

MAIDSTONE MODEL ENGINEERING SOCIETY

Spring 2013



Attendees of the 2013 annual club dinner at the Grange Moor...

Maidstone Model Engineering Society
Spring Newsletter 2013

In this edition:

- Page 3Editor’s Spot
 Ramblings by your Editor—Andrew Hulse
- Page 4Chairman’s Spot
 Ramblings by your Chairman—Tom Parham
- Page 5Holiday Week!!
 Who wants to go on the revived S.H.I.T week?! Sign up **NOW!!**
- Page 6 & 7Boiler Testing revision
 A note from Martin Parham regarding the changes to boiler testing and details
 of who to contact to arrange your boiler test.
- Page 8Signals and their Usage
 An article by Tom, with news of a new signal gantry for the track
- Page 9Waste Matters
 A little note regarding recycling by Pat
- Page 10 & 11Gallery
 A few recent images from the winter period.
- Page 12 & 13Funnies
- Page 14-16Arch
 An article by Tom , about construction of an arch for his Enterprise
- Page 17 & 18Polly—2 years on
 An article by Andy & Luke Bridges with details of modifications to their loco
- Page 19Laurie Nichols
 A farewell to Laurie
- Page 20Diary of Events
 Just what is going on at the club this year?

Editor's Spot

Well, welcome to another running season, and another edition of the MMES Newsletter—I hope you like the new format, I thought it was time to try something new.

In this edition if you have not already been pestered by Sue, you will see that the very enjoyable S.H.I.T. weeks are being revived for this year. Sue has very kindly been making arrangements for a visit to Yorkshire for the last week of June, and at very reasonable prices, so if anyone is interested please let her know as soon as possible. These holidays are a great way to get out to and experience other clubs tracks, plus visits to local attractions on the days when we're not running our locos.

As you can see from the Diary dates there is a busy year ahead, and events and open days are always being added to these dates - so in case I've missed anything, there should always be an up-to-date list on the noticeboard in the clubhouse.

A bit of a change this year in the committee and I have now taken on the role of track duties for public running from Sue, so it will be my turn to nag you for volunteers for money collectors, passenger loaders and traffic controllers. It is essential that these roles are filled each running day, otherwise we would not be able to run the railway, so if you find yourself with a free afternoon and no loco to run, please come along and help out. There is a new track duties list for 2013 in the clubhouse just waiting for people to fill in their names...

* * *

Something that I thought would be nice for the future, would be to have our own club calendars produced, and with that in mind would like to suggest a photo competition with pictures showing different aspects of the club throughout the year; be it events, locos, snow on the line etc. The winning entries would then be used in a 2014 calendar which could be purchased for a small fee (to cover costs of course).

Details of the competition i.e. whose going to judge, closing date etc still to be finalised, so more details in the next newsletter, but get your cameras out ready and get snapping.

Please remember, if you have anything that you would like to contribute to the newsletter, all articles considered. Let us know about the latest project you're working on, or some interesting facts or stories from your past (nothing too rude though...). You can send them to me by email - andrewmmes@hotmail.co.uk.

Here's wishing you a happy and successful 2013, I look forward to seeing as many of you as possible at the park.

Andrew

Chairman's Spot...

I would like to be welcoming in a fresh new hot running season at this point, however as I look out the window all I see is snow and blizzards... However there is some good news.

Last year finished with a flourish, having away of lovely weather for our Boxing Day run, which saw a very generous donation contribution from our passengers.

