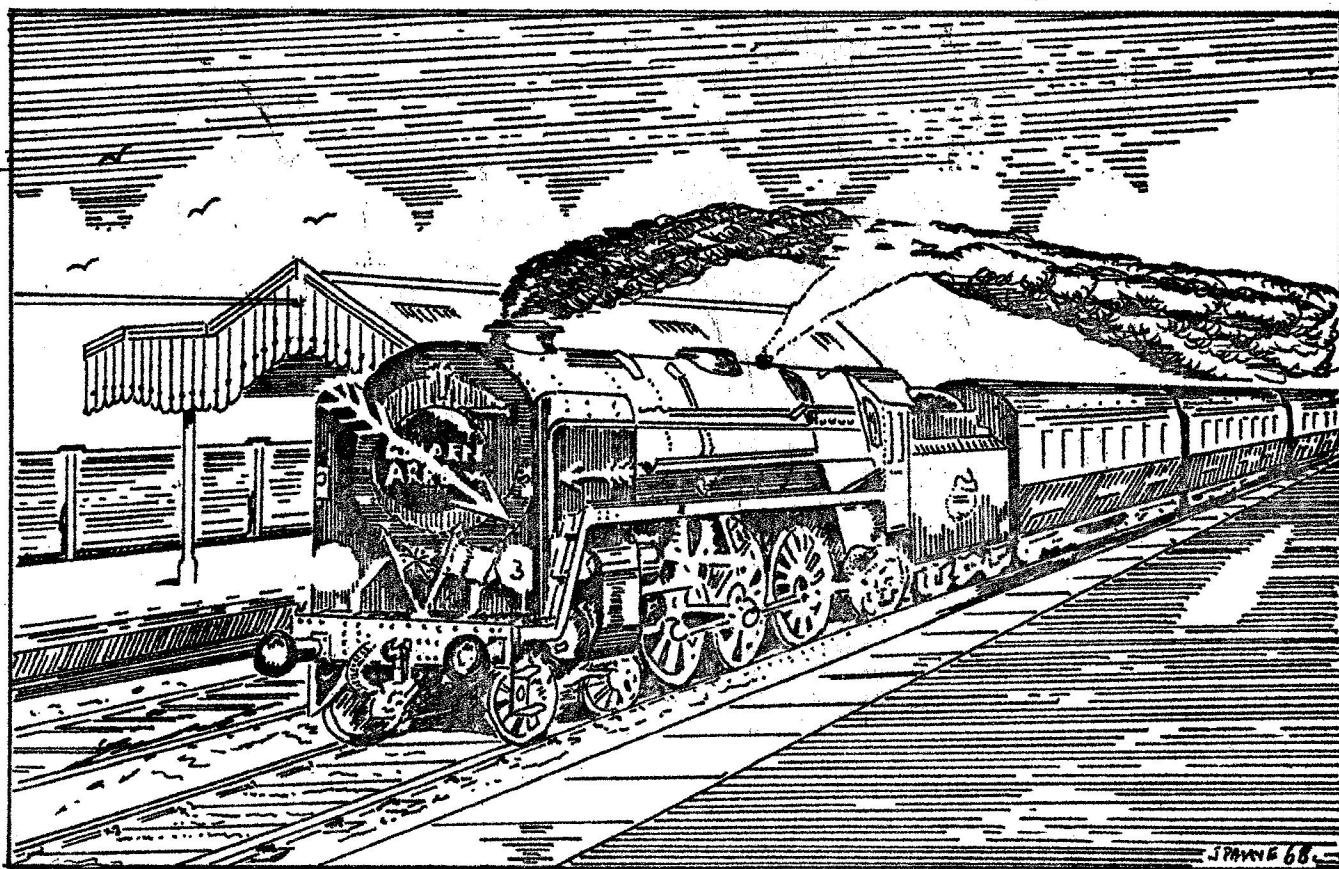


Maidstone Model Engineering Society



AUTUMN 1968

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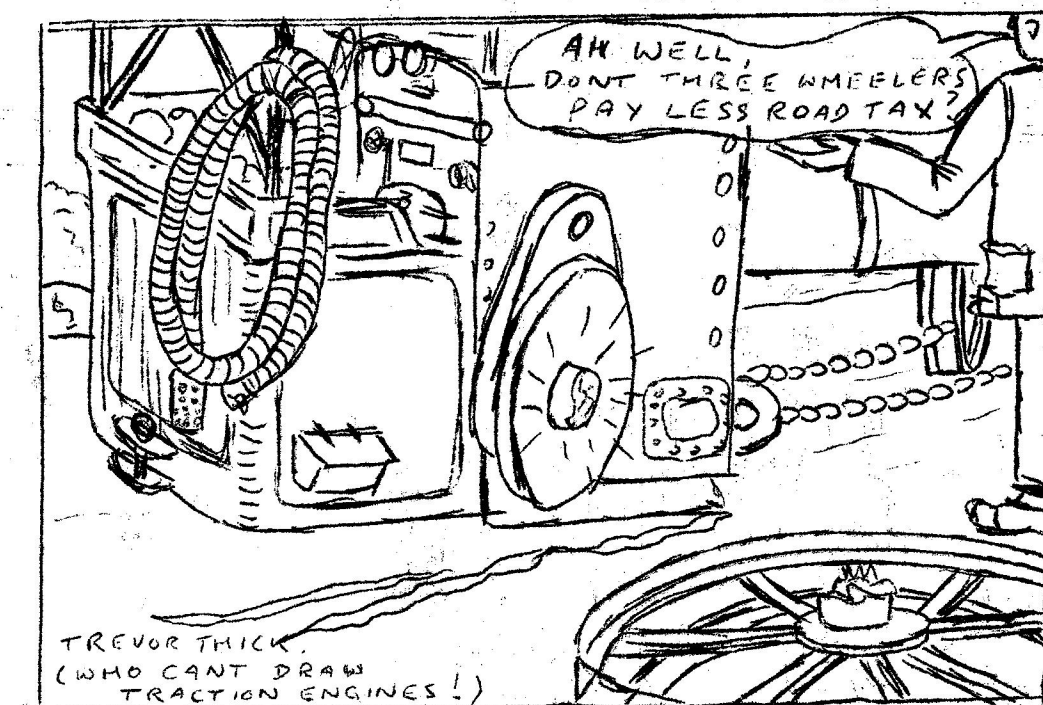
October.

CLUB NOTICE BOARD.

You'll probably notice that the newsletter feels thinner this time. But don't worry, you haven't been done out of anything, or got less for your money, we're just trying out a new compact, economy size style! It does mean, however, that you have the time and energy wasting job of turning each page over to read the other side!

The Sunday operating sessions at the Park track end in a couple of weeks time, on the 20th. October. The Club will continue to meet on Wednesday evenings at the hut, (hereinafter called The Clubroom!!!), Once we finish running there is no reason why all the running junk, trucks, guards, dustbins, etc, shouldn't be placed in the engine shed, and the hut (sorry- "Clubroom"), made more comfortable. It is therefore proposed to continue the Wednesday evening Club meetings, but to make them fortnightly.

The remainder of the Club news is on page 4.



THE STIFF UPPER LIP. II.

CURIOSITY CORNER. -

In 1862, both the L.C.D.R. and the S.E.R. had aquired running powers onto the Admiralty Pier at Dover. A daily paper of the period makes the following reference to this fact:

"It is generally a moot point whether the express from Charing Cross or Victoria shall be first alongside the steamer at Dover. The fact has been noted by the idlers on the pier, who have devised a new form of gambling, and bets are freely laid as to which train shall be first past the post. The difference in actual mileage from London is comparitively nothing, and the betting is accordingly even. When the signals have fallen on both tracks, the excitement becomes intense. The S.E.R. has a clear run in by the shore and when the train shoots out of the tunnel, the backers of Charing Cross are jubilant; but, as often as not, Victoria suddenly shoots round the corner and wins, like a well ridden thorough-bred, by a short head....." !!!

While dealing with the Southern, here's another;-

"When the L.C.D.R. was constructing its line to London in 1860, it found that Penge tunnel, 2,200yds. long, would have to be cut through London Clay. This provided excellent material for bricks, supplying 33,000,000 of them, all of which were used in lining it.!!!"

VISITING CLUBS.

