

SUMMER NEWSLETTER 1974

SECRETARY'S NOTES	PAGE ONE
VISITORS TO THE SOUTHERN FEDERATION RALLY	PAGE THREE
DATES FOR YOUR DIARY	PAGE THREE
CHAIRMAN'S NATTER SPOT	PAGE FOUR
NEWSLETTER ACKNOWLEDGEMENTS	PAGE FOUR
MOTIVE POWER	PAGE FIVE
TALIESIN	PAGE SIX
LINING LOCOMITIVES	PAGE SIX
"WE SIGNAL SUCCESS"	PAGE SEVEN
MEMBERSHIP LIST	PAGE EIGHT
EDITORIAL	PAGE ELEVEN

President P.J. Robinson

Hon. Chairman	Hon. Secretary	Hon. Treasurer	Hon. Press Officer
A.H.W. Payne, 38, Oxford Road, Maidstone, Kent.	R. Milliken, 14, Hurstwood, Chatham, Kent.	P.A. Roots, 97, Tonbridge Road, Maidstone, Kent.	G.B. Baseden, 56, High Street, Eastchurch, Sheppey, Kent.

Any contribution to the Newsletter is gratefully received, although it may be held over for a future issue. Material for the Autumn edition should be received by the Press Officer by September 1st.

SECRETARY'S NOTES

Since the production of the Easter Newsletter there have been several events of some significance to the Society and its premises in Mote Park; perhaps one could almost say the end of an era and, hopefully, the start of another. This probably seems a little profound but could well be true just the same.

When I joined the Society five years ago the then Committee had just recovered from the construction of our excellent engine shed and were considering the fitting of a continuous guard rail. Before that was finished we were already planning the construction of a new, permanent Clubhouse. The "end of an era" referred to earlier would seem to be the culmination of all these major projects and the fact that this week on 10th June I sent Mr. L.F. Parham the final cheque for the new Clubhouse. Though he modestly said in reply that he was 'glad to be of some small service', I suspect he realises what a difference the new building has made. We for our part well realise that, without the help of L.F. Parham Ltd., neither the engine shed nor the Clubhouse would have been possible without inconceivable difficulties.

To enable the Society to go ahead with these schemes (which were not without opposition) required what is to a volunteer outfit, run by an amateur administration, considerable compatibility between Members. When one considers that our normal operating expenditure is four times our total subscription income, the thought of increasing our track revenue to include sufficient surplus to pay for major projects such as these was, to say the least, somewhat daunting! Suffice it to say that to earn the necessary money to pay for all these expensive facilities, and to accomplish it well inside the scheduled period is due in no small measure to the hard work put in by loco. owners and the other Members who have strived unstintingly to this end. To call this the end of an era would not therefore be overstating the facts and if we accept that an era has ended, what of the new? Perhaps we could embark on a new era directed principally toward Model Engineering. Starting 2nd June the passenger running period has been reduced to two hours a week. This period is strictly for revenue though still leaving plenty of time for private running. The Committee is aware that of late, owners of smaller models have been reluctant to bring them on Sundays because of the pressure of the public and large engines. Now that the pressure is off let's see some of our new Members with smaller engines on a Sunday, when we will all have an opportunity to relax and enjoy the hobby.

Among plans under consideration is a scheme whereby the Society purchases material in quantities that the individual probably could not afford or store. This will enable everyone to buy material that is in common use at a much reduced price, without investing large amounts of his own capital. Should a pilot scheme of this nature prove viable, it can easily be extended to cover any range of materials or special equipment.

The signalling system at the Park referred to in the last Newsletter is now complete and working satisfactorily. Though initially suffering a few troubles, as with most systems of this nature, it works very well, adding considerably to the safety and interest of the track. The troubles referred to were in the main due to water and emulsified oil between the sections, causing leakage. Our signal engineer tells us, having examined the track at close quarters for several months, that some joints and fixings are in a doubtful state, more work for the maintenance men.

In response to the appeal in the last issue for painting the guard rail five Members turned up for duty. Out of a Membership of over one hundred this was not an encouraging effort. Membership of Maidstone costs only two pence per week and the Society relies on

everyone doing a little to help. The next guard rail painting day is Saturday 27th July, 1974, so please make an effort to help out.

The new set of club trolleys are still not complete due to a delay in the chassie production which is now overcome and the remaining three should soon be in use.

