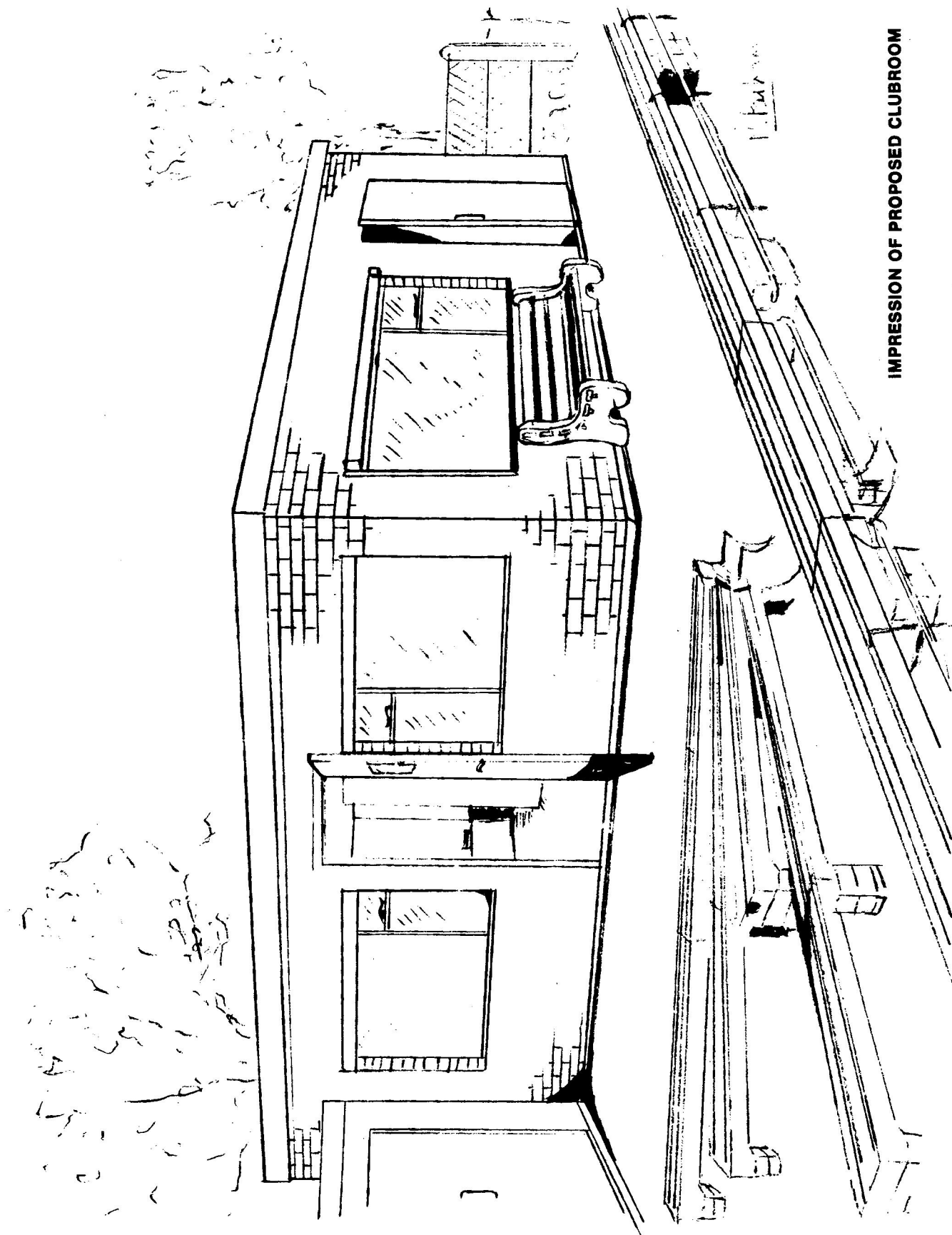


AUTUMN 1972

IMPRESSION OF PROPOSED CLUBROOM



Some Light on the Subject

Rarely is a railway engine seen at work without at least one lamp either lit or unlit, and frequently there are two or more. So it is also with the five inchers who display an array of lamps (also *lit* or unlit) which presumably is to indicate the classification of the train - *or do they indicate where it is going to and that in due time, provided it has turned "left at the top" it will return from the opposite direction.* To a specialist in the field it must be rather confusing to see a "fish train" hotly chased through the cutting by no other but the Royal train.

