

SPRING NEWSLETTER 1974

## CONTENTS

SECRETARY'S REPORT	Page 1
OPINION	Page 3
LIVE STEAM IN BELGUIM - BY "ANDY'S DAD"	Page 5
PHOTOGRAPHS OF THE "HIGHLANDER"	Page 6
EXHIBITION NIGHT AT MOTE PARK	Page 8
DATES FOR YOUR DIARY	Page 9
EDITORIAL	Page 9



## SECRETARY'S REPORT

Saturday May 18th this year is the date and Mote Park the venue for the Spring Rally of the Southern Federation of Model Engineers.

The Federation is in its sixth year of existence and is now supported by twenty seven Societies in the South of England. The two Annual Rallies are highlight events in the seasonal programme. We at Maidstone are in a position to offer visitors facilities superior to less fortunately situated clubs in that we are able to absorb vast amounts of vehicles and guests at Mote Park. Arrangements have been made to allow coaches (and there are likely to be many) to park at the trackside. Should the weather be poor, although the loco drivers will doubtless be unperturbed, families and friends not able to seek shelter in our Clubroom will at least be able to see what is going on from vehicles parked adjacent to the track.

An area is to be roped off as for the Opening Day last year, and additional temporary steaming bays erected. May I therefore appeal to members who are able, to attend early on the 18th and help in the preparations necessary to make the Rally a success. The ladies of Maidstone are already planning the distribution of loaves and fishes and other refreshments.

Romford Federation Rally of last season was attended by several of our members with engines. Ron Heathcote, and myself were photographed for the "Model Engineer", the passengers doubtless being the attraction in my case and not my scruffy engine.

The Southern Federation stand at the M.E. Exhibition this year was well stocked with models and gadgets in considerable variety, including four five inch loco's from M.M.E.S. The day that Maidstone staffed the stand was also the date for the Southern Federation A.G.M., which I was able to attend. Ten Societies were represented, though sadly by very few members, which must be disappointing for the S.F. Committee who work very hard, and especially as most of them serve on their own Club's Committees too.

May 18th will probably see a superb collection of working models from all over the South of England, so it's up to M.M.E.S. to make it a success.

Considering our own affairs now. Firstly I am pleased to report that the debt for the new building has been reduced by a further one hundred pounds this month, still leaving a comfortable margin in the bank. This has been achieved in spite of purchasing materials for several outstanding projects, not the least of which are the new club trolleys.

The replacement of the club trolleys has been a perennial talking point since before I and many others even joined the Society. Several members, notably Mr. Harris, have made a contribution, but far and away the most has been done by our worthy Vice-Chairman. It would in fact be true to say that the trolleys would

still be just a talking point for a few more years without Ken's stalwart effort and meticulous attention to detail. Those of us who are making the tops and side guards will be hard put to it to achieve the standard acceptable to Ken!

This coming season should see the new club trolleys in use plus six two-part articulated sets and many other good standard single trolleys. Last season 26,000 fare paying passengers were carried around our track with only one slight accident. Considering that some of the track and rolling stock started the season in questionable condition this is in fact a fine record, and a great effort by all concerned.

Now that the new safety standards are adopted for trolleys, plus the extensive track repairs completed and a foolproof signal system nearing completion, these should add up to a smooth running new season. With our balance of payments gap rapidly closing and equipment geared for smoother and safer operation some of the monies accrued from the track may, I personally hope, be used to finance engineering pursuits as befits a Model Engineering Society.

Arrangements are in hand regarding proposed visits to and from other Societies this season. From observations made last year, it seems apparent that our members are more interested in attending rallies, open days, etc. rather than private club visits. This understandably is probably due to the fact that when other clubs are also present one has a chance to see new and different models in operation rather than the same ones running on a different track.

With this in mind I am endeavouring to negotiate a mixture of private and rally visits, to some extent dependent on distance, when with fuel costs etc., the further the journey the less likely the support.

Beechhurst, Chingford, Hove, North London, Hayes & Harlington, Malden, Guildford and Tonbridge are the ones in which most interest is shown. Assuming the negotiations are successful, the dates for these visits out plus the visiting dates of guests to Mote Park, will be posted in the Club House as and when agreed with the clubs concerned.

