



# MAIDSTONE MODEL ENGINEERING SOCIETY NEWSLETTER **SPRING 2007**

*Springtime in  
Mote Park*



## Sue's Spot



*Some say my best view – the back of me*

Hello Readers

It's that time again when I am sitting in front of the computer waiting for inspiration to hit me, much as any other writer does, and all that happens is that my gaze drifts over the screen and through the window to the garden and my thoughts instead turn to such inessentials as the grass needs cutting and I should be doing the ironing. But I will hang on in there, retune my lone brain cell, and concentrate on giving you the club news from the past few months, or as much as I know (not a lot, as they say).

As I write, it's the middle of April, which means the Spring Newsletter this year *will* be published in the Spring (sorry about the flowers on the cover but I am a girly after all), and I have high hopes (just think of me glaring at you all) of a Winter Newsletter, providing you write me some articles, by early November. Yes, you don't have to wait; I accept anything anytime, ready for the next issue.

*Steaming Santa on Boxing Day*

Let's start by reporting on the past Club events from last newsletter to now: The Boxing Day run was really successful with lots of families enjoying the fun, not just members' families but the public as well. The weather although cold, was fairly bright and this helped. Several thought it was one of our best ever Boxing Day Runs. Certainly Santa enjoyed his run!



Various works took place through the winter of course, the trusty Wednesday gang doing their bit (well, a lot rather than a bit). We continue to renovate the Club Workshop, making it more user-friendly with a better layout and more equipment. Do keep it – and the other club buildings – as tidy as you can please. Easy for such places to become a dumping ground for “I don't need this any more but the Club might like it”. Kind of you to think of the club, and sometimes yes, thank you, but quite often no thanks! Check with a committee member before leaving anything. We've only got so much room.

The Club locos have all needed attention one way or another (Galloping Gertie, John Wheeler and the latest addition I have nicknamed Fast Frank), which they have received. I'll just digress slightly - John Wheeler, the Club's Steam Engine, an Enterprise, is available for all members, but in particular those who haven't a locomotive and would like to learn to drive it are particularly welcome – just ask Dave Deller or a committee member (learner drivers must have an experienced driver behind them when going on the track). I say “drive” but there's more to it than that of course, like getting it ready and steaming it up in the first place and then everything afterwards such as cleaning it up well, and putting it away again. We're determined that just because it is a Club Loco, by reputation in any club these often don't get so much care, as they can be considered “someone else's responsibility”. Not the case at all! It is everyone's responsibility. It is the most important reason to keep it in as good as, or better condition, than you would your own.



*Jim supervises Harry on Enterprise*

Okay back on track. Following the best Boxing Day, the best annual dinner at the Grangemoor Hotel followed a couple of weeks later with over fifty people attending. Thanks as ever to Pat Riddles for the hard work and organisation involved – especially as it gets bigger. We all thoroughly enjoy it, so anyone who didn't make it this year, think seriously about joining us for next!

The coach trip to the Ally Pally Exhibition with Tonbridge Club went well again the following Sunday, and in February the Great Wallace and Gromit Quiz Night was won by – yes, you’ve guessed it – Paul Clark and his team. Sadly Himself and I missed this event as the lure of a last minute Caribbean cruise for our anniversary proved too much - hence the picture of me just off Dominica. The A.G.M. went smoothly and public running started at the end of March. So far the weather has been kind to us, the takings at Easter were the highest ever I think, and just as well as we need every penny for our forthcoming Big Project. So what news on The Big Project? (This being the installation of our own toilet at the club site for members’ convenience). We are currently awaiting the Borough Council to agree the plans and give us the go ahead – hopefully we will have this in the next couple of weeks, but you never can tell with these things. In the meantime we need to keep earning the money, taking donations, and your donations for Club Nights go towards it all. If you want to spend a penny here in the future we need a few more pennies in the donation box!

Our third Wednesday of the month Members Playtime Runs for summer have already started – nowadays they tend to be starting mid morning and finishing around three in the afternoon – no reason why they can’t last longer, but it’s up to all those there, somehow they’ve gradually come to start and finish earlier, so rather than a half day being the afternoon, it’s half day being mid morning to mid afternoon.

May the 4<sup>th</sup> be with you (yes, I know I’ve done that Star Wars joke before, I just like that one) - our next club night, May, sees a guest speaker, John Mallichan entertaining us, I know the topic, not trains but still of interest, let’s just say I’ve been told he sometimes needs Home Office approval to talk!

On Sunday May 6<sup>th</sup> Pat Riddles and myself are doing the Bluebell Walk (8 miles plus) in aid of the Heart of Kent Hospice, and I’ll take this opportunity to thank all the 40 or so Club members who have kindly sponsored the pair of us, raising around £150 just from MMES for the cause. Thanks folks.

June to September sees a session of our First Friday of the month Evening Runs, enhanced with food...

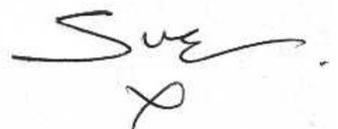
The photo competition is on October Club Night and has details elsewhere in this newsletter; get snapping! October is the month where we wind down (or up) for winter; last Wednesday run and final public run of the season (we won’t forget Boxing Day as that one is the last public run of the year).

November Club Night – now here’s something different: A chance for anyone to stand up and talk about anything – a problem you have in making something, and wish to seek advice from others, just swap ideas, something you aren’t happy about (plenty of scope there, after all it can be about anything not just model engineering related. E.g., the state of the NHS...see, lots of scope!) Or something you are happy about...if nobody gets up to speak, I might bore you all.... that should make you all think of something!