Moving on to the Southern Federation Rally held at Mote Park on 18th May, I received a letter from Tom Luxford, the Southern Federation Chairman, thanking us for putting on such a wonderful show. He particularly asked that the ladies be thanked for the splendid refreshments provided continually throughout the day. Thirty one visiting engines ran on our track in continuous and glorious sunshine, the exceptional weather enabling everyone to enjoy every aspect of the Rally to the full. Indeed, so enthusiastic were some of the visitors that many were asking for 'Seconds' by 5 p.m. Apart from my dog in her inimitable style, nudging a very fine Princess Marina off the track (fortunately with no damage), everything ran extremely smoothly. After getting everything ready, Messrs. Baseden and Linkins took over the organisation, leaving the rest of us to examine the vast array of loco's and trying to look useful. A list of the loco's that ran appears separately. Before moving on from the Rally, may I thank old friends and new for helping us make it a successful day. Many of our visitors travelled considerable distances, Ron Jeffries and Eric Lowe coming from Leeds!

The 8th July last year saw the first Engineering Exhibition to be held at Mote Park. All the exhibits were owned by Maidstone Members and included thirty seven loco's plus several models of stationary engines, etc. So successful was the Exhibition that the second display will be held on 14th July this year. Assuming that the Society is going from strength to strength we will of course expect to see an even bigger collection of models displayed this year. Last time the Exhibition coincided with the opening of the new Clubhouse, which probably stole some of the limelight. This time therefore, we must make a bigger effort, the models being the sole attraction (plus of course the lady members). Please try and bring your exhibit as early as possible on Sunday 14th July, preferably with a post card explaining its innermost secrets for the benefit of the public who will no doubt view the models with their usual awe stricken wonder.

Due to the continued indisposition of Mrs. J.N. Liversedge it is doubtful whether 'Joe' will be able to attend with his excellent models that are such an inspiration to us all. May I say, on behalf of the Society, that we wish Mrs. Joe a speedy recovery to her former health and we hope to see them both very soon.

On the question of inspiration, Sunday last amid champagne and light ale celebrations, Jack Carr 'Launched' his third 5" engine in four years, 'William Shakespeare' 'Brittania' par excellence. Boldly thrown in amidst the passenger hauling scramble, "Will Shakespeare" was last off at 6.30 p.m. a more than commendable effort for an inaugural run and a great credit to a worthy builder.

Ray Milliken

ANNUAL EXHIBITION

If people can let me know, preferably beforehand, some details of their entry, I will organize a small card for each exhibit giving the relevant information.

Graham Baseden

LIST OF RALLY VISITORS

Mr. N. Dant	-	Bantam Cock	-	North London Society
Mr. J. Rough	-	Firefly	-	Bracknell Society
Mr. R. Roberts	-	Molly	-	North London Society
Mr. T. Baxter	-	Nigel Gresley	-	North London Society
Mr. R. Hains	-	Barcelona	-	Harrow & Wembley Society
Mr. G. Storey	-	3½" Jubilee	-	Bristol Society
Mr. G. Wren	-	3½" Atlantic	-	North London Society
Mr. D. Chisnall	-	Thames	-	North London Society
Mr. J. Phillips	-	3½" Britannia	-	Hayes & Harlington Society
Mr. A. Lang	-	Vesta	-	Chingford Society
Mr. R. McGhie	-	Maisie	-	Chingford Society
Mr. B. Luxford	-	3½" Princess Marina	-	North London Society
Mr. J. Tampling	-	Hymek	-	Hayes & Harlington Society
Mr. L. Joyce	-	3½" King	-	Chingford Society
Mr. T. Mallett	-	De Winton Coffee Pot	-	Harrow & Wembley Society
Mr. A. Hall	-	Mona	-	Hayes & Harlington Society
Mr. M. Styles	-	3½" Princess Marina	-	Bracknell Society
Mr. R. Stokes	-	Wenhaston	-	Chingford Society
Mr. P. Wood	-	Irene	-	Chingford Society
Mr. D. Alford	-	GNR-K2	-	Bracknell Society
Mr. G. Williams	-	3½" 4-4-O	-	Bracknell Society
Mr. R. Wood	-	3½" Princess Marina	-	Romford Society
Mr. B. Linger	-	Ichabod	-	Lincoln Society
Mr. J. Davis	-	J.W. Bowker	-	Bracknell Society
Mr. R. Manning	-	County of Berkshire	-	Chingford Society
Mr. D. Coventry	-	5" L.M.S. 2-6-4	-	Hayes & Harlington Society
Mr. A. Jacobs	-	Crampton	-	Romford Society
Mr. A. Jacobs	-	Lesley Hall	-	Romford Society
Mr. C. Drayson	-	Juliet 2	-	North London Society
Mr. N. Charles	-	Maisie	-	Romford Society
Mr. N. Charles	-	Tich	-	Romford Society

