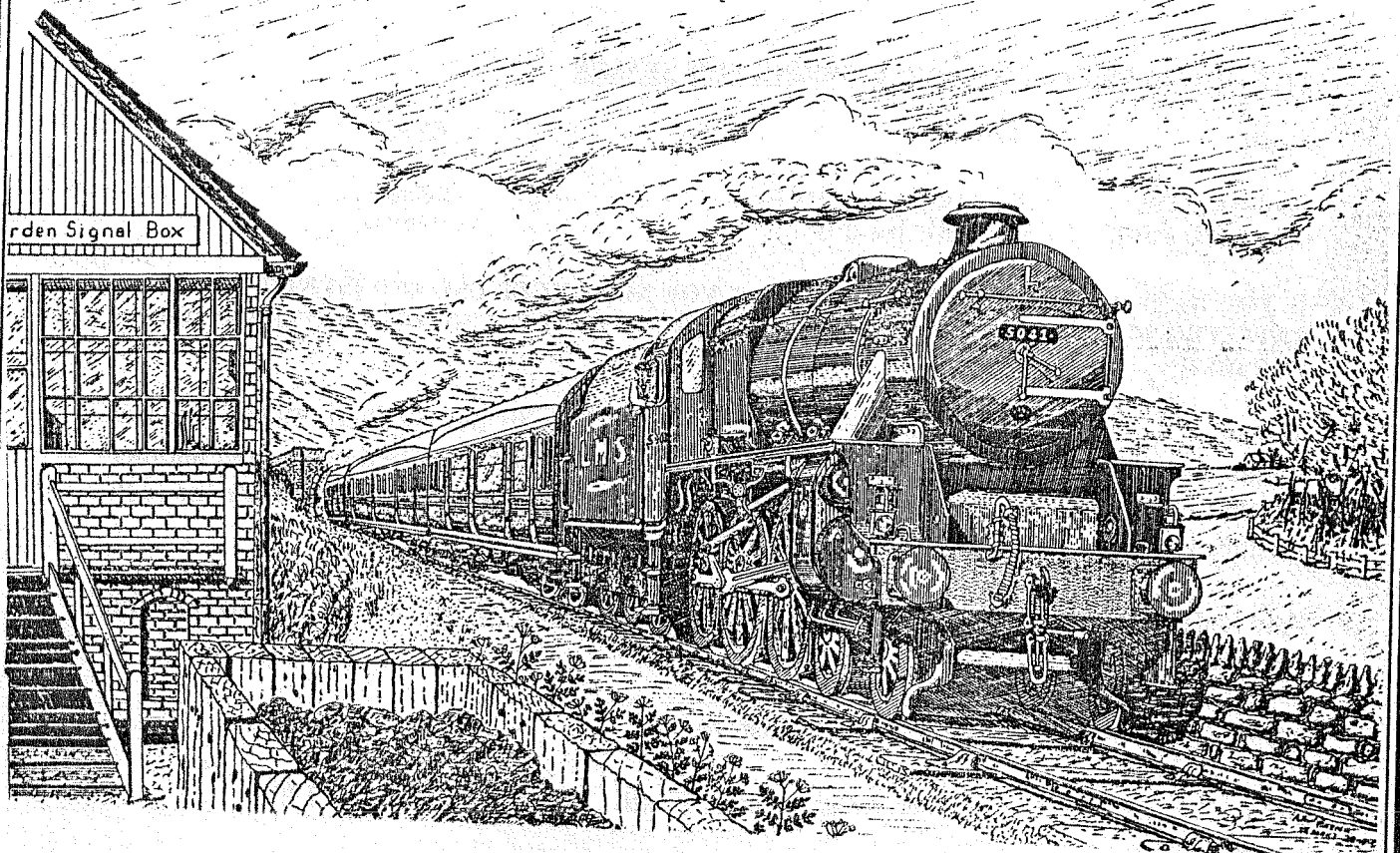


MAIDSTONE MODEL ENGINEERING SOCIETY.



NEWSLETTER - AUTUMN 1994.