Since the last edition of the Newsletter several notable events have taken place. Not the least of these was Christmas itself made all the more festive by the party held at Mote Park Club House on 23rd December. Some of the forty odd present were not a little surprised by the elaborate preparations made in an effort to make the first purely social venture in the new building go with a swing.

From comments heard whilst cheek to cheek with the fairer section of the community, gently sliding on a slimy mixture of Woodworths talcum powder and condensation it seemed to me far more successful than many more serious meetings held monthly for other purposes!

January 22nd saw the first Engineering Competition and Quiz Night. Around forty members were in attendance and twenty entries competed for prizes. I will not elaborate on this because of a report elsewhere in this issue, other than to say it appeared to be successful for a first attempt.



February 22nd saw the Annual General Meeting, attended by thirty six of the more interested members. Our worthy President, Councillor Peter Robinson, after being re-elected for the fourteenth year, in his Presidential address thanked the Officers and Members for their efforts and especially Mr. L.F. Parham for his generous indulgence regarding the new Club House. Mr. Robinson also thanked the Society in his official capacity with the Local Authority for our role as an amenity in the Park.

Messrs. Payne, Roots, Linkins and myself were re-elected for a further term though Mr. G. Baseden replaces Mr. Gregson as Press Officer. Mr. Baseden an erudite and articulate old grammarian, ("Old Maidstonian" actually - Ed.) assisted by his emancipated and equally articulate spouse (who can also type) should be a more than able team to carry on the literary tradition of M.M.E.S.

Four Life Members were elected for their services to the Society and Model Engineering generally, namely, Messrs. Liversedge, Carr, Skuse and Holstock.

The existing Honorary Members and Vice-Presidents were re-elected en bloc and also two additional Vice-Presidents, namely Mrs. Susan Robinson and Mrs. Lily Hayward.

Following a ballot the undermentioned members were elected to serve on the Committee for 1974, Messrs. Nicolls, M. Parham, Hayward, G. Gregson, La Roche and Carr.

President Peter Robinson expressed a desire for his wife Susan to drive the inaugural train on Easter Monday to open the new Season. Whilst like the Windmill 'We never closed', Easter Monday is still regarded as the start of the Official Running Season and will doubtless be an auspicious occasion.

Ray Milliken  
Hon. Secretary.

### OPINION

The 1974 A.G.M., in my opinion, made a serious error in omitting Item 2 from the Minimum Standards for Trucks, and I would take this opportunity to state a few facts which, after considerable thought, I regard as relevant to the prevention of track damage and wear. Item 2 - that if over 30" wheelbase, trucks must have swivelling bogies and properly flanged wheels - was discussed at length in Committee and eventually included for two reasons:-

a - that any two axled truck has, for the same load, double the axle loading of a bogie truck (i.e. four axles).

b - a rigid wheelbase truck, unless short, sets up excessive rolling resistance when cornering, which is detrimental to both the track and the engine pulling it. (Ever tried slipping a long, straight rod through a curved tube?).

Furthermore, something else which should be taken into account is centrifugal force, which increases as the square of the angular velocity, and if too high would cause untold damage to track fixings and the running rail itself.

For example, assuming a 5 ft. truck holds four adults at, say, 12 stone each, then the load plus the truck weight totals about 740 lb.f. Based on this and speeds of, say, 10 m.p.h., and 15 m.p.h., (the former being encountered during normal running and the latter on so called "special" runs) the tabulated results show both rigid wheelbase trucks, and the central bogie of an articulated pair, exhibit much the same characteristics, and that an ordinary bogie truck is to be preferred on all counts.

TRUCK TYPE	RIGID AXLE	CENTRE BOGIE ARTICULATED	ORDINARY BOGIE
Total Load	740 lb.f.	740 lb.f.*	740 lb.f.
Axle Load	370 lb.f./Axle	370 lb.f./Axle	185 lb.f./Axle
Centrifugal Load at 10 m.p.h.	49 lb.f./Axle	49 lb.f./Axle	24.5 lb.f./Axle
Centrifugal Load at 15 m.p.h.	112 lb.f./Axle	112 lb.f./Axle	56 lb.f./Axle

\*It is assumed that for an evenly loaded articulated truck ten feet long, the centre bogie carries half the total load. It can also be seen that speed should be limited.