DATES FOR YOUR DIARY

Saturday 13th July	-	Lea Valley Society Annual Exhibition - Dig Dag Hill.
SUNDAY 14th JULY	-	M.M.E.S. ANNUAL EXHIBITION - MOTE PARK.
Saturday 20th July	-	Bracknell Society visit Mote Park.
Sunday 21st July	-	Guildford Miniature Traction Engine Rally.
SATURDAY 27th JULY	-	M.M.E.S. GUARD RAIL PAINTING, MOTE PARK - COMMENCING 10.30.
Saturday 3rd August	-	M.M.E.S. Visit Tonbridge Society track, including evening run.
SATURDAY 10th AUGUST	-	M.M.E.S. GUARD RAIL PAINTING, MOTE PARK - COMMENCING 10.30.
SATURDAY 24th AUGUST	-	M.M.E.S. EVENING RUN & BARBECUE, MOTE PARK.
Saturday 7th September	-	Southern Federation Autumn Rally, North London Track.
Saturday 14th September	-	Eltham Live Steamers visit Mote Park.
Saturday 28th September	-	M.M.E.S. visit Beech Hurst including night run and barbecue.
Saturday 5th October	-	Romney Marsh Society visit Mote Park.

The Brighton & Hove Society track is incomplete at the time of going to press and we are therefore unable to obtain a date for a visit.

CHAIRMAN'S NATTER SPOT

From the A.G.M. until after the publication of our Spring '74 Newsletter I was out of touch with the Society and unable to write a "Natter Spot".

It is very sad to start this one on a most distressing note for our Society, the sudden loss of our young member Andy. Most of you have joined me in sending the Society's sympathy to Andy's parents. To new Members and Members who are out of touch; we shall all miss Andy for his roguish cheerfulness that so greatly enriched our Sunday meetings, and his gentle, wordly, nature. A credit to his parents, indeed an example to us all.

The 1974 season, continuous from '73, has found "The Faithful" running at the Mote track and working hard to close the "Balance of Payment Gap" on our new Club House. You will be pleased to know that we earned enough to complete the final payment over the Spring Bank Holiday and by the time you read this letter this has now been paid. At this point I would like to thank Members concerned on their magnificent achievement and also our builder for his patience.

On May 18th the Spring Rally at Mote Park of the Southern Federation of Model Engineers was a great success. Our Secretary wrote in the last Newsletter, "Ladies of Maidstone are already planning the distribution of loaves and fishes and other refreshments". Well, anyone attending the Rally will know how much our Society owes to our ladies who worked so hard on our behalf. We and visiting members consumed gallons of tea and ate all manner of gastronomic 'goodies'. Thanks ladies.

The signals at the track, our Press Officer's project, are now complete and working. There are a few problems due to track insulators breaking down and water flooding at the watering points, but apart from these small defects the signals work very well, making for easier and safer running. Thanks G.B. Also thanks to G.B. for our very interesting Newsletter. Our friendly 'Sheppey Mole' has abandoned his hole digging to make a fine steel and concrete track from the top road down to our steaming bays and he has also been seen making holes in the carriage shed to enable us to hang up the passenger cars. Thanks Chas. And speaking of passenger cars, our fugitive from the G.P.O. has been very busy with the new trucks. Thanks Ken.

Lastly a vote of thanks to our hard worked Secretary, work that goes on behind the scenes and is not always apparent but time consuming nonetheless. Thanks Ray.