I must say that lamps give me a deep sense of satisfaction and of course a sense of security when driving the "Minx" on a night run - the park had cleared, the "inner man" satisfied with a good fry-up and the only sounds being the engines steaming up on the bays (or *from odd motor cars that park in the shadows - an inexplicable noise as there are never any apparant occupants!!* The warm glow of the red tail lamps, flickering as the oil burns show up well as train by train leave the sheds - comforting to know that the "Green" is confirming that the traverser is fully closed when approaching. The night encroaches and the mist rises from the lake - the reflection of lights shows clearly down the metals, then the moon comes over the trees and down goes the temperature. The glow from an open firebox door helps but little and the decision is taken that it must be the last train. And so to blowdown. The experiences of a night run are never to be forgotten.

F.G.G.

SALES AND WANTS

There are at the moment three engines offered for sale - first the T 9 of Mr. B. Mount who resides at 30 Albany Road Sittingbourne - he also is on the lookout for a bottled gas torch for brazing work - if any member has one for disposal please make contact.

Mrs. Braine is disposing of the late Mr. H. Braine's Ajax, also the passenger truck. The address is 201 The Gateway, Dover.

Also for sale is the Minx of F. G. Gregson, who can be contacted at the Club any Sunday or at 4 Northdown Cose, Maidstone.

The Secretary, Mr. Ron Heathcote has informed the Committee that due to his business commitments he will not be able to continue after the next Annual General Meeting. He has served the Society for some considerable time and we are all extremely grateful for all that he has contributed to the Society.

THANKS have been extended to the Park Keeper for the kind service he did the Society by spraying under the track to inhibit the growth of grass which otherwise would have had to be cut by hand by the members.

A Suggested Design

for

New Club Trucks

This design is, I feel, a reasonable amalgamation of a number of tried and tested features already incorporated in trucks at present engaged in passenger hauling upon the Mote Park track, plus a couple of detail innovations.

Referring to the (opposite?) drawing:— *Fig. 1* depicts the general outline of the proposed truck. Principal dimensions are:—

Overall Length 5'3"

Bogie Centres 44"

Depth of leg guards 18"

Fig. 2 shows the proposed bogie identical to those on Mr. F. Gregson's truck employing ball bearings in the wheels, mounted on a rigid axle, which is secured to the side frames (see *Fig. 3*) and incorporating sled brakes (drivers end only) between the fixed bogie wheelbase of 8".

Fig. 4 is a diagram of the bogie pivot a headed pin, welded to the chassis stretcher and passing through the bogie stretcher. The bogie assembly is retained by a collar located by a $\frac{1}{8}$ " dia split pin allowing $\frac{1}{16}$ " vertical play.

Fig. 5 depicts the rear draw gear suggested for these trucks.

As a rigid link is now required between any two non-articulated trucks, I feel that a convenient method of rigidly linking said trucks, is to have a pivoted, $\frac{1}{4}$ " dia, eyebolt on the rear of each truck.

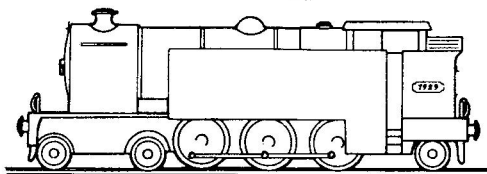
When two trucks require to be coupled, an hexagon ferrule and lock nut are used as shown.

The ferrules and lock nuts could either be screwed onto the eyebolts or stored in the engine shed.

The estimated cost per truck of raw material, less the cost of ball bearings (which I believe can be "obtained") would be approximately £10.50.

Lastly, I hope that these ideas can form the basis for a number of maintainance free vehicles, the P.S. being, if anyone has any suggestions let us hear them as soon as possible.

