

# **MAIDSTONE MODEL ENGINEERING SOCIETY**

**Winter 2021**

**[www.maidstonemes.co.uk](http://www.maidstonemes.co.uk)**

**President - Geoff Riddles**

# Maidstone Model Engineering Society

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### Your Committee

The committee exists to serve the club, to look out for the clubs interests and to make decisions on behalf on the club and its members.

Each committee member has volunteered and been elected by the membership at the AGM.

We are your committee, if you would like a point raised, either write/email to Martin, or talk to one of us and we can raise an issue on your behalf.

Chairman - Tom Parham  
 Vice Chairman - Chris Hawkins  
 Secretary - Martin Parham  
 Treasurer - Edgar Playfoot  
 Press Officer - Luke Bridges  
 Sue Parham  
 John Hawkins  
 Andy Bridges  
 Chris Williams  
 Jack Ruler  
 Amy Bridges

Cover photo: Andy Nash attacking the climb with Spitfire

# Luke's Spot

What a year.... What a couple of years come to think of it, and yet a year on and the situation is improving however slowly towards a full return to normality. In the mean time, I hope you are all keeping safe and keeping active.

As we write this, I almost have a usable workshop of my own! Just waiting for the power to be connected before the lathe, mill and drill can start making noise and mess. And about time, there's a few things to get done reasonably quickly before a major project comes along. But more on that in a future edition.

My latest thing to keep me occupied is this that Martin put me onto. A



(mostly) 3D printed 08. The design is pretty good and prints well, goes together well and looks the right stuff. Some more to print and work out drive for it next, then pack in some weight under the bonnet. My first venture into GI (apart from some very overscale Thomas in G) and hopefully I can copy some of the ideas from the running gear back

into my tiny Ruston 48-ish that I've been tinkering with for a while. Then they need some 5 planks or tippers to pull/bash about. Should be fun.

As a side note, my printer should handle a double scale version.... 3.5" plastic 08 anyone? Maybe if I feel a bit mad and have rolls of plastic to spare.



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And like our public page at [facebook.com/maidstonemes](https://facebook.com/maidstonemes)

# At the park

## General Works - Jack Ruler & Chris Williams

Roof trims around the station have been fitted, fences repaired, and a compressor air leak has been fixed. The compressor is currently out of action, but parts for repair have been obtained.

A suspended ceiling is being investigated for the clubhouse as we revise the lighting and electrics and replace the fans.

## Household and Catering - Sue Parham & Amy Dixon

IMLEC catering with the scouts worked well on Sat/Sun.

## Public Running - Sue Parham & Chris Williams

Shortage of station volunteers, and social distancing will continue for now.

It was agreed to look into ways of attracting new volunteers to do station duties.

## Safety - Tom Parham & John Hawkins

The defib battery was due for replacement

## Permanent Way - Chris Williams & Peter Kingsford

The traverser limit stops need attention and a new surface is being investigated.

## Fuel - Tom Parham

Plenty of coal available, and more steam oil is available

## Club Locos - Tom Parham

Gertie has been reassembled, in much better mechanical condition all around.

Enterprise is in working order

Frenchie is still suffering overheating

### Rolling Stock - Andy & Luke Bridges

One set of trollies is currently out of action needing new tyres.

### Other business

A new club mobile phone has been purchased, as described by Tom in his Chairman's report. A new path from road to station, without steps was being investigated.

A new brick built storage shed, behind the clubhouse on the bank is being looked into to help clear the workshop and clubhouse.

## Index of Articles

This has started to be compiled and will shortly be available online on the newsletters page of the website. [www.maidstonemes.co.uk](http://www.maidstonemes.co.uk)

Currently we are up to the end of the 1980's and adding more gradually.



## Chairman's Report December 21

As I sit here writing this, I find myself at a loss for words as to the state of the world. With numbers of confirmed COVID cases and a new variant it is hard to see when this may end. My biggest hope at the moment is that you are all managing to keep safe and well. For myself, I have kept away from it for a long time which has been pleasing considering I have never stopped going into work and potentially being exposed to people who could have been carriers. Unfortunately, it would appear that my younger daughter has picked it up from school and has now tested positive, however the rest of us currently have been testing negative.

