

## WINTER NEWSLETTER 1974

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Any contribution to the Newsletter is gratefully received, although it may be held over for a future issue. Drawings must be black ink on white paper and fit within the page for same size reproduction. Material for the Spring edition should be received by the Press Officer not later than March 1st.

## SECRETARY'S REPORT

I will not dwell further on the sad news brought to Members by Jack Payne in his "Chairman's Notes" than to say this.

Many Members will recall seeing the photograph in the "Kent Messenger" on the occasion of the opening of the new Clubhouse, depicting Mr. Elvy Wicks and Andrew Chislett standing behind Joe Liversage's new loco. The caption read MMES's 'Oldest and youngest members'. Now in such a short space of time both have died and Mrs. Liversage has suffered a heart attack. Paraphrasing a common cliché "In the midst of achievement there is tragedy". The foregoing must surely illustrate how the Society, this month entering it's 46th year of existence and 25th year in Mote Park, relies on all Members' continuing support.

How Mote Park must have changed from a wartime training ground to the superb park it is today, situated in 'Beautiful Downtown Maidstone'. We as Members must count ourselves fortunate that we are able, under the auspices of Peter Robinson and his colleagues at the Town Hall, to retain such a large portion of the Park for our use in return for the amenity we provide for the many visitors each Sunday. Such is the relationship we enjoy with all concerned. Since the fitting of our guard-rail in 1972 and the construction of many new trolleys, we have given rides to 65,000 passengers with only one damaged shoe on the debit side. Imagine the feelings of three Committee Members and myself when, offering our engines and services at a rally last summer, we were told "Sorry, we need experienced drivers for passenger hauling", but "Can we borrow your trollies?".

Suffice it to say that after the efforts of the last few years and the enormous generosity shown by Members in every capacity, we now have a track and facilities which are doubtless the envy of many contemporary societies. Additionally it is gratifying to reflect that everything is paid for and the Society comfortably in balance at the bank!

Whilst talking of finance there is a further problem with which we are at present dealing. That is the familiar spectre of H.M. Inspector of Taxes. Many Members will have read in various journals or heard on the grape-vine of other societies' concern in this direction. We at Maidstone have gone to considerable lengths to clarify the position. Special meetings were convened and the Committee listened for literally hours to experts on the subject explaining every aspect of our liability. The position is simply thus:-

Every type of trading is taxable whether it consists of selling rides to children or cups of tea to visitors (which we do not). Tax is therefore payable on every penny of profit made by the Society. If it can be shown to the satisfaction of the Inland Revenue that legitimate expenses are incurred directly in one's

trading activity, then the tax liability can be reduced or even zeroed depending on the circumstances. To this end M.M.E.S. have engaged a company of accountants to present our case to the authorities. Members will realise that while the Society is "in limbo" with Her Majesty, such liquid assets we have accumulated after paying the last of our loan, must be consolidated until the whole tax question is resolved. This means postponing temporarily the bulk purchase of materials for example.

Other recent events include the attempt by the driver of a standard gauge Ford Escort to cross the track in the early hours of the morning. The attempted feat was a failure, but considerable damage was sustained by our permanent way, of which some 30 feet was not as permanent as previously. This damage entailed a lot of work for our Members, though fortunately we were reimbursed for the material costs by those responsible. A break-in to our store resulted in further damage and the loss of two club bogies and other articles of no use to anyone other than ourselves. Considerably more work for The Faithful, though the bogies, less the brakes, were recovered by the Police. It may seem from the foregoing that 1974 brought nothing but gloom, but this was not in fact the case. After our successful Winter meeting, the season, if a trifle wet and cold at times, brought many enjoyable days.

The coming of Spring saw reinforcement to the hardy types who ran in January and February, and by Easter the Park was packed by visitors clamouring for rides. I took the opportunity on Good Friday to visit our friends at Haywards Heath and saw the first train-loads conveyed on their new track. Apart from arranging our later visit, we had a chance to drive on the extension, through the tunnel etc. All credit must be due to their faithful who struggled so long to improve their fine track. Whitsun to some of us was a visit to Chingford Rally on Sunday, where we are always well received and entertained. This Rally included a contingent from Germany with large, gas fired locos to further the interest offered by our friends from Ridgeway Park. Whit' Monday saw the Society in full swing at Mote Park, looking for the final payment on our loan.

Visitors to Mote Park were many this year, from the masses assembled for the Southern Federation Rally to the individual club visits from our friends in neighbouring societies. Members who attended the North London Rally also enjoyed an interesting day, including wonderful weather that I promised Tom Luxford in return for the sunshine at the Maidstone Rally! Our last visit out in 1974 was a trip to Beech Hurst including an evening run and barbecue.

This was a trip my wife will remember, for it included a red lantern being lowered from the tunnel mouth onto the track in front of her in pitch darkness. Usual thing, brakes on, feet down in the pools of water on the tunnel floor in a vain attempt to stop, only to see the lantern pulled upwards accompanied by the maniacal laughter that one

associates with J. Seymour and Co. Such is the stuff from which good relationships are made, a most enjoyable end to the Season.

1975, as everyone knows, is our 25th year in Mote Park and something in the way of celebration is in the pipeline. Plans are in hand for a Birthday Rally in the Park with, we hope, as many new engines and models as possible. Reg Holstock, Ray Wilkinson, Don Paterson, Peter Chislett, Tom Stamp, Martin Parham, Jack Payne and myself, are some of those hoping to run their new engines for the Silver Jubilee Season. Additionally, at the end of the Season a Dinner is planned to round off what will, we hope, be a successful Celebration Year.

