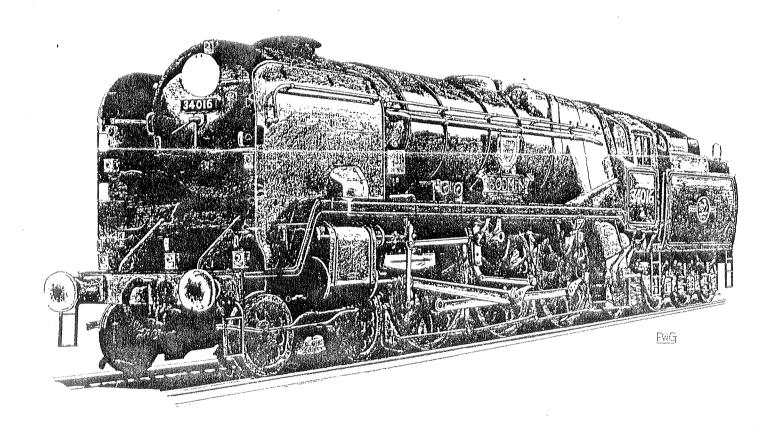


Maidrtone Model Engineering Society



BOILER TESTING

Members wishing to have a boiler tested by the Society, to the Southern Federation test standards, MUST make prior arrangement with one of the testers listed below and another member of the Society to act as witness for the test.

Any boiler produced for a test must be fitted with a 1/4 x 40 ME male fitting to take the test pump.

Mr.G.Kimber. 4 The Stream, Ditton, Maidstone. W. Malling 845931

Mr.P. Kingsford. 16 Cherry Tree Drive, Charing Heath, Ashford. Charing 2086

Mr. M. Parham. Bramleys, Old Loose Hill, Loose, Maidstone. M/stone 744175

Mr.D. Paterson. 1 Westlawn, Little Ivy Mill, Loose, Maidstone. M/stone 743081

Mr.A.Payne. 38 Oxford Road, Maidstone.

Maidstone 757545

THE FOLLOWING BOILER CERTIFICATES HAVE EXPIRED AS AT 05/04/1990 :-

NAME	MODEL		EXPIRED
MR P.CHISLETT MR A.F.COPPINS MR B.CRABTREE MR J.EWINS MR J.EWINS MR C.HAYWARD MR R.P.HOLDSTOCK MR G.KIMBER MR M.KNOTT MR R.H.MILLIKEN MR C.NEIL MR D.S.PATERSON MR A.PROBYN	5" GAUGE O-6-OT TERRIER 4 1/2" SCALE BURRELL TRA 5° GAUGE O-6-OT TERRIER 5° GAUGE O-6-2T NO.920 5" GAUGE O-8-OT "JIMMY'S 5" GAUGE 4-6-O "ISLE OF 5" GAUGE 2-4-2T "LOUISA" 5" GAUGE 0-4-O "WREN" 5" GAUGE 2-6-2T FIREFLY 5" GAUGE 4-8-2 "DUKE OF 5" GAUGE O-4-O "DIXIE" 5" GAUGE O-6-O TERRIER	"ROLVENDEN" CTION ENGINE "PRESTON" CRIDDLE" SHEPPEY"	03/04/90 01/08/88 03/04/90 16/08/88 27/04/87 03/10/89 03/05/88 20/09/88 22/06/87 16/05/89 03/10/89 25/08/87
MR A.PROBYN MR J.WILLIAMS	5" GAUGE O-4-O "DIXIE" 5" GAUGE O-4-OT "RUBY"	OKIEK IKACIOK	28/03/ i 04/10/88 03/04/90

