

AUTUMN NEWSLETTER 1974

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Any contribution to the Newsletter is gratefully received, although it may be held over for a future issue. Drawings must be black ink on white paper and fit within the page for same size reproduction. Material for the Winter edition should be received by the Press Officer by December 1st.

SECRETARY'S REPORT

Since the last Newsletter, when we were involved in planning a summer programme and paying the last of our debt etc., things have been remarkably quiet on the Secretarial Front.

Our worthy News Editor has taken on the onerous task of arranging the Winter Programme to be announced elsewhere in this issue.

The project to purchase materials mentioned last time is still in the offing but a period of consolidation has been the order for the time being. Now that our running time for the public has been halved, to encourage more members on Sundays, (which it has'nt) our income is obviously reduced in the face of continuously rising running expenses. The Newsletter alone now costs a large part of the total annual subscriptions, (excluding contributions) in spite of a specially low price to the Society. The Society relies therefore more and more on Members help to reduce the load on the few loco owners who finance the Society at present.

The last guard rail painting day, so widely publicised, culminated by 3 p.m. a work force of 4 Members, all four being habitual Sunday Loco Members. Due to this poor response only a third of the guard rail has been protected for the coming Winter. Having spent £450, and a lot of effort erecting the rail it is unfortunate that three painting days have achieved so little.

Despite the very poor weather in July our Annual Exhibition was a success in quality and quantity of models, even if there were few members of the public to appreciate them.

The barbecue at Mote Park on 24th August was well attended this time and appeared to provide a satisfactory meal and an entertaining evening on the track.

May I remind Members early that next Season is the Silver Jubilee of Maidstone's permanent track in Mote Park so make an effort to finish your masterpiece to start the Anniversary year next Easter.

Ray Milliken

COMING EVENTS

- | | | |
|------------------------|---|---|
| Saturday 5th October | - | Romney Marsh M.E.S. visit Mote Park. |
| Saturday 12th October | - | East Sussex M.E.S. visit Mote Park. |
| *Saturday 19th October | - | "South American Way" starting 7.30 p.m. illustrated talk by Ron Heathcote about his international travels. People, Power (steam)! and Places. |
| Saturday 16th November | - | Engineering Evening; bring your latest creation, starting 7.30 p.m. |
| Saturday 21st December | - | Christmas Social starting 7.30 p.m. |

*Ron may be called away at short notice. Check with Ray a few days beforehand.

We would still welcome suggestions for the second half of the Winter Programme, and we would also like to know if Members would like more frequent meetings, for example once per fortnight.

HEAT

The cinder track leads down between Hawthorn hedges, exuding spurts of blackish dust from under foot. Each footstep leaves behind a slowing, swirling haze, a few inches above the path, every particle of dust reflecting the heat as it lays suspended in the sunlight. Hedge rows become higher as the Hawthorn stands on banks covered with blackened, sundried seed pods of Wild Parsley; so different to the white topped miniature trees Parsley resembled in early May. Winding downwards the path finally ducks under a skewed, bluebrick bridge.

A private railway track runs parallel to the path under the bridge and at a slightly lower level, the rails separated from the path by a wall of stone, two foot thick with a series of oval holes built into the whole length. The rails, chairs and sleepers are covered in rust; however, the running surface and check rail are highly polished by a fussy little "Hawthorn" tank engine. Alternately the rails are given a polish by a "Hunslet" tank from a local pipe works. The pair of them, of very uncertain age, screech round the sharp, twisting curves, hauling coal trucks from the colliery and clay pipes from the kilns, fighting the steep gradients and check rails.

Heat of the day suddenly dispelled by the gloom and coolness of the stone arches. To stand for a moment in a stone arch dissipates one's body temperature, transferring the excess heat to the cold dampened stones. After a pause one emerges once again into the brightness of a summer's day with it's clear, silver-blue, cloudless sky.

The path slopes upwards to join the main line on top of a high embankment. Away to the left in the hazy distance, along the smaller embankment of the private railway, stands a building which houses the 'Cinder Crusher'. This demented machine, by night and day howling as it's labouring gears scream and bearings shriek, grinding clay, dirt, earth and broken salt-glazed pipes, indeed anything else with which the dust laden men can feed it's unsated appetite. In today's sunlight the building is surrounded by eddies of red-brown dust. At night it's eerie groaning is accompanied by the few electric lights glowing, like eyes, out of a swirling mass of foggy dust.

Climbing up the main line embankment we commence walking on the sleeper ends toward a distant signal box. Heat disperses the creosote from the sleepers and wood chair-keys in a heady vapour; ahead one can see the visible vaporization in the shimmering heat haze above the metals. High on the embankment the stillness seems to hang on either side of the heat haze. Between the sleepers white granite chippings bleached by the sun, whilst under the rails the granite lies speckled with iron dust fallen from the rails. At each step the sleeper ends disgorge a puff of rusty dust from the rail chairs.

Down in the meadow at one side of the track stand black and white cattle motionless under the trees which border a small stream. A quiet, cool shade seems to surround their very stillness, whilst on the permanent way heat is ever present, shown only too well on the bases of the telegraph poles, dripping and oozing a sticky mixture of creosote and tar. Behind, from the distant iron works comes the sound of a steam hammer, a "Pop, Pop, Pop," of the exhaust followed by a dull "Thump, Thump, Thump, Bang!" of the hammer dropping on the steel.

Far ahead, beyond the bright cream painted station, appears a plume of white-grey smoke, heralding the approach of the fast express, charging along the track after bursting from between the green-brown banks of a deep curved cutting. Heat becomes intense as the engine rushes past, throwing off a stream of oil laden vapour and radiant heat from the boiler casing and fire box. The stillness really shattered as the coaches flash by, swirling the rusty, dry, hot dust into a miniature vortex, slowly to disappear, sinking back to settle on the tracks. The train is now just a "tick-tick, tick-tick," as the metals ring back, dying to a whisper.