Turning to the forthcoming A.G.M. to be held on the 21st February, 1975, when, apart from topical discussions, the election of Officers and Committee takes place; please let me have all nominations by the 1st February 1975. These comprise; President, Chairman, Vice-Chairman, Secretary, Treasurer, Press Officer and six Committee Members. Their consent to serve must be obtained from all prospective candidates.

Ray Milliken.

#### CHAIRMAN'S NOTES

I have scrapped my notes for 1974 to write the following obituaries.

On the 29th November surrounded by his family, colleagues and numerous fellow members of his many interests, Mr. E. Wicks was laid to rest. Thus ended forty-five years of service to our Society for in 1929 Mr. Wicks formed the Maidstone branch of the "Hornby and Meccano Club". As the first chairman he built up the Club from very small beginnings, initially with "O" gauge, later adding 2½", 3½" and "oo" gauge railways. 1937 found it the "Maidstone Model Railway and Engineering Club" with its own portable track. Still under his guiding hand, in 1946 the Club was renamed "The Maidstone Model Engineering Society". Over the subsequent years he has always kept an unfailing interest in the Society. Last year at the opening of our new Club House we were able to show him the results of this lifelong interest, a Model Engineering Society grown to be a "Living Memorial" to a mild and generous Gentleman.

Early in November our Society lost another longstanding friend, Mrs. Longley, the wife of one of our older Members "Sid" Longley. All who knew Mrs. Longley will remember the kindness that she always showed towards the Society Members and the countless cups of tea dispensed from under a tarpaulin awning at the Park in the early days. Many Members are greatly indebted to Mrs. "L" for her patience. We would spend hours in Sid's workshop after Sid had done a full day's work in the shop and she would reward us with tea etc. Yes, Mrs. Longley was one of our ladies whom we shall miss and our sympathy goes out to Sid from us all.



We cannot forget too that the beginning of the 1974 Season saw the loss of our young Member Andy, who so greatly enriched our Sunday running days; we sadly miss him.

This has been very distressing, for all were well loved Members of the Society, and my personal friends.

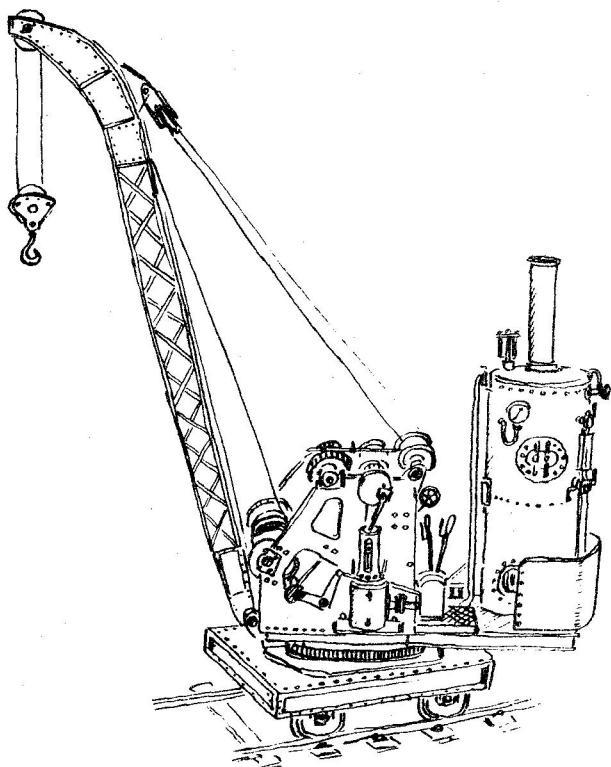
On the credit side we have news that Mrs. Liversage is slowly recovering from her illness and we all wish her well. And of course we have cleared the debt on the Club House, but how can one say we have had a good season, set against such sad losses? I hope that 1975 will be kinder towards us. Wishing you all the very best and thanks for reading this,

A.H.W. Payne (Jack) Chairman.

### PROGRESS REPORT

Readers may recall a brief report some issues ago, giving details of a steam crane being built by one of our Members. In answer to my letter, the builder very kindly sent me an up to date account of developments since then, the gist of which appears below. - Ed.

As the model is mainly freelance and copied from a picture, I have had to work the various drives and gear runs out for myself. Fortunately some time ago I managed to have a short spell in a ten ton, self-propelled steam crane whilst in operation and made notes, sketches etc., of various drives, brakes and clutches.



The four main operations are as follows: a twin cylinder vertical engine, which on the model has 1" x 1" bore cylinders, drives the main cross shaft and from this sliding gears are moved by hand wheel or lever to engage either the main hoisting drum or the luffing drum that raises or lowers the jib, which on the model measures 38". These two winding drums have to be braked when not in use and the brakes used are the strap type bearing upon a narrow drum.

The slewing drive is engaged through spur gears and one set of bevels to a large diameter gear mounted beneath the body of the crane, and of course is of very low ratio. In the travelling arrangement, all gears are out of mesh and one is brought into drive via the main shaft, and centre driving bevels take the drive down to the base. This is mounted on a heavily built metal box type platform on 5" gauge wheels. The centre drive ends in 1 to 1 ratio bevels and a longitudinal shaft drives the axles by further bevel gears. One or two of the spur wheels were cut, but on the whole I have managed to use old gear wheels from broken up lathes etc. This has given me quite a lot of fun and a lot of hand work is involved in making various parts.