THE FOLLOWING BOILER CERTIFICATES WILL EXPIRE WITHIN THE NEXT 4 MONTHS :-

NAME	MODEL	EXPIRES
MR N.F.CLARK MR T.FRISKEN MR F.A.LAROCHE MR J.LEWIS MR A.D.LEWIS MR R.J.LINKINS MR K.P.LINKINS MR R.H.MILLIKEN MR D.S.PATERSON	5" GAUGE 2-8-4T "DHOLPUR" MINNEAPOLIS TRACTION ENGINE 5" GAUGE 2-6-0 "GROOMBRIDGE" 5" GAUGE 0-4-0 SWEET PEA 5" GAUGE GWR 0-6-0 PANNIER TANK 5" GAUGE 2-6-0 5" GAUGE 0-4-0T "JOAN" 6" SCALE FOWLER WAGGON 5" GAUGE 2-2-2 IRISH WELL TANK	10/07/90 24/06/90 13/07/90 30/04/90 18/06/90 25/06/90 25/06/90 13/05/90

MAY AUGUST 茶菜茶 **** 6th M Wren 5th J Larke 7th R Chessman 12th D Herbert 13th R Vane 19th S Ludford 20th R Crane 26th R Marshall 27th C Darley 27th P Martin 28th G Evans SEPTEMBER JUNE **** 举录录录 2nd C Neill 3rd F Deeprose 9th D Osbaldstone 10th C Williams 16th S Parkes 17th N Dodd 23rd A Probyn 24th T Gregson 30th R Pursey JULY OCTOBER *** *** 1st R Hills 7th A Tate 8th R Hodgkins 14th P Clark 15th L Hulbert 21st D Randall 22nd P Jackson 28th R Stagg 29th N King Please all do your duty as requested. If for any reason you cannot attend on your day then please contact Chris Williams and let him know. BOILER CERTIFICATES: You are reminded that no engines may run without an up to date boiler certificate. and whilst the traffic controller should check where there is any doubt this in no way removes any responsibility from the owner of the engine. Expired and due boiler certificates are listed opposite and an up dated list will be maintained on the Club Noticeboard. Please contact the Secretary if any of the details are incorrect. Thank you chaps. HAVE YOU PAID YOUR SUBSCRIPTION YET? If not it is now overdue and this is your final reminder. Unless the Treasurer receives your monies within the next month this will be the last communication you will receive from the Society. Chasing subs is time consuming and costly. Please tear off the slip below and send to Peter Roots as soon as possible. dit I enclose herewith the sum of £.....(£5 per person or £2-50 for retired members) which is my subscription to Maidstone Model Engineering Society for 1990.

CHAIRMANS REPORT ON 1989

As you read this you will notice my absence from the 'line up', as I am at the moment 3000 miles away in Chicago. I express my thanks to Graham Kimber for standing in for me (that will teach him to think he's getting a break from chairing meetings!!!). And so to 1989:-

Undoubtedly the highlight of 1989 was the Clubs Open Day & 60th anniversary celebrations. Once again Maidstone M.E.S. proved that we rank amongst the best clubs in providing an excellent days entertainment for our visitors. The hiring of a marquee was an asset in that it gave us both shelter from the scorching hot day and also an arena to display all of our members vast variety of work. Judging by the amount of models outside of the marquee, we should have hired a larger one! It was a superb day and I heartily thank everyone who put so much work into the preparation prior to and on the day itself.

The summmer we had in 1989 was the best we have had for several years with very few breaks in passenger hauling days. Once again I must thank the faithful band of supporters who turn up regularly to help with all the aspects of passenger hauling and I would appeal to all members to try and attend on the occasional running day and help spread the load. Even if you can only manage "teapot duties" it would be a great contribution.

The social aspect is just one of the joys of belonging to a society . The secretary does a great deal of work in organising visits to other clubs and these dates are then published in our stupendous (grovel grovel) newsletter. Even if you do not currently have a locomotive ,it need not lessen any enjoyment in meeting new enthusiasts and seeing how other clubs operate. I can assure you that once you have made the first 'trip out' you will want to go further afield. After all, Birmingham is only 4 hours up the M1! (bring a tent!!). The serious message is :- Please try to attend club visits, as if other clubs see a poor turnout we may never be invited again.

HOLD THE FRONT PAGE There is a message just coming in..... The club locomotive is alive and kicking (well rolling). Yes your eyes do not deceive you, the club loco is at the running chassis stage. Hopefully when we get the chassis back at the Park we can start building the drive gearing and fit the engine etc. We do need to finish this project as it will be a great asset on the days when the track is a bit too slippery for the other lightfooted locos. If you feel you can contribute to this project then please come along.