And thankyou for reading. A.H.W. Payne (Jack)

NEWSLETTER ACKNOWLEDGEMENTS

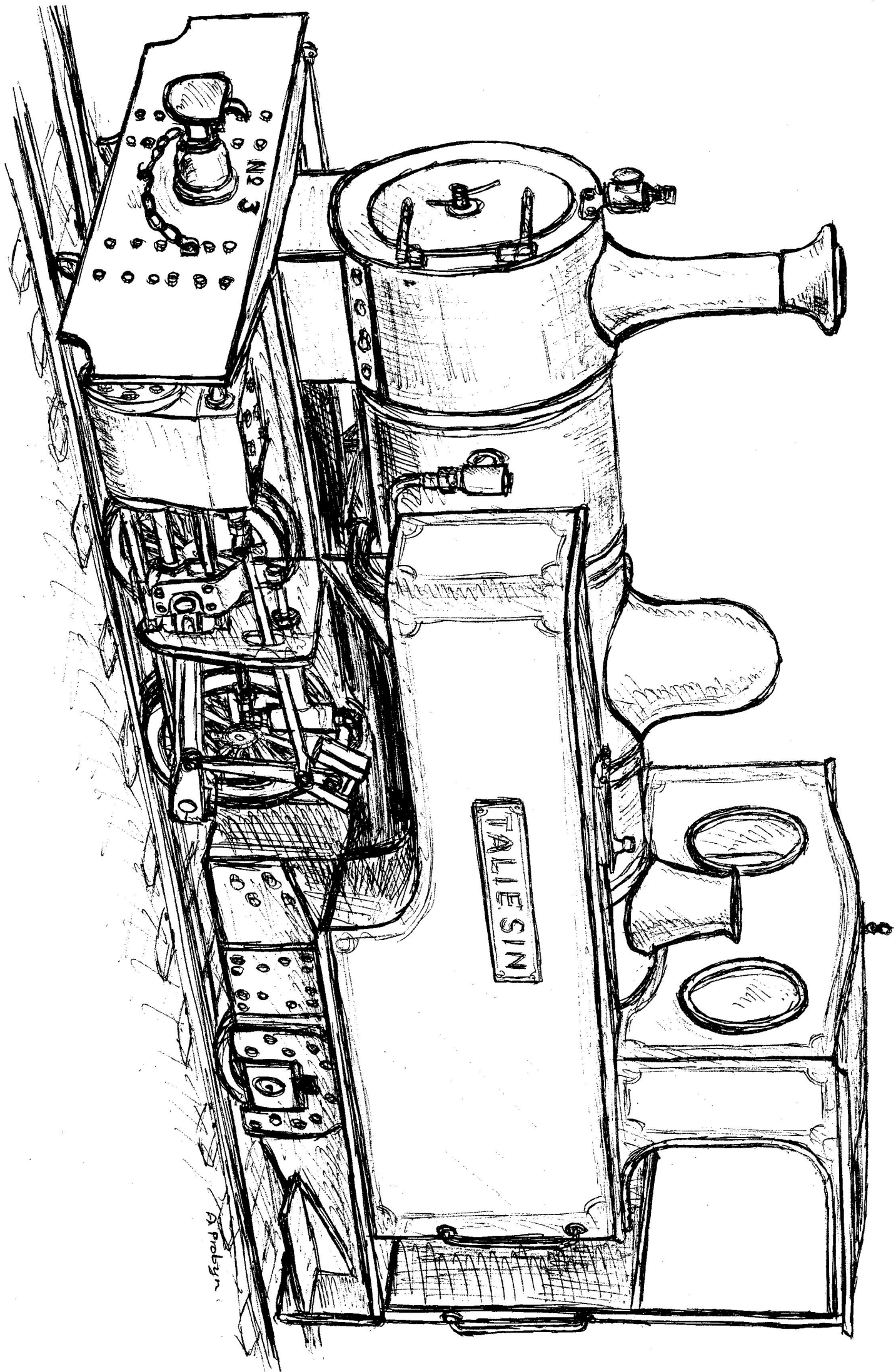
We acknowledge with thanks the latest Newsletters from;

Southampton & District Society of Model Engineers.

Guildford Model Engineering Society.

Sussex Miniature Locomotive Society.

Southern Federation of Model Engineering Societies.



"Taliesin"

This little 0-4-2 narrow gauge side tank for $3\frac{1}{2}$ " gauge is of a freelance design based broadly upon "Edward Thomas" of the Talyllyn and "Melior" of the Sittingbourne & Kemsley Light Railway, both built by Kerr Stuart & Co. Ltd., of Stoke-on-Trent, and incorporating Hackworth valve gear.