Back to the club... so what has been going on? Following on from the last report, we were able to finish the season taking passengers, despite being restricted for station staff and locos at times, we were able to maintain a service to the public, up to Halloween, when we had quite a selection of fancy dress to amuse everybody, ranging from a cyberman on station duties, to witches and the grim reaper driving, with many more in between. I should mention that a number of our members were at the Federation Autumn rally at Reading, and I would like to congratulate Dad for being presented with the Australian award once again, this time for his 28xx.

Despite the passenger hauling season being over, it is still nice to see locos being run on a Sunday, mainly for testing, but still, running is running, and there is no better smell than that of burning coal... what better excuse to bring something for a run.

For the winter months we have identified a few jobs to be completed over the next few months, if you would like to find out more about these jobs and get involved then please do pop down to see us on the usual meeting days and we will happily point you in the direction of something which needs to be done, alternatively, you are always welcome to join us for a cuppa and a chat.

As you most likely remember, I mentioned previously the new gate being installed by the council and due to be operational by the start of November... unfortunately they have had issues with the installation of this. I understand that the gate is close to being operational,

however once they are happy with it, we will be given a month's notice prior to it being commissioned. Once it has gone into use, all the number plates that have been submitted to me so far will be registered with the council so that the gate should open automatically for you. Should you have a visitor or a different car for a while it will be possible for one of us to call the gate to get it opened. One of the numbers which will be able to call this will be the new clubhouse phone (07548 281617), so the first place to call would be there, where hopefully someone will answer it and open the gate for you, otherwise myself, Martin and Chris Williams should be able to help you. I will give as much information as I can as soon as I hear that it is going to be in use, but I do not see it being before the new year, and its looking like it may not be until the end of January at the earliest.

For those of you who have stayed awake for this long, I would like to remind you of the Boxing Day run, which this year falls on the Sunday 26th December, we would usually be giving rides between about 11 and 2.30, weather depending.

And finally... the January and February club nights will be hosted on Zoom, with the former being a quiz night kindly put together by Roger for us, it would be great to see you there. The February club-night we currently have no speaker for. If you know someone who would be able to present something to us, or would like to put something together yourself, please let either myself, Luke or Sue know, otherwise we shall be pestering the usual suspects.

As always, I look forward to seeing you soon.

Tom,



# 2021 Autumn Southern Federation Rally at Reading & The AALS Award - Sue Parham



*Photo by Sue Parham - Martin receiving the AALS award*

A few of our members attended this rally on the 18<sup>th</sup> of September – Simon Batten, Andy Nash, Nick Taylor, plus Martin and me. One or two had a bit of trouble on the track, and derailed, but Martin and I didn't have any problems. I was running Jack and he was running his GWR 2800.

The Australian Award of Live Steamers (AALS) Award is presented to the winner of the competition that runs every year at this rally, held at different tracks in the UK. It is

awarded to the Commonwealth design of locomotive judged to be the best in any gauge from 2½" to 7¼" at the rally. The locomotive has to have been built by its owner. The winner retains the trophy for one year. It is rarely awarded twice.

The AALS Annual Convention is held every Easter, by a host society, in a different state in Australia each year. Their 2021 Convention was cancelled due to Covid. It was to be held in Edinburgh SA by the Penfield Model Engineers Society. In 2022 they plan to hold it at Wagga Wagga. They award various trophies, including one from our Southern Federation, awarded to the person who has made an outstanding contribution to the hobby.

The Award in this country was first awarded in 1988. It has been awarded 30 times since then, except for years 1996, 2000, and of course, because of Covid, 2020.

Our own MMES has the most impressive record, the award was first won in 1993 by Martin with his 5" Duchess of Hamilton 46229.

In 2003, Bernie White won it with his 3½" Britannia 70000, and he then won it for a second time in 2017 with his 5" Merchant Navy Orient Line 35008.

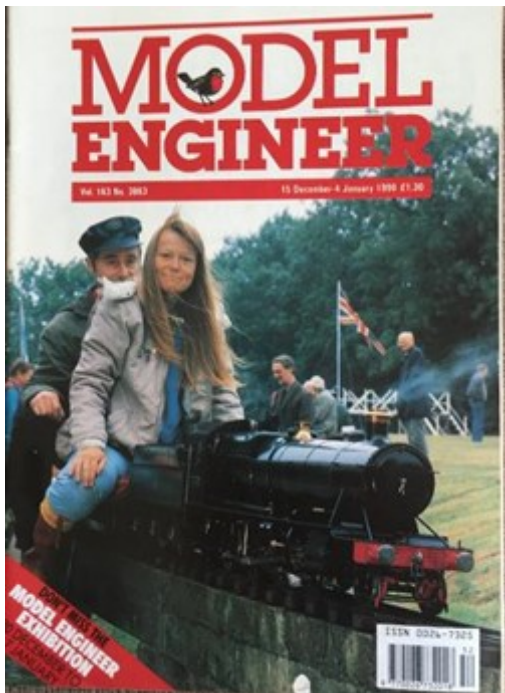
In 2005 Edgar Playfoot won the award with his 5" Midland Single Princess of Wales.