Looking onward to 1990 the club is in good health as we are still adding to our fine membership list. There are a good few Simplex's and Speedy's well into construction and I look forward to perhaps seeing one or two completed this year.

Thanks must also be extended to the brave band of winter workers who have turned out in all weathers to continue making concrete pillars around the track and more recently digging out at the rear of the coal shed and workshop to allow the spring water to run clear of the buildings. We need to provide adequate drainage when the weather improves to prevent it happening again

As always the work on the club premises is never ending but then again so is all the enjoyment...........

Harris Cour 19/2/90

SOLO By Lionel Alexander

There are enormous advantages in living in the highlands. This is not a travelogue, and I don't propose to write about the beauties of the countryside. From the model engineering point of view, there are frequent and delightful challenges, since the signals from the village tom-toms soon make it known that you have a machine shop. Last week, for instance, I was called by a friend who has a saw-mill. Its chief diet is fencing-posts ("stobs" locally). These tend to be sold in hundreds, so smooth production flow is essential. The mill is driven by a Lister diesel engine of some age. It seemed that a bolt had broken, and it would take weeks to get a new one. The offending component turned out to be a nasty piece of industrial design, intended to do two jobs. The top half gripped a conventional banjo union, carrying oil to the valve gear. The bottom half retained a camshaft bearing, wherein lay the trouble. The bolt had worked loose (someone had forgotten to do up the tab-washer), and with everything flopping about the bottom end had broken off due to wallops and shakes from a pretty vibratory piece of machinery. It looked fairly straighforward turning to me, except that the only hex. of the right size I had was bronze, which I used in preference to finding an old agricultural steel bolt and giving myself problems in chucking it. That left me with a thread I had never heard of - %" x 18TPI, according to my thread gauge, which is Whitworth form. Anyway, the mill was back in service the same day (I screw-cut the thread, of course) - and I am now very well supplied with firewood.

Living where I do also has disadvantages, the worst of which is the lack of ability to scrounge. Those who used to find me on their doorstep at post-commuter hours in search of obscure tools, raw materials or advice will have bitter-sweet memories. Speaking of obscure threads, I ran up against a problem some months ago which illustrates the point. My current loco has a conventional screw reverser. Like most such mechanisms, this calls for a left-hand thread so that rotating the wheel clockwise gives forward gear. In my case, it was 4" Whit. I didn't think I had a left-hand tap and die, but I rummaged and found a very rusty die marked "% 26TPI Whitworth L". If you look up your tables, you will find that this is not %" Whit. I have since come to believe that it is * brass. "Whit" means "Whitworth form". Now, in my Maidstone days I would have left it there; called on (say) Graham; and borrowed a tap and die, probably HSS for good measure. As it was, I consulted our excellent local suppliers, who quoted me £16. This seemed a most un-model-engineering solution (to spend a lot of money on tools I might never use again), so I had to choose between three alternatives : (i) to use right-hand threads (immediately discarded as the coward's way out); (ii) to screw-cut; or (iii) to make a tap. To screw-cut inside a 7/32" hole didn't appeal at all, so I took a bit of silver steel and got going. Cutting a thread with my die was easy, and final heat-treating was straightforward. Not fully understanding how taps work, I copied the flutes in a commercial tap as best I could. In the end, while no tapmanufacturer would have given it house-room, it did succeed in chewing its way through %" of mild steel (the reverser nut). Everything now runs sweetly.

The moral of all this is that going solo concentrates the mind on initiative and the ingenious use of what is available. On the other hand, one is deprived of the stimulus of continual exchange of ideas such as exists in a club atmosphere; and, if one doesn't watch out, the hobby can become very expensive. Even the use of mail-order for

small items like rivets can run away with significant wastage in postage and packing. Lastly, there is the little matter of the nearest track - 100 miles away in my case. Before I leave the topic, I badly need a visit from a club boiler inspector. I can promise plenty of entertainment, and our food is reasonably well spoken of.