As to rolling resistance, a pull test was carried out last year using a rigid axle truck and a bogie truck, each carrying an identical load. A spring balance was attached to the draw hook in each case and the truck pulled, by the balance, into the first curve out of the station area. An increase in drawbar pull of 14 lb.f., to 15 lb.f., was noted with the rigid axle truck, whereas an increase of only 1 lb.f., was noted with the bogie truck. On this score a bogie truck would again seem preferable but only if both bogies swivel freely under load. If not, this type of truck must then be considered as bad as a rigid axle truck.

As to the difference between L.B.S.C.'s and Martin Evans' wheel standards, I conclude that if made to either and the truck "falls in", the track must be wildly over gauge as unfortunately has been found in practice on our track.

To say we should insist that all existing trucks be made to conform to this particular standard however seems hard. I for one would suggest that the Society could have settled for a clause stating that all trucks completed after a specified date must conform to the standard.

Those are my views and observations for what they are worth and I hope that the next A.G.M. will be different to the last, being a trifle more positive in its approach to any controversial subjects before it.

B.J. Harris.

### LIVE STEAM IN BELGIUM - BY "ANDY'S DAD"

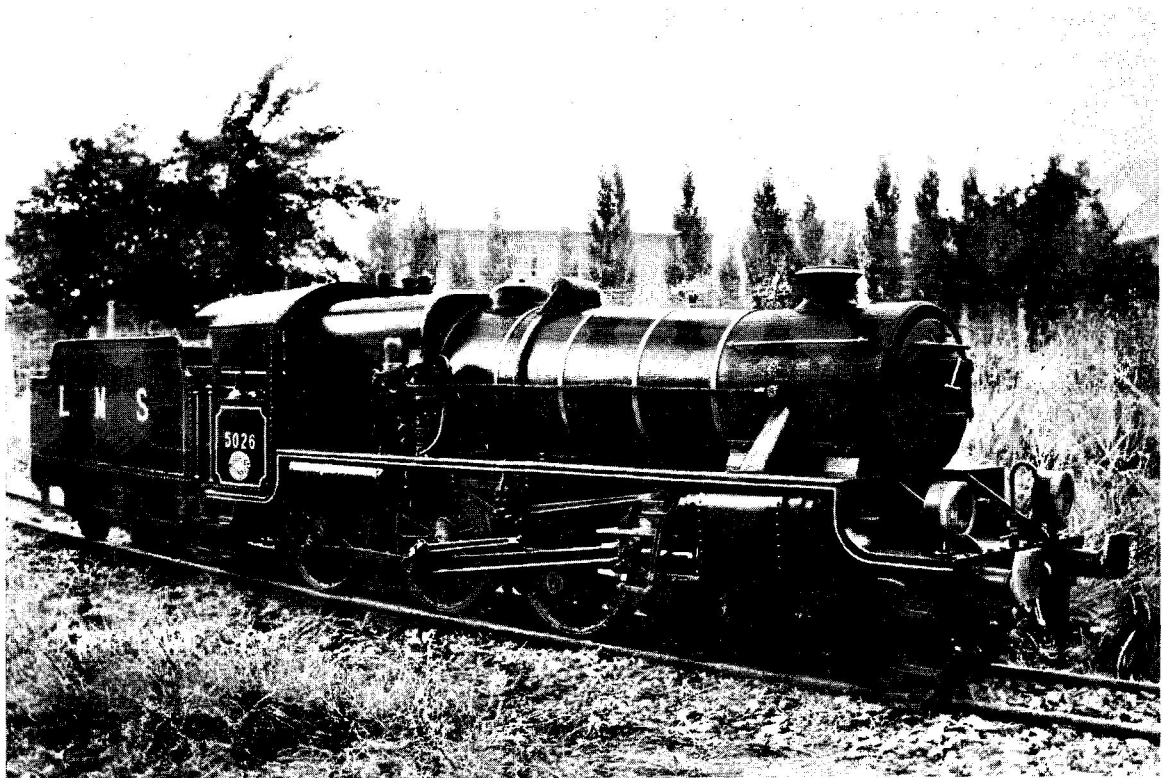
It is surprising how much more one appreciates England when you are away from it, and it is all the more pleasing to have the appreciation increased when actually back in the country on an all-too-brief visit. Of course when the sun shines all day as it did on 24th February, the occasion of my last visit to Mote Park, and you see what great improvements to the Club facilities have been made and are being made by a small band of dedicated Members (work in which I would dearly love to have the opportunity to be involved) then it makes it even more difficult to again leave the country. However, there I was at the trackside, wondering where was the man with the waistcoat (I hope you have recovered, Jack) when the Club's new (and plausible) Press Secretary took the opportunity to blackmail me into writing something on Live Steam in Belgium, my current location.