B.J.H.



An Introduction to Model Engineering

My introduction to model engineering was preceded by many years of sketchy interest in models generally.

Model engineering with the emphasis on engineering always appeared the ultimate but too remote for me. Remote that is because of the requisite technical knowledge and ability, plus the vast amount of equipment required.

My wife, who has always encouraged my leisure time activities then produced a daughter (*exclamation - ed.*) This meant among other things more time at home and consequently more time for hobbies.

We produced a series of full size boats of varying sizes. The smaller craft were somewhat dangerous for a small child and a large dog. Conversely the largest - two and a half tons, built in the front garden took on the proportion when near completion of an enormous white elephant!

The reason being it was so big and so heavy, I couldn't move it with a Standard 8 and couldn't afford to run it anyway.

We sold it, built a folding caravan and cast around for some new toys to make.

This was the status quo until the summer of 1969.

During the summer we visited Mote Park for only the third time since moving into the area. On the previous two occasions we observed the model boats and were not over impressed. Seeing a sign saying model railway and model cars we eagerly sought the tracks never having seen a working model loco or car. Imagine our disappointment to find it completely deserted on both occasions.

On the third visit, however, the area was a hive of activity. We were first attracted to the model cars where a venerable gentleman was rushing madly in a circle, with what appeared to be a model racing car tied to the end of a walking stick. As we approached the fence the car detached itself from the walking stick and roared round the track at an unbelievable speed accompanied by an even more unbelievable noise.

My family were very impressed by the phenomenon but, unfortunately our large dog was affected somewhat differently. After tying her legs together and carrying her out of range we decided the projectiles we had just witnessed were not for us.

We then retired to the middle of the railway track where all seemed tranquil and watched with awe.

Some minutes later my wife who was watching the scene with avid interest said "let's make one of those" - this was followed by "like that green one Daddy". I reminded my wife about the knowledge and equipment required but it was no use. They had already decided that we were going to make one.

"That man with the waistcoat looks a nice chap - go and talk to him".

I declined firmly, having been discouraged since childhood from talking to strangers, especially as they all seemed so clever.

Margaret not apparently suffering from these inhibitions strode off leaving me holding the still trembling dog and the proverbial baby.

Some minutes later she called me over and I proffered a tentative hand to Messrs Payne and Rix. The two esteemed gentlemen were gently stroking the back of a huge green engine with a duster. They broke off from this important task when my wife ventured the preposterous suggestion that I should build a loco. This news left them quite unpasse, then the waistcoated gentleman said suddenly "Can you read?" "Tolerably well" said I briskly. "You shouldn't have any trouble then" was the reply. Mr. Rix can read and he only took 9,000 hours to build this.

Walking away some minutes later, clutching my membership application form I half heartedly mumbled that we only had a plane, brace and bit and a tenon saw at home.

Further resistance was however to no avail. Wife and daughter were already riding blissfully behind some fearful complex machine that I had not the slightest idea how to build.

Chapter 2 - The Die is Cast.

The proverbial die was cast there and then. The more common dies I learned to wrestle with later.

A hurried trip to Maidstone library convinced me I needed a "lathe and sundry hand tools".

One local paper and six days later I was the proud possessor of a 1911 model four and a half inch Milnes. The elderly chap who sold it to me for twenty pounds tried unsuccessfully to explain its more intimate details. He eventually threw in an even older drilling machine to ease his conscience and I set off home with my machinery.

I next obtained a catalogue of "Plans for Locomotives" mostly which were the work of a character called L.B.S.C. I suggested a small engine called TITCH but my wife thought a 'Maid O' Kent' would be nicer.

Whilst waiting for my Maid of Kent drawings to arrive I made some curly stuff called swarf, drilled some holes and gathered sundry hand tools from doubtful sources.

The following Saturday, clutching my drawings that I didn't understand ten per cent of, I went to the Fred Stone establishment at Erith. Upon entering I was dismayed by the sight of several model engineers who viewed me as the complete village idiot. I was further dismayed when the proprietor said not to worry about the drawings as I would give up by next week anyway.