The heat diminishes slightly as the stillness descends, leaving a lonely skylark winging ever upwards from the meadow to serenade from on high the still motionless cattle. Flies, disturbed by the passing train, buzz lazily, to finally settle and remain quiet. The station and signal box still seem very far away and it is just as hot as before. The only relief is to chew the arrow-shaped leaf of Sorrel as the sun over head continues the merciless HEAT TREATMENT.

M.M.E.S. ANNUAL EXHIBITION

In his "Model Engineer" report of the Southern Federation Spring Rally at Mote Park, Laurie claimed that M.M.E.S. had an "in" with the weather man. Well, whether we did or not that day we certainly were not in the weatherman's good books on July 14th last. This was the date of our Annual Open Air Exhibition at the Park and continual practice made everyone concerned very adept at covering and uncovering the models on display with the sheets of polythene, old coal bags etc., which were hurriedly pressed into service to keep the exhibits dry. But despite the regular and sometimes very heavy showers, a most encouraging display was organized.

The main theme of the Exhibition was to give the general public an idea of how it was done and what was involved in building the sort of engines that they rode behind on other Sundays. Unfortunately the showers kept everyone scurrying for cover, but nevertheless a fair number of people came to gaze and ask the questions which we often do not have time to answer properly on a normal running day. A card was provided with each exhibit giving brief details and Charlie Hayward's portable track was set up for the display in a roped off enclosure.

At the lower end Nick Nicholls' big beam engine chuffed lazily to itself, with steam provided by Nick's latest creation in vertical boilers. This is basically a length of 8" diameter $\frac{1}{4}$ " thick pipe and has a water jacket with $3 \times \frac{3}{4}$ " cross tubes. The height is $16\frac{1}{2}$ " with a firebox of $\frac{3}{16}$ " plate, 7" diameter by $9\frac{1}{2}$ " high and $2\frac{1}{2}$ " centre flue. Nick claims it only took $2\frac{1}{2}$ hours to build, but he is a blacksmith! The beam engine itself was built in 1873 and is a copy of a full size pumping engine which was in Guildford Waterworks. The cylinder is 2" bore (he thinks) and has a stroke of $7 \frac{3}{16}$ " (he guesses!). Keeping it company was a vertical twin steam engine of generous proportions built around 1890, again by a blacksmith and the property of Reg Robinson. A point worthy of note is the valve gear known as the "Fink Link" we are reliably informed by that mine of historical information, Don Paterson. The gear is operated by a single eccentric upon which the curved links are directly attached.

Don himself had two items on display. One was "Taliesin" which was featured in "Motive Power" in the last Newsletter, and the other was the chassis of his 5" g. "Boxhill". This is to Don's usual meticulous standard and promises to be a very attractive engine. The stars and stripes were quite well represented by Fred La Roche's unfinished old time woodburner and Peter Howard's beautiful "No. 20". Both engines are 4-40 configuration and based on L.B.S.C.'s "Virginia". Peter's is for $3\frac{1}{2}$ " g and carries the large parallel boiler, with stove pipe chimney and Walschaerts valve gear. The tender has modified curved sides which proclaim the pike name "Maynawana", a genuine shortline title, long since defunct. The engine type was around at the turn of the century. Fred's engine is for 5" g. and has a "wagon top" boiler with a lovely copper smokestack of generous proportions, originally designed to trap the sparks thrown out by the prototype's wood fire, before they set the prairie or forests on fire. Based on locomotives of the 1860 era, the model has built up bar frames and full equalizing on the drivers; I am reliably informed that Connie is putting pressure on to get it completed.

Fred also showed his $3\frac{1}{2}$ " g. "Great Northern" to L.B.S.C.'s 'Hielan' Lassie" design. This was Fred's first attempt at engine building, back in 1946. The engine has three cylinders, as did the Thompson rebuilds of the Gresley A3 which formed the basis for L.B.S.C.'s design. This model won the L.B.S.C. Memorial Bowl in 1971.

Charlie Hayward had his 5" g. "Jubilee-Black Five-Charlie Hayward" chassis on view. The idea of the mixed parentage is to confound the experts who tell him that "such and such an engine never carried that number". The simple erecting frame which held the chassis and could rotate about its longitudinal axis was also interesting. At the end of the day Charlie revealed the dreadful secret which, it is rumoured, caused him to get out of bed in the very early hours one morning to check a certain dimension. On his chassis I hasten to add. The engine chassis that is!

In similar vein was another 5" g. Black Five chassis shown by our Chairman, Jack Payne. Jack also had a very meaty boiler on show which is destined for his hefty 5" g. 4-6-2 freelance tank engine. The boiler has a steel barrel, tubes and firebox wrapper with a copper firebox and in an unguarded moment our revered Chairman agreed to finish the engine by next Easter.

Peter Howard also had a part completed 3½" g. Britania on show, built to you-know-who's design. This contrasted with Jack Carr's completed 5" g. version, "William Shakespere". This latter engine has created a lot of interest since its inaugural run earlier this year and as a detailed appraisal will appear later we can pass on to yet another engine of the same class but to ¾" scale. This was a product of our Life Member Mr. Skuse, whom we were very pleased to see on the day with Mrs. Skuse making sure he behaved himself! This engine is well known, having won the L.B.S.C. Memorial Bowl some six years ago. The detail is of course tremendous, down to correctly proportioned and operating leaf springs on the tender and bogie axleboxes. A point of interest are the crosshead slippers, made from gauge plate brazed onto the mild steel crosshead, which was then almost totally immersed in cold water with an oxy-acetylene flame played on the slipper to harden it. The engine was paired with Mr. Skuse's 9F also for 3½" g. and again highly detailed, even down to the special plates commemorating the prototype's naming ceremony at Swindon. Many people will also have seen this engine before at the 1974 M.E. Exhibition where it won a bronze medal. A hat trick was completed by the well advanced chassis of a 5" g. "Pansy" by the same builder.