BOILER TESTING:

LIST OF EXPIRED BOILER CERTIFICATES

<i>NAME</i>	<i>MODEL</i>	<i>EXPIRED</i>
MR P.CARPENTER	5" GAUGE 0-6-0T SIMPLEX "W.NORTON"	15/09/92
MR N.F.CLARK	5" GAUGE 0-4-0ST SWEET PEA	07/05/94
MR C.E.P.DARLEY	5" GAUGE 0-4-0T "BAUDOT"	09/11/93
MR F.DEEPPOSE	5" GAUGE 0-4-0 "POLLY 2"	11/04/94
MR T.GREGSON	5" GAUGE 0-6-0T BUTCH	22/07/91
MR T.GREGSON	5" GAUGE GWR 2-6-2T	30/06/92
MR T.GREGSON	3" SCALE ATKINSON STEAM LORRY	30/06/92
MR A.E.GURR	3 1/2" GAUGE 0-6-0T ROB ROY "SIOUXSIE"	28/12/93
MR L.HULBERT	VERTICAL STATIONARY	15/09/92
MR R.J.LINKINS	5" GAUGE 2-6-0	07/07/92
MR P.MARTIN	5" GAUGE 0-6-0T SIMPLEX	03/08/93
MR P.MARTIN	3 1/2" GAUGE BLACK FIVE	05/10/93
MR A.H.W.PAYNE	3 1/2" GAUGE 0-6-0 FOWLER TANK	23/05/94
MR A.PROBYN	5" GAUGE 0-4-0 "DIXIE"	26/05/92
MR M.STARNES	5" GAUGE 0-4-0 RUBY	01/05/94
MR B.WHITE	3 1/2" GAUGE JULIET 0-4-0T	25/08/93
MR M.WREN	3 1/2" GAUGE 0-4-0 "TICH"	23/02/93

LIST OF BOILER CERTIFICATES EXPIRING THIS SEASON

<i>NAME</i>	<i>MODEL</i>	<i>EXPIRY</i>
MR J.BARROW	5" GAUGE SIMPLEX 0-6-0	26/09/94
MR F.LAROCHE	5" GAUGE 0-6-0 3F	12/09/94

IF YOU HAVE A BOILER ON THIS LIST THAT YOU NO LONGER USE AND DO NOT WANT RETESTED, PLEASE LET THE SECRETARY KNOW SO THAT IT CAN BE REMOVED FROM THE LIST.

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. A charge of 50p. will be made for each certificate issued to cover the cost of the certificate.

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 Road, Charing Heath. Charing 712086

Mr.M.Parham. 9 The Landway, Bearsted. Maidstone 630298

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

Mr.A.Payne. 38 Oxford Road, Maidstone. Maidstone 757545

MORE BEGINNER'S EXPERIENCES OF STEAM LOCO BUILDING

Probably the biggest decision for the inexperienced steam loco builder is whether or not to tackle the boiler fabrication. Serious money is involved in the form of a lump sum to purchase ready built and tested, if this option is taken, or a somewhat smaller amount spread over a period of time to obtain the raw materials. Added to this must be the cost of acquiring adequate gas torch equipment for silver-soldering the boiler joints, bushes and stays. Propane gas equipment is the most popular and it's worth enquiring from various gas suppliers as their charges do vary, some differing in cylinder size. BOC is certainly not the cheapest.

Not being a very confident Coppersmith, the writer purchased a boiler material kit which included all the flanged plates required. However, some metal bashing was still necessary as two of the flanged plates were a poor fit in the boiler tube. The axle pump boiler feed water bush was relocated from the backhead to the side of the boiler barrel, this being a variation from the published design. A similar bush was made for the opposite side to take the supply from an injector.

A medium size plastic dustbin was used to contain the acid solution for pickling. A request for 1 litre of concentrated sulphuric acid was placed with the local friendly pharmacist who enquired as to the intended use. A brief explanation satisfied him that all was well and the acid promptly arrived the following day. Various dilution ratios seem to be banded about for pickling, the ambient temperature of the solution having an effect on the satisfactory speed of working.

To hurry things on a bit on what was intended to be a day of action, old wine bottles were filled with hot water, corked and placed in the acid bath around the boiler components. This had the desired effect on the copper bits and also raised the fluid level as an added bonus. After a while the bits looked clean enough to make a start, any doubtful spots getting a quick dose of Jif cleaning cream applied by toothbrush. A plastic bucket full of clean water was placed close to the acid bath so the washing off could be done with minimal spillage.