The new year started with a hive of activity around the club site, with a couple of major projects being undertaken, probably the most noticeable of these is the installation of a new kitchen in the clubhouse. Our thanks go to Maurice, who has undertaken the majority of the work for this, with help from several of our other members, who I will not name, so that I am sure I don't leave anybody out. The kitchen is now fully functional, with the last remaining task (at the time of writing) being the tiling of the walls, which Maurice has started on, and hopefully will be completed in the near future. Once again we thank him for his hard work and efforts. The other major project was the renewal of the steaming bay concrete, on the clubhouse side of the traverser, since the surface had been gradually deteriorating over the years, resulting in puddles forming either side of the drain. We had a contractor come in to break up the old concrete, and a massive effort was put in by them, with just 2 men removing all of the concrete in just a day. Unfortunately we were expecting a better thickness of concrete with a suitable amount of hardcore underneath, and all we found was a couple of inches of concrete on top of mud. This meant that our plans had to change slightly with the base having to be prepared with road stone before the mixing could take place. Fortunately we had superb commitment from our membership, who turned up in great enough numbers that we were able to mix and lay all of the desired concrete within one day, barely making it last beyond lunch, despite having allowed a couple of days to do it all. once again massive thanks go out to all involved during the preparation and finishing of this, a fantastic job was done by all.

Something a little smaller that has been under construction for a while has been a new signalling gantry to span over the 'new' traverser. This is well under way and nearing completion. A small article about this will follow, however I hope that all should find it fairly simple to use and understand.

Many other little jobs continue to progress, many by the Wednesday gang, many go unnoticed, however without them the club site and track would not stay in the condition that it is in.

So, with the season imminent, I sign off, with the hope to see you all over the coming months, be it with a loco to run, to help out with duties, a box of bits to show, a set of drawings requiring advice or even just to natter and enjoy a cup of tea, you are all always welcome whatever your intentions.

Have a great spring.

Tom

EE BAH GUM; IT'S THE RETURN OF SUE'S HOLIDAYS INCLUDING TRAINS!!!

(MORE FAMOUSLY KNOWN AS S.H.I.T. WEEK)

M.M.E.S. HOLIDAY IN YORKSHIRE 22-29 JUNE 2013

DETAILS

Accommodation to be:

3 nights at the Premier Inn, Leeds East

4 nights at the Premier Inn, York North West

Total cost for room only for the week @ £290 for single or double (non-refundable at that price)

Breakfast and dinner available at the restaurants attached to the accommodation.

Proposed Visits (all to be arranged yet):

Saturday: Journey to Premier Inn Leeds East, via the Great Central Railway, Loughborough

Sunday: Keighley and Worth Valley Railway and/or run locos at Keighley Track—
Or footplate rides and workshop tour at Middleton Railway

Monday: Run locos at Leeds Track

Tuesday: York Railway Museum & York + relocate to the Premier Inn, York North West

Wednesday: Run locos at Ryedale Society, Gilling

Thursday: North Yorks Moors Railway, Pickering

Friday: Run at York Track

Saturday: Head for home stop at the Nene Valley Railway or Imperial War Museum Duxford

Cost to be accommodation (likely price as stated above), meals, outings, donation to the clubs (who host us and often kindly provide lunch for us), travel (your own vehicle), holiday insurance.

For those who have not participated before: this is what we do, we tend to get together as much as possible, but only the trips to the tracks are compulsory, usually we aim to arrive about 10am or so and leave by 5pm. Details will be provided of the tracks and locations of all visits once booked.

If you want to participate please contact Sue **IMMEDIATELY** by e-mail SueAParham@AOL.com or good old fashioned first class post on receipt of this notice. Please be prepared to provide a deposit of £100 for the accommodation once the holiday is confirmed, which will be when we know sufficient people will participate. Then the arrangements to book the accommodation and the clubs can be carried out as soon as possible.



BOILER TESTING REVISION.

A new boiler test code has recently been issued by the Southern Federation that we have had to comply with since 1st January 2013. As far as members are concerned, there is very little change in the actual testing procedure and existing certificates remain valid until their expiry date.

The biggest change is in the paperwork. When any boiler is presented for a test, the boiler inspector will inspect the model in order to complete a Written Scheme of Examination. This certificate is merely a record of everything on the model that needs to be examined when it is presented for test. This certificate is in triplicate with one copy being sent to the registrar at the Southern Federation and the second copy retained by the Club. This certificate does not expire and lasts until the boiler is either structurally altered or is sold to a new owner.