In 2009 Richard Linkins won the award for Romney MES (he is also a Maidstone member) for his 5" BR Standard Class 78023.

Our Tom, a chip off the ol' block, won the award in 2018 with his 5" LMS 3F Jinty 47279.

This year, 2021, 28 years later, Martin won the award with his GWR 2889, his second win.



*Photo by Sue Parham - Sue driving Martin's winning 2889 all those years ago*



*Photo by Sue Parham - Sue driving Martin's winning 2889*

The loco was finished in 1989, and the Model Engineer published a picture of it on the cover of their Christmas edition, when I was driving it at the Birmingham Rally.

Coincidentally, Bob who sat behind me and who I didn't know, was also

at the Reading rally. So, Martin said let's recreate this picture, 32 years later – which we did. Sort of, as we did it in a hurry!

But, of course, the day belongs to Martin, not me, and many congratulations to him.

I should say the other winner that day was Simon, who won the prize for the person who had travelled furthest to get to the rally.

# Loco Remote - Luke Bridges

Over the last year or two I've been aware of a product called Loco Remote.

What is Loco Remote - without sounding like a sales pitch - it's a WiFi speed controller and/or sound card and/or accessory controller for small scale electric locos.

Only available direct from <http://www.locoremote.co.uk/>

They have a few models available

- Mini B
- Maxi
- Mega 2
- Mega 4

Each rated for different loads, and each optionally with light and/or sound controller.

The Mini B is 3V to 6V 1.6A max rated.

The Maxi is 6V to 12V 2A rated, the Mega 2 and Mega 4 being the same as the Maxi but with 2 or 4 output's respectively.

They are tiny too for their ability - the Mini B I've been playing with is listed as 26mm wide, 43mm long, 10mm high.

The best part is the WiFi control. When it is turned on it shows up as a wireless hotspot - connect your phone, laptop or tablet to it as you would any other WiFi and open the control page in your browser. Speed and direction control is by buttons on the page, if you have the light or sound options they are all there too.

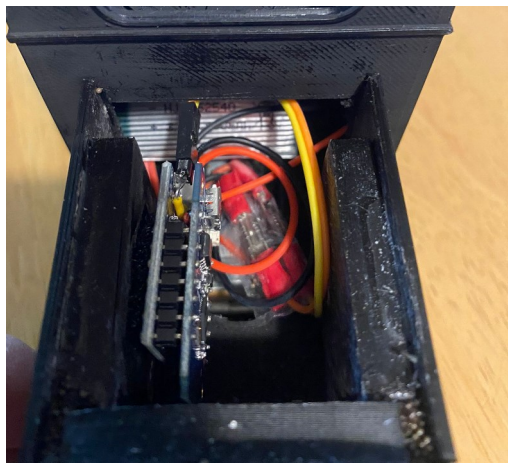
Now lets meet "Gertrude" - Aptly named by Amy :)



Again, you'll be noticing a trend here, she is a (mostly) 3D printed SM32 loco - files available from Thingiverse.

She is currently hauling tipper tubs of xmas sweets around my xmas tree.

She is my testbed for the Loco Remote Mini B as pictured below



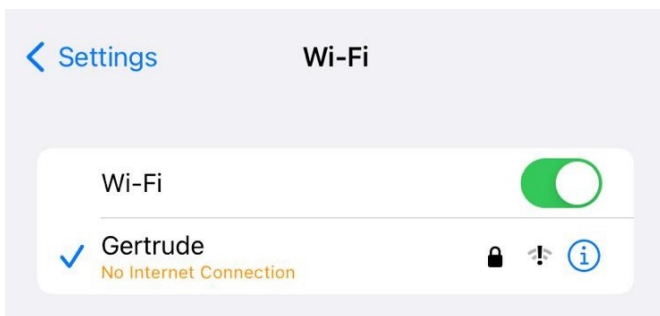
The Mini B only has two connections, one to the battery, and one to the motor. Everything else is onboard.