Well, I was doing the weekly shop in Tesco’s the other day and I picked up a speaker for the club night at the end of the year. Amazing what you can get in the supermarket these days! So in December Norman King will relate his steam lorry experiences and travels. If any other Club Member would like to do their bit on a Club Evening, please don’t hesitate to let me or any committee member know. All comers welcome! The Boxing Day Run is on a Wednesday this year, so that brings us nicely to the end of the year, but before that, as I said, a newsletter in November, with your input.....

Thanks to all our contributors for this time (especially Charles for submitting THREE articles). If I’ve sounded like I’ve repeated some of the Chairman’s Report in places, it’s just to make sure you’re paying attention! Also, apologies if I’ve made any mistakes anywhere in this newsletter, although I hope I haven’t, I know someone somewhere will find something!

Time for me to shut up (never too early for that), so I’ll wish you all a great year ahead with good health, much fun, sun and steam.

A handwritten signature in black ink, appearing to read 'Sue', with a small flourish underneath.

# DUTY DOG & STATION STAFF ROSTER PUBLIC RUNNING 2007

<u>Date</u>	<u>Traffic Controller</u>	<u>Fare Collector</u>	<u>Passenger Loader</u>
May 6			
May 7			
May 13			
May 20			
May 27			
May 28			
June 3			
June 10			
June 17			
June 24			
July 1			
July 8			
July 15			
July 22			
July 29			
August 5			
August 12			
August 19			
August 26			
August 27			
September 2			
September 9			
September 16			
September 23			
September 30			
October 7			
October 14			
October 21			
October 28			
December 26			

Public Running is generally between 2-30 and 5. Unless we have volunteers for ALL THREE POSITIONS we will **NOT** be able to run on these afternoons. IT IS A PAIN TRYING TO FILL THESE ROLES ON THE DAY. Check your diaries now to see when you're free. Thirty-six running days (hopefully) where the Club could earn much needed funds for maintenance and future projects. Or nobody bothers, the Club gets zero, and before long, ceases to exist. Your choice. Any member can cover one of these posts, no excuses. And if everyone did, you would only have to do it once, and be proud to have done your bit. The list is maintained on the noticeboard by the door in the Clubhouse. Some slots have been filled, but not many. If you have volunteered but cannot make it for any reason, please let the committee know, and try to fill a slot another time. JB (John Barrow 01634 863915) is the man in charge of the list. And you should be happy to do ANY of the duties – not just Traffic Controller - you can arrange to share with someone else if, say, you only want to do an hourly stint. **OUR CLUB NEEDS YOU. PLEASE DO YOUR BIT.**

## Thanks for the Welcome Back to the Club by Charles Darley

For those who do not know me, I go by the name of Charles Darley and I have had an interest in engineering ever since I built a one man hovercraft way back in the 1970s. I bought my lathe from Parker Steel and had an imperial one converted to metric and have been using it ever since. You might ask: what on a hovercraft would require engineering skills? Well, to start with the main fan shaft and this was a stepped shaft. The cost to buy one seemed exorbitant at the time so I decided that was a good enough reason to buy the lathe.

Some years later I joined the club and Martin showed me his milling machine. I thought, "Got to have one of those," so the miller driller was bought and installed. Then disaster struck: divorce. Not that divorce was a problem, it was that I had to quickly move a whole workshop of Boxford ME10 Lathe, miller, driller and various other items... but where to? Well, it all ended up in a friend's garage, he then, about 6 months later, died, so it had to be moved all over again. Fortunately I had moved from a flat to a house, which had an integral garage so "phew!" It was all moved one weekend into the garage, well, half a garage to be precise.

And so with a new wife (I had then recently re-married) somehow, I let it be known that in the packing cases there were most of the parts to build a Sweet Pea locomotive, which I had started several years earlier. Jean my wife, and may I add, still my wife, said: "So when will that get finished?" I told her that it is estimated that a simple loco can be built in about 1000 hours - where I got that from who knows, and if anyone knows better then please let me know. I reckoned that I had done some 200 hours on the loco already so had 800 to go. So I said: "If I do 2 hours per night 5 nights a week that will account for 10 hours a week so 80 weeks". In actual fact I crammed in enough time to build it in a little over 12 months, Baudot being ready for the first run in November 1987. I say build it as the finish has a lot to be desired and I have a lot to learn to improve her, but it was my first loco and I am still proud of her. Whilst building and then running the Sweet Pea loco, I received a great deal of encouragement from members of the club and I was soon an accepted passenger driver. Then I used to come down to the track with a close friend Roy Hill who ran a Dixie from Maxitrak. Sadly Roy is no longer with us, and I do not know what happened to Dixie, but I bought from his son the castings that Roy had bought for a "Simplex". As well as Roy, Laura my stepdaughter would often be with me - she willingly watered the locos and generally made herself useful much like the youngsters that I have recently seen around the clubhouse. Roy and I were both into amateur radio, and my interest for that overtook my desires to be at the track, as did model boating.

So why did I apply to re-join the club? Laura is the reason. You see she has just produced in July of 2006 our sixth grandchild and she told me in no uncertain terms: "Eleanor will be MADE TO DO what I was MADE TO DO and will be at the trackside getting wet, dirty but having fun, won't she Dad". Laura has always called me Dad when she is really a stepdaughter, but now I have agreed with her to call her my daughter and drop all this step lark - well, I have been married to her mum for 20 years (on 1<sup>st</sup> Dec 2006)! My Sweet Pea loco I have discussed with several members and I have been put on warning that a major overhaul is needed and this may include making a new boiler. I am clearing the decks in my workshop so that I can set about looking at the loco in detail. In the meantime, the sale of my model boats and several amateur radio transceivers now means that I have a simple Ruston from Maxitrak to run immediately.