I have been thinking latterly about instructions. When I acquired my faithful Amstrad (on which I have written this) I discovered how appalling instructions can be. When it comes to locos, I have always used published designs, preferably accompanied by descriptive articles. I was brought up to believe that LBSC was perfection in this respect, and of course the current designers all use the LBSC approach, if not his captivating and eccentric style. Now I am not so sure, since I have learned a thing or two the hard way. It seems to me that the test of good instructions is that they can be understood and successfully followed by a beginner. An expert, after all, doesn't need them. Yet time after time the authors fall between the two stools of ostensible simplicity and bad practice (which I think is what Jim is always complaining about). Two examples from my recent experience spring to mind. In a Belpaire boiler, there is a large round hole in the throatplate to take the barrel. invariable instruction is to drill circumferential holes in the plate, break out the piece so loosened, and file to fit. It may be a useful exercise for an apprentice to file out a 4" circle in copper so as to fit a barrel with a clearance such as to accept C5 or similar, but to me it is daft. What I did was to set the plate up on the lathe faceplate against a wooden backing (you could do it with Araldite, but I had just room for dogs), and then rough out with a parting tool, finishing by boring. You can't then fail to get a round hole, and with even reasonable workmanship it will be a perfect fit. I should perhaps add that this is OK in 5%" gauge on a Myford 7 series (you have to use the gap). It would not work in 5" gauge. You would have to have a bigger lathe (what about the club lathe ?); or bore on the saddle; or use a mill if you have one. But anything is better than trying to mangle copper with drilled holes and a coldchisel, followed by filing to what you hope is still a circular marked circle in your much-abused blank.

My second example is brass tender bodies. They are always put together with brass angle, and there is nothing wrong with that technique. The authors, however, invariably propose a building process, with each stage following on the final assembly of the last. Indeed, LBSC gives you no choice, since he favours rivets in both components to be joined (sole-plate and sides, for example). "What's done cannot be undone", as Macbeth said in another context. Worse, the job gets grubbier and grubbier as construction proceeds, and happy is the man whose solder tins all the joints when instructed) he does this at the end. He is still happier if he has not distorted the brass sheet with the heat. On top of it all, reaching some of the last rivets involves contortions of which Houdini would have been proud. Other authors favour a mixture of rivets in one component and brass screws in the other, which is much better.

Anyway, for the benefit of any beginners in MMES (and I hope they have as much fun as I have had from membership of the club) I offer Alexander's system, at the heart of which is the highly respectable engineering process of the trial assembly. You start in the accepted way, using rivets in one component and screws in the other. Wherever you have a choice, you aim to do your riveting in the component which will be hard to get at after assembly. You will find

that drilling and tapping for screws from the outside is usually easy. If your tank has internal sub-assemblies, make them separately. Before attaching angle to any part, tin it (the angle, not the unstabilised sheet), and clean the sheet with fresh emery or sandpaper (which does not contain oil). You can then proceed as normal, except that you assemble with just sufficient screws to ensure that everything is true and flat (or the right shape if it is not meant to be flat). Finally, take it all to bits again; put the pieces in your pickle bath for a few minutes; wash off; scrub with steel wool; assemble; and very gently and carefully warm up the tank (liberally anointed with Baker's fluid or other flux) until you can run ordinary solder round all the joints. I personally use a heatgun adapted for soldering, but a blow-lamp is more usual. The process is made incomparably easier by leaving off the tank top or tops. It or they will of course have been trial-assembled, so you know that it or they fit. You are now left with a tank top to screw on and seal (after having satisfied yourself that the tank is otherwise watertight. If not, you can see where the trouble is and rectify it). In my view, this is the place for Araldite. There was a useful article recently in ME about using it. The author suggested warming it enough to flow during assembly. If the whole tank is to be sealed this way, I agree. But for a top, I am inclined to retain the maximum "shuffling time" by leaving the adhesive at room temperature and using plenty. You will squeeze out most of it as you screw down. Where there are small gaps, it is very good at filling them. Outside it can be removed with the least unpleasantness at the half-cured stage, with the help of a pen-knife. Inside, it will probably not drip if curing is not accelerated by heat. Anyway, no one can see it, any more than you could have seen inside to check the progress of your soldering if you had believed the sacred tablets instead of me.