As soon as power is connected, or the switch inline with the battery is switched, it comes to life and makes its WiFi point available.



And up it shows as Gertude - you can set the name once you have accessed it for the first time.

And connected - with a warning (also a helpful reminder) that Gertrude doesn't provide internet connectivity.



Once you have connected directly to the unit, only mobile 3G/4G/5G internet will work, but no data is needed to access the control page for the Loco Remote.

You try and go to [www.locoremote.co.uk/v1](http://www.locoremote.co.uk/v1) from your phone connected to the Loco Remote and its clever enough to know that means you want its control page and that is what it shows you (as top right).

And again “Gertrude” just for confirmation and if you had a few of these of different devices, you don’t send something else off into the abyss accidentally.

It's a simple enough interface.

Direction

Speed Control

And

Stop

If you choose a unit with sound and lights they display underneath

Then the current speed as a % and battery level..

1st Gear is a shortcut to 60% speed and 2nd Gear to flat out 100% speed.

I tend to use 1st Gear most of the time and adjust from there.

**Speed: 60%**

**Battery: 4.01V - 79% left**

None of the buttons jump to the speed or stop, they all ramp up and down - Coast to a Stop ramps down as slowly as 1st/2nd ramp up.

Stop - ramps down quickly - but not a dead stop.

These are brilliant simple little units, my only criticism is that I would like a spider speed control rather than just faster/slower in 5% increments. But for what it is, and the use for it, its brilliant - simple, no nonsense. And cheap. The whole range is £37 for my base Mini B (no batteries or motor supplied) up to £92 for a Max 4 with sound and lights.

I'll certainly be getting another one, maybe a Mega with Sound and Lights for the 08 I mentioned elsewhere.







For those with the ability too, scan this to see one of their own demo videos of the Maxi 4 in action on a Gauge 1 model.

But is that all?

No...

Loco Remote also make available files for 3d printable (very tight radius) track, for both 32mm and 45mm (4.7 inch, 6 or 9 inch radius)



They have a huge library of track parts, points, turntables, various length straights all for free as .stl files to print.

It runs well, albeit quite slippery in PLA. The loop around my tree with a second inner passing loop is all on an old kitchen cupboard door and Gertrude races around it with no issue at all.

Each piece took around 20mins to print, except the points at around 35 mins (your mileage may vary by printer and setup) - its good stuff for the less serious modeller or just wanting something simple and cheap to play with.

My cunning plan is that my niece's and nephew's all know how to drive tablets and phones, so when they visit they should find playing with Gertrude and in future, others, a doddle!

Got to get kids into larger scale trains right??

## The 4" engine challenge

Based on a simple premise

Take a 4" by 1" piece of any bar stock you have available, hex, round, square or anything else, it doesn't matter.

Using only this material make a working steam engine.

Nuts and bolts and springs are not included in this restriction, but can be for bonus points - any washers must be from the stock.

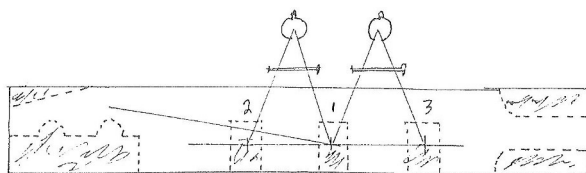
No restrictions or rules on size of finished engine, but no points for making it big or small.

Make it by any means or tools, to any style or design. It just must only be from the bar stock and it must work!

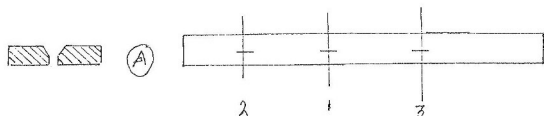


USING TWO JIGS CUTS OUT MUCH OF THE TEDIOUS MEASURING AND WILL MAKE  
QUARTERING SO MUCH EASIER!

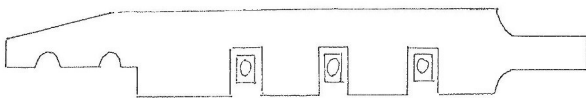
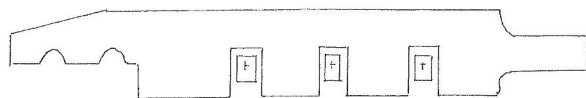
Winter '91



Mark out main frames.  
Transfer points 1, 2 and 3  
to a flat steel bar (A)  
With a centre drill.  
Drill so the point just  
goes through.