Leaving the 'shop' with chassis material, rivets etc., I marked out and cut the chassis to shape.

Next week back at Erith with frames and drawings I asked "What next"?

The proprietor then asked whether I wanted the cylinders inside the chassis or outside. Thinking it might look tidier I plumped for inside. "What have you cut whacking great holes in the chassis for then" said he. "Because it says so on the drawing" said I.

On being told it depended whether I wanted Stephenson or Joy Gear which meant absolutely nothing it was clear that Joy was the last thing to achieve from the enterprise.

"Start on an AJAX" said Mr. Stone. "You might as well not finish that as not finish a Maid O' Kent and it will be cheaper".

Soon after this episode I made the acquaintance of my good friend John Anyon who had made two AJAXES and well remembered gazing in wonder at his ten wheeled engine which he insisted on calling a Prairie tank (the significance of which still evades me). John introduced me to Charlie Hayward who had built a ten wheeler *and* tender.

At this time the immeasurable help from John and Charlie was most encouraging. During the following season prior to AJAX's completion I was to get further support from new found friends and contemporaries at M.M.E.S.

This was the turning point. The realization had dawned on me that patience, tenacity plus the ability to read tolerably well was what brought JOY to Model Engineering.

R.M.

THE GUARD RAIL

The guard rail still requires further painting and with this in mind and providing that weather permits, it is intended to undertake the work on Saturday afternoon, October 21st.

Will all those who can please come along and contribute their painting talents. This will be followed by a "fry-up" and an evening run.

On Saturday, October 14th the New Romney Club will visit the Park.

WILL YOU PLEASE HELP

Track maintenance was discussed at the last Committee meeting held on the 1st October and it was decided to set up a team headed by Mr. Marshall Vine and Mr. Brian Harris to investigate the extent of, and to carry out necessary maintenance and repairs.

Accordingly, would any member willing to assist with this track work during the next few months (weekends) please inform either of the above or the Chairman.

THE ANNUAL GENERAL MEETING of the Society will be held on the evening of the third Friday in February at the Fountain Inn, Tonbridge Road, commencing at 7-30 p.m. prompt. Book this date in your diary and make every effort to attend.

The President of the Society has recently visited Mote Park and he extended to the members an invitation to visit him on the evening of Friday, October 27th at the Town Hall, Maidstone. It is hoped that as many members and their wives will be able to attend this social event.

Mr. Robinson (President) has now been informed about the scheme to enlarge the Society's premises, within the confines of the present fencing, and he intimated that he will assist in whatever way he can toward getting the planning permission necessary. Detailed plans are now in preparation and detailed drawings are printed later in this Newsletter.

" Firefly "

*Green and shiny, little monster,
Huffing, puffing to herself,
Standing, waiting for some water,
Hissing while, as if by stealth,
She counts the pounds that she carries
Round her ever glistening waist.
Slowly, slowly then more quickly,
Rushing on in seemly haste,
Pulling, pulling always pulling
Up and down the banks and dips,
Joyful to be swiftly running,
Boastful that she rarely slips
Or spins on wet and greasy metal,
Wasting all her fiery breath.
Spewing little red hot cinders
Fading quickly into death.
Pulling, pulling now more slowly,
Coming gently home to rest,
Drinking quickly, sighing softly,
Happy to have done her best.*

G.W.R.

Chairman's Natter Spot

Our official 1972 running season is now drawing to a close, but I'm happy to say that it has been very successful and will more than likely continue far into the darker evenings.

Society visits to and from other clubs have been enjoyed by many of our members. Our visitors have been very appreciative of the hospitality, as the notice board at Mote Park records.

SAs these visits mainly fall on a Saturday I have not been able to attend, but wish to thank all members who have worked hard to make the visits a success - not forgetting our ladies, who have looked after the catering, often almost overwhelmed by the sheer weight of numbers, but still making sure that all our visitors had a cup of tea at least.

We have had many new members joining

We have had many new members joining our ranks, and as I type this many more wishing to join.