But what of the future? I have also got a Stirling Single underway. Well, the tender is half built and the Simplex part built, BUT which should I aim to complete first? I am now retired but do not seem to have the time on my hands as I had hoped, as grandchild Eleanor visits several times a week and I have four other daughters to visit, but hey-ho, life is to be enjoyed. I think probably best to complete the Simplex and learn how to do some better machining and then tackle the Single. I hope to meet and chat to more of you in the coming months and tap into the fantastic abilities that you have which far exceeds my own, I am willing to learn. So what can I do to play my part in the club? Well, I would like to know more about the Wednesday Meetings, so if anyone cares to tell me I will put it on the events diary to make the effort to get down.

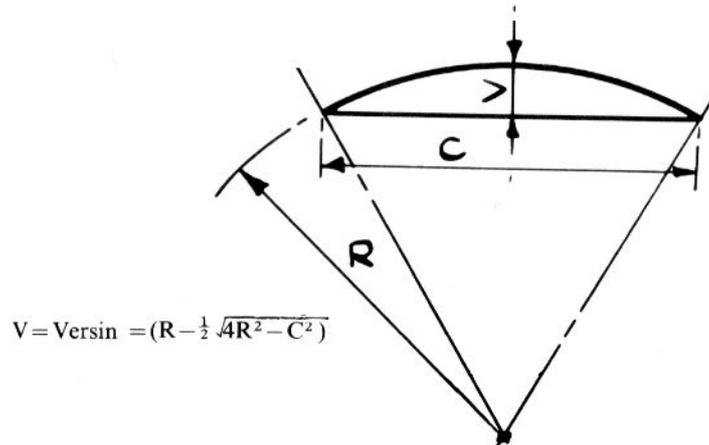
Regards, Charles.

## Minimum Radius of Track Curves by Charles Darley

For some time now I have been trying to work out a mathematical formula to give an indication of the "Minimum Radius of Track Curves" so that for say "G", or "G1" locos, I could use it as a starting point to determine what curve of track I could lay out in my garage and then test a loco piece of track set to that calculation.

I have thought that the minimum curve radius must be related to the side movement possible of a set of wheels relative to the frames holding the wheels, and the distance between the outermost set of driving wheels and excluding any widening of the gauge in a curve.

Looking through Tubal Cain's book entitled "Model Engineer's Handbook"; I came across the formula relating the above mentioned items:



$$V = \text{Versin} = (R - \frac{1}{2} \sqrt{4R^2 - C^2})$$

V = the side ways slack that wheel has on the track

C = the distance between centres of the outer most driving wheels

R = the radius of the curve

Then I thought: how on earth do I transpose the formula? It was a long time ago that I did "A" level maths at school. I e-mailed a radio amateur friend who took a look at it and came up with:

$$R = \frac{C^2 + 4V^2}{8V}$$

It works out curves as I would have expected and I hope that I am right with this formula.

Or does anyone know differently?

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The Southern Federation have revised boiler testing requirements. Ask any of our boiler testers who keep up to date on such matters. Speaking of which, please ensure that you contact a tester to book a boiler test in advance. Do not turn up unannounced and expect them to drop everything to test your boiler. You must have the consideration and courtesy to organise a date and time in advance, it's only fair. Two boiler testers are required for a test. Our boiler testers are:

John Barrow, phone 01634 863915;

Graham Kimber, phone 01732 845931;

Martin Parham, phone 01622 630298;

Dave Deller, phone 01732 841194;

Peter Kingsford, phone 01233 712086;

Edgar Playfoot, 01892 722019.

(There is no truth in the rumour/joke that if Edgar tests it something is bound to go wrong!)

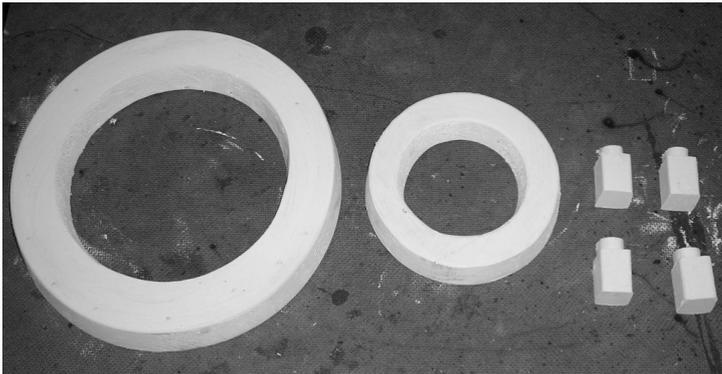
## From Engineer to Becoming a Foundry Man by Charles Darley.

In late December I saw Sue's driving truck. Martin offer to supply plans, and then he said that he would see if Len and Laurie would supply laser cut parts. Well, all in all, the trucks were built and Len and Laurie gave great support as did Martin in answering a succession of questions. One fortuitous meeting at the trackside was with Steve, to whom I just mentioned that I was making the trucks and needed some aluminium castings of the brake shoes, and did he know anything about casting aluminium?

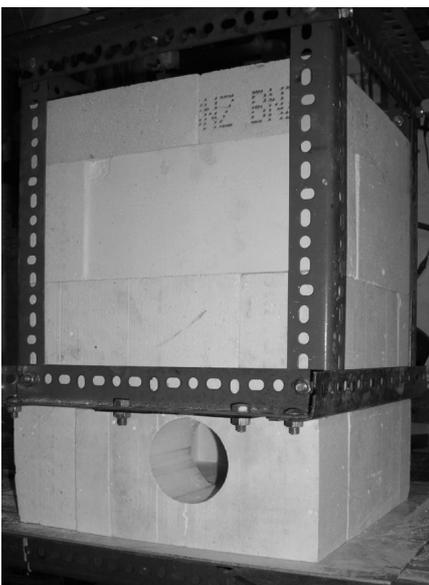


Steve's face lit up and he told me he had been successfully casting for about 4 years and that he would be pleased to help me. I visited Steve at his home and he lent me 2 videos: "Greensand Casting Techniques" and "Greensand Casting Techniques Vol II", and three books: "Small Foundry Furnace Vol I", "A Compact Electric Resistance Shop Furnace" and "Making Crucibles" – he offered a fourth book, but I already had a copy of "Foundry work for the Amateur" ... and so the route to being a Foundry Man had started. With pottery/ceramics a hobby already, I found the book on "Making Crucibles" the most interesting, and also with Raku Firing experience (the firing of pots in a gas fired outdoor kiln and then plunging the pot into water!!!) there was also the challenge of making rather than buying crucibles.