With horn blocks in place,  
axle boxes clamped in the  
running position.  
spot the axle boxes using  
a centre drill and flat  
bar (A).



Bore out axle boxes and  
replace in the frames  
(again in the running  
position).

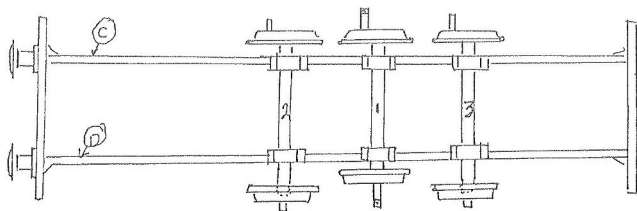


Jig drill wheels (B)  
Fit the cranks.

Complete frames with buffer beams, stretchers, etc. Machine axles.  
Make up the coupling rods (using the flat bar (A) to obtain correct centres  
in the rods also the bearings in the rods).

Now we can fit the Main Drivers (1) on to the axle (with their axle boxes)  
and pin at  $90^\circ$  to each other.

Drivers (2) and (3) fit and pin to only one end of their axles.



With frames upside down,  
Clamp axle boxes in the running  
position, wheels in place.  
Put on the coupling rod on  
(C) side.  
Just start the wheels on (D)  
side, add the coupling rod  
then revolve the wheels  
until they revolve without  
any hard spots.

As you can see with the main drivers (1) already at  $90^\circ$  and all wheels are running  
free, drivers (2) and (3) must be correctly quartered.

Having made certain of the above, mark, push on and pin drivers (2) and (3)  
on side (D).

I hope this will be use to you.

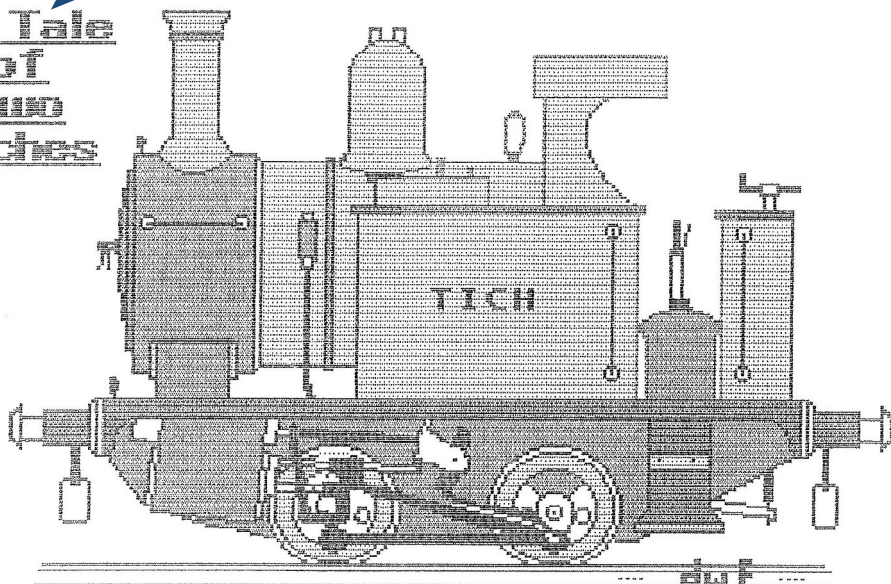
A.H.W. PAYNE (Jack).

Spring '92

Old newsletters and articles can be found

<http://maidstonemes.co.uk/newsletters.html>

## A Tale of two Tiches



As a child, I slept in the 'back' bedroom. It was the larger of the two allocated to me and my sister, and, apart from my bed, contained a massive hardwood bench upon which was mounted my Father's pride and joy, a Baby Adept lathe. Prior to my birth, he had commenced building one of LBSC's "O" gaugers, the one that was designed to haul a passenger, namely, "Sir Morris De Cowley". Although I never saw him actually work on it the parts were often perused in the early evening along with the catalogues from such firms as Kennions, Bonds O' Euston Road, Edward Exley, Bassett Lowke and even Camages (who were still selling the pot-boilered 4-4-0 Enterprise, one of which he had owned not too many years before). To have a coal-fired live steamer has been his lifelong ambition and LBSC was always the central subject of all talk between the pair of us whilst sitting on the bedside. The merits of Dot, Bat, Tich and many other LBSC designs were discussed at length. It seemed to me, as a boy, that Tich was something different, something so special that the name became etched in my memory. Anyway, Hornby Dublo arrived one Christmas, the bench and lathe quietly disappeared to make way for the 6 x 4 and "The Cowley" and LBSC were all but forgotten.