If the experts amongst you will forgive me, I will remind you that Belgium has a place in railway history much greater than one would expect of such a small country. The work of Belpaire and Walschaerts was outstanding and had quite an effect on steam locomotion generally. It is therefore saddening to find that there is only a small band of enthusiasts keeping steam traditions alive, although they have a great enthusiasm and application which will, I am sure, spread as the result of well-deserved publicity.

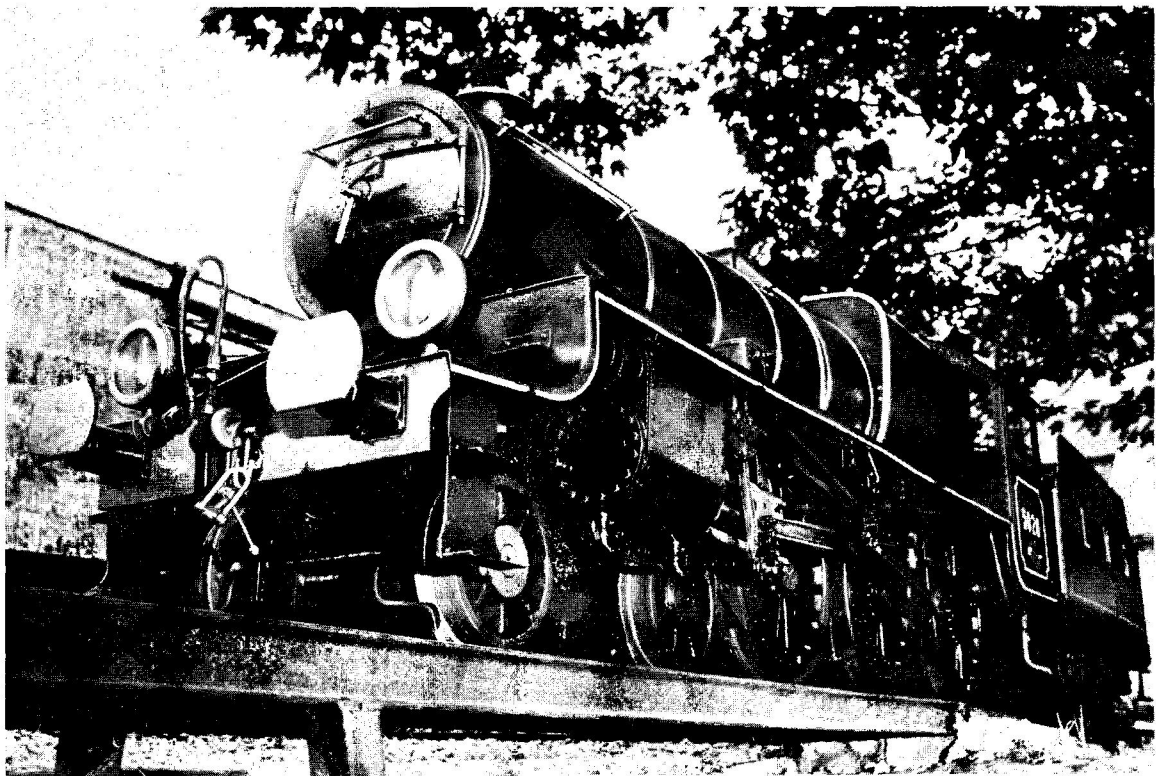
Belgian live steam activities fall into two categories, model locomotive construction and metre-gauge restoration and running. The former mainly centres around Monsieur Luc Tennstedt of Enghien, South West of Brussels. The latter is undertaken at the Tramway Touristique D'Aisne (TTA) in the Ardennes, North East of the town of Marche.