As members will know we have had several clubs visit us this season, namely Maldon, Eltham, and Sutton. The weather was fortunately kind for the first two clubs, but not so for the latter.

With the visit of the Maldon Club, members were able to see a variety of locos. the most outstanding of which was the 5" gauge "Crampton", which was still under construction. It is a superb piece of work and in action will certainly make a wonderful sight. It has been in steam, but could not be run on our track because of the lack of the tender, but the owner said that we should have the first opportunity of seeing it in action as soon as it is finished. The tender is going to have a steam heater installed to heat the feed water!! Also with this club there was a 5" Minx, another splendid loco, the driver of which had rather an unusual driving hat; a Luftwaffe Officers hat, a war souvenir we understand! Further interest was created by the appearance of a "Diesel" 0.4.0. This was powered by a single cylinder 50cc. two stroke engine with a centrifugal clutch. After a little starting trouble, (due to an empty tank! We're all human,), we were able to see it in action. It did a couple of laps of the track with the driver, and Brian acting as guard and ballast combined!! Unfortunately, trouble with the clutch put it out of action for the rest of the afternoon. Trouble also hit a very nice 5" gauge narrow gauge tank. This was with the boiler feed pump, and we were unable to see this engine really show its paces, as it is obviously a very powerful loco. As will be seen by the letter this club sent us, they all enjoyed the day very much indeed, and look forward eagerly to their next visit.

Our next visiting club was our old friends from Eltham, Among the locos there was the ever-hard-working "Connie", with Tony Midwinter in charge. "City of Bath" was running as well as ever, but unfortunately a very unusual trouble developed. The regulator seized up in the backhead gland, but the engine was brought into the steaming bays and repairs carried out whilst still in steam, and she was soon back on the track. Jack Ewins visited with this club and as usual his 5" gauge tank did some very good work, also some very fast runs!! A very handsome 3 $\frac{1}{2}$ " gauge tank with a highly detailed cab, etc., ran as smooth as silk, and a 3 $\frac{1}{2}$ " gauge "Brittania", worked hard all afternoon. Last but not least, a "Tich" puffed merrily round with sometimes two up!! This

Visiting Clubs, (cont).