A brazing hearth had been cobbled up from an old angle iron bed frame suitably cut and welded to other odds and ends, dry house bricks being arranged to support the work. The hearth had been positioned in the middle of the garage floor, well away from anything combustible, the workshop was considered much too confined and a potential fire risk.

To conserve the consumption of propane on what was quite a cold winter day, preheating of the first sub-assembly was done with a 1 pint paraffin blow lamp, strategically propped up about 9" from the job. A request had been submitted to the better half for assistance in the directing of heat as (hopefully) work progressed. Well, work didn't progress very quickly because the required high temperature was not reached. In ignorance, a 2944 burner had been fitted to the Sievert torch, producing a flame of too large in volume and not sufficiently intense. This was soon replaced by a 2943 and metal began to flow.

A line of frost gradually appeared on the propane cylinder brought about by the rapid discharge of gas and the accompanying drop in pressure was soon noticed. This then is one of the penalties of using a small gas cylinder which fine for most jobs, being very portable, but really at the limit of capacity when constructing a 5" gauge boiler. In spite of all this, the boiler was completed up to the firebox stays and these were sealed using borrowed oxyacetylene equipment.

Some jostling for position was found necessary on the side extensions of the outer firebox wrapper where the castellated joints, boiler slide plates and some stays all occupied the same area. Accurate alignment of the two water gauge bushes was ensured by making up a mild steel dummy that could be easily removed after silver-soldering.

A commercial hydrostatic test pump, similar in design to a stirrup pump, had been bought in a boot fair some time ago. The pressure gauge accuracy could not be guaranteed but for the purpose of the preliminary test it was satisfactory, having revealed two minor leaks and a drip at the firehole door brackets. These were duly made good and another chapter in the Simplex Saga was completed.

John Barrow.

OFFICERS OF THE SOCIETY:

- President: A.H.W. Payne Esq. (Jack) Maidstone 757545.
38 Oxford Road, Maidstone, Kent. ME15 8DJ.
- Chairman: G. Kimber Esq. (Graham) West Malling 845931.
4 The Stream, Ditton, Maidstone, Kent. ME20 6AG.
- Vice Chairman: A. Gurr Esq. (Adrian) Maidstone 662672.
47 Blythe Road, Maidstone, Kent. ME15 7TS.
- Secretary: M.N. Parham Esq. (Martin) Maidstone 630298.
9 The Landway, Bearsted, Maidstone, Kent. ME14 4BD.
- Treasurer: P.A. Roots Esq. (Peter) Maidstone 758599.
97 Tonbridge Road, Maidstone, Kent. ME16 8JN.
- Press Officer: Mrs. S. Gurr. (Sue) Maidstone 630298.
9 The Landway, Bearsted, Maidstone, Kent. ME14 4BD.
- Committee Members: Bob Hodgkins, Peter Kingsford, Don Paterson,
Geoff Riddles, Chris Williams, John Winsor
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IMLEC 1994 - THE 26TH INTERNATIONAL MODEL LOCOMOTIVE EFFICIENCY COMPETITION AT GRAVESEND 9TH AND 10TH JULY or I COULD HAVE BEEN A CONTENDER.....(one man's or rather one woman's view).

by Sue Gurr

The weather was glorious all weekend, mostly sunny, a slight breeze at times and definitely HOT. Martin (our secretary as you all should know) had entered his 5" gauge, 4-6-2 locomotive Duchess of Hamilton after being badgered by Ron Heathcote, a member of both Maidstone and Gravesend Societies, who had also entered his locomotive. Martin's run was scheduled for High Noon as I called it, 12 o'clock on the Sunday. "Every dog has its day", I told his boys Bob and Tom, "and this we hope will be your Dad's, so please understand why he cannot devote all his time to you today". Bribery and the nearby swimming pool at the Cascades Leisure Centre kept the boys occupied and happy and they were pretty well-behaved all weekend.