That brings me to my last thought, which is that we all ought to do more to help and enourage beginners. The club is already incomparable in doing this face to face, as I can testify from years ago when I knew even less than I know now. But I hope that more will appear in writing. Even if what I have said is wholly or partly nonsense, perhaps my (to date) solo effort will encourage sequels.

2 21/1/90.

NEW MEMBERS > NEW MEMBERS > NEW MEMBERS > NEW MEMBERS >

We welcome the following new members to Maidstone Model Engineering Society:

Alan Towes from Hartley near Dartford, Kent, a retired chartered engineer who is building a 5" gauge Speedy

and

John Larke from Shepway, Maidstone, Kent, a toolmaker, who is interested in locomotives.

NEW MEMBERS < NEW MEMBERS < NEW MEMBERS < NEW MEMBERS <

MAIDSTONE MODEL ENGINEERING SOCIETY OFFICERS 1990

Fresident A.H.W. Fayne Esq (Jack),38 Oxford Road, Maidstone, Kent. ME15 8DJ.

Maidstone 757545.

Chairman A.Gurr Esq (Adrian),47 Blythe Road, Maidstone, Kent. ME15 7TS.

Maidstone 678903.

Vice Chairman G. Kimber Esq (Graham), 4 The Stream, Ditton, Maidstone, Kent.

West Malling 845931.

Secretary M.N. Parham Esq. (Martin), Bramleys, Old Loose Hill, Loose,

Maidstone, Kent. ME15 OBS. Maidstone 744175.

Treasurer P.A.Roots Esq. (Pete),97 Tonbridge Road, Maidstone,Kent.ME16 8JN.

Maidstone 758599.

Press Officer Mrs S.Gurr (Sue),47 Blythe Road, Maidstone, Kent. ME15 7TS.

Maidstone 678903.

Committee

Norman Clark, Bob Hodgkins, Peter Kingsford, Don Paterson, Geoff Riddles and Chris Villiams

TIME TO GO AND GET A CUP OF TEA - IT'S THE ADVERTS!

Firstly, let's be Frank!

Frank Deeprose has one hundred and forty feet of 31% and 5 gauge track. This is ground level track in six foot lengths. Later on, he will have passenger trolleys as well. He will be prepared to lend these for any events we wish to hold. If anyone is interested, please contact him. (N.B. please note you will need to contact the Secretary regarding any insurance cover required).

Secondly, a word from Arthur Daley

Seen just what you need. A nice little number, Myford Super Seven lathes, only your basic model, but with stands. Very reasonable price, second hand, but good condition, well worth a butchers if you're interested. Cost you a few sovs but you could n't do better anywhere else. Contact Graham Kimber for the gen.

Lastly, a word from ME

Friday May 4th

Talk on Ashford Works by Clive Young

Friday June 1st Sunday June 3rd Saturday June 16th Saturday June 23rd Saturday June 30th

Evening Run & Fish 'N' Chip Night Maidstone Marathon - Charity Run M.M.E.S. Visit to Sutton M.E.S. M.M.E.S. Visit to Bredgar Railway Leeds Castle Open Air Classical Concert

Friday July 6th Saturday July 7th Preparation Night M.M.E.S. Open Day

Friday August 3rd

Evening Run & Barbecue

Friday September 7th Saturday September 22nd Evening Run Romney Marsh M.E.S. Visit M.M.E.S.

Further information on these events is available from the Secretary and updates will be regularly posted on the Club noticeboard. All Friday evening meetings start at $7.30~\mathrm{p.m.}$

PAST

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How nice it is when the cool dark days of winter are over. We missed the first running day of the new season; for those who do not know we were on holiday in the U.S.A. and the Bahamas but that is another story. Works around the compound have continued and I must say a special thanks to the Beam Boys; Dylan, Malcolm and Paul in particular have worked hard in making the fresh track supports. Thanks also to Robin for his work on the committee; he has stood down this year due to other commitments and has been replaced by Bob Hodgkins (who is compiling The Bob Hodgkins Slide Show for a winter club night for us).