When a new boiler is completed, it must undertake a shell test. This hydraulic test is at twice the working pressure and must be done without any lagging or fittings present. All bushes must be plugged off, with one having a 1/4" x 40 male fitting for the test pump. The certificate issued as a result of this test does not expire and lasts for the life of the boiler or until it is structurally altered. A copy is retained by the club. When the model is complete it is presented for a repeat hydraulic test at one and a half times the working pressure with all it's fittings in place except the safety valves but including the pressure gauge which should read at least as high as the test pressure. On successful completion of this test a certificate can be issued which will last for 4 years (2 years for subsequent tests on steel boilers).

Before the model can be used it must undergo a steam test in order to check the operation of the safety valves and other fittings that require examination. On satisfactory completion of this test, a certificate can be issued for 1 year. If the test is carried out at the same time as the hydraulic test, the results can be recorded on the same certificate but If not then a separate certificate will be issued. The Club retains a copy of these certificates as well.

Although this paperwork will mean that a model may have up to four separate certificates, it is only the steam certificate that is necessary to prove current validity as it carries the number and expiry date of the hydraulic test as well as the number of the Written Scheme of Examination certificate.

Small boilers (below 3 bar litres) now come under these test requirements but are treated slightly differently. They have an initial shell test at two times working pressure and a repeat hydraulic at one and a half times, as larger

boilers, but no more hydraulic tests are required for the life of the boiler. A steam test is then carried out and a single certificate issued for 12 months which records details of all the tests as well as a Written Scheme of Examination. The steam test only is repeated annually and a new certificate issued.

This is only a brief explanation of the new testing procedure which runs to 22 pages and is known as the "green book". If you need further information about the tests, please contact any of the club's boiler inspectors. A copy of the full test procedure is available in the clubhouse.

If you need to arrange for a test, please make an appointment, in advance, with two of the following boiler inspectors who will undertake tests on Sunday mornings or Wednesday mornings other than running Wednesdays.

Dave Deller	01732 841194
Graham Kimber	01732 845931
Peter Kingsford	01233 712086
Martin Parham	01622 630298
Tom Parham	01634 254202
Edgar Playfoot	01892 722019
Bernard White	01634 841899

Signals and their usage

By Tom Parham

Since building the carriage traverser, it has been a plan to eventually supply signals for that area of the track. We have now designed and are in the process of building a signal gantry which should come into operation during this season, spare time depending since it is not the sort of work that can easily be undertaken at the club.

First a quick note about full size signalling, there were either red to stop, amber to let you know the next signal is set to red and you can proceed with caution, or green to let you know all is clear and you can go ahead knowing the line is clear.

For our railway this is also going to be the case, although we are not intending to protect against trains on the line, as we have always run with line of sight with regards to other trains on the line. Our signals are there to protect against a dangerous track, with either traverser being able to obstruct/misalign the track.

A signal gantry may seem a little over the top (sorry for the pun) for what we are trying to achieve, however these are as much for the viewing public's interest as they are for us.

The gantry is double sided, having a signal for each of the three lines coming down from the shed direction, and one for each of the two tracks heading up from the curve direction. Yellow signals will show that the route is clear heading into sidings, and green heading along/onto the main line. Having the existing signal, at the steaming bay traverser., this means that from either direction there are two consecutive signals. Should the second be at red, the first will be at yellow. All of these will be automatically controlled by the movement of the levers at either traverser. From the driver's point of view, you only need to conform to the signal above the line that you are on before reaching the traverser

The picture shows it in its first fit stage, without any signals on it.

I hope this makes sense to everybody, but if you have any questions about it then come down and have a chat one day.

If there is enough interest I may write an article about its construction.



WASTE MATTERS

TOGETHER WE CAN RECYCLE MORE

In our refurbished kitchen area we have incorporated 2 waste bins so please think '**RECYCLE**' when disposing of your rubbish.

The bins are situated in the cupboard opposite the cooker hob.

The front bin is for GENERAL WASTE with the back bin for RECYCLABLES

PLASTICS / CANS / FOIL / GLASS

Please WASH & SQUASH all plastic bottles and RINSE all other food containers, glass bottles & foil.