Saturday we spent sizing up the opposition and deciding how many people/trolleys to put behind the Duchess. A total of 23 people on eight trolleys including Martin driving, the Observer and Guard from Gravesend Society; quite a load for any engine of this gauge. Martin as usual displayed a calm exterior throughout most of the proceedings and lit the fire of charcoal just before 11-30. My main job was to find passengers for the tickets I had and with no shortage of volunteers I was beginning to think I should have been selling the tickets instead of giving them away. However I was keen that Maidstone Society members should have first choice, as after all it was Maidstone Club we were representing. It was super that so many members had turned out in support and at this point I must thank our band of passengers: John and Marion Barrow, Dave Deller, Jack Payne, Chris Williams, Peter Kingsford, Andrew Hulse, Gerald Spenceley, Norman and Paul Clark, Dilwyn Herbert, Peter Martin, Joan Linkins, Graham Kimber, Jack Williams, Mick, Jean and Robert Starnes and Mike Wallace - I was the 20th passenger and official Back Seat Driver. Thanks also to Bernie White who I coerced into videoing the run for us (subtitled My Left Foot but very good nevertheless).

Shortly before 12 noon the additional trolleys were assembled (no one else had taken so many) and put onto the track along with the Maidstone personnel who took kindly to my bossing about "Dilwyn on the back trolley! Keep your feet up! Sit still and behave yourselves!" I, of course, was sitting at the front of the passengers, close enough to bellow at Martin and report back down the line of passengers.

Slowly Martin pulled away with a tiny "toot!" the draincocks open, cameras clicking and videos recording. An engine with a good load is always I feel a majestic sight and sound, and the Duchess with her load of 23 was no exception. I may well have worn a worried expression for most of the trip, I could tell the injectors were playing up under the extreme conditions of the heat and the largest load she had ever pulled. The first circuit was fairly slow but once underway we started going well....but the injectors were misbehaving and cartons of water were flying to and fro. In an effort to get the second injector working I handed a bottle of ice cold slimline tonic water to Martin to drench the injector with but this did not do the trick either (I could almost hear the engine saying "Wot, no gin?! Forget it!") and so the run was made on one injector.

Then, just after half way through, as we approached the tunnel, a message was shouted from the rear: "You'll have to stop! The back trolley has derailed!" and we ground to a halt. The occupants of the back couple of trolleys leapt into action, but Martin was getting worried as time ticked by, the derailment being caused by a fault with the trolley. To pass the time I flicked through the book of rules "It's alright! You won't have to retire, the trolley has derailed not the engine." But Martin was conscious of the water going down, and more particularly the coal being wasted as he was standing still, and that this would be against him. "How long does it take to put a trolley back on?" he shouted in alarm as the minutes ticked by. "Hurry up, he's getting upset!" I bellowed back to the rear of the train. "We'll have to replace the trolley in the station, it's broken," came the reply. We trundled into the station, worried looks all round while the broken trolley was replaced (a screw locating the axle had come loose dislodging the axle in its frame).

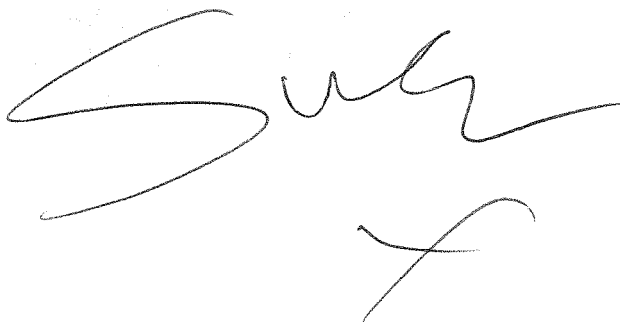
We started off for a second time. Five minutes and twenty seconds had elapsed and this was to be added onto our time. We did a few more laps, building up momentum gradually again. "Can I stop now?" asked Martin as we headed for the station, the pressure gauge showing 40lb. "No!" shouted back the observer and I in unison and Martin did a final lap, finishing with 20lb on the clock and with much relief, having taken twenty-eight minutes - plus the extra time taken because of the problems with the broken trolley.

The majority of the Maidstone Mob disappeared for public running back at home in the afternoon while we chewed our nails while the results were calculated, much complicated by the enforced stop we had made. A meeting of the judges was held and we were summoned to a meeting while half way through eating our lunch. Martin had the offer to run again if he was unhappy. Once was enough for him and he was prepared to accept their decision. So after two hours his result was put on the leader board; the thermal efficiency was 1.48% and he was in 1st position!