One day, back in March 1980, I was killing time in the local library, as usual, among the railway shelves, when I spied those famous initials on the spine of one the books. Memories of those bedtime chats compelled me to investigate further. I had found Tich. The book was duly borrowed and taken home for some armchair engineering. A few days and a couple of chapters later LBSC had persuaded me to become a "tyro" and build Tich. Strictly according to his words and music of course!

A lathe was purchased. Thinking back to those evenings in the bedroom, if an Adept was good enough then it's good enough now. But I couldn't buy one. Next best thing; a Cowells 90. This was fairly quickly expanded with the range of accessories that is available but none of them compensated for the lack of capacity that was all too soon evident. £30 was spent on a set of castings and £10 on the drawings; some frame steel and buffer beam material was acquired and work commenced

Work progressed steadily with many parts being made twice, or even three, times as skills in the use of both machine and hand tools were developed. The simple style of the drawings made sure that no mistakes occurred in interpreting them, and also I was lucky in that no castings were scrapped. 1983 saw the completion of the chassis, and work stopped. I was unable to construct the boiler. I did not have the brazing equipment and couldn't really justify the expense of buying any. I obtained quotes for a professionally built boiler and would have plumped for one at a cost of £90. But I was on the dole at the time so getting £90 pounds together proved less than easy and the project came to a complete standstill while I saved a meagre amount each fortnight.

Meanwhile my father was suggesting that I might like to finish the Cowley chassis. "It's just an assembly job", he promised, "All the bits are made, and then I can get a boiler and finish it". So the Cowley took over in the workshop. That assembly job turned out to be a complete remake as nothing fitted properly, bearing in mind that much of it was hand-tooled. End mills and slot drills were not much use on a basic Adept lathe; hand-filing was the norm. When the chassis was finished, instead of collecting it, he produced a boiler complete with all fittings and, because it "wouldn't take long to fit", left it with me! In the end I completed the loco (and built the tender) and gave it a lick of Malachite green before giving it back to him. A little monetary compensation was offered, "For materials", he argued. It was now Xmas 1986 and, back pocket bulging, I ordered the boiler for Tich. It came, off the shelf, literally by return post! And still only £90, p&p included!

Heavy snowfalls that winter and associated problems connected with getting to work caused me and my wife to go househunting. She bought the 3 bed, des res at one end of a garden, and I bought the brickbuilt shed at the other, in a village on the outskirts of Maidstone far away from the icy hills of Chatham. We moved in the June and work started converting the shed into a workshop. Benches were fitted, power and light supplied so that by September, with the beloved Cowell lathe installed beside a brand new pillar drill (my Black & Decker was getting tired) everything was ready for Tich to be completed.

She progressed at a furious pace now, the end was in sight. I fitted the boiler and ran all the pipework. Running boards and tanks followed in feverish manner as they meant that she could then be steamed. The appointed Saturday in the early summer of 1989 dawned hot and sultry, and what ensued that day was probably the most difficult job of the whole project; getting the fire lit! LBSC's cocoa tin blower contraption was no good, solid parafin didn't work either. In the evening I emerged from the workshop with a newly completed 12v electric blower unit which was unceremoniously shoved down Tich's chimney. More wood was poked through the firehole door and, as a match was chucked in the blower was turned on. At 12000 rpm the blower tried to fly! Certainly most of the fire did. Time for a cup of tea.