The first thing that Steve had me make was the wooden patterns. I had never made a pattern before so



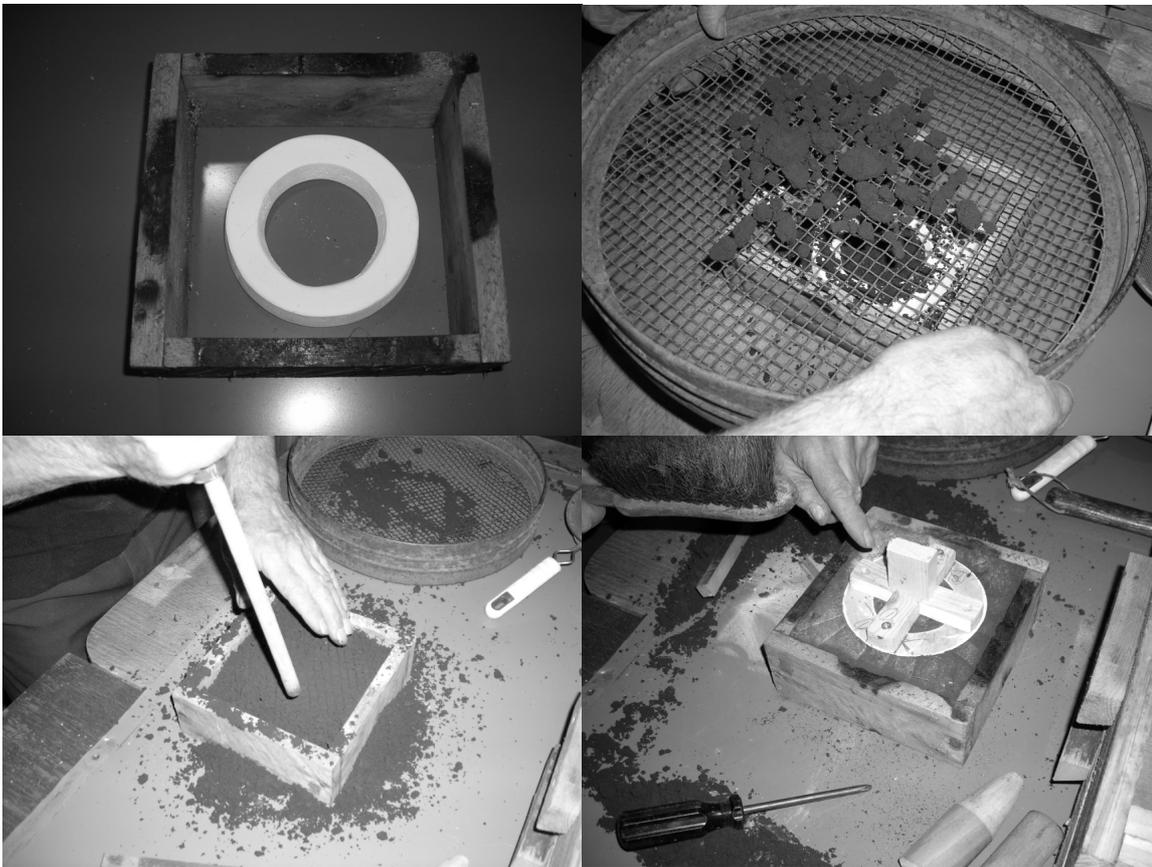
I had never made a pattern before so I decided to err in making them oversized – and learn from my efforts. In fact the shrinkage on aluminium in the size I was working on was imperceptible, so the patterns and mould were well oversized. Also, fortunately I have another friend, in amateur radio who has visited the club – armed with camera – and who is a motor repair man and has been able to supply the aluminium in the form of redundant car parts which are then cut up, the steel removed and form the raw casting material.



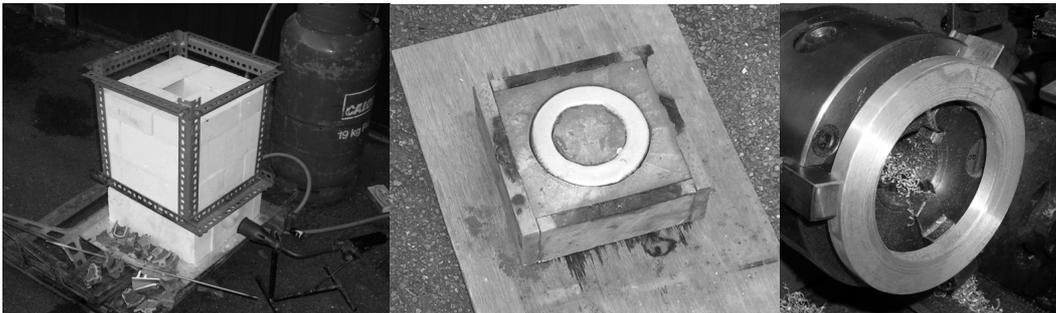
I had some thermal bricks which I had previously bought to build a Raku kiln, and pressed these into service to make the furnace which will be Propane gas fired. It was made from some spare Dexion so that the top section will lift off completely to expose the crucible. The hole in the side is to allow the torch flame to enter and there is also an outlet on the top.

My day class ceramics class the tutor is enthusiastic that I do make a crucible, and so far the outside shape has been thrown on the potter's wheel and will be made into a plaster mould next week.