I was particularly pleased to be able to take our founder member Mr. E. Wicks for a trip round our Mote Park track a few Sundays ago. Also to see 'Sid' (Mr. S. Longley - life member) take Mr. Rix's (life member) 5" Liberty around the track. Not forgetting the Green Arrow under old/new driver ownership of our other life member Mr. P. G. Wallis.

Most members will join me when I say it was very good to see Nick's beam engine running on its stand at the Park - it runs very well for a hundred years old - (the engine, not Nick).

I will once again ask all members to think about our rolling stock very seriously. We were short of passenger cars on some Sundays recently and must get down to building this coming winter. Will all members who can contribute in any way to this construction work let me know at the earliest opportunity in order that a scheme can be got under way.

Thanks are due from the Society to -

Messrs Gregson and Carr for our track cleaning machine - to date it is not quite perfection but progress is being made.

To Peter Roots for all our supplies and looking after our coffers.

To members whom come under the heading of drivers, painters, odd-job men etc. without which we could not have our running days.

To Ron Heathcote, our tame scribe, for all our many letters.

To our hard worked press officer for conjuring up this and many more excellent Newsletters.

Lastly but not least our ticket and tea ladies.

I have broken my usual tradition in naming names in this natter spot but think it quite proper as we are greatly indebted to the above mentioned.

To end I welcome all new members and hope you enjoy the rest of the season along with all our colleagues.

Thanks for reading.

A. H. W. Payne (Jack) 30/8/1972.

“ Utopia ”

Fire O.K.? Yes, nice black crust. Water's near the top nut but a quick flick of the gauge blowdown just to make sure. The needle of the boiler pressure gauge is quivering just under the red mark. Injector off. Must be nearly ready time to leave!

Ah, there's the green and the “Right away” from the rear. A touch of whistle and crack the regulator. She hesitates as the steam chest pressure rises and then with the merest of jerks we are away, pushing aside the clouds of steam from the drain cocks.

A quick glance back down the train and we are leaving the built up area behind as we pick up speed down a slight slope.

Almost immediately we enter a long left hand bend. As the track straightens we can see the next signal ahead is clear. Notch up and take a quick look at the fire. Lovely, just a couple of shovelfuls up front. We roar over a high masonry arch and then bark hardens as the bank begins. On the left the ground rises gently, studded with small trees, whilst to the right it falls away in the far distance water glints in the sun. Speed is falling off and the fire requires attention. Watch out for that signal - O.K. it is green.

We go into a tight left hand bend as the gradient stiffens again and this is a tricky bit with overhanging trees. The summit is in a cutting - Ah! There's the gradient post. Ease back and check that signal as we come out of the cutting. On with the injector and now it's just a drift down into the station. There's the “Outer home” just before the tunnel and it's a yellow. Shut off and touch the brakes - take it easy we've got a good load on. Out of the tunnel and then we are easing into the platform with the baleful red eye of the “Inner home” glowering at us. Now, if that “Calling on” signal comes off quickly we can draw forward and maybe get a quick cuppa while we are topping up the tanks.

There's always something to do when you are an engine driver.

G.B.B.

Sales and Wants

If any member has item/s for sale or wanted why not advertise in the Newsletter - it doesn't cost you anything and may very well achieve the desired result.

Please forward YOUR copy for inclusion in the next Newsletter by first week December to F. G. Gregson, 4 Northdown Close, Maidstone - any material will be received with thanks and will help to maintain full issues of general and specific interest to all our members.