At the moment I have the castings for a Stuart Turner horizontal water pump which, with a hand pump, should keep the vertical boiler going. The driving engines by the way are reversible, using Stephenson link motion, and there are two small ratchet driven lubricators to feed cylinder oil to each engine.

On the whole I haven't encountered as many snags as I expected but I have had to make several parts twice to get things working properly.

R.W.L. Hamilton.

#### THE M.M.E.S. VISIT THE S.M.L.S.

Some twenty six M.M.E.S. Members travelled to Beech Hurst on September 28th last at the invitation of the Sussex Miniature Locomotive Society. Ray Wilkinson took his Simplex "Patricia" along, Ken Linkins took both of his "Joans" (wife and engine), Barry Lawson wandered along with "Wayfarer", Fred La Roche was his usual well "Groom(bridged)" self, Ray Milliken "Consolidated" the position and Charlie Hayward horned in with "Unicorn".

The weather was not all that could be desired, with some rain and a rather cold wind. Nevertheless everyone had a good run with the track given over to us for the afternoon. Although we were nominally passenger hauling, very few customers presented themselves and I think everyone indulged themselves on the superb Beech Hurst track. It is of course more interesting than Mote Park, with two tunnels, cuttings, full signalling and a smoother track.

Several people were in trouble with a certain ringing in their ears caused by over running signals. Fred, with his renowned disregard for red lights, actually looked embarrassed after one incident! He was piling it on through the bigger tunnel and on rounding the subsequent bend came face to face with a "stop" signal. Despite an emergency stop, which could only have been bettered with reverse thrust and a parachute, he overshot. When the dust had settled the subsequent silence was broken only by a slow handclap from the audience standing above the tunnel exit! It was probably some of these who were responsible for the red lamp which glowed balefully from rail level at the same exit, when Maggie was driving Ray's engine after dark. Despite an equally frantic brake

application, which included water skiing through a considerably placed puddle, disaster seemed imminent as there was presumably a train on the other side of that stationary lamp! The problem was solved when the lamp appeared to smoothly levitate itself, the explanation being a piece of string attached to it with the other end held by some of our hosts positioned above the tunnel mouth!

However, Maidstone's honour was at least partly revenged and there are probably one or two S.M.L.S. people who have still not discovered the source of the mysterious "crackle" from beneath their engine, which made them stop and spend some minutes peering in the dark for the cause.

Although the cold was a bit too much for some of our people, most stayed for the evening run and hot-dogs. Altogether a pleasant day and I am sure all our Members thank the S.M.L.S. for their hospitality.

Graham Baseden.

### NEWSLETTER ACKNOWLEDGEMENTS

We acknowledge with thanks, receipt of their latest newsletter from the following societies;

Southampton & District Society of Model Engineers

Sussex Miniature Locomotive Society

Guildford Model Engineering Society

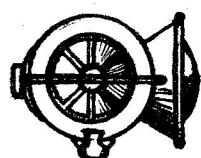
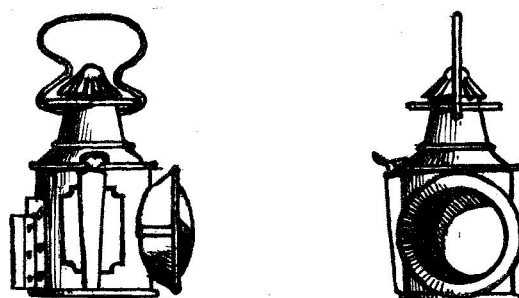
We would like to exchange newsletters on a regular basis with any other societies who may be interested. Please contact the M.M.E.S. Hon. Press Officer whose address appears on the front cover.

### 'LIGHT IN OUR DARKNESS'

As there are at least three L.B. & S.C.R. "Terriers" under construction by Society Members at the present time, it would seem a good moment to illustrate a Stroudley headlamp. Hardly a photograph is seen of a Brighton engine without at least one lamp very much in evidence on one of the four lamp irons fitted to the front end. Three headlamps were issued to each locomotive but, speaking for myself, one will have to suffice, shoved as required, between "Boxhill", now under construction, and the projected 2-4-0 "Hove".

When making the lamp, note that the 6" diameter lens is set back slightly from the face of the surrounding housing at its point of contact, leaving a definite rim all round the glass. The top of the lamp chimney does not come to a sharp point at the apex, but has a positive sort of raised and rounded tip. In much later times the conical chimney was sometimes replaced with a more conventional, plain cylindrical type. The lamps were painted black and lined out on each side with a rectangle having inturned corners, yellow for passenger engines and red

for goods engines. The number of the engine was also painted in the centre of the rectangle of the side opposite to that shown - in the same elaborate and distinctive style of numerals that appeared on the brass number plates.



L.B. & S.C.R. HEADLAMP  
SCALE: ~ 1 1/16" TO 1" 0"

Don't forget to fit a couple of headcode boards - five or six were issued to each engine and comprised a disc 15" diameter with a wire handle and bracket for fitting to the lamp irons. The backs with the fixing bracket were painted white, whilst the fronts had a fascinating number of different symbols - a black cross, a black or green 8" diameter spot on a white ground, and of course the black double diamond denoting a "special" train. In Marsh's time a square version with rounded off corners appeared, with two horizontal black stripes on a white ground.

The "Bluebell Railway" has actual examples of these fittings, so all was not lost to the "Brighton" fans when Clapham Museum closed!

Don Paterson.