Being impatient I decided to try using a pot previously thrown with heavily grogged clay, thinking if it broke, well, it breaks, but give it a try. The mould was filled one day and taken home from Steve's house, and used a couple of days later to cast the first aluminium casting I have done.



With the mould prepared it was time to caste:



The furnace was heated with the metal in a pot I had thrown and previously fired in my kiln over a period of 30 minutes to a temperature of 600 degrees C, some striking was carried out with a steel poker (¼” rod!), and this ensured that the residue of the cut up water pump floated to the surface.

The pouring of the metal was done in one continuous pour to ensure as far as possible that the metal cooled as a single entity without a join - and the pot did not break! The casting was cool enough to touch after 30 minutes, so it was on with the machining. So from start to finish, including the tidying up and machining, was 2 hours. As Bruce Forsyth would have said: “That’s all there is to it!” but of course you know that is not true .....

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**MMES COMMITTEE 2007**

*Officers:* President Peter Chislett, Chairman John Hawkins, Vice Chairman Graham Kimber, Treasurer Peter Roots, Secretary Martin Parham, Press Officer Sue Parham.

*Committee Members:* John Barrow, Peter Kingsford, Tom Parham, Edgar Playfoot, Geoff Riddles and Pat Riddles

## Chairman's Report on 2006

Well, with the end of yet another year we reflect on what we have achieved. The year started with the sad news of Jack Williams's death, followed by our Vice-President George Barlow, they will be sadly missed. The weeks just before public running were very busy for our Boiler Testers, but even more so with the new test changes now required. With this in mind, I would like to remind you that from now on you must arrange your boiler test with one of the testers in advance and not just turn up and expect the test to be done. Even though we now only do a hydraulic test every four years for most engines, we now need to do a steam test every year on all engines. As you can understand, this takes a considerable amount of time and in fairness to our testers, they like to play too.

Public running started very well even though the numbers to start with were lower than normal; mainly I feel to other distractions e.g. the world cup. The weather was kind to us though, and we lost very little time throughout the running season. Thanks to all our members who volunteered for public running duties, even though it seems to be the same faces every time. As we well know, without these volunteers we cannot run so please help your club by adding your name to the list.

We have been flying the flag as we normally do by attending other club rallies, open days and shows. Our club is well known around the Southern Federation and we are always well received when we attend. If you would like to get involved with these visits look at the notice board, newsletters or even speak to one of the committee; you are all welcome. With that in mind, I would like to thank our two friends and members (Laurie and Len) from Canvey club for our visit to their track. As always, we had a great day and were well looked after by them. We held a Friends and Family Day again this year, which was very well attended, with nervous friends and family behind engines for the first time, being instructed by our members, a great day was had by all. Throughout the year our senior members, and in some cases not so senior members, who meet up on a Wednesday, have been helping to keep the vandals' work well out of sight, which is no mean task, they have also done a grand job keeping the maintenance up to date, thank you chaps. There is also a rumour that during the running season, on the third Wednesday in the month, they play trains; I have never seen that yet due to the W word (work).

With the end of season the maintenance work starts. Peter and his track team started the long and arduous task of modifying the expansion gap round the permanent way; that's a long way when you're out in the cold and wet, this is now complete, thanks chaps. We have also been working on our new workshop, which is slowly taking shape with a new bench and storage arrangement for the club's locos and more machinery. We intend to make the workshop a useful place of manufacture for us all to use. Over the past year we have been working towards a new project, our own toilets at the club which will be a relief to a lot of our members, it's a long walk to the park loos. We are in the early stages of asking for planning permission. This is the first major hurdle; if we are successful we should be able to start this year.

The traditional Boxing Day was a great success; I have never seen so many members and locos for this event. If we carry on like this we will need a bigger club house, even Joe Public were out in force in the park and they kept our drivers and station staff busy till late in the afternoon.

Our annual dinner went well due to Pat's hard work in organising it. Thanks Pat for giving up your time to do all the arranging, it seems to get bigger and better each year. And finally thank you all for making last year such a good one; let's make the next one as good, if not better. The Committee likes to see you all at club events and club nights, without you we do not have a club, so please help us to make our club better. Any ideas for club nights are welcome; please speak to Sue or any other committee member.

Thank you for reading my waffle.

Your Chairman

John Hawkins.

## Next Time We Go By Coach!

Yesterday I experienced another page for my Book of Memoirs.

Two friends and I decided on a trip to the PALACE.

Like The Three Musketeers, but we embarked in the luxury of a people carrier.

Our Navigation would be simple:

No.1 Person had experience

No.2 Person – myself, had map numbers on a bit of card

No.3 Person had a form of astral navigation (via the Sun)

The journey through driving rain, juggernauts and suicidal motorists should only take one hour. The three of us had lively conversation putting the world to rights. This was our first mistake — at 70 mph plus, exit Junction 25 went sailing by.

No problem; we just came off at the next to filter back.

Unfortunately Mistake Number 2.

No.1 Person's experience was unrecognised.

No.2 Person's road signs had been removed in World War II.

No.3 Person could find no sun.

We motored on and roundabouts with four exits were exciting, we had our own three ways but to avoid argument took the fourth.

Our destination — The Model Engineers Show at Alexander Palace was found eventually by looking out of the window. We exhausted ourselves walking miles at the show and eventually decided it was home time.

Homeward journey should be easy, reverse the route we came on. This was easier said than done.

Person No.1 — It was now dark; the shop signs were all foreign!

Person No.2 — Road signs ducked behind buses!

Person No.3 — Still no sun!

So we joined the traffic flow, resembling a river of car lights. Till meeting the motorway for home I now know how long it takes to go round the M25!!

Remember “Men do not get lost; they like to try the best route. They always know a better route”!!