Two smaller engines were Ron Heathcote's "Juliet" and an almost complete "Tich" by Reg Robinson. This was Reg's first engine and he has already started on a 5" g. "Metro" which promises to be a nice model.

Two large chassis were next to each other, one the stripped down 5" g. "Green Arrow" which is so well known to Society Members and was recently purchased by Martin Parham, and the other was our Honorary Secretary's "Mountain" Class 5" g. 4-8-2. This is progressing satisfactorily although Ray is not as far forward as he had hoped. All three cylinders are in place now, the middle one being quite a headache for the builder. This is another loco. which will be featured later. Alongside was Ray's first effort, to the O-4-OT "Ajax" design and named after his daughter, who was also his first effort. Both are very presentable. This engine is a very suitable design for beginners, simple and powerful, although I would not for a moment class Ken Linkins, our Vice Chairman, as a beginner. His modified "Ajax" has pulled as much as good engines with three times as many wheels.

Reg Holdstock showed his 3½" g. "Rainhill", L.B.S.C.'s design based on Stephenson's "Rocket" and named after the sight of the famous trials. This is a pretty little engine and the "Stuart No. 10" horizontal engine and the donkey pump nearby were to Reg's usual high standard. The latter model is to the Austen Walton design and is destined for Reg's new engine. Andy Probyn had his unusual 5" g. convertible traction engine on show and steamed it up later. Although not entirely successful it has since completed a circuit of the track, not bad when you consider that it has a diminutive firebox and boiler and only

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one lung! Ray Wilkinson showed a very nice and well advanced 5" g. "Manor" a design also picked by Paul Carpenter. Coincidentally, both Ray and Paul had a "Simplex" running, the latter one spending most of the afternoon passenger hauling, which chore was also undertaken by Fred La Roche's "Groombridge", Charlie Hayward's "Unicorn" and Geoff Gregson's "Butch".

Tucked away at the far end was Ernie Pursey with a display of twenty-seven "OO" gauge locomotives, the vast majority scratch built. One at a time they could shunt up and down a short length of track which created a lot of interest, especially with the younger children.

To sum up then, the only thing which let us down was the weather. Despite this there was a good turnout of models, Members and the public. I think it is fair to say that the Open Air Exhibition is now an established event in our calendar and we can expect to do better next year.

Graham Baseden.

NIGHT RUN AT MOTE PARK

At about 4.00 p.m. on Saturday, 24th August, running commenced with three engines. From then onwards more and more engines arrived until there were ten engines in the steaming bays or on the track. They were as follows:

Mr. C. Hayward's	5" gauge	Springbok "Unicorn"
Mr. R. Milliken's	5" gauge	Nigel Gresley "Consolidation"
Mr. R. Heathcote's	5" gauge	Great Eastern B12
Mr. R. Wilkinson's	5" gauge	Simplex "Patricia"
Mr. N. Pendlebury's	5" gauge	Maid of Kent
Mr. J.N. Liversage's	5" gauge	freelance 0-4-2 "Topsy II"
Mr. M. Parham's	5" gauge	0-6-0T "Speedy"
Mr. F. LaRoche's	5" gauge	"Groombridge" Southern 'U' class
Mr. B. Lawson's	3½" gauge	freelance 4-6-2 "Wayfarer"
Mr. G. Gregson's	5" gauge	0-6-0T "Butch"

Regretfully, this was the last run for Norman Pendlebury on our track before he moves back up North and we wish him good luck.

At 8.15 two of our ladies went to a local fish and chip shop to purchase such delicacies as scampi, steak and onion pie, sausage, fish and chicken, all with chips. As soon as the food arrived there was an almighty rush for the Clubhouse where everybody enjoyed their supper before returning to their engines. Then one by one the engines left the steaming bays and plunged into darkness. The last engine left the track after half past eleven and was packed away just before midnight.

Tim Gregson.

"HOW TO HINDER THE RUNNING OF A RAILWAY"

To anyone the least bit knowledgeable about the present day steam railway scene, there is only one line of any real importance or interest, that being the one situated on a remote Welsh Valley and known as the Talyllyn Railway. (An unbiased opinion? - Ed.) Now operated by the members of a Preservation Society, a small number of "volunteers" form most of the operating staff and during a fortnight last summer I was one of them.

I Originally joined the Society to obtain information for a model of one of the loco's, and discovering the possibility of volunteer work, I joined the Talyllyn Loco. Department. These notes were kept as a personal diary of my experiences during my second year of active service. The period was notable for a shortage of cleaners, which made life a bit hectic at times. In a few cases the notes have been expanded to explain certain characters for instance, otherwise they are exactly as I jotted them down after each days work.

Sunday, 19th August, 1973

My first booked day, although I'd been around for a couple of days making a pest of myself! Went in early to clean and light up No. 3 "Sir Haydn" Had just started cleaning No. 4 "Edward Thomas" as she had no cleaner that morning, when I was asked if I wanted to go with No. 3. Never refuse I was once told, although I wasn't the booked cleaner on the loco (This turned out to be my last run 'just for the ride'). A good run but then it always is with Hugh; (Hugh Jones, permanent staff, worked for the railway in the old days, well over 50 years service, and kept the line running almost single handed before Society days).

Returned to Pendre at lunch time and started clearing out loco shed. Needed doing. Was asked to go down to Wharf with the empty loco coal wagon, hauled by diesel No. 8 "Mersey Sider". Filled wagon then waited for No. 3 to return so that we could go back with wagon. Was asked to go back to shed with loco instead so that Hugh could go straight home. First time either Phil (Fireman) or I have been let loose on Main Line on our own. Light engine to shed. Put loco away then continued clearing shed. Found loco roster had been changed; now relief on 3 tomorrow, not 4.

Went up on evening train. Line looks different from a coach, but more crowded!