Sunday breakfast was a quiet affair with me deep in thought about my new fangled helicopter. It wasn't long before I decided to commandeer the model train transformer languishing in the loft in an effort to bring things back down to earth. Out in the garden Tich was replaced on the 3.5" gauge workmate that was serving as a piece of track and everything was prepared for another attempt at getting the fire lit. This time charcoal, suitably marinated in parafin, was loaded into the firebox, followed by a burning splint and, hey presto!, the fire caught and a nice gentle draught from the slowly spinning fan kept it going. The next few hours were spent learning (the hard way) how to lay a fire correctly until eventually there was enough steam to turn the loco's own blower on. In no time at all I was able to tackle setting the safty valve to 80lbs. There were a few dribbles here and there around the boiler but nothing serious enough to curtail the steam-up. Next question was- would she move? I decided to find out, but first I needed a buffer stop at the other end of the line. The wife was invited to come and witness the event with the suggestion that the best viewpoint was at the opposite end of the Workmate to me. All was now set. With water-level and fire checked and doublechecked Tich was dragged to my end of the bench and the reversing lever was put into forward gear. The regulator was tentatively opened, further and further, until finally, the wheels revolved and Tich travelled 9 inches or so to the end of the line. OK, that was forward, what about backward? With the lever in reverse and regulator opened Tich returned to my end of the bench, complete with a couple of soft chuffs (it was uphill). LBSC's promise that if the words and music were followed it would work first time was fulfilled.

Now, not all the words were music to my ears, as I had noted how quickly the tanks were emptied with the loco just simmering on the bench. I shuddered to think about how far she would get on a track with my 12 stones and anyway, those tiny tanks didn't look right. I decided that it was time for some major design changes. Another week or so in the workshop produced a pair of bigger tanks with a modified spectacle plate to suit. With these fitted, a works photograph was taken; Tich was complete!

The rest of that summer was spent steaming up on the Workmate in order to get to know the little beast until finally the annual two weeks holiday loomed and she was then stripped down and painted in BR green. Another photograph was taken before she was proudly presented to the rest of the household and given pride of place on top of the television. My elder son denied ever betting me £50 that I would never finish her, some time early on in the 9 years it took to do so. He may have forgotten, but I didn't! And my younger son declared that I had promised him that when she was finished she would be his! I may have forgotten, but he didn't!

Thoughts about joining a club prompted a trip to Tonbridge, but, after spending a few weeks as a member elect I decided against it and the idea was dropped. Yet the need for somewhere to run the engine didn't go away. Further consideration of the problem was inevitable.

My young son's comments about the loco belonging to him prompted me to ask him if he wanted one of his own, to which he replied "Yes".

Tich No 2 was conceived.

November 1989, and £55 was spent on another set of castings! This time it was decided to build a hybrid of the two designs, as it was felt that the owner driver would benefit from the idea. During the lengthy bench tests of No 1 room for many improvements was found, and these would be incorporated as well, so parts for both the large and small boilered versions were ordered. They came within a week and the Cowells was hard at it again. Progress on the chassis was faster this time as set-ups and tooling had all been tried before. A case of "better the devil you know" I suppose. By the spring a chassis on wheels had been completed with provision for axlebox and valve gear lubrication, from the running boards, built in. I had also decided that, in the interests of speedy completion, slip eccentric gear should be used and so it was duly installed.

The "season" had arrived again, early summer was with us, and thoughts were again directed towards some means of operating Tich instead of just letting her collect dust on top of the TV set. Club membership was the only sensible option available. This time Maidstone MES was approached and, once more, I found myself a terribly self-conscious Member Elect. Despite promises to my son, Tich remained hidden in the boot of my car for the first three or four Sunday outings to the park. But, I finally managed to overcome my shyness and quietly put her on view when no-one was looking. Boy! the number of people who can talk about Tich is just amazing. they came out of every nook and cranny imaginable. She was proving to be something special after all and has provided hour upon hour of delightful entertainment ever since.

By midsummer I had been accepted into the club and a whole new world was open to me: the Track. Despite a leaking regulator the boiler test was passed and, with a flourish of Jack's pen, Tich was certified as an 0-4-0 tank engine with round topped boiler. "Away you go lad", he said, "And don't forget to turn left at the top", and for the first time in my life I couldn't think of a single 'but....'! I didn't make it to the left at the top, I didn't even make it to the left at the bottom! But the whistle worked.

The weeks went by, visits to other clubs on their open days started to intrude on most weekends, yet every Sunday morning would find me teaching myself how to drive at the park. The basics were not difficult to master as I was fortunate enough to be given an expert lesson on Adrian's Enterprise while we were attending Sutton's invitation day but getting Tich round the  $\frac{3}{8}$  mile circuit at Maidstone was not easy. Of course, practice makes perfect and with a beaming smile within me, I eventually made it in one, (just)!