The cylinders of $15/16$ " bore x $1\frac{5}{8}$ " stroke are all fabricated and are fitted with cast iron liners and port faces, each piston having a pair of cast iron ring. The steam ports are $3/32$ " wide x $\frac{1}{2}$ " in length, which may seem awfully small. However, the engine is quite satisfactory in service and has proved itself to be a consistently reliable performer, now in its third season. The boiler is $3\frac{1}{2}$ " O.D. with a straight sided fibrebox $4\frac{1}{4}$ " long. The inner firebox has a pair of independent girder stays unattached to the outer wrapper. There are 9 No. $3/8$ " tubes with 2 No. $\frac{3}{4}$ " flues. Actually there should have been 11 tubes but something went wrong in the fitting and in order to maintain good water and steam space above the crown, I blocked off two on the bottom row with no adverse effect.

An unusual aspect of this engine is that it started life in Rotterdam, being purchased by me as part payment for the sale of a marine engine and boiler I built for a steam dinghy on the Medway. Originally the frames had a decidedly "foreign" look and they were altered to their present form by extension pieces added to the back end and by a good hefty buffer beam, a prominent coupling and safety chains at the front.

Don Paterson

Lining Locomotives

Many times a beautifully made locomotive (or other model for that matter) lacks that finishing touch which would make it stand out. Often it is a little thing such as the omission of lining which makes all the difference. From my own limited experience I think the factor which deters builders is the problem of removing mistakes made in the lining without staining or damaging the base paintwork. There is however a method which enables the most inexperienced builder to achieve satisfactory results ---- use poster paint. The following notes describe a method of application.

You will need the following items:- Poster paint of a slight lighter shade than that of the finished lining, a mapping pen, a Chinagraph pencil of a contrasting colour to the base paintwork, a draughtsman's ruling pen and ink compass, a bevelled rule and a small tin of matt Varnish. The tips of the ink reservoir of the draughtsman's ruling pen and ink compass should not be too sharp. If your hands are a bit shaky lay off the beer, cigarettes and women for a few days before starting work. If they had any curved work to do the old time coach painters slept with an arm wrapped round a gazunda for a few nights.

Break the glossy surface of the base paint with very fine wet or dry paper (1000 grade), wipe over the surface with white spirit and allow to dry. Apply any water slide or varnish fix transfers which are to be used, soaking off the tissue with water. With the Chinagraph pencil mark the position of all the lining, using lines as faint as possible.

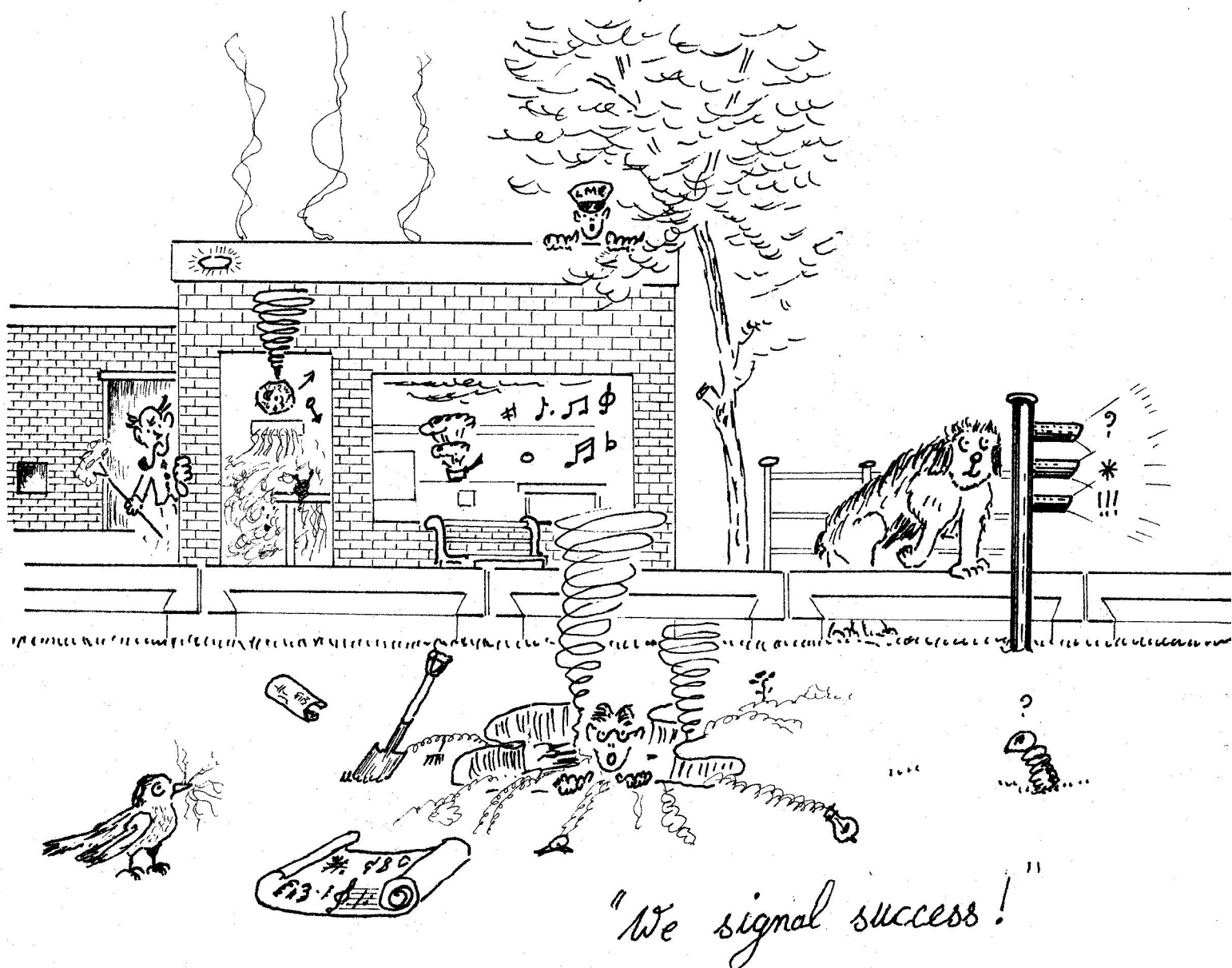
Thin the poster paint with water to the consistency of single cream. Fill the ink reservoir of the compass with poster paint and practice on a piece of paper to check paint flow and the width of the line. If the paint will not flow evenly or if opening the pen tips makes it rise up in an arc away from the tips, then it is too thick. The width of the line will be slightly wider on paper (due to absorbency) than on the painted workpiece so allowance should be made for this. If the pen floods or makes blobs the paint is too thin.