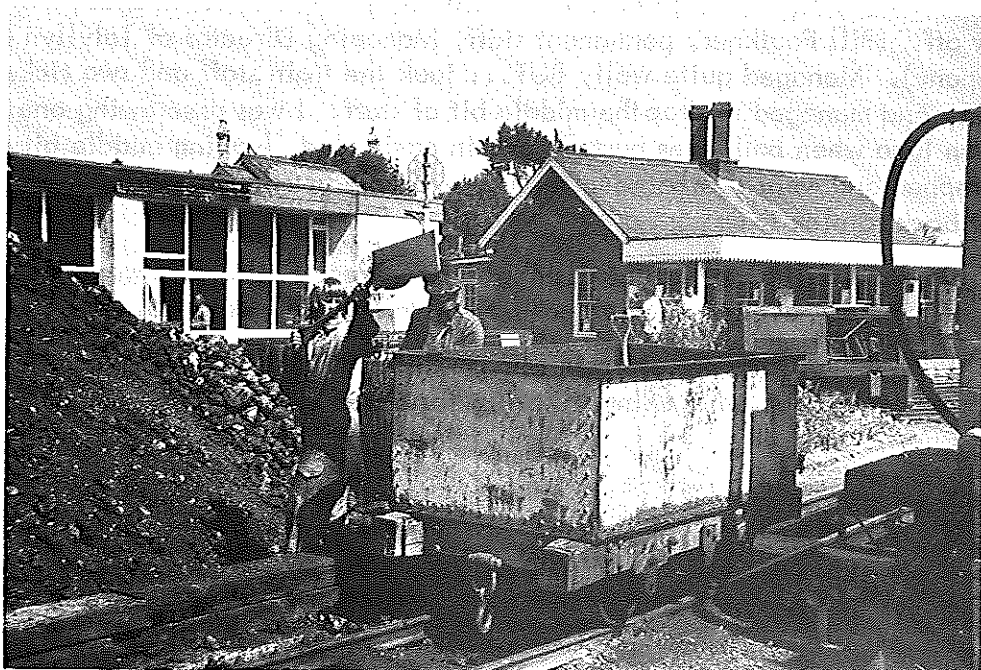
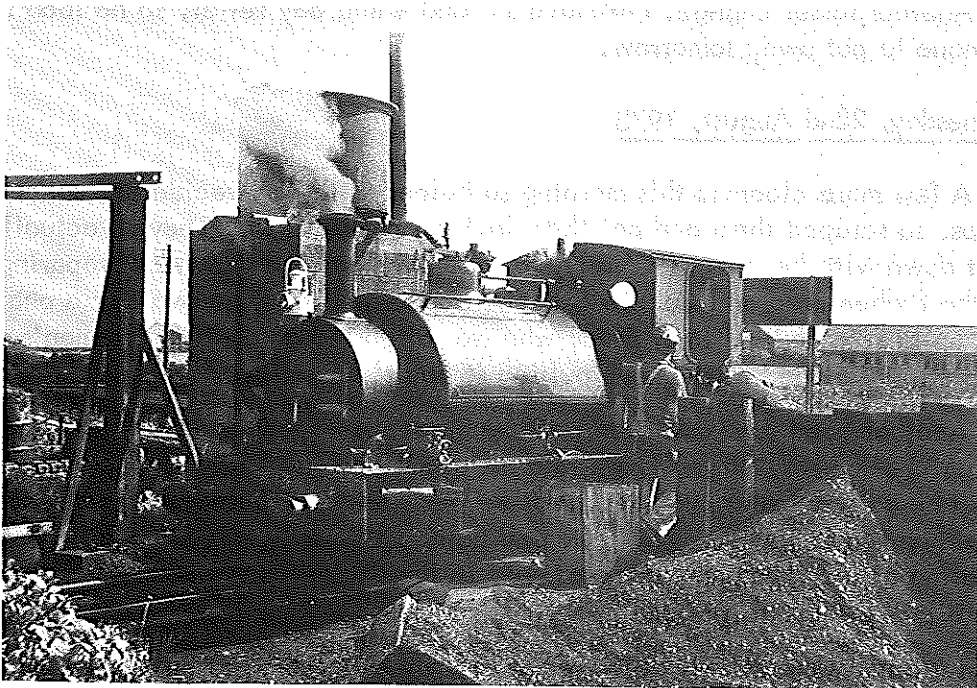
Monday, 20th August, 1973

Day notable for lack of staff. Wasn't booked on until mid morning to take over 3 on lunch time relief, but went in for 7.15, time of No. 3's light up. Started preparing engine, then lit her up. Started cleaning, then other fireman and cleaners turned up. Left them to it, and helped with No. 2 "Dolgoch". Helped clean 4 when 3 went off shed. Was left with 4 when her fireman went to breakfast. Loco needed for some urgent shunting so had to use blower on the fire. When she left, tried to chop some firewood (old sleepers). Very unsuccessful. Left it for arrival of chain saw later.

Went down to Wharf on train and took over No. 3. First run up firing to Hugh. Seemed quite happy. 130-140 all way but for 120 for short period above Dolgoch. Water good. Didn't slack off early enough at top and only just managed to keep her quiet at Abergynolwyn. Easy down run. Only two shovelfuls all way.

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- (1) Preparing engines at Pendre, No. 2 "Dolgoch" in foreground.
- (2) Servicing No. 3. "Sir Haydn" between trains at Wharf Station.
- (3) Volunteers loading loco.coal at Wharf. Ex. N.C.P. diseasel "Alf" in right background.



Spent the afternoon scraping coupling rod brasses for No. 6. Needs patience. Gave it up at 6.00 and went home. Probably have another go tomorrow as I've got her on Friday if back in service.

Tuesday, 21st August, 1973

Went in 6.45. Best time of day in shed. Only two or three people around; very quiet. Worked on 3 till cleaners came (8.00)!, then went to mind No. 4. Overdid it and raised steam too quickly. When loco's went "off shed" emptied ashpit and then tidied round shed: Sir Gerald Nabarro is paying a visit. Cleaned up and went shopping at lunch time. Afternoon, again working on 6. Cleaned up cab interior while others painted buffer beams. Still at it when NAB came round. Loco looked nice, but still won't work!