### AN ENGINEERING EVENING

Fifteen Members provided entries in the M.M.E.S. Engineering Evening held at the Clubhouse on Saturday, 16th October. This was less than the previous event but the standard was perhaps even higher. (It must have been I didn't enter anything!)

Dominating the display was Ray Milliken's "Mountain" Class chassis, which gets more impressive (and heavier!) everytime it appears. This collected a deserved first in the judging, beating Ray Wilkinson's beautiful boiler for his "Manor" by only twelve points. Even closer was the gap between second and third, a mere two points separating

Ray Wilkinson from Richard Linkins collection of test pieces and a toolbox. Tim Gregson's "Ajax" chassis won the Junior Section.

Other items which caught my eye were Martin Parham's smokebox for "Green Arrow"; you have set the standard now Mart for the rest of the rebuild. Incidentally the original smokebox was also present looking more like a soot sieve than anything else. Stephen Wood had some very nice bits for a "Tich" and Jim Ewins was heard to complain that he didn't win because his bogie wheels had gone rusty whilst on display!

An unadvertised bonus was the films kindly loaned by the Romney Marsh Model Engineering Society. There were two of American origin, the first showing the Goleta Valley  $7\frac{1}{2}$ "g. complex which, as someone said, makes you want to go and kick your own track! The other was a professional film made some years ago in connection with the "Union Pacific" and featuring their "Big Boys". It is a sad fact that one can no longer even dream of seeing these monsters in action; dieselization was even swifter and more traumatic than in this country.

A "chips and something" supper was consumed and then, with the scheduled entertainments over, those present got down to the real business of the evening - a really good natter! This rounded off a really enjoyable evening.

Graham Baseden.

### "SOUTH AMERICAN WAY"

On the evening of October 19th last there was a good turnout of Members at the Clubhouse for Ron Heathcote's illustrated talk on his travels in South America. Rons job as an engineering consultant has caused him to make several journeys to Peru recently, and the Society benefitted from his observations and his camera.

He started with a slide of a map of the world which showed the less well informed amongst us exactly where Peru is. Several shots from aircraft gave us an idea of the terrain and Ron described how the majority of the country was barren or mountainous except above the cloud levels or where rivers flowed down from the Andes. These carved a clearly discernable, dark, undulating line towards the Pacific, thickening out where the vegetation expanded to include irrigated fields. The major crop is sugar cane and this provides the key to Ron's involvement. With the increasing worldwide demands on raw materials, much thought and effort is being directed to using the waste left when the sugar is extracted from the cane for making paper; and making paper is Ron's business.

The photography was extremely good, ranging from fascinating cloud formations to Peruvian street markets. There was something of interest for everybody in the audience which included several families of Members, and Ron's laconic delivery was always informative and very often amusing. A sincere thank you is due to Ron for the time and trouble he took, and for those who didn't make it - you missed a very entertaining evening.

Graham Baseden.

### A RAILWAY TRACTION ENGINE

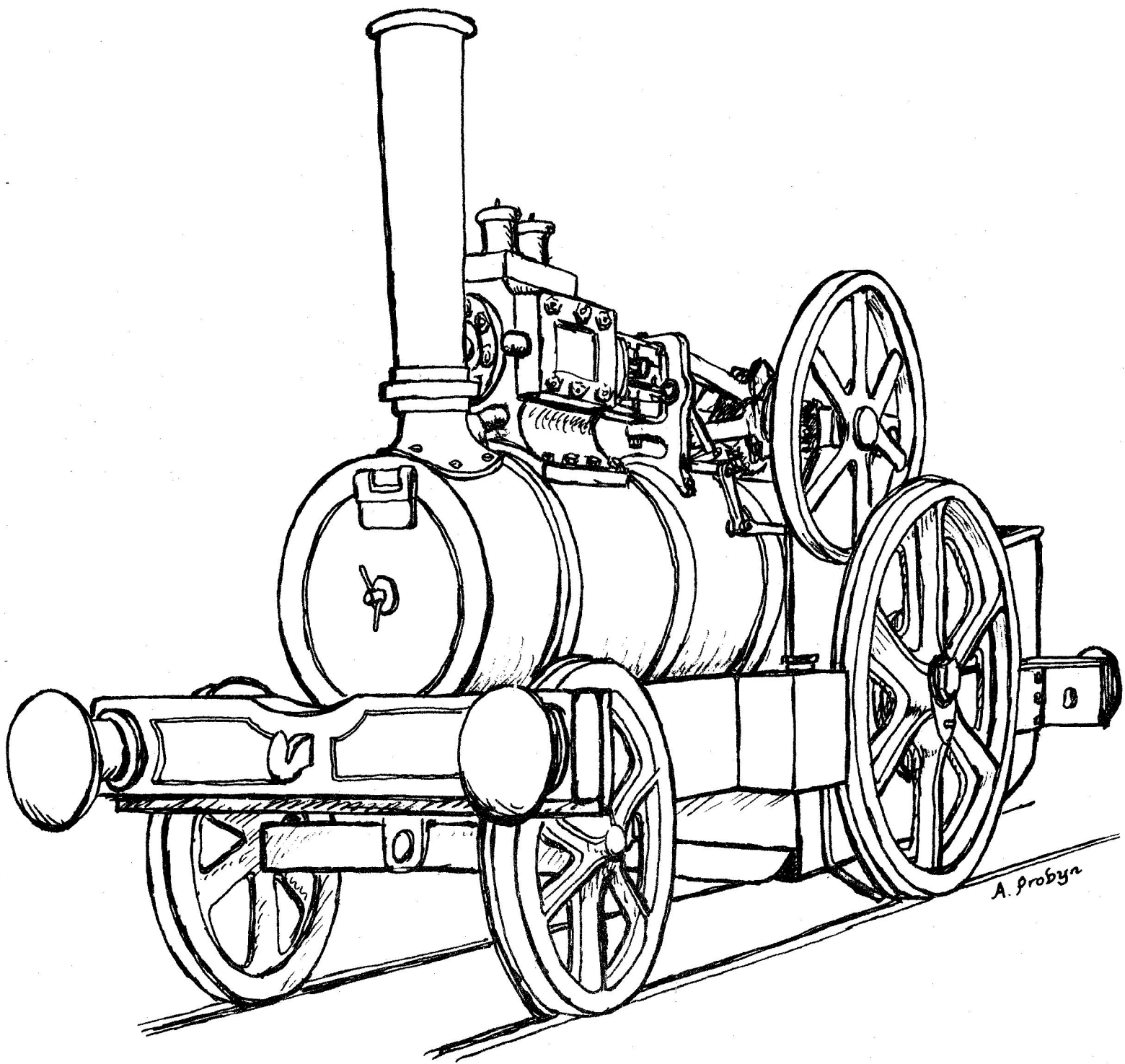
This locomotive is a 5" gauge model based on Fowler's convertible engine of 1890, built for L.C.C. Tramways before the days of electric traction. It could be used as a rail loco., road loco. or steam roller simply by changing over the wheels. My model does not convert to a roller but it can be used on either rails or road.