Please continue to use the recycle bin located by the hand wash basin for PAPER & CARDBOARD ONLY



Just one of the little jobs tackled over the winter period. A big hole needed to be filled in...



Just some of the gang at work, mixing and filling



Jack lying down on the job...

And the end result, well done all!!





Tom doing his daily workout—plus testing the strength of his new gantry...



And a couple of nice images from the 2012 Boxing Day Run—enjoyed as usual by all...

THE NEW E-MAIL VIRUS I thought you would want to know about this e-mail virus.

Even the most advanced programs from Norton or McAfee cannot take care of this one.

It appears to affect those who were born prior to 1965

Symptoms:

1.. Causes you to send the same e-mail twice. *Done that!*

2. Causes you to send a blank e-mail! *That too!*

3. Causes you to send e-mail to the wrong person.. *Yep!*

4. Causes you to send it back to the person who sent it to you.. *Aha!*

5. Causes you to forget to attach the attachment. *Dammit!*

6. Causes you to hit "SEND" before you've finished. *Oh no, not again!*

7. Causes you to hit "DELETE" instead of "SEND.." *And I just hate that!*

8. Causes you to hit "SEND" when you should "DELETE." *Oh No!*

IT IS CALLED THE "C-NILE VIRUS."

Have I already sent this to you? Or did you send it to me?
[thanks.....um.....who was it again?]

Forget Newton and Galileo.

Here are the real laws of nature:

  **Law of Mechanical Repair** - After your hands become coated with grease, your nose will begin to itch and you'll have to pee.

  **Law of Gravity** - Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.

  **Law of Probability** - The probability of being watched is directly proportional to the stupidity of your act.

  **Law of Random Numbers** - If you dial a wrong number, you never get a busy signal and someone always answers.

5. Supermarket Law - As soon as you get in the smallest line, the cashier will have to call for help.

  **Variation Law** - If you change lines (or traffic lanes), the one you were in will always move faster than the one you are in now.

  **Law of the Bath** - When the body is fully immersed in water, the telephone rings.

  **Law of Close Encounters** - The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

  **Law of the Result** - When you try to prove to someone that a machine won't work, it will.

    **Law of Biomechanics** - The severity of the itch is inversely proportional to your reach.

    **Law of the Theatre & Football Stadium** - At any event, the people whose seats are furthest from the aisle, always arrive last. They are the ones who will leave their seats several times to go for food, beer, or the toilet and who leave early before the end of the performance or the game is over. The folks in the aisle seats come early, never move once, have long gangly legs or big bellies and stay to the end of the performance. The aisle people also are often rather surly folk.

    **The Coffee & Tea Law** - As soon as you sit down to a cup of hot coffee or tea, your boss will ask you to do something which will last until the coffee or tea is cold.

    **Murphy's Law of Lockers** - If there are only 2 people in a locker room, they will have adjacent lockers.

    **Law of Physical Surfaces** - The chances of an open-faced jam sandwich landing face down on a floor, are directly correlated to the newness and cost of the carpet or rug.

    **Law of Logical Argument** - Anything is possible if you don't know what you are talking about.

    **Brown's Law of Physical Appearance** - If the clothes fit, they're ugly.

    **Oliver's Law of Public Speaking** - A closed mouth gathers no feet.

    **Wilson's Law of Commercial Marketing Strategy** - As soon as you find a product that you really like, they will stop making it.

    **Doctors' Law** - If you don't feel well, make an appointment to go to the doctor; by the time you get there you'll feel better. But don't make an appointment, and you'll stay sick. This has been proven over and over with taking children to the paediatrician.

Arch by Tom Parham

As mentioned before, having re-boilered my Enterprise, I was extremely pleased with the results, with the loco back to its old self. Although it had always been a well steaming engine, there was always one area in which I felt this design of loco suffered. I have always considered that the fire covers a rather small area in comparison to the quantity of steam required to feed the three cylinders. Having always had a strong draw on the fire, that provided more than enough steam to keep it running, my feeling was that the fire was always being pulled a little excessively resulting in the tubes getting clogged with soot, primarily the lower rows which would be completely obscured by ash in the smokebox by the end of a few hours in steam.