PRESENT

######

The cover picture this issue was provided by Peter Graves (who? I hear you ask). Peter was my tutor on a recent course, now an Administration Manager in the City who does excellent sketches of locomotives (another reason why you should all be banking with Nat West!) We have now started public running and your support will be appreciated. Our fortieth anniversary of public running passed very quietly, mainly due to the weather. We were planning to have a charity run on that day in aid of Cancer Research but instead we will hold it on a good day in the summer when there is the weather and the people around. We will be updating the boiler tests due each issue; it is a couple of weeks out of date now, for which I apologise as it has taken me longer than anticipated to put this newsletter together.

FUTURE

#####

I hope you will be writing in your diaries or on your calendars all the Club dates coming up to make sure you will not miss anything. I'll just go through some of the dates; the Maidstone Marathon this year is in aid of the Maidstone Hospice Appeal and we will run for them on this day as well. Then we are next off to Sutton, it is a nice little track. To reiterate our Chairmans words — do come along to other clubs even if you do not have an engine to run, its still fun!

You will not need to take an engine to Bill Best's Railway at Bredgar as the locos here are somewhat bigger. Last time we visited there was torrential rain almost all of the day so this time we are hoping for better weather. The Leeds Castle Open Air Concert is nothing to do whatsoever with trains, it is just good music in a lovely setting with fireworks to finish. I will obtain tickets for any members interested so we can make up a group: money up front please, cost of £15 per ticket and please let me know by May 6th if you want to come as tickets get sold out quickly. For July it's all hands on deck time for our Open Day. It may not be a special anniversary this year but we still want to put on a good show, so please all bring your models, cakes and help. Romney are visiting us late in September so come and welcome them.

Happy steaming and have a good summer.

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SSSSSSSS CLUB TREK : THESE ARE THE VOYAGES OF THE L.N.E.R. ENTERPRISE

88888888

\$\$\$\$\$\$\$\$\$ Its five year mission : To boldly go where no locomotive has

SSSSSSS gone before (continued)

88888888

SSSSSSSS Steam Date 21.4.90. Destination Bitterne Park, Southampton.

The day dawned bright and early (they often do) and the crew for the mission assembled at our pad and we were away before 9. None of us knew exactly where it was but we had three sets of directions (all different) so were confident of finding it. The journey would have taken two hours but after the amalgamation of directions culminating in stops at two garages for further instructions, a trip to the airport and a meander round a housing estate we found ourselves heading over a bridge when we caught sight of steam back in the distance. Another about turn and we found our way there (I had been wise enough to give navigating a miss this time). Unloading was not easy as there were a lot of vehicles parked and we just managed to squeeze our cars in after we had moved the engines. The track is in parkland next to the river and near a childrens playground, it is smaller than ours but a pleasant setting. There must have been twenty or so engines there and the sun had started to peer through the clouds. Time for a spot of lunch and then Martin with Swindon and Bernie with Juliet steamed up, Pete alas found his crank axle had come loose from the driving wheels of his loco and could not run. Meanwhile, I sought the whereabouts of the clubs facilities. The loo was situated in a broom cupboard. Whilst I was thus engaged Tommy had been fiddling with the lock on the door from outside (boys will be boys as they say) and the door swung open to reveal me seated on the throne for all Southampton to see. Fortunately, no one was looking so my blushes were spared, but it was somewhat inconvenient. Back on the track there were a dozen engines in steam and all seemed to stop after one circuit. This tended to make things rather slow and it does seem not a bad idea to restrict the number of locos going on and allot time to give everyone a good run. So Enterprise saved herself until later in the afternoon and when we were down to six on the track got a good run. Unfortunately, so used to stopping I had not filled up with water and sufficient coal so that after half a dozen circuits I was the first to stop. After a while I was last on the track so I had a happy time to myself going round and round. The Maidstone crew appeared to be waiting so I came off so we could get the Enterprise ready for the return journey. We stayed a little longer to partake of the barbecue but the weather was getting cooler and it was time to go homewards. We set off with us and the Enterprise in the lead, and found our way back to base as night fell. Thanks to Southampton for their hospitality, and we hope some of their members will make it to our Open Day.