Stayed on to clean 3 for NAB's special train, and then waited to watch it come through Pendre. NAB in open part of Corriscoach in spite of very cold wind. Sounded nice going up towards Ty-mawr. Some of us tried to beat it to Rhydyronen by road. Got delayed at junction and didn't make it!

Another roster change. Now loco's 3 and 4 mid day relief, so no loco to light up and none to put away tomorrow.

Wednesday, 22nd August, 1973

A few more cleaners this morning so helped with 4. Decided to concentrate on frames, so scraped them and got them looking really good. They're actually green! Went down with her train ('C' set), to take over 3 on 12-15. Was preparing engine at Wharf when Fred and Connie LaRoche appeared and came over for a chat. Got loco up to scratch in spite of Fred, who was disgusted at the way fireman's side injector dribbled. Managed to stop him pulling it apart!

Another good run with Hugh. Very enjoyable. Judged it better at top this time. During chat on way down, Hugh told me about one fireman who once asked him why didn't he go any faster? - when pressure was only 50 - 60lb! I managed to give him more than that! Says he wouldn't mind being stuck with me. Had trouble with ashpan vibrating open. Symptoms same as hole in the fire, only worse. Had to leap out and shut it every time we stopped.

Fred and Connie still at Wharf on return. Chatted over dinner. Had about an hour before taking over 4. Went on Bill's instructions this time as he doesn't like loco to blow off. (Bill Faulkner, permanent staff, Managing Director of Talylllyn Railway Company). Managed quite well, BUT... took the train staff and two tickets at Quarry and managed to drop the middle bit of staff. I was unscrewing one end to stow bits on loco when both ends parted, one in each hand, leaving middle bit unsupported. It dropped and went overboard! Delayed a couple of minutes while we stopped and I went back to pick it up!

No doubt Bill's method (of pushing fire forward) works, and works well. Steady 120 lbs. all way up, even with injector on from Brynglass to Dolgoch.

Handed over loco on return in fair conditions. Then finalised arrangements for tomorrow. Went up on evening train just for a ride.

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Thursday, 23rd August, 1973

Visit to Ffestiniog. Footplate pass previously arranged. Chance to see how oil firing works. Went up on "Blanche", one of Penrhyn engines. Very impressive, but wouldn't want it on T.R. Instant response from "fire". Pressure can be kept exactly where wanted, whatever the demand, injectors on or what. Two controls oil/steam control fire, just shut it down when not wanted, turn it up (like gas) when more heat and steam are needed. Very clean, but not as 'interesting' as coal. Made me think when a new Ffestiniog fireman said he'd never seen a coal fired loco!

Saw Fred again at Portmadoc and Boston Lodge. Begin to think he's following me. Shown round the works and locos waiting for rebuild. Garrett is a nice machine. Very enjoyable visit.

Home again and Guards v. Fireman football match at Wharf. Guards won. Suggested that it was because I didn't play! Started clearing out carriage shed for tomorrow night; Ffestiniog volunteers coming to visit us. I've got to fire their special train. Never had an evening train before, let alone with such critical passengers! T.O.C. (Traffic and Operating Committee) took over bar in "Corbett Arms" afterwards. A good evening.

Friday, 24th August, 1973

In as usual but a bit late. Nothing much on so helped with 4. Swept out shed and emptied ashpit when loco's off shed. Down to Wharf for lunch. Found I'd got 2 for the special train. Didn't expect her for some time, she's reckoned to be more difficult. Went up with her in afternoon on familiarisation trip.

Left Pendre 7.40 empty stock to Aber. A fair run, but touch and go at Brynglass, then recovered. Valves lift 150 lbs, was down to 115. Roy (Roy Smith, one of the few volunteer drivers) said he'd seen it lower. Came back up while she stood at box and I changed tokens. On time at top but Ffestiniogs (known as the 'Nig-Nogs')! were late. Managed to keep loco quiet. Fire doesn't go out like the little one's do! Lateness meant we had to come down in the dark. A fascinating experience. Had to light the headlamp (a rare occurrence). Can't remember putting it out though, will see tomorrow! Had no trouble staying on loco while firing. 2 was my biggest worry due to very large cab.

Arrived at Pendre for the Festal (Ffestiniog + Tallylyn = Festal, like 'Festival'). Guests on footplate for part of run. Disposed of loco then found someone had eaten my share of the food! Good party otherwise. Found that one of the cab guests had been fireman of double Fairlie, no chance of exchange trip due to lack of room in her cab. Pity. Very interesting day, but good job not much doing tomorrow (Saturday service). Am just about dead writing this.

Saturday, 25th August, 1973

Only limited service today. Didn't go in till 10.00. Cleaned 3. Went down to Wharf at lunchtime with her and brought dinners back on train. Back down to Wharf to do coal and water. Gave that up as so few trains so went back to Pendre. Helped to assemble rods on 6, then repair clack shut off valve on 2. Boiler water still very hot from last night. Lost half of it when valve was unscrewed. Needn't have bothered to fill her up yesterday evening. Home about 6.00, watched evening train through Rhydyronen, then Corbett Arms.

Marshal Vine.

M.M.E.S. VISIT TO GUILDFORD

A small contingent from Maidstone travelled to Guildford on July 21st to visit the International Model Traction Engine Rally and assist with the passenger hauling for the host Society. Those present were Geoff Gregson, Ray Milliken, Fred La Roche and Martin Parham, all complete with engines and associated family, myself and faithful food provider Ann.

We had an uneventful trip down, except that we went our separate ways at one point when I lost Martin whilst trying to scrape a Ford Anglia off my front bumper! However, we regained contact at a suitable hostelry.