Having seen an improvement in the fire usage on Andy's Polly when he fitted the stainless steel arch to his fire grate, I wondered if it would be possible to create something similar for Enterprise. On his Polly the arch is welded on a post directly to the grate, however, this would not be possible for me, since the grate/ash pan needs to be put in at an angle in order to avoid the rear axle before levelling off in the correct place. Also the boiler design for Enterprise is wider at the top than at the bottom, unlike the parallel sided Polly.

I had wondered if it may be possible to wedge an arch in the firebox, however, I felt it could cause problems if it bounced into the wrong position. Ideally it should be fixed in some way. I thought of a method that was reasonably simple. Since the superheaters are made of stainless steel tube, to a tube-in-a-tube design, giving two large tubes in the firebox, I decided to make a clamp that gripped the superheaters, leaving a bolt facing downwards, so an arch could be bolted to this.

I made the clamp out of two pieces of stainless, bent at the ends so that they would grip the superheaters, with a bolt welded through one and a clearance hole in the other. They would be able to be done up around the elements leaving a stud facing down into the firebox. After discussing with Andy the design of his arch, a suitable piece of 4mm stainless steel plate was found at work, although I needed to work out what shape it needed to be made, since my firebox has the 'keyhole' shape as opposed to the parallel sided box of the Polly.

At home that night I climbed underneath the loco and fitted the clamp for the first time. Once this was in place it was possible to measure the rough sizes needed for the arch, allowing me to cut a cardboard template in order to see how it would fit. Once finalised, the design was transposed onto the stainless steel at work. In order to gain the required angle between the arch and the bolt, I felt it would be better to cut and weld the material rather than try to just get a neat bend. This way it would be easier to gain the required angle between the superheaters and the tube plate below the bottom row of tubes. Once welded, it could be fitted to the loco that evening, giving me time to adjust anything before the following weekend, should it be necessary. After a bit of fiddling, it became evident that it wouldn't quite fit although it was extremely close. I believed this to be because it was just catching the stay heads, so I gave it a quick trim with the angle grinder by a couple of millimetres on each side, and opened out the bolt hole to give easier installation. To hold the arch onto the stud, I used a dome nut, since this would protect the threads from the fire, hopefully allowing easy removal in the future.

Within two days of starting, I had the arch fitted, and eagerly awaited the weekend when I would be able to test this new addition to the loco. Unfortunately, circumstances never seem to work out, and poor weather dampened my desire to load the loco into the car, although this decision was very much regretted once the sun came out at lunchtime. Having seen the design some people thought that it might be too easy to shovel coal over the top of the arch, however in practice, because it is so close to the superheaters, this worry was unfounded. The weather meant that the first steaming would be at an Open Day at Welling, which was annoying since I could not be sure how it would perform.

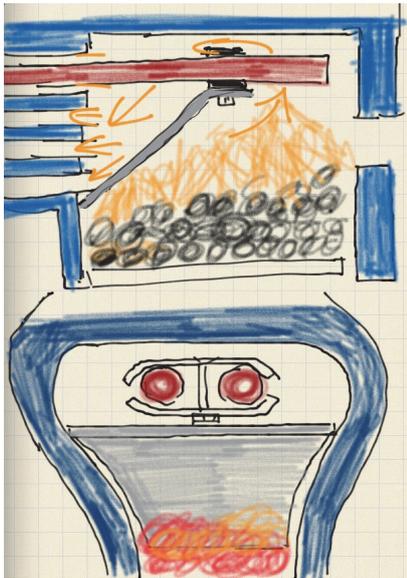
That weekend did see a 'normal' steaming session at the club, so I steamed up early for fun and was on the track by 1pm, a while before public running. The afternoon did see a semi-busy passenger hauling session, and although time restraints meant that I needed to come off at about 4pm or so, Enterprise was still steaming freely. Upon opening the smoke box I found finer ash than normal, less of it, and all the tubes were clearly visible. A brush proved that there was nothing noticeable in the tubes, and it could easily have steamed well for longer if necessary. The only downside is that firing has become slightly more awkward, although nothing that a slightly smaller shovel couldn't cure, should I get around to making one. In an aid to making it easier to fire, I have since shortened the stud slightly, and replaced the dome nut with a standard nut, allowing less obstruction to firing. It's hard to tell, but I think that it is a little more efficient now, especially given a long run, since all of the heat from the fire passes the superheater before heading up the tubes.