This... raised many a remark from the large queue of people waiting for a ride.

Then, on 22nd. September, Sutton M. E. Society came for a run. The weather was mixed on this occasion, as was mentioned, and a very heavy shower brought running to a somewhat premature end. The visitors had a successful afternoon however, and enjoyed some good running with a varied selection of motive power. L.B.S.C.'s ever popular "Masie" was represented, as was his "Highland Lassie". A very nice 5" gauge "Springbok" was running throughout the whole afternoon, as were an O.6.0 tank and a "Royal Scot", as yet unpainted, both in 3½" gauge. There was also a very impressive "Yankee" job, "Hiawatha", a 3½" gauge 4.8. 4., with a ten wheeled tender!!! Again the club visitors certainly seemed to enjoy themselves, and we look forward to further visits from them next year.

At all these club visits, quite a good turnout of Maidstone members to welcome and assist, helped to make the day, and I think it true to say that they too enjoyed themselves.

However, one point was raised in connection with the club visits. Comments were made by some of our visitors on being told to stop running at the end of the afternoon, It seems that when they visit other clubs (Beech Hurst), as guests, they can finish running at their pleasure. Perhaps we can take note of this for future visits.

Another query raised by these visits was that the lack of running repair facilities was highlighted,, ie, minor troubles which developed could not be repaired, As Curly used to say, "Nuff sed"!

Club Notice Board. (continued).

Something different. To open this Winter programme it is intended to hold a "Bits and Pieces" evening on the 23rd. Oct. at 7.30pm. at the Clubroom. (originally known as the "Hut"!), Incase you don't know, the idea is for everyone to bring something of interest for the members to see; the latest piece of model engineering, a new record, or any other item of interest. Please make this an interesting evening.

Club Bring and Buy Sale . The following meeting on November 6th. offers an ideal opportunity for a clear out of your junk and unwanted bits and pieces. To misquote

Cont. from page 4:-

...an old proverb, "One mans poison is another mans meat". Someone might want what you're going to throw away! Don't expect goods of Christies' quality; no prices higher than 10/-. The fun and games will begin at 8.00pm., in the Clubroom. Have a good turn out, who knows, you might get rid of your unwanted bits and show a profit!

Future programmes will be arranged, and details circulated later.

Drivers Caps. If any member who missed the last special offer of Drivers Grease Caps cares to send size, name and address, plus £5/- to the Hon. Sec. he will endeavor to obtain them. This offer is open to the 1st. November.

Finally, we appologise for the lack of any Chairman's notes, this time, but he was deeply involved in the recent floods, and is having enough job keeping his head above water. Therefor, we feel sure that members will excuse him. Will all those owning efficient tank or tender hand pumps please report to Turkey Mill.

Report from the Chairman, Race car Section.

(Mr. A.W.Bennett, 29 Hatherall Road, Maidstone).

Since our last news letter we have had a rough time with the weather and temperatures. The weather forecasters prophesied fine, to be immediately answered by showers, rain, and deluges. When they said rain, and we acted accordingly, it turned out fine! so we missed many runs.

We duly arranged for a run for our American Friend Al Winters, his wife Vera, and their two children, on the rail track, but that was the day of the deluge which made their visit of over 3,000 miles from Pennsylvania literally, as Vera wrote, "A wash out", but Fred Shepherd and wife braved the floods from Herne Bay: still we all had a good talk about cars in the writers workshop and both nations learned much.

The President of the Society, Mayor Peter Robinson, helped greatly by receiving the guests at the Town Hall on Saturday morning before the deluge. This was duly reported in the Press, and will trickle round the World via the American News. Al Winters was the chief timer at the U.S.A. (AMRCA) Nationals and tells us that a new World record has been set for the quarter mile with 158.72M.P.H. Al himself had no luck owing to mechanical trouble, but he runs regularly in the 150M.P.H.

cont/.

continued from Page 5:-

.....bracket and has been racing for thirty years. Most of the enthusiasts are mature men in the forties plus, so there is still much hope for new friends to take up the sensational hobby, and they can always start with running one of the Chairman's cars. Our thanks must go to Brian Harris who has worked hard for us, and the track and its surroundings looked the best ever after his untiring efforts and encouragement to us when we got tired.

We hope to have a run on 6th. Oct. and each week (if the weather helps) until the end of the season, trying out the new flat top pistons and "L" rings, not to mention improved magneto sparks which now fire even old plugs.

We have also secured one gallon, repeat gallon, of Nitro Methane (55%) with 44% Methanol and 1% water for 50/- according to the label- this is about one twelfth of the figure charged for the concentrate in this country, we will report on its effectiveness next time, and will have it analysed by our commercial friends who have helped so well ; no names.

Come up and have a go, you will enjoy yourself and perhaps get the bug.

Bill Bennett.