Now I was eager to find out just what the little loco was capable of in expert hands. Sue made short work of three circuits non-stop, the water capacity in those tiny tanks being the limiting factor of course. I was now totally satisfied, one mile was good enough for me. All I had to do was go that distance myself. One other problem that manifested itself was that of blocked tubes. After three or four trips round she became choked.

Ideas on improving performance were now being gathered with a view to modifying No 2. A tender was chosen instead of tanks to give a three or four fold increase in range. That meant that an injector could also be utilised, (those interminable queues at water towers all over the country mean hard work on the handpump). A different style of steam turret was necessary to accommodate all the takeoffs required as a donkey pump and a vacuum ejector were also envisaged!



With progress slowed by active Club membership (we were out most Saturdays helping to represent the Society at various rallies up and down the country from Southampton to Birmingham, and sometimes the Sunday too) N° 2 gradually arose out of the plethora of ideas gained from N° 1 until finally, in the Autumn, she was ready for a boiler. This time £33 was all that was needed (to buy the kit) as the tools and a mountain of help were available to me, as a club member. It was completed and successfully tested over a 6 week period without too many leaks having to be plugged and duly installed on the frames. Modifications to the smokebox were implemented to cure the tubes of their tendency to choke and the original attempt to make a spring balance type safety valve was aborted in favour of a "pop" valve in order to conserve the steam generated in such a small unit. Over the winter of '90 the tender was constructed using drawings lent by Frank allowing me to base the design on that for "Polly", followed by the running boards, cab and some final details. 18 months on from the start of her construction "Lady" (in memory of our pet dog) was commissioned by Martin and Pete and my Son was able to venture out onto the track under his own steam (so to speak).

The better part of the summer of 1991 was also spent supporting the Club at rallies culminating with Aaron (my son) fulfilling a promise to the Birmingham club by attending their National Locomotive Rally for a second time with (and driving) his own Loco. Perhaps the final accolade was when my Wife elected to have a go, complete with designer overalls and hairdo, on the track at Taunton during the week of The Modelmakers Festival centered at Blean in Somerset.

The mods to LBSC's famous design have all improved the little loco's ability to perform, with steamings in excess of 4 hours being perfectly achieved whenever required and, rather surprisingly, she has hauled 17 stones gross on dry, steel track at Bristol.

There are still a few jobs left undone. The donkey pump has yet to be finished and fitted beside the smokebox with a superheated steam feed. The eagle-eyed will notice the plugged clack bush on the LH side of the boiler and the redundant take-off on the Martin Evans type of turret. Hopefully, with a slow and constantly rated water feed (which I do not get with the axlepump or the injector) the boiler pressure can be kept up making Non-Stop runs of about 8 circuits of Maidstone feasible. Who knows what could be done if there were troughs on the line!

Also, provision has been made for a Vacuum ejector to be fitted in the future whereby the loco will become a test bed for braking systems that are specified for the next project.

Building two locos to the Tich design has given me a lot of pleasure and put me in good stead for bigger things because the notion that "I can't do it" was put to bed by those first chapters in that library book I borrowed 12 years ago. The current project is far removed from LBSC's style of building but I shall not forget that pandering to Inspector Meticulous won't necessarily make it go any better.

D W Field,  
E. Malling 1992.

## *Xmas quiz by Amy Bridges*

Quite simply, name the following films.....







# MMES DIARY DATES 2021/2022

Boxing Day Run (provisionally)	26th Dec 2021
Club Night - Quiz by Roger	7th Jan 2022
Club Meal at the Grange Moor Hotel	23rd Jan 2022
Club Night - Guest Speaker	4th Feb 2022
<b>Club AGM</b>	<b>4th March 2022</b>
Public Running Begins	27th March 2022
<b>DATE FOR NEWSLETTER SUBMISSIONS</b>	<b>31st March 2022</b>
Polly Owners Group Rally at Sheppey	11th June 2022

Don't forget there is almost always someone at the club on Wednesday's and Sunday's even out of the running season, testing, having a play or doing maintenance work around the track and club site - or even just there for a cup of tea and a chat!

## COVID-19

When attending the club, please remember follow all relevant guidelines.

Any persons attending the club must sign in using the sheet on the table inside the clubhouse.

We are watching the government's guidelines and will publicise any changes that need to be made, either imposing or relaxing restrictions.

Stay safe.