I won't go into too much detail with the technicalities, since everything was made to measure to suit this loco, but I will just mention more details in case these are of interest, and how I got my measurements:

The superheater tubes were made from 16mm OD stainless steel hydraulic pipe, with a wall thickness of 2mm (this is probably a bit on the large/thick side, however the material was left over from a job at work). This was more than sufficient to provide a solid structure from which to hang anything. The clamp was the first thing to be made, and there just happened to be a piece of 20 x 4mm flat bar sitting on my bench at work. A pair of 80mm lengths were cut and a clearance hole for an M8 bolt drilled in each of them, one being countersunk since I couldn't remember how much clearance I had between the superheaters and the crown. I TIG welded a 50mm long bolt into the hole, and gave the bars a slight bend towards the end to help grip. A trial installation showed that it fitted perfectly. I was able to measure the width of the upper firebox with a pair of internal callipers, and transpose this onto some card. After measuring the height of the clamp bottom above the bottom of the tubes, I was then able to create a cardboard template to try in position. The top measured about 80mm wide, while the lower end was about 60mm wide, with a tube height of 50mm. While deciding that the arch should come about 60mm back in the firebox, this allowed me to calculate the drop angle of 38 degrees (which is incidentally about the same for Polly) and finish cutting the cardboard template, with an approximate curve between ends, and try it in position. I was also able to determine how much of the clamp bolt could be cut off. I traced around the card onto some 4mm stainless steel plate, and proceeded to cut this out. A 13mm strip of the same material, with a 9mm hole in the middle, was welded onto the top edge, at the correct angle. A trial fit showed that everything was a touch too tight and therefore slight adjustment was necessary before final assembly.

Over the course of a year's steaming I have had no problems with it, taking it out once to see what had accumulated in front of it, only to find nothing. It only requires removal for the boiler test, and that is an easy exercise, there being only one M8 nut holding it in place.

I would definitely recommend something like this to anybody who feels that their loco 'chokes up' during an afternoon, and probably to anybody in general for that matter, since it is relatively easy, and has proved to me to be of benefit to the loco's performance.



Polly (Marjorie Evelyn) 2 year's on

By Andy & Luke Bridges

Polly is now in her third season of running and a few improvements and alterations have been made.

The first was a sleeve made for the inside of the chimney, this was to correct the 1 in 6 cone angle to the top of the chimney as she would sometimes struggle to create enough draft to draw on the fire.

After speaking to various people and taking some measurements and doing some calculations it was decided that this angle was incorrect but the angle to the petticoat pipe was ok so moving the blast nozzle was not the best option and also there was a small shoulder above the petticoat just inside the chimney, so making a thin sleeve would correct this and obtain the correct angle. We made the sleeve and fitted it in the top of the chimney and pushed it down until it touched the top of the petticoat pipe and it improved the draft greatly and was easier to keep steam up.

The next problem was that she was light footed. Some weight measurements were taken and the front was found to be much heavier than the back. The only place to put the extra weight was under the foot plate, below the cab and between the copper pipes. So a mould was made and lead poured into it to fit under the foot plate. The total weight of the lead was 15Lbs. It has made a big difference, however the front is still a fair bit heavier than the back so a little more is needed, but where to put it. Under the running boards on both sides between the rear and centre axles is going to be the only place it can go, but this hasn't been done yet so we will have to wait and see if it helps.

Another improvement made last year was to make a stainless steel brick arch which is fixed to the fire grate. We decided to try this idea after talking to another Polly owner who said that in his loco it made quite a difference.