I'm sure that M. Tennstedt would not mind me describing him as an Anglophile; he has been so kind to me that he must be! His interest in steam locomotion goes back to childhood days when he constructed a "steam car" with a vertical boiler and pram type wheels; but it worked. The Second World War intervened, during which M. Tennstedt was taken off to Austria for forced labour but, after liberation, he returned home to resume his normal life. He has built up a general engineering business which tackles just about any problem. His machines show the pattern of development of the business, from those which incorporate parts of German tanks, through those that are home made, to some recently-acquired very modern lathes, cutting machines and guillotines.

In parallel with the development of his business, M. Tennstedt continued with his hobby of steam locomotion. After one or two only partially successful attempts at freelance locos, he discovered the Model Engineer and "Highlander" therein. He modified the design to make use of metric size materials and tools and to run on 200



'Highlander', as described in the text.



millimetre track. The boiler was constructed from mild steel plate, arc welded, with expanded copper tubes. The model was an immediate success and set to work on a track which M. Tennstedt constructed around his house, through his workshops and around his back garden. Thus, the first sight that many Belgians get of a miniature locomotive hard at work is when driving past the front of the Tennstedt residence. There, hardly to be believed, is a locomotive hauling twenty-five or so passengers of all ages, seated in wagons marked with the insignia C.F.L.T. (Chemin de fer Luc Tennstedt). I get endless pleasure when driving the loco to see the "double-take" of those in cars passing by. My only concern is the possibility of accidents from the unexpected, hard, application of car brakes by those wanting to see more. Needless to say, the goings-on at Enghien reached the ears of the Belgian Television services who filmed a typical track day. This was subsequently shown as part of a hobbies programme.

As a matter of interest, the loco was run for four seasons from April to October, before being stripped down for overhaul. During this work M. Tennstedt drilled through the mild steel boiler in several key places and found no corrosion or wastage. The inside was treated with graphite on completion, and this has resulted in a hard, black scale being formed over all internal surfaces. Following this examination the boiler was subjected to a "Model Engineer type" hydraulic test and pronounced fit for further service.

The only other successful builder of a small size working loco in Belgium is M. Raf Loosen who hails from Mechelen, north of Brussels. As readers of the Model Engineer will have seen, he has completed a 200 mm gauge LION with his own modified valve gear and stainless steel boiler, arc welded by himself in M. Tennstedt's workshop. Again, this boiler has expanded copper tubes and steams very well. What a glorious, car-stopping sight LION and HIGHLANDER present when at work on the track at Enghien!

Other than the two I have just mentioned, there are two enthusiasts who have just started building 200 mm "Tiches" under the guidance of M. Tennstedt, one proud owner of an almost-completed "Virginia", purchased in London and an owner of a kit of parts purchased from the U.S.A. This can supposedly be assembled into a working  $7\frac{1}{4}$  in gauge locomotive. And myself of course! (What does 'Andy's Dad' assemble into? - Ed).

The other activity, metre-gauge restoration and running takes place in the Ardennes, a very picturesque area, often remembered for the "Battle of the Bulge". There, a dedicated band took over an old metre-gauge tramway, together with its (smelly) diesel trams, but also with a working steam tramway locomotive. This loco has since been joined by an 0-4-0 purchased in France (in pieces) and subsequently re-built (or in the case of some parts, built) with, yes you've guessed it, the staunch assistance of M. Tennstedt. So last season, for the first time, the TTA had two working steam locos and following work going on now, this should be a regular feature in the future. So any of you driving down the main Belgian route towards Luxemburg this coming summer, look out for signs just north of Marche, leading you to Pont D'Erzee the terminus of the TTA.