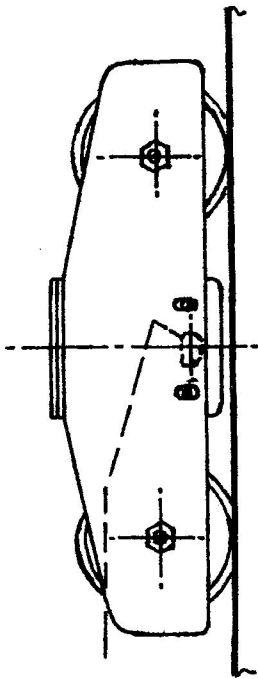


Fig. 2

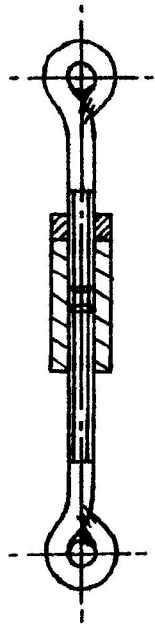


Fig. 5

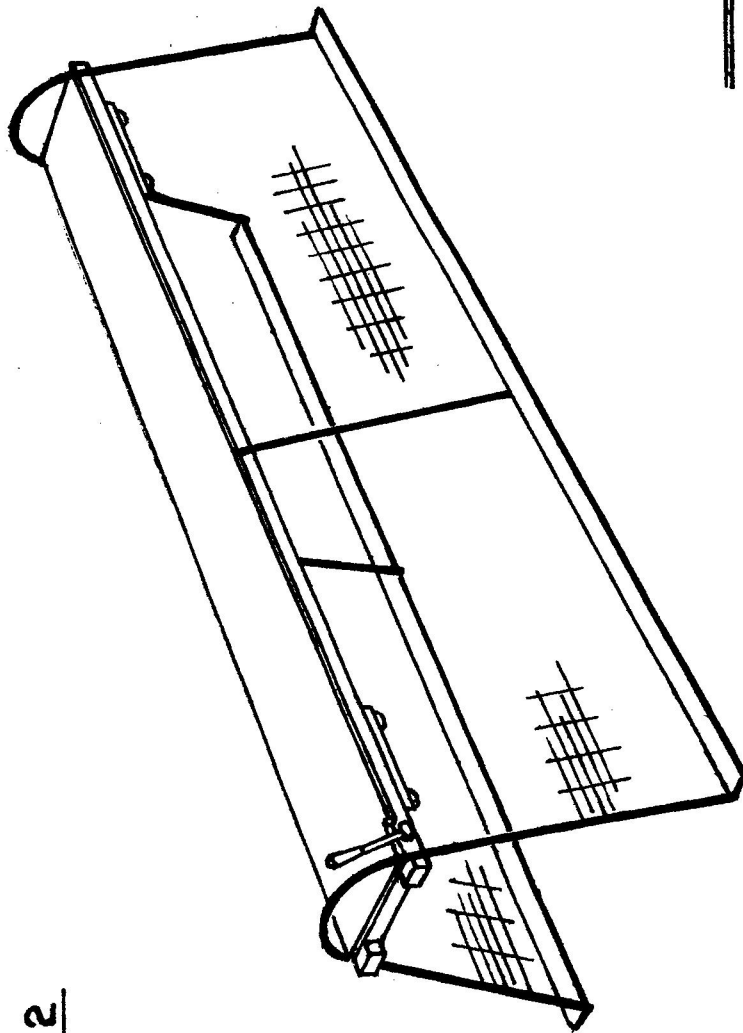


Fig. 1

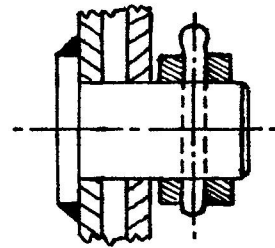


Fig. 4

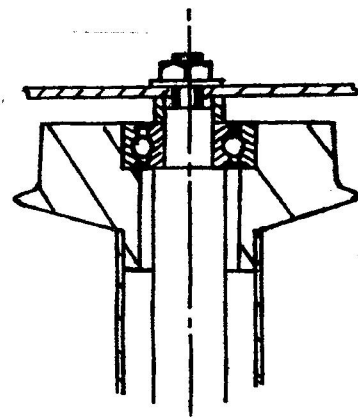


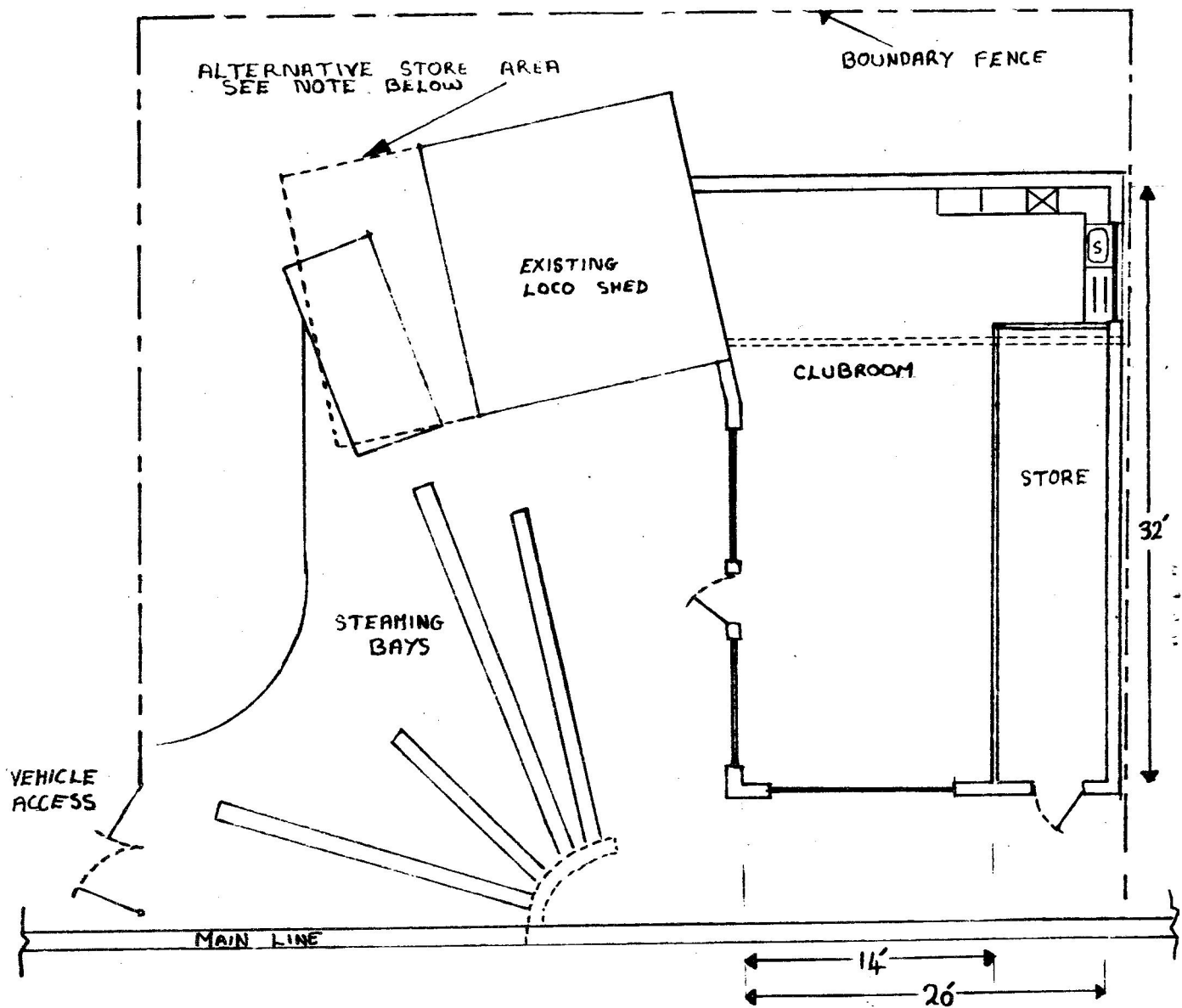
Fig. 3

B/H

A SUGGESTED DESIGN

for

CLUB TRUCKS



NOTE - IF EXCAVATION OF BANK IS IMPOSIBLE
DUE TO NEARBY TREE ROOTS, THE SITE OF
THE EXISTING COAL STORE COULD BE UTILISED
AS A SEPERATE BUILDING IN PLACE OF PART
OF THE NEW CLUBROOM

PLAN OF PROPOSED CLUBROOM

DRAWN BY -
M. PARHAM.