A drawing for a Polly brick arch was obtained from the secretary of the Polly Owners Group POG (Which Luke and myself are both members)

At work a piece of Stainless steel the correct thickness was found and the pieces were cut to the correct sizes and angle of between 30 degrees and 45 degrees I split the difference and made it 37 degrees but I needed them TIG welding together and to the grate. If I had done it they would have probably fallen off so a trip to the steel fabricators across the road was made and the chap we know welded the bits together. I would have preferred to ask Tom to do it but he had some days off, typical.

We fitted the grate with the arch attached and the next weekend it was tested and a thumb's up was given from Luke. I then drove and confirmed it had made a difference.

This has made the fire more forgiving and caused less ash to be found in the tubes or smoke box, due to the coal being burnt more efficiently.

We have found you have to be a little careful when putting coal on the fire to keep the shovel quite low as the draft will suck the coal on top of the arch, causing the bottom row of tubes to get blocked. We have now learnt how to fire differently and it now works well.

Although, after one season of running with the arch we have had to make a new supporting leg for the arch as the heat of the fire has eroded the stainless steel but the top plate is fine and we have made a spare as well.

Another improvement was to the front of the tender which was very low and looked a bit strange, and when picking up coal with the shovel it was very easy to spill coal over the front which meant we always used to have to use two hands.

We made an extra piece for the front of the tender using some sheet brass. This then raised the height of the tender. We fitted it using small Steel round head slotted screws so they would look like rivets. This made the tender look much better and it now looks right. We then shortened the draw bar between the tender and loco. Doing this as well as adding the extra part to the front of the tender has made the appearance of the loco much better. We also strengthened the rear tender springs to stop the tender from bottoming out under the added weight of a full tank of water which also helped with the appearance of the loco. The steps, small handrails at the locos front and head lamps have also improved the appearance.

The latest modification that we have made was to replace the old lubricator for a new roller clutched Jim Ewins type lubricator. The reasoning for this was that the old lubricator which was a ratchet type with an oscillating cylinder which had stopped working last season when we were trying to run on a Sunday this was because the cylinder kept lifting off of the face. This then meant that the loco was getting no oil and did not want to run properly. After a few weeks of trying to fix the old lubricator we finally gave up with it and decided to get rid of it. To solve this problem we got the new lubricator and fitted it to the loco and it was all good for the rest of the season. Fingers crossed, it has been working perfectly and has been giving the loco the right amount of oil that it needs. Another bonus to having the new lubricator is that unlike the old lubricator, the new one doesn't actually over oil the loco which means that less oil is used and no oil is wasted.

She is still passenger hauling well, last year we went to Bromsgrove with the POG where she performed well with a trolley full of people up their fairly steep Lickey incline, and we were congratulated on making it without any assistance.

In January we took her to Ally Pally and went on display on the POG stand and ran passengers up and down a short length of track on the Sunday.

We have also moved the whistle in closer to the frames and on a slight incline and it sounds much better (not so much gurgling). So hopefully we will have a trouble free running season.

So happy steaming everyone.

Farewell to member Laurie Nichols 1926-2013

(Pictured driving his loco)

Laurie was a member of Maidstone club since the turn of the century although as he lived in Essex his main club was Canvey. He and his best friend Len joined Maidstone initially so they could participate in the MMES annual holidays (Sue's Holidays Including Trains week) being held at that time, which they enjoyed participating in for a few years. Laurie also contributed a few articles to the MMES newsletter. He and Len built some rather nice driving trollies (28 in total) that a couple of MMES members bought (I have one). Although Laurie had not been well enough to visit Maidstone for some months, despite being ill, he nevertheless made the effort to be on hand and meet those of us that went on the club visits to Canvey Club the last two summers.