Prospects for the future? Well the "Virginia" mentioned above should be in steam this coming season and I hope to see the two "Tiches" past the frames-only stage before I leave here next February. I may also be fortunate enough to see the steam trials of the 200 mm gauge "Royal Scot" which M. Tennstedt is currently building: and to ensure that live steam will continue to be part of the Belgian scene for a long time ahead LTCF has already produced the wheel castings for a Belgian Type 10 - even bigger than the Royal Scot.

Members of the MES, may I say "Your don't know how lucky your are!".

Wing. Comdr. P.J.A. Chislett.

Typed by "Andy's Mum".

### EXHIBITION NIGHT AT MOTE PARK

On the evening of the 26th January an exhibition of Members' work was held at the Club House in Mote Park. Although the weather was poor the turnout of members and their exhibits was quite outstanding.

The exhibits ranged from two almost complete American locomotives to very small and ornate pieces for a beam engine. The exhibits were not all parts of locomotives. There was a superbly made drill grinding jig, and a boring bar holder and lathe carrier, to the same standard. All the exhibits were well engineered which made the judging an even more difficult task, although it was helped by a well-timed cup of tea from the Ladies. The points were awarded for workmanship (maximum 10 points); complexity (maximum 5 points); and finish (maximum 5 points).

When the judging and totalling of the points was complete the results were read out by the Secretary and were as follows:-

There was a tie for first place between Ron Heathcote, with a superb crankaxle for his traction engine, and Mr. J. Hughes, with his finely finished parts for a beam engine.

In third place was John Anyon with his drill grinding jig, mentioned earlier.

Fourth was Ray Milliken with a cylinder for his 4-8-2 locomotive, which we hope to see running in the near future.

Fifth was Martin Parham with a crankaxle for his "Duchess".

There was a prize for the Junior section of the membership and this was awarded to Andy Chislett for his "Rainhill" chassis.

After the prizes had been awarded it was announced that Graham Baseden had devised a University Challenge-type quiz, with questions on locomotives and the items associated with them, so would four volunteers come forward to make up the teams. With Brian Harris and Richard Linkens on one team and Jim Ewins and Tim Gregson on the other, "Bamber" Baseden poured forth the immortal words "and for a starter of 10...".



This rounded the evening off nicely and I hope we will see more of this type of function.

Andy.

### DATES FOR YOUR DIARY

The guardrail needs repainting as a matter of urgency. A Work Party is being organised for SATURDAY MAY 25th, commencing work at .10.30.. All materials are supplied (extra brushes wouldn't be refused) and this is an ideal chance for Members to do their bit for the benefit of the Society.

### EDITORIAL

Having shooed away the white rabbit and eased myself gingerly into the Editorial Chair, this seems a good opportunity to tell people what it is hoped to achieve with future Newsletters.

My predecessor reached a high point in the reproduction of the Newsletters which will be difficult to equal. His departure from the post means that the excellent printing facilities are no longer available to us. We now have to contract out our printing, albeit at a very advantageous rate.

Anyone who has been involved in the production of any Newsletter or Magazine will know that the biggest problem is getting people to contribute copy. I am convinced that this is largely because they think either "No-one will be interested" or "Other people know more about it than I do". They are almost certainly wrong on both counts. Articles of general interest are most welcome and when it comes to the question of superior knowledge the person who (thinks that he) has sole title to Mount Olympus can always devastate us with his thunderbolts of wisdom in the next issue. I know a lot of people who think that the august leaves of the M.E. were more absorbing when they had more articles of general interest. The sometimes acrimonious exchanges in "Postbag" are invariably informative and often amusing.

To sum up then, the aim is to keep the standard of reproduction whilst making the Newsletter more interesting, informative and perhaps more current. This last aim could be achieved by publishing every two months but this would increase our annual budget by 50%. Perhaps interested people could let me know their views on this amongst other things, and I look forward to your comments AND CONTRIBUTIONS. My thanks to all those who have helped with this issue.