One cylinder 15/16" diameter by 1 $\frac{1}{4}$ " stroke does all the work and this can make starting off interesting to say the least! Two speeds and a neutral are provided, giving crankshaft to hind axle ratios of 3 to 2 (for rail use) and 9 to 2 (for road use). Wheels are 5" and 7" in diameter. The tender and belly tank are solid lead to provide enough adhesion weight on the single driving wheel and because of this water and coal have to be carried in a tank on the driver's trolley. The boiler is 3" diameter with eleven 3/8" O.D. tubes and no superheat. To change from rail to road use, the buffer beams and front frame are unbolted, the front axle changed for one with road wheels and the hind wheels also changed, ten bolts doing the whole job.

Cylinders, flywheel, eccentrics and pump castings are from Fred Stone's 1 $\frac{1}{2}$ " scale portable engine. The cylinder block is reduced in height and a suitable Stephenson's link motion designed as the portable has no reverse. All wheels are cast from my own patterns. A hydroscopic lubricator is fitted. When the pump bypass is closed water feeds through a 1/16" pipe, displacing oil which is fed into the cylinder. The action is automatic and does not need to be turned on and off like a normal displacement lubricator.

Some teething problems must be expected on an engine which is not to a published design and so far I have had to reduce blast pipe size, fit a blower and change water gauge glass seals. In spite of this she has taken 2 $\frac{1}{2}$  people round Mote Park track without too much trouble.

Andy Probyn.



SKETCH OF ANDY PROBYN'S CONVERTIBLE



## 'THE METRICATION MAN COMETH'

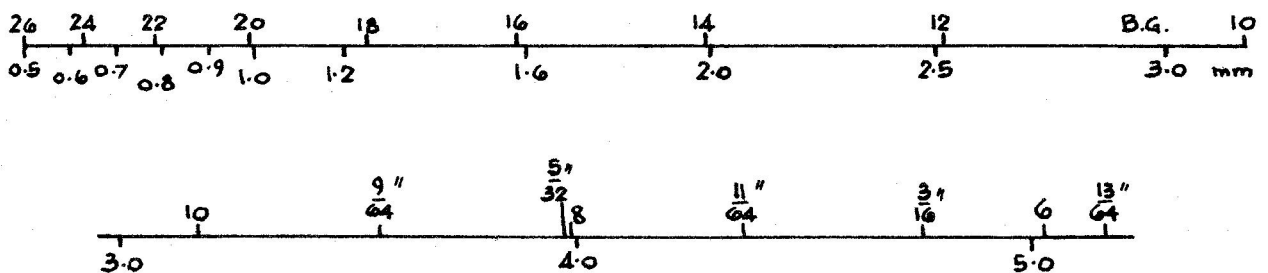
Unless a miracle happens the time will arrive when only metric sizes of sheet material are available from raw material stockists. At first sight this may horrify those among us who are "Imperial minded" (including myself) but the picture is not as bad as it may seem.

The majority of the sheet material which we use is to the Birmingham Sheet and Hoop Gauge (B.G.) table. Take a look at this table and if you can see anything logical in the progression of sizes then you are a better man than I. Fortunately there is an almost exact replacement in the new metric range of sizes for each of the even numbers in the B.G. Table. To make life a little simpler a line diagram is appended which can be used to get a quick comparison with old recommendations. Where designs quote odd number gauge sizes you will either have to find a supplier with old stock or go up to the next standard thickness. Only those sizes given will be available in the metric series.

Also given are standard sheet sizes. These are not the largest which will be available but as you will have to pawn your wife to afford a 1.0m x 2.0m sheet of 3.0m copper (think metric!) the details given are probably adequate.