Written by Roy 21/01/07

## **MODEL PAINTING AND FINISHING**    *by E.W.Playfoot*

I have recently had the extreme good fortune of being selected by Father Christmas to receive a copy of Christopher Vine's new book on 'How (not) to paint a locomotive.'

This is a superb book, which I can strongly recommend. The book is very nicely produced, contains over 160 pages and is hardback. In his introduction Christopher Vine explains how he spent 6 years building his 7<sup>1</sup>/<sub>4</sub>" gauge LNER B1 locomotive 'Bongo' with another 2 years spent trying to achieve an exhibition finish, which if you have seen his model, you will agree, he did. He goes on to say how he eventually won a gold medal at the 2004 Model Engineer Exhibition along with the Charles Kennion Memorial Trophy for the best finished model in the show.

I also was awarded the Charles Kennion Memorial Trophy at the 2005 Model Engineer Exhibition for my Princess of Wales Midland Single locomotive but I didn't think it was associated with 'best finished model'!

The book is centred on his experiences in painting and finishing his LNER B1 'Bongo'. He includes much detail on all the aspects of painting and finishing including equipment, preparation, paint, lining out, transfers etc. In particular he goes into a great deal of detail about the many different types of paint, which are available.

My own preferred type of paint is cellulose. Christopher Vine says that 'this type of paint is probably the easiest to spray, it flashes off to touch dry in a minute or two and can be applied in lots of very thin layers'. Agreed, it's easy. That's why I use it. He goes on to say (about cellulose) 'I did not use it anywhere on my locomotive because I have been told that it is not very hard wearing.' I would agree that it is softer than many enamels and scratches easily when cleaning. However being softer it does not chip as easily and scratches are easily polished out with 'colour cut'. Apparently I am not the only one to use cellulose as he goes on to say 'some people say that cellulose is fine for working steam but I would be cautious.'

In my experience, cellulose seems to be resistant to lagged boiler heat as to date I have not experienced any colour change due to heat. Cellulose is also very easy to touch in. A generous drop of thinned cellulose (same consistency as for spraying - 50/50) will dissolve and flow into the existing paint. Cellulose does shrink back quite a bit. A super gloss finish at the end of a spraying day will not look quite so good the next day! I do use a proprietary heat resisting paint on the smoke box, as does Christopher Vine. I am currently using Halfords High Temperature Engine Enamel in gloss black, which is resistant to about 450<sup>0</sup> C.

Christopher Vine mentions the specialist railway colour paints which are produced specially for painting our models. Although he is careful not to be critical I suspect he is of the same opinion as me. Use these specialist paints as a colour shade sample only! He also describes elaborate rolling systems he devised to keep stored enamel paint in a manageable condition. This is where I think cellulose scores again because I have several one litre tins given to me many years ago by a retired garage proprietor, which are still in a perfectly useable condition.

Christopher Vine built and ran his model to ensure all was working correctly and then dismantled to paint. I personally think it is very difficult to thoroughly clean a model locomotive after it having been used. Cast iron is rather like a sponge and oil will lay under closely mating metal such as horn blocks, which is nigh impossible to remove. I prefer to assemble lightly, and check everything for fit. I use as little lubricant as possible and I do not fit piston rings and piston valves. I now avoid rust preservative such as WD40. I think a thin coating of rust is easier to remove than dried on WD40 or similar preservative. Fortunately I have a warm dry workshop so do not usually have a problem with rust. Wearing surgeon's gloves also helps to keep the metal clean. Smaller components I keep in biscuit tins with damp absorbing crystals.

Christopher Vine talks about cleaning down with tack rags and alcohol based cleaners. I clean off any oil contamination with an Industrial cleaner, which I obtain direct from Wurth 01483-412800. It is available in convenient 500ml aerosol form. This I find very good and pleasant to use. Finally I dust the surfaces just prior to painting with clean compressed air. He talks about rubbing down between coats. I rarely rub down between coats using cellulose. If I do I use 1500 grade wet and dry and this is usually only when I make a mistake and get a run, sag or muck in the paint.

The book contains a very good section on spraying with recommendations on equipment along with pitfalls to avoid. Ironically the spray gun he illustrates would appear to be nearly identical to mine except that for all the smaller components I use a simple badger type airbrush. In fact I mostly only use my spray gun for the larger components such as the boiler and tender. The badger airbrush copes with all the other components on a 5" gauge loco. I should add that the airbrush I use is the very simple non-adjustable type, which I have purchased at shows for around £6-00. I spray at around 50 psi.

Oil and water contamination arising from the compressor can spoil spray painting. Again this is dealt with in detail in the book. I have an oil free compressor so oil is not a problem but I have had a problem with water. I do have a water separator but I suspect that water can accumulate in the flexible compressed air pipe feeding the gun. Before a spraying session I disconnect the flexible pipe at both ends and hang it up in a warm place for a few days to ensure it is thoroughly dry. I also now spray only in warm quiet summer weather.

There is no doubt that spray painting on a horizontal surface is far easier than a vertical surface. Most of our loco parts can with sprayed whilst in a horizontal plane allowing the paint to flow to an even smooth coating and with cellulose it only needs a few minutes until it can be hung up. I have all the bits hanging up in my workshop. I take a piece outside my workshop, spray it, bring it back into my workshop and hang it up. I proceed spraying all components in the same way until they are all done then I start again with the second coat. I continue this way until I am happy with the finish, probably giving up to six thin coats. After 24 hours the paint will have shrunk back somewhat and the gloss will have dulled. So I continue again with another four to six thin coats gradually increasing the amount of thinner. This usually produces a satisfactory finish. The large items such as the boiler and tender are the difficult items to get a really good finish because there is a fairly fine line between wetting out sufficient to get a flow without orange peel and wetting out too much and getting a run or sag. Christopher Vine talks quite a bit about 'orange peel.' He doesn't like it! He is even critical of the modern car finish. The problem is that there is such a fine line between getting enough paint on in a coat for it to flow smooth and too much paint for it to run or sag.