After some misunderstanding we finally got onto the track for a really good stint with "Speedy" piloting "Consolidation" and "Groombridge" pushing somebody's "Simplex" around. The Guildford track is small but under extension and I found it hard work to drive on. Despite the fact that the rail is steel section, there were repeated applications of a house brick to give better adhesion and this was not one hundred per cent successful. Food for thought with out track at the Park becoming more suspect.

The event had "International" in its title and this it certainly was. There were four engines of obviously Teutonic parentage. They were all large engines and looked rather sombre in matt black with red frames and wheels. I recognised two of the prototypes, one an 0-8-0 tender was a Class BR55 "Black Elephant" and an 0-8-0T was based on a Suburban tank of Deutsches Bundesbahn. There was in addition an American style tender switcher and a slab sided narrow gauge tank, which seemed the most accurate and detailed model. These engines I am told, can be bought straight off the shelf in Germany and are a world apart from miniature engines in this country, being built for strength and simplicity with appearance of secondary importance. For example, close examination of one showed what appeared to be a moped hub brake on the middle axle of the tender, connected to the axle either side by chain drive. No doubt a very practical, reliable and simple braking system, but one which I can't see finding much favour at Mote Park.

A visitor to the event who will be known to our Members by name was M. Luc Tennstedt. M. Tennstedt brought his 200mm. g. "Highlander" over with him and was provided with a short length of track. I believe nearly everyone in our party had a drive and for myself I must say that although the run was limited, it was great fun to drive an engine which had such obvious power and was of such excellent workmanship. M. Tennstedt visited the Maidstone Track on the previous Friday and we very much hope that we shall see much more of him.

In addition to the German and Belgian representatives I also noticed a Netherlands Railways cap with a very blonde youngster underneath although I do not recall seeing any more foreign models. That is with the exception of some $2\frac{1}{2}$ " g. rolling stock in the large marquee which housed the exhibition. These were some beautiful coaches and wagons of French prototype and origin with some part-built live steam engines. The people who exhibited these are building a large outdoor layout in France and it will be a magnificent sight to see a rake of these vehicles behind a suitable French engine.

There were the usual static traction engines and fairground models and something I found interesting was the portable "O" gauge layout of the Guildford Society which was running all day.

(Cont'd)

One had to be careful when walking in the show area to avoid getting one's toes crushed by some of the larger traction engines trundling around and in turn to make sure that one did not step on some of the tiny, meth's fired tiddlers which puffed manfully along, crushing blades of grass with no trouble at all! Full credit to the people who can produce the sort of workmanship which is essential in so tiny a scale and full credit to the builders of the larger engines which rumbled along in a more ponderous way.

With the weather turning up trumps an enjoyable day was had by us all and we mustn't forget the "Faithful" who held the fort at the Park in our absence.

Graham Baseden

SINGING (?) IN THE RAIN

Just after midnight on the morning of Saturday 31st August, 1974, a car driven by some skylarking youths crashed into the railway track at Mote Park.

The track was quite severely damaged at the point where it emerges from the cutting. The car struck one of the support pillars which although demolished absorbed most of the impact. Nevertheless the concrete beams either side were dislodged and their seatings damaged. The guard rail was bent on both sides and the actual rails quite severely twisted and torn from their fastenings. It is perhaps cold comfort that the vehicle which caused the damage had to be towed away and agreement on reimbursement has been reached with those responsible for the damage.

Fortunately the weather was pretty atrocious on Sunday and therefore no potential passenger traffic was lost. It was also fortunate that there were a fair number of stalwarts at the Park and surprising progress was made repairing the damage on the day.

The buckled track was taken up and the two dislodged beams lifted out of the way. The remainder of the concrete pillar was smashed up and the guard rails straightened by the judicious use of a sledge hammer and levers. The support stanchions for the rail were excavated and the metal bolt and plate linking the end of the beams to the pillar were replaced after straightening. The concrete beams were then manoeuvred back into position with the ends over the new pillar temporarily supported by shuttering. The damaged seatings were repaired and at the time of going to press it is hoped to complete the repairs and relay the track by Sunday 8th September.

Graham Baseden

STOP PRESS: Repair completed. Track now better than before. Sunday 8th September.

SALES AND WANTS

Wanted: M.M.E.S. Member requires completed 3½" or 5" gauge locomotive.
Ring Stephen Wood, Sevenoaks 52963.

For Sale: 6 x 3½" Gauge wheel castings, believed to be for "Rob Roy". Tread diameter approx. 3¾", cast in balance weights. £1.00. Contact Press Officer.

Brass pressure gauges, 1" dia. x ½" deep 0-40, 80, 120 lbs. per sq. in. with 20 lb. divisions. Attachment by pipe Union, + - 2% accuracy. £3.25.
Contact C.S. Davis, 3, Black Rod Close, Hayes, Middlesex.

NEW ROLLING STOCK

The latest additions to the rolling stock at Mote Park are the four Society-owned bogie passenger cars. These have been built to replace the old Kennion-bogied trucks which have been in poor condition for several years, despite the efforts of several Members to change this. The old bogies have slowly succumbed to a combination of old age, higher speeds and increased loads. This has caused axle and bearing hosing wear which has loosened bearings and wheels. Cracks in the aluminium frames have also developed, and this has probably been aggravated by the removal of suspension springs from the bogies, in order that they should carry higher loads without sinking too far. The brake gear, and especially the brake blocks, has worn rapidly because it was not designed for the use to which it was put recently.

The new bogies have been designed to withstand the rigours of general usage for several years with little maintenance. Large ball races (approx. 2" O.D.) are fitted in the 3½" diameter wheels, which are in turn pressed on to tubular axles. This system ensures that no twisting forces are applied to the bearings which therefore prolongs their life and they are double-sealed which will ensure good lubrication. The solid axle is stationary and all of them have been machined to a close tolerance at their outer ends so that all the wheel and axle sets (except two previously constructed) are interchangeable.