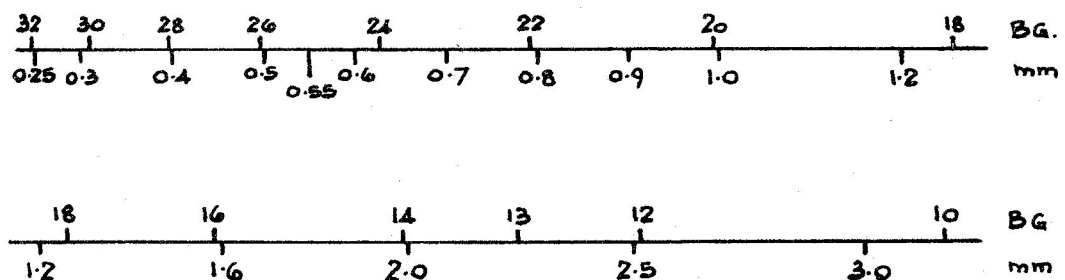
Barry Lawson.

### STEEL SHEET & PLATE.



STANDARD SHEET SIZE :- 1.0 m x 2.0 m ( $39\frac{3}{8}$ " x  $78\frac{3}{4}$ " ).

### COPPER & COPPER ALLOYS, SHEET & PLATE.



STANDARD SHEET SIZES :-

0.6 m x 1.2 m	( $23\frac{5}{8}$ " x $47\frac{1}{4}$ " )
0.9 m x 1.8 m	( $35\frac{7}{16}$ " x $70\frac{7}{8}$ " )
1.0 m x 2.0 m	( $39\frac{3}{8}$ " x $78\frac{3}{4}$ " )

## COMING EVENTS

- Saturday 18th January - Members' Slide & Film Evening, commencing 7.30.  
Any Members who have colour slides and/or cine film of model engineering or general interest subjects, please bring them along. Not pictures of Auntie Flo paddling at Clacton! Can you let the Press Officer know BEFOREHAND if you require a projector for any other format than 50mm x 50mm slides and standard 8 cine film.
- Friday 21st February - 1975 ANNUAL GENERAL MEETING, COMMENCING 7.30.  
See back page for fuller details.
- Friday 21st March - Illustrated talk by Mr. G.R. Webb of the Ffestiniog Railway. Mr. Webb is coming from Brighton and we expect a good turnout of Members to make his journey worthwhile. Commencing 7.30.

All the above meetings will be held at the Clubhouse, Mote Park.

## A NEW GARDEN RAILWAY

I doubt if there are many builders and operators of miniature steam locomotives that have not at some time had dreams of a railway on which to run, a ground level line complete with points etc. and on private ground so that it would be quite safe to arrange matters in such a way that interesting vistas opened up, and not too much of the line would be visible at any one time. I am sure that it will be of the greatest interest to hear that the construction of such a railway is now going on in this area, and that we may look forward to some very enjoyable open days that Bill Hart, the designer and builder, intends to hold when the project is completed.

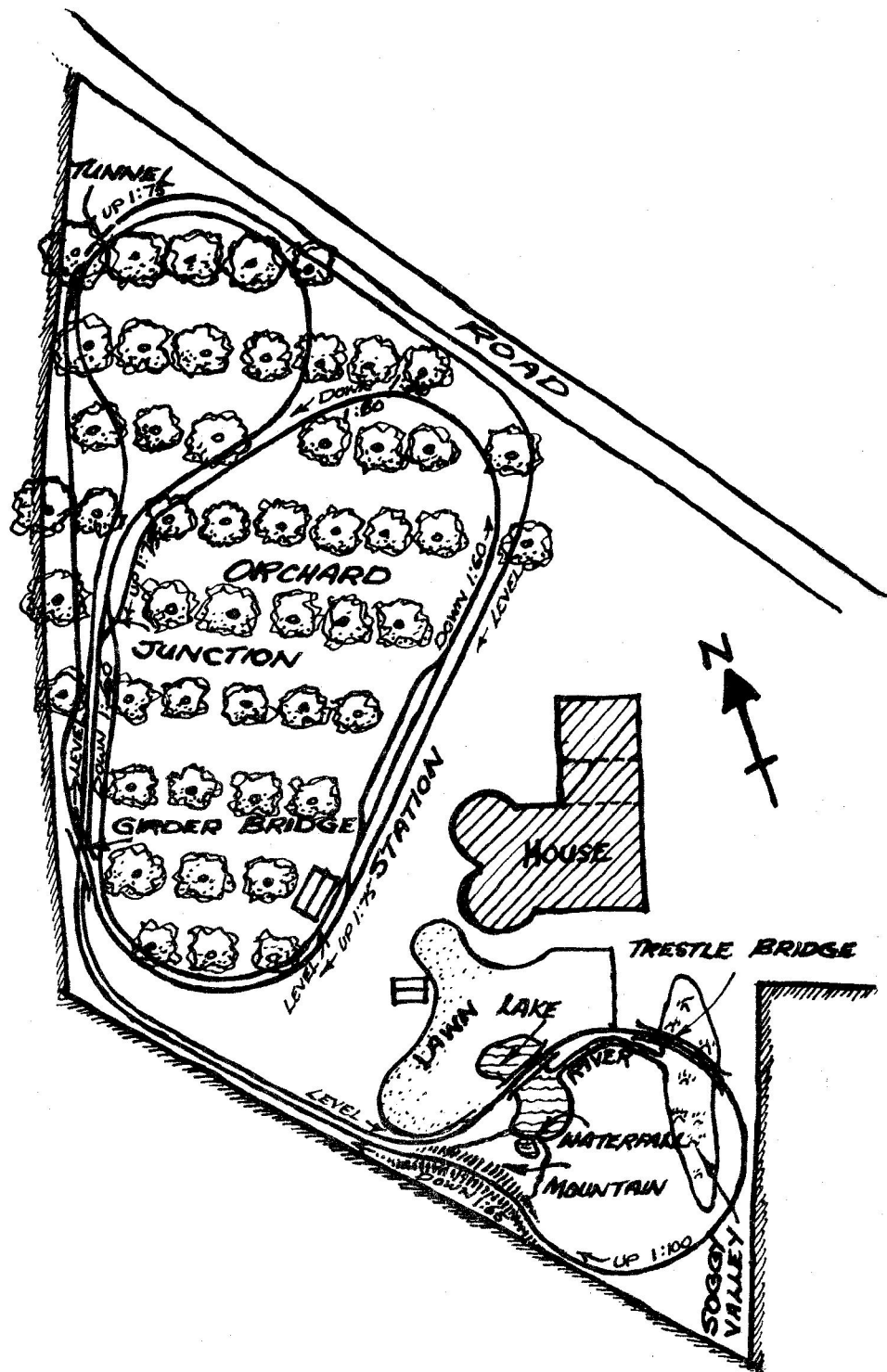
Bill has carried on his late father's model engineering interests. When he was a lad at school in the 'thirties, his father had a 5" gauge ground level continuous line an eighth of a mile around with a relief line running off for coaling and steaming etc. There were also colour light signals interlocked with the points and controlled from a signal box so that proper railway working could be carried out. This line was in the South East London area and was well known to many big names in the movement - names like Bill Erving, "Uncle Jim" Crebbin, J.N. Maskelyne and L.B.S.C. After all this was dismantled when Mr. Hart Senior retired and moved away, it was inevitable that Bill, with so many vivid and enjoyable memories, should dream of the day when he could build another railway. About three years ago a house and suitable grounds at last became available, and since then the work has steadily proceeded.