With my present project I intend to spray the tender tank in four sections and assemble and seal it after painting. This will enable me to spray all components whilst flat which should enable me to get a really good finish. The tender may therefore leak but at least it should look good! The boiler is a different matter and is the most difficult to paint and the most noticeable item if the paint is poor!

Lining out, transfers etc are all dealt with in the book. He does lining out exactly as I do with the Bob Moore pen and the Beugler Pin stripping tool. I do use Humbrol enamel for the lining out.

He talks about care of the paint and careful first steaming gradually increasing the boiler cladding temperature. The trouble I find is that once we have finished our models we can't wait to try them out and before we can go on the track we have to put them through the 'steam test' which heats the boiler, cladding, smoke box etc., to a much higher heat than it is likely to get during normal service.

He recommends caring for the paintwork with domestic furniture polish, particularly the silicone types. Mr Sheen being his favourite. I have never used any polish other than the 'Colour Cut' type of motor vehicle restorer. I fear that it may be difficult to remove the polish prior to touch up or repainting but I may be wrong.

He makes no mention of WD40, which seems to be a strong favourite by model engineers for cleaning. I don't use WD40 as much as I used to as I found it left a film which is extremely difficult if not impossible to remove, but I still use it for cleaning by applying a little to a clean rag and drying off after.

A real problem in keeping our models clean is the ash and cinders from the fire. How many times have you cleaned your engine at the end of a run, only for a neighbouring model engineer to drop his fire and all the ash go everywhere including your engine. At an open meeting one year after coming off the track, I parked my model on a steaming bay next to a superb A4 which the owner had just cleaned after a run. I dropped my fire and all the ash went over his engine, he was not pleased!

Christopher Vine waits until his engine is cold and then vacuums the cold ash. This is not an option for us. After a long afternoon running we need to load our engines into our cars and get home. Leaving the fire and water in our engines is not usually possible. Perhaps we ought to use the paraffin screen when dropping our fire, or alternatively change to oil firing. I wonder if anyone has produced a pressure jet oil burner in our model size?

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## **PHOTO COMPETITION GUIDELINES**

The theme is "Maidstone Model Engineering Society" and you are looking for the best photograph in your opinion that illustrates M.M.E.S.

Pictures should be @ 4" x 6", or 5" x 7". Previous winners (1<sup>st</sup> place) will not enter the competition, but can display pictures.

No captions, as these distract from the actual picture and all pictures should be judged equally.

Maximum 3 entries per person or per photographer (who must be a club member).

All entries should be checked in to the newsletter editor who will then arrange the display.

All photographs on show will not advertise who the photographer is.

All entries are to be received on 5<sup>th</sup> October 2007 and by 8pm for judging that evening.

All pictures submitted should reflect the topic and only the photographer is eligible for the prize, if the picture is submitted on behalf of another member of the club who can't make it.

Everyone who turns up on the evening is entitled to have a vote.

A picture taken by your best buddy, or with you in it, should not be the one to automatically get your vote! Be objective (not objectionable) and subjective (not subversive).

The number of voting rounds will depend entirely on the number of pictures submitted and how many votes are cast for each.

The newsletter editor is responsible for drawing up the guidelines, and may bring in further ones on the night if necessary, and has the right to discount any photographs if they are inappropriate.

Remember, you should be voting for the photograph that, in your opinion, best reflects the theme, be it a member or members, locomotives, scenery, or otherwise.

Should there be any arguments; the Chairman's decision is final.

## NEW MEMBERS

We welcome the following:

Jack Ruler, a retired electronics engineer (BSc Physics), from Chatham, who is interested in American locomotives has a 12" steam car under construction and is refurbishing a 3" Burrell Traction Engine.

David Kerr, an electronics engineer from Upper Ruckinge, Ashford, who has been aero modelling for the past 40 years and is now planning to build a live steam locomotive.

Michael Prescott, a retired police officer from Maidstone, who is building a workshop with the intention of making locomotives etc.

Paul Stephens, an I. T. consultant from Wigmore, Gillingham, interested in model railways, model engineering and model boating

Christopher Macdonald, retired, from Hadlow, Tonbridge, model making activities 3½" and 5" gauge locos, who is interested mainly in LBSC designs.

Philip Sidey, a prison officer from Sittingbourne, who is a model owner with no workshop at present.

Paul Sheppard, a dental surgeon from Bromley, his interests include 5" live steam.

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## Arrivals and Departures

*Arriving (2006):*

To Trevor and Jenny Harley, another baby boy.

To Dr. Richard Cook and his wife Kirsten, a baby girl.

Many Congratulations!

+ + + + +

*Departing:*

Sadly we lost M.M.E.S. member Cyril Carter at the beginning of April.

Cyril had been a member at Maidstone for over 40 years, including time spent on the committee of our club in the sixties, but as living in New Romney he became a – if not the - founder member of Romney Marsh M.E.S. in 1969, which has become one of the biggest clubs in the country with around 300 members. He became their Vice-President. A former driver on the Romney, Hythe and Dymchurch Railway (our secretary had a footplate ride with him over 35 years ago!), he was retired, and he had not been well for some time.

Our sincere condolences to his wife, family and friends.

Couldn't have a newsletter without one of those "go round funnies" and this one seems topical as it is the fortieth anniversary of the cash point machine in Britain. I suspect it was written by a man!

## **CASH WITHDRAWAL PROCEDURES**

The Bank is very pleased to inform you that we are installing new "Drive-Through" cash point machines where our customers will be able to withdraw cash without leaving their vehicles. To enable our customers to make full use of these new facilities, we have conducted intensive behavioural studies to come up with appropriate procedures for their use. Please read the procedures that apply to you and remember them:

### **PROCEDURES FOR OUR MALE CUSTOMERS:**

1. Drive up to the cash machine.
2. Wind down your car window.
3. Insert card into machine and enter PIN.
4. Enter amount of cash required and withdraw.
5. Retrieve card, cash and receipt.
6. Wind up window.
7. Drive off.