Any curved lines should be put in first, joining up with straight lines afterwards. Always work from the centre of a true arc and do not try to follow the outside circumference. Rest the compass point on a piece of rubber to prevent damage or slipping. The exception to this is the compound curve and care should be taken to keep exactly parallel to the outside of the workpiece resting the compass point against the edge.

You may find that the paint coagulates in the pen if there is a delay in painting successive lines. If so, pass a piece of paper, edge on, between the tips of the reservoir. If this does not cure the problem, empty and clean the reservoir and refill with fresh paint. If the paint skips certain areas either the surface is greasy or the gloss on the base paint has not been broken sufficiently. When the poster paint is dry any overruns or small errors can be gently scratched away, using a balsa knife or a sharp scribe and taking care not to touch the base paintwork. If you make a major error wash the whole lot off with water and start again. Filling in and fiddly bits can be carried out freehand using a mapping pen. After all the lining is finished to your satisfaction, seal it by painting over with matt varnish. This will darken the colour of the poster paint slightly but will not smear the lines. For a slightly higher gloss use an eggshell finish varnish.

With experience you will be able to use ordinary enamel for lining. The paint should be thinned to the consistency of single cream as before, and I have found that matt paint flows better than gloss (probably the surface tension is lower). I hasten to add that the foregoing is not original but compiled from snippets of information gathered over the years, coupled with some experiment by myself.

Barry Lawson.



The membership list has been omitted in the interest of security.

Editorial

Our Secretary has pointed to the future in his Notes and I would like to continue the theme with regard to our Winter Programme.

Assuming that we start evening meetings in October and that we hold a minimum of one each month up to and including March, this means at least 6 functions. Other societies, often smaller and probably less well endowed financially, manage far more frequent meetings, even twice a week. Surely it is not beyond our wit to put together an interesting and stimulating programme?

Yes, it is the job of the Secretary to organize these things and Ray will do what is necessary. But you, and that means EVERYBODY, cannot expect him, or even the full Committee to dream up everything off the top of their heads. We need definite ideas and preferably names of people willing to lecture or demonstrate and now is the time to get the ball rolling.

Last Winter saw a good attendance at each evening meeting, sometimes a capacity audience. This surely proves that there is a demand for such functions and that people will come and support them despite the weather. How about one suggestion (Naughty!) to Ray or myself, from each Member, of a possible subject for a meeting. It could be a slide show, talk etc. or perhaps a visit out, not necessarily on an evening. If each Member did this it would provide enough material for 2 nights per week, throughout the year! We shall see.