After clearing the site it was found that the ground was nearly level, except for a slight rise in the middle and a falling away to the roadside on the North Eastern boundary. The plan finally adopted is as shown in the sketch, and has been evolved to take as much advantage of the levels as possible. It is basically a main line of double track with a loop at each end, interconnected via a "scissors" crossover junction with a branch line round the orchard. This layout is the result of a great deal of careful thought and it will be possible to make a number of circuits of the mainline quite independently of anyone on the branch line, and at the same time run through the station at speed from the opposite direction. The adoption of the scissors crossover will enable anyone running on their own to go on the main and branch line circuits alternatively, without having to stop and change the points each time.

It will be possible in the design to incorporate a girder over-bridge and a tunnel (with a minimum headroom of 4'6"). The gradients have been restricted to 1 in 65 up and 1 in 50 down. The radius of the curves works out to be a standard 36 ft., except of course for the outer line of the double track curves which will be 39'6" radius with 3'6" clearance between the tracks. The total length of track round the branch and main lines will be about two thousand feet. The actual track is of  $\frac{3}{4}$ " x  $\frac{1}{4}$ " steel on edge with sleepers of the same material, 9" long at approximately 12" intervals. The track is all welded up on jigs and will be laid on ash ballast. It will be appreciated that with those gradients a driver will have to really know the road, or he will certainly have to stop and blow up on the up-grades!

The railway can be broadly sub-divided into the orchard section and the more formal garden area. It is Mr. Hart's intention that it should compliment the garden and blend in well with the scenery; the lake will be stocked with aquatic plants and fish and be traversed by an elegant single span concrete bridge. There will be a spectacular timber trestle bridge over the valley and the excavated material from this and the lake will largely form the "Mountain" area which will be given a rocky face and planted with miniature conifers. Moving water never fails to be attractive and Mr. Hart intends to introduce this feature by having a small pool at the top of the mountain, overflowing in a waterfall to feed the lake. This will in turn overflow in the form of a little stream that eventually finds its way to the "Soggy Valley", from where it will be pumped up again to the mountain top for another round.

The station complex will incorporate the steam raising area, which will consist of a section of track raised about 2'0" above the ground and reached by a ramp of about 1 in 20 gradient. This elevated section will make it so much more convenient for oiling and cleaning etc., as well as providing a pit to facilitate dropping the fire. There will be a signal box in this area with ground frame controlled semaphore signals, immediately adjacent to the station and sidings and in communication with a signal box at the junction by block telegraph. There will be automatic colour light signals on the main line, gradient posts at the



PLAN OF THE PROPOSED GARDEN RAILWAY

appropriate places, whistle boards, and possibly even a water trough on the level straight stretch leading up to the tunnel.

The principle locomotive is a free lance but very convincing "King Arthur", and a new steel boiler, almost  $\frac{1}{4}$ " thick and originally part of the war time under-Channel "Pluto" pipeline to France, is ready for putting on the frames. There is a very husky 0-6-2 chassis with inside cylinders and joy valve gear coming along, and also the frames and principal parts of an 0-4-2 Caledonian saddle tank. In a corner of the large double garage-cum-workshop I spotted the unmistakeable G.N.R. chimney and safety valve cover of a Stirling Single. These were on a beautifully made boiler with all its fittings, including the Great Northern push-pull regulator, together with an equally lovely tender, all built by Mr. Hart's father. It is all that remains of a model that has quite a history. The first work on the chassis was done by Bill Erving. He was a Great Northern driver who was unfortunately later killed in a terrible accident on the footplate up North. Apparently something came off a passing goods train, going straight through the spectacle window and pinning him on the reversing lever. Mr. Hart's father carried on the work after this and had almost completed the whole locomotive when someone broke in and stole the chassis. Bill Hart is hoping to build a new chassis and finally put the engine on the road as soon as time permits.