The ends of the axles are supported in rubber bushes fitted into side frames. This is the only suspension, but it will provide shock absorption without allowing the truck much lateral wobble. The side frames and top stretchers are made of 1/8" steel and are standard whether the bogies are braked or not. Four ½" round cross stretchers are fitted in addition to the top one and these are turned down at the ends and held to the frame with nuts. The two lower stretchers act as guides for the brake plate and the cam which operates this is fitted between them. The brake plate is 1/8" thick and has two elongated U's rivetted to its top surface which slide on the cross stretchers. A spacer is also fitted between the cam and guides in order to accommodate future wheel turning.

The brakes are operated from a cross rod at the front top of the bogie. This is fitted with a handle and a travel limiting stop outside the frame, on the left hand side. The stop is adjustable and stops the wheel flanges being lifted clear of the track. As the brake handle is fitted to the bogie, the bogies do not have to be permanently fixed to the truck frames and therefore the vehicles are more manageable.

The actual rubbing plates on top of the bogies are made of P.T.F.E. These wear on the underside of the bogie plates on the trucks, to which the swivel pins are also fitted. The truck frames themselves are made of 1" square, 1/16" wall steel tube welded together, and the end pieces are arranged so that the conduit supports of the leg guards slide into them. The guards themselves are clad with wire mesh and have wooden footboards under which the conduit is bolted. The truck seats are made of ½" plywood and handles are fitted front and back to prevent loss of passengers, although the front handle is lower to facilitate driving of tank locomotives.

A great deal of both mental and physical effort has been used in the construction of these trucks, and it is hoped that their users will both appreciate this and take care of the vehicles, considering that the more gently they are used the longer they will last. Members using the trucks would do well to recall as they come quickly to a halt, the hairier moments during braking with the older trucks, when it was likely that the train would not stop in time, let alone in the right place!

Richard Linkins.

A - Frame Stays (4).

B - Brake Shoe Guides (4).

C - Brake Cross Shaft with Eccentric Trunnions.

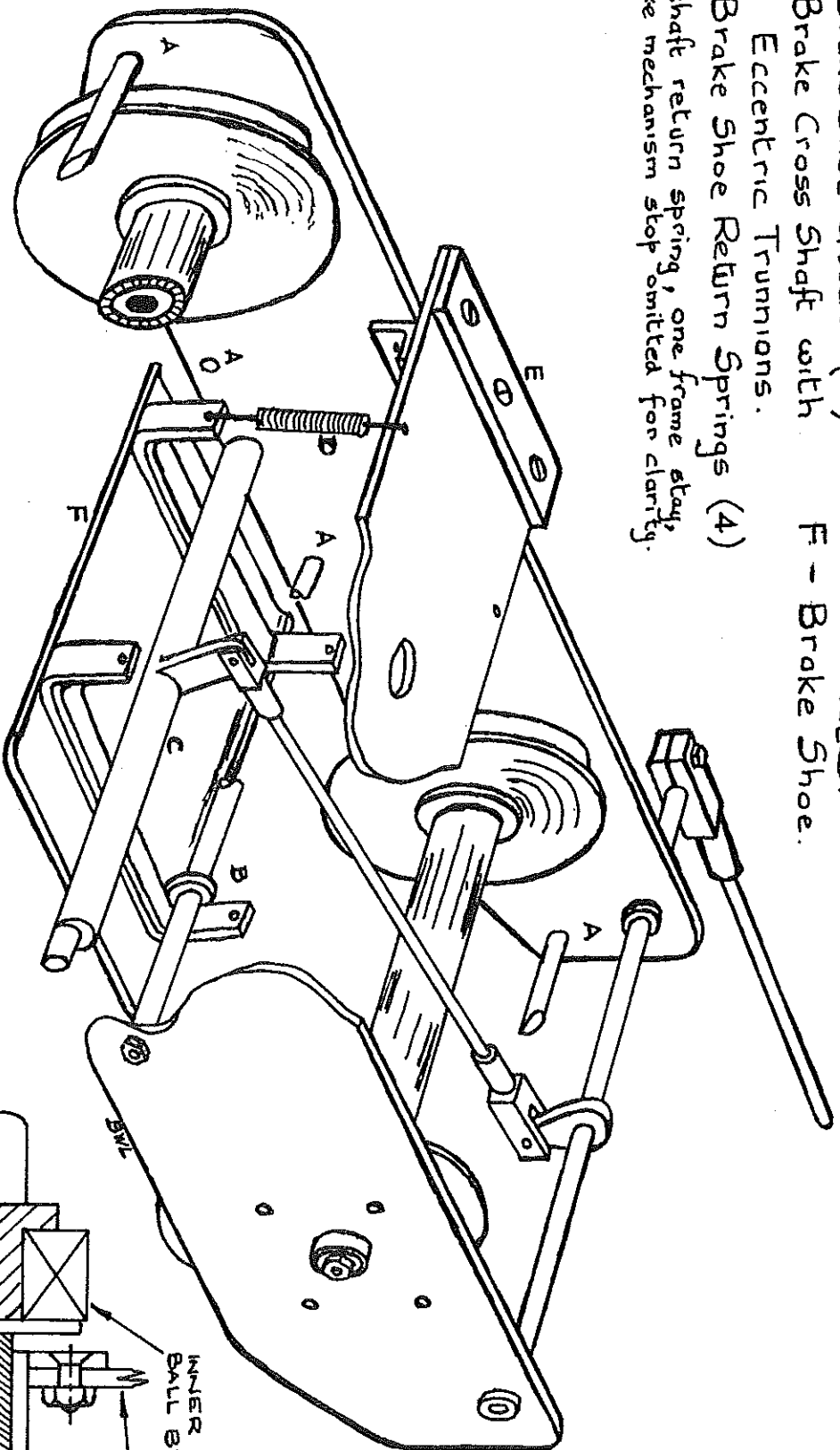
D - Brake Shoe Return Springs (4)

Cross shaft return spring, one frame stay, and brake mechanism stop omitted for clarity.