### **PROCEDURES FOR OUR FEMALE CUSTOMERS:**

1. Drive up to cash machine.
2. Reverse back the required distance to align car window with cash machine.
3. Re-start the stalled engine.
4. Wind down the window.
5. Find handbag, remove all contents onto passenger seat to locate card.
6. Turn the radio down.
7. Attempt to insert card into machine.
8. Open car door to allow easier access to cash machine due to its excessive distance from the car.
9. Insert card.
10. After "Invalid Card" is displayed - Remove the shop charge card and insert correct cash point card
11. Remove cash point Card
12. Re-insert cash point card the right way up.
13. Re-enter handbag to find diary with your PIN written on the inside back page.
14. Enter PIN.
15. Press "Cancel" and re-enter correct PIN.
16. Enter amount of cash required.
17. Check make-up in rear view mirror.
18. Retrieve cash and receipt.
19. Empty handbag again to locate purse and place cash inside.
20. Place receipt in back of cheque book.
21. Re-check make-up.
22. Drive forward 2 meters.
23. Reverse back to cash machine.
24. Retrieve card.
25. Re-empty hand bag, locate card holder, and place card into the slot provided.
26. Restart stalled engine and pull off.
27. Drive for 2 to 3 miles.
28. Release hand brake.

## DIARY DATES 2007

(updated 20/4/07)

|                         |                                                                             |
|-------------------------|-----------------------------------------------------------------------------|
| Friday May 4:           | Guest Speaker John Mallichan                                                |
| Wednesday May 16:       | Members Run                                                                 |
| Saturday May 26:        | Visit TO Maidstone by Beech Hurst, Canvey & Sutton Clubs                    |
| Friday June 1:          | Evening Run & Chilli/Jacket Spuds (£2 pp)                                   |
| Saturday June 9:        | Maidstone Club private visit to Canvey Club                                 |
| Wednesday June 20:      | Members Run – clockwise running                                             |
| Friday July 6:          | Evening Run & Barbecue (bring your own food)                                |
| Saturday July 14:       | Friends & Family Day                                                        |
| Wednesday July 18:      | Members Run                                                                 |
| Friday August 3:        | Evening Run & Pizza/Salad (£2 pp) – clockwise running                       |
| Wednesday August 15:    | Members Run                                                                 |
| Friday September 7:     | Evening Run & Fish'n'Chips & Cheesecake (£6 pp – 90% goes to the Chippie)   |
| Wednesday September 19: | Members Run                                                                 |
| Friday October 5:       | Photo Competition: This year's topic is Maidstone Model Engineering Society |
| Wednesday October 17:   | Last Members Wednesday Run of the season                                    |
| Sunday October 28:      | Last Public Running Day (Daylight Saving Time Ends)                         |
| Friday November 2:      | Soapbox. Members get the chance to speak for 5 minutes on any topic.        |
| Friday December 7:      | The Norman King Show: Norm talks about Steam Lorries                        |
| Wednesday December 26:  | Boxing Day Run                                                              |

All evening events start at @ 7-45pm.; evening runs can be a bit earlier.

*It will be appreciated if everyone attending each Club Night will **donate £1** each towards the cost of the refreshments provided/evening entertainment – some nights are more if you are having the supper is provided).*

### ANYTHING ANYWHERE ELSE KNOWN ABOUT SO FAR YOU MIGHT LIKE TO GO TO:

May 5: 2½" gauge Association Rally at Romney Marsh MES. May 12/13: Romney Marsh MES Open Weekend  
May 19<sup>th</sup>: Welling Gauge One Open Day (10<sup>th</sup> anniversary of their gauge one track). May 19/20: Merstham Model Steam Show. May 19/20: Southern Federation Spring Rally at Oswestry/Open Day at Oswestry.

June 2: Chingford Open Day. June 9/10: Harrow & Wembley Society Open Weekend. June 9/10: Sweet Pea Rally at Scunthorpe. June 9/10: 17<sup>th</sup> Welsh Locomotive Rally at Cardiff. June 16/17: Gala Weekend at North Wilts Society (Swindon). June 17: Canterbury Open Day.

July 1: Canterbury Traction Engine Day. July 7/8: IMLEC at Llanelli (Edgar Playfoot & Tom Parham are both representing Maidstone at the event). July 21: Gravesend Open Day. July 21/22: Guildford MES 40<sup>th</sup> Traction Engine Rally & Exhibition. July 21/22: City of Oxford SME Dreaming Spires Rally.

August 10/12: Frimley Lodge Open Days. August 25-27: Harrow & Wembley Society Open Weekend.

September 1/2: Bedford MES Rally. September 7-9 The Model Engineer Exhibition that used to be at Sandown on 29-31 December, changed venue in 2006 to Olympia 2, London, then got cancelled, is now going to be held at Ascot. September 8/9: Birmingham SME National Locomotive Rally. September 15/16: Southern Federation Autumn Rally at Canvey/Canvey Open Day. September 29: Welling Open Day (G1, 3½" & 5" gauges).

October 12-16: Midlands Model Engineering Exhibition, Warwickshire Exhibition Centre, Leamington Spa.

Please note that events/dates are likely be added before the next newsletter. Be aware that dates may change and sometimes events get cancelled and we may not know. A copy of the diary dates is kept on the clubhouse notice board and updated from time to time. If in doubt, please check. But we don't claim to know everything! Feel free to contact the Secretary for any details or information on MMES meetings. The Club website is at [www.maidstonemes.co.uk](http://www.maidstonemes.co.uk)