The present rolling stock consists of a pair of articulated trucks with cross slatted tops 11" above the railhead. These looked very railway-like I thought, and are to be lowered a little before being put into service. I noticed a beautifully made timber framed 10 or 12 ton goods truck, especially fitted up for rail sanding, and later there will be a low bogie truck with a tank and bunker for small tank engines using the line. This will be necessary, especially in the case of an engine like a little "Terrier", dwarfed by the rolling stock - as on full size - and requiring an open, low, flat space ahead of the driver, to see the water and for firing etc. Of course for an ordinary 5" tender engine there will be absolutely no problem.

When all this imaginative scheme has been completed it will be one of the finest 5" ground level layouts to be found anywhere and having recently seen the form of the main earthworks, now left to settle and consolidate, together with an interesting piece of actual track laid in the orchard, I can well imagine how marvellous it will be to ride on when completed.

Don Paterson.

## EDITORIAL

You will gather from the Secretary's Report and Chairman's Notes that 1974 was a year of mixed fortunes for the M.M.E.S. It would seem that the ups and downs of the Nation were reflected in the affairs of our Society, with some tragedies and some minor triumphs. But whereas the National outlook is rather bleak at present, this does not apply to our Society. That is assuming that there is not a shortage of coal and steam oil!

Just count our communal blessings. We have a comfortable Club House, an exceptionally good set of passenger trucks with a large and safe track for them to run on, and it is all paid for. We appear to have an adequate and assured income for the future; it would seem that we are even going to "do our bit" for the country, at least if the taxman has his way! All this gives us a springboard for carrying out the primary aim of our Society, which is to promote and further interest in model engineering. Evidence of success in this direction is the number of loco's either completed recently, or nearing completion.

Most of these achievements are due to the efforts of The Faithful. If a proposal from the Committee is accepted by the Members at the A.G.M., the annual subscription will be raised from £1.00 to £1.50 (75p for Juniors), with effect from January 1st 1976. This will enable the "less active" Members to contribute a little more in a practical way. The associated proposal that Members' wives, or more specifically those who are Members in their own right, would pay a reduced subscription, means that they would pay a little less for the privilege of making the tea on Sunday!

Graham Baseden.

## ANAEROBIC ADHESIVES

This is the posh name for "Locotite", the makers of which have recently revised the compounds to give more rapid curing. The older grades need twenty four hours to set properly but the new range are claimed to reach their ultimate strength in three hours. In case you should have occasion to renew your stock the comparison of old and new grades is given below.

<u>New Grade</u>	<u>Old Grade(s)</u>
601	Bush Fit, Retaining Compound 75
270	Studlock, Bearing Fit
241	Nutlock
221	Screwlock
275	Plastic Gasket

I would point out that I have no connection with the firm in question.

Barry Lawson.

## MAIDSTONE MODEL ENGINEERING SOCIETY

Notice is hereby given that the Annual General Meeting of the Society will be held at the Clubhouse, Mote Park, Maidstone on Friday 21st February, 1975, commencing at 7.30 p.m. to consider the undernoted Agenda.

R. Milliken, Hon. Secretary.

### AGENDA

1. To read the Notice convening the meeting. ✓
2. To confirm the Minutes of the Annual General Meeting held on 22nd February 1974. ✓
3. To consider any matters arising from these Minutes. ✓
4. To approve the Hon. Treasurer's Report and Accounts for the year ended 31st December 1974. ✓
5. To approve the Report of the Chairman of the Society for the year ended 31st December 1974. ✓
6. To elect officers of the Society for the ensuing year, namely:

President	✓	-----
Vice-Presidents	✓	-----
Chairman	✓	-----
Vice Chairman	✓	-----
Chairman - Model Race	✓	-----
Car Section	✓	-----
Hon. Secretary	✓	-----
Hon. Treasurer	✓	-----
Hon. Press Officer	✓	-----

7. To elect the Council of the Society for the ensuing year.

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8. To elect Honorary Members of the Society for the ensuing year.
9. To consider any other relevant business of which 7 days' advance notice has been given in writing to the Hon. Secretary at:

14 Hurstwood, Chatham, Kent.



## SUBSCRIPTIONS

Your subscription for 1975 is due as from 1st January. It is requested that payment be made as early as possible, by entering your FULL details below and forwarding same with your remittance in the envelope provided, to the Hon. Treasurer. Failure to do so by 1st APRIL 1975 will automatically terminate your Membership. Honorary and Life Members are of course excluded.

Name \_\_\_\_\_ Address \_\_\_\_\_

Telephone \_\_\_\_\_

Kindly consider the Spring issue of the Newsletter as being receipt of payment.

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## NOMINATIONS

Prior consent to serve, if elected, must be obtained from any person nominated. All nominations must be received by the Hon. Secretary by February 1st 1975.

President \_\_\_\_\_ Council \_\_\_\_\_  
Members \_\_\_\_\_

Chairman \_\_\_\_\_

Vice Chairman \_\_\_\_\_

Hon. Secretary \_\_\_\_\_

Hon. Treasurer \_\_\_\_\_

Hon. Press Officer \_\_\_\_\_

Signature \_\_\_\_\_

## SUGGESTIONS

Any ideas for M.M.E.S. visits out in 1975 would be appreciated. One long standing idea is for a coach to Bressingham and the coming year may see the Society in the financial position to subsidise such an undertaking. But we need to know what sort of support there is and for what type of trip and we need to know EARLY.