Laurie was a Yorkshire lad, something he was always proud of, being born in Scarborough in 1926. His early memories as a child were of helping his uncle with his coal wagon. He passed his apprenticeship as a toolmaker, and was married while on leave in 1946 just a few days before his twentieth birthday. He built a motorbike in the cellar of his house in Saltair and had to remove the window to get it out of the building. He and his wife Mary had two children and moved to Basildon in 1958. He took early retirement when his wife died in 1978, and after some time he remarried but his second wife died in 1993. A few years later he joined Canvey Club. The locos he built were mainly 5": a Metre Maid, 2 Sweet Peas, a Canterbury Lamb and he had started a Crampton, but he also built a 7¼" Wren. He also built several pipe organs in his time, one had 40 pipes, and one was as big as a small caravan!

He joined the Salvation Army in 2006 as he always had a strong Christian faith, and spent a lot of his time supporting them. In 2011 he had a major operation for bowel cancer. He was devastated when his son-in-law Clive died in July 2012 and it was because of that tragedy he lost the will to battle his cancer any longer. He had carried out a lot of charity work at St. Luke's Hospice in Basildon, Essex, and built and donated to them a pipe organ a few years ago. This was where he decided he wanted to end his days. He finally got his wish and died peacefully at St Luke's Hospice on 19th January.

Sue Parham
February 2013.

NB We would always wish to write a piece to honour our deceased members when they are with us no more, but sometimes we are not advised when they have passed away, or able to attend the funeral, or access information.

If you're feeling a bit peaky then please feel free to write something about yourself in advance and forward it to the newsletter editor, who can keep it on file until the appropriate time.....!!!

DIARY DATES 2013 (as at 07/03/13)

Sunday 31 March	First Public Running Day of 2013 (Easter Sunday, clocks forward 1 hour night before)
Friday April 5	Guest Speaker: Andrew Hardy "Playing Trains - from Little to Large"
Wednesday April 17	Members Playtime Run
Friday May 3	Quiz Night
Wednesday May 15	Members Playtime Run
Friday June 7	Evening run with Fish & Chips
Wednesday June 19	Members Playtime Run
Friday July 5	Evening Run & BBQ (Bring your own BBQ and food)
Saturday July 13	Peter Roots Family & Friends Day
Wednesday July 17	Members Playtime Run
Friday August 2	Evening Run with pizza
Saturday August	Visit to North London
Wednesday August 21	Members Playtime Run
Friday September 6	Evening run with Chilli and Jacket Potato
Wednesday September 18	Members Playtime Run
Friday October 4	Bring and buy
Wednesday October 16	Last Members Playtime Run of 2013
Sunday October 27	Last Public Running Day of the Season (clocks back 1 hour night before)
Friday November 1	Bits n pieces evening with tea and crumpets
Friday December 6	Video night (?)
Thursday December 26	Boxing Day Run – Free Rides for the Public, Family & Friends

Friday Nights start around 7-30pm at the Clubhouse, evening runs a bit earlier.

Donation minimum £1 per person for Friday evening meetings, feel free to be more generous.

Friday evening meetings are for members and associate members (their families), occasionally for members' friends, and for those who intend to join the society.

Wednesday Playtime Runs now start around 10-30am and generally finish early afternoons.

Events will only alter if an unforeseen situation means change is essential.

The Club's website is at www.maidstonemes.co.uk

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

4May: Welling & DMES Open Day

10-12 May: National Model Engineering and Modelling Exhibition at Harrogate

11-12 May: Romney Marsh MES Open Weekend

18-19 May: Southern Federation Spring Rally, then Open Day at Kinver & West Midlands SME

8-9 June: Harrow & Wembley SME Rally Weekend

15 June: Harlington Visiting Clubs Day

22-23 June: Gravesend MM & ES Anniversary & Visiting Clubs Day

22-23 June: LittleLEC at West Huntspill Society

12-14 July: IMLEC at Leyland SME

20-21 July: Guildford MES Steam Rally & Exhibition

27-28 July: Oxford SME Dreaming Spires Rally

24-26 August: Harrow & Wembley SME Rally Weekend

30 August-1 September: Bedford MES Rally Weekend

21-22 September: Southern Federation Autumn Rally, then Open Day at Northampton SME

5 October: Welling & DMES Open Day

17-20 October: Midlands Model Engineering Exhibition