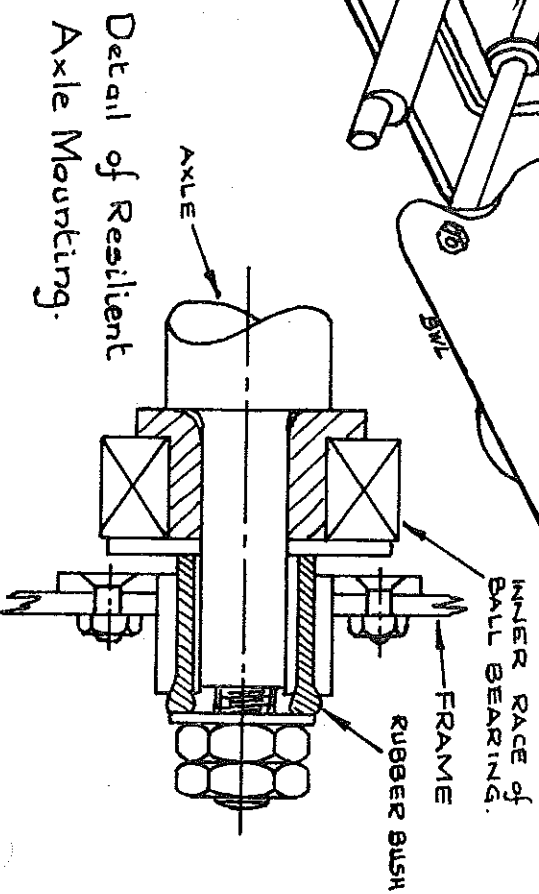
E - P.T.F.E. Load Bearing Plates.

F - Brake Shoe.

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5" GAUGE BOGIE for Passenger Cars (Braked).



TEN YEARS AGO

An extract from News Letter No.2/64. November 1964

AUGMENTING THE AMENITIES.

Plans are afoot to make life more pleasant for members and their ladies at the Mote Park track. In fact, some of the plans have already been implemented, thanks to the hard work of a few members. The steaming bay now has an embryo garden, fronted by dwarf walls and with access by a flight of steps, and it is hoped that when the flowers begin to bloom in the spring the many ladies of the Club who have so willingly served us with tea of just the right specific gravity and temperature at just the right moment (and then done all the washing up) will be able to enjoy a little relaxation in pleasant surroundings instead of having to balance precariously on upturned loco boxes. Well done, slaves!

Another scheme under contemplation is the bringing of a mains supply of water (Mostly for tea-making and the subsequent washing up) within reasonable distance of the steaming bay. To bring it all the way to the equipment store would be a very expensive business but it may be possible, with the Town Council's approval, to bring it to the eastern extremity of the track - near the Copper Beach tree - from whence it could readily be transported to the tea-brewery. Locos would continue to run on rainwater from the existing system.

Yet another idea, also subject to official approval, is to bring a mains electricity supply to the equipment store. This will not be a very costly matter and it will enable electric kettles to be used instead of the poison gas plant for the aforesaid tea brewing, to say nothing of the occasional use of a grill for a banger or two. And with the aid of a transformer (or rectifier if necessary) the mains supply will replace the present petrol engine cum dynamo-and-battery set-up for working blowers. Who knows - we might one day even get a lathe so that engines can be rebuilt as fast as we wear them out!

SWAN SONG.

As this is the last News Letter I shall write, since the job of finding someone to do them will presumably pass to my successor as Chairman, poor bloke, may I take the opportunity to thank all members for the kindnesses they have shown to my wife and to me during the past fifteen years. Relinquishing my responsibilities as Chairman will not in any way diminish my interest in the aims, objects and achievements of the Society. I shall run out of steam just as often as ever and I shall rely on my fellow members to push me home, just as they have always done.

-----oOo-----

Contributor's Comment: Gosh! Haven't we seen some progress in ten years! Mains water, mains electricity, guard rail, signals and a super-douper Clubhouse, plus more than a hundred members. What will the next ten year produce, I wonder? I'll probably never know.

Philip G. Wallis

EDITORIAL

With this issue of our Newsletter it is hoped to set the pattern for the future. We have the essential ingredient of news via reports of events both past and projected, there is the Secretary's Report to keep Members abreast of developments in the preceeding three months and future prospects, plus articles of general and more specific model engineering interest.

I am sure that most Members will agree that a good Newsletter is useful in helping to bind the Society together. If the make-up is right everyone should know what is going on and can feel involved in the Society. If they do not like a particular development then the Newsletter is the place where they can air their opinions with maximum effect. An article is perhaps the best way in which some people can contribute to the general life of our Society.

So who is going to apply for the job of Ace Reporter and/or Official Press Photographer? Qualifications are the ability to write intelligibly, regular attendance and preferably a good knowledge of our Members and their models. Salary by negotiation, up to a maximum of nothing. Very good holidays.

Graham Baseden

NEW MEMBERS

Established Members will be pleased to welcome the following new recruits:

Mr. M. Holder	-	31, Graveney Road, Maidstone, Kent.
Mr. R. Broadbent	-	69, Albany Drive, Herne Bay, Kent.
Mr. F.C. Honeysett	-	61A, St. Thomas' Road, Hastings, Sussex.
Mr. D.R. Stokes	-	24, Cherry Way, Eythorne, Dover, Kent.

We expect to see them frequently at the Park.

NEWSLETTER ACKNOWLEDGEMENTS

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

Southern Federation of Model Engineering Societies.

Southampton & District Society of Model Engineers.

Brighton & Hove Society of Model Locomotive Engineers.

We would be pleased to exchange newsletters on a regular basis with any other societies who may be interested.

PREVIEW

The Winter Newsletter will contain a very interesting article about a new garden line which is going to be as authentic as possible. There will also be the first of three articles on Metrication as it affects us, complete with tables, and the return of the series on unusual locomotives built by Members. We hope also to have the first of an occasional series by Gene Allen of the Goleta Valley Western Railroad Club in America.