Five more competitors followed Martin and the rest of the afternoon was nailbiting as he maintained this position of first - up until the end. As we sat by the board waiting for the final result the crowd waiting grew and the sun beat down hotter. The result eventually was known - Martin had been beaten into second place by the current defending champion who ran last, John Heslop from Ryedale with his LMS 2-6-4, by 0.03%. Very well done to John of course, but after leading all afternoon it was a disappointment to be pushed into second place.

So would Martin have won if the trolley had not derailed? Who knows. He was pleased to have come second anyway. Tim Gregson, driving Ron Heathcote's GER 4-6-0 came 11th and there were 21 competitors this year. In such a competition I feel there has to be an element of luck involved no matter how good the engine and driver. So well done chaps.

Next year IMLEC is at Kinver - any takers? I'd still like to drive in IMLEC sometime - and I hope I get the chance one day.

A large, stylized handwritten signature in black ink, appearing to be 'Sully', with a large 'X' mark below it.

FLASHBACK - SUMMER 1994

Already it feels, as we near the end of August, as if summer is almost over, the mornings and the evenings are cooler, the sun goes down earlier. After some confusion the Club Celebration better known as our President's Golden Wedding Party was held on Sunday May 1st due to Jack finally getting his cataract operation scheduled - but he was required to go in on the Monday we had originally arranged the gathering for! However, everything went exceedingly well (the celebration and the operation) and a good time was had by all. The first Sunday in June we decided to do our bit for the war effort and we held a D-Day run, raising £170 which we sent to war veterans charities. All the Evening Runs so far have been fine, it even stayed reasonable for the outdoor Bits and Pieces Evening we held. It was a glorious day for our trip to Sutton (via The Plough for our Carvery lunch of course) and we really enjoyed seeing the Gauge One Society running as well.

Anne Wallis has kindly found us a nice picture of the late Mrs Wallis and the picture is now hanging on the Clubhouse wall with the others in our Gallery - the departed who gave a lot to our Society and its members, and often the most precious commodity - time.

AUTUMN 1994

Diary Dates:

Friday September 2nd : Tea and Crumpet and Evening Run.

Saturday September 10th : Fun Day at Birchley, Biddenden. Please advise attendance.

Friday October 7th : Natter Night.

Sunday October 30th : Last Public Run of Summer Season.

Friday November 4th : Video Evening including Highlights of 1994.

Friday December 2nd : Bits and Pieces and Fish and Chips Night.

Monday December 26th : Boxing Day Run.

Please note that Tonbridge Society, who were having their Open Day and Fiftieth Anniversary on September 11th, have had to cancel the event as their track is still being re-laid.

The Southern Federation Autumn Rally on September 17th is being held in Edinburgh (how far south can you get?!) this year, I hope to be there for the day, Martin will be presenting this year's award. Maybe we'll see Lionel if he's not steaming his boat in search of the Loch Ness monster!

No Club Visit to the Midlands Model Engineer Exhibition at the end of October this year, but we hope to arrange this for next year.

Club Nights : Gate open from 7-15 until 7-45.

Sundays and Boxing Day : Gate open from 11-00 until 11-30 in the morning.

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I am sad to report that Ernie Pursey died a few days ago. Ernie had not been in the best of health for some time and had found it difficult to get over the loss of his beloved wife who he had nursed devotedly for some years. We shall all miss him and our condolences go to son Rod and his family.

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Commenced already! New replacement beams are to be cast, not because they are urgently required but because we have no more spare at present. The guttering will be replaced after the school holidays (no need to ask why the wait). Work will continue through the winter on Sundays around the club site in one form or another so we can maintain all we have in reasonable condition.

[illegible]

Gerald Spenceley an electrical engineer from Walderslade whose model making activities include traction engines, locomotives and model boats.

A decorative horizontal separator consisting of a continuous row of small, dark gray upward-pointing triangles.

Additions to the following families this summer: To Tim and Karen Gregson, Richard and Dorothy Linkins, Charles and Anne Neil - Congratulations from us all.

^ ^

Have fun, take care.