

MAIDSTONE MODEL ENGINEERING SOCIETY

Winter 2013/14



It's been quite a year..... !!!

M.M.E.S. Lunch at Grange Moor Hotel on Sunday 26th January 2014

*12.30 for 1.00 pm as usual // £20.00 pp (under 10's £11.00)
Menu choices & Payment to Pat Riddles by January Club Night (3rd)*

Starters

Fresh Homemade Carrot & Cumin Soup
or
Classic Prawn & Crayfish Salad
Served with Brown Bread & Butter
or
Cantaloupe Melon
On a sea of Raspberry Coulis
or
Caramelised Red Onion & Goats Cheese Tart

Main Course

Roast Sirloin of Beef with Yorkshire Pudding
or
Roast Leg of Lamb in a Red Wine & Mint Gravy
or
Roast Leg of Pork with Crackling & Apple Sauce
or
Chicken & Leek Pie with Shortcrust Pastry

The above main courses are served with Roast Potato & 3 Vegetables

Cod & Chorizo Fish Cakes Served with Parsley Sauce, New Potatoes & Vegetables
or
Nut Roast with a Rich Tomato Coulis with Seasonal Vegetables
or
Cold Beef with Mixed Leaf Salad, Coleslaw & New Potatoes

Desserts

Spiced Apple & Sultana Pie with Custard
or
Selection of Kentish Farmhouse Ice Cream, Vanilla Pod, Strawberry, Chocolate,
or
Fresh Fruit Salad
or
Chocolate Salted Torte served with Clotted Cream
Or
Eton Mess
A mix of broken meringue, cream, mixed berries, ice cream & strawberry coulis
or
Selection of British Cheese & Biscuits with Chutney

Coffee or Tea

Name: Starter: Main: Dessert:

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Joyce Payne – A Life Well Lived - 27th July 1922 – 24th May 2013



Joyce was born at her maternal grandparents' home above their hairdressing salon at 43 Stone Street, on 27th July 1922, to parents Dorothy and William Kempshall. Although Joyce was very close to her patient, practical father, and to both sets of grandparents, her relationship with her own mother was often difficult. Joyce attended the All Saints church school in Knightrider Street even after the little family, enlarged following the birth of her sister Betty, moved to 49 Plains Avenue where the girls enjoyed the close proximity of Mote Park and being able to feed the deer who populated the park in those days.

Always gregarious, Joyce made many school friends and they would get on their bikes to cycle long distances to the villages in Kent, play tennis at West Park, attend the cinema and later

enjoy dances in the Maidstone town centre. Joyce decided to take a Pitman shorthand and typing evening course with a friend, and Joyce, always a conscientious student, soon excelled at the task. Due to success in her exams she was soon able to secure a position as a shorthand typist in Tovil. It was around that time that Amos, (known to most of us as Jack) her future husband, came on the scene. He regularly came to visit his favourite uncle taking the long train journey from Nottingham to Maidstone. It wasn't long before Amos fell for the quiet, slim and very pretty Joyce. Soon their innocent friendship developed into a romance which had to be conducted via hundreds of letters passing between them as World War Two broke out.

When home on leave from the Royal Navy he and Joyce would cycle to Cranbrook and enjoy a picnic before the return journey. Their loving letters to each other spoke of a desire to be together, but the war ensured that he stayed aboard a naval destroyer in the Middle East, whilst she and her family took refuge in the Anderson shelter. Joyce took the decision to join the Wrens just as a friend had done, which took her away from Maidstone into dormitory life near Windsor. By 1944 Amos had proposed marriage and their wedding took place at All Saints Church, she in a twice-worn wedding gown, and he in his smart naval uniform.

Once the war had ended the two newlyweds found that they could not afford rented accommodation so they stayed at Plains Avenue with her parents whilst Amos sought employment in Maidstone and London. He, haunted by the scenes of deprivation during the twenties and thirties depression was always fearful of being unemployed, and so, despite being very qualified, didn't always wait for the best opportunity to come along, preferring to take the first offer of work which meant that money was often very tight for them. Their first daughter Heather was born a year later in 1945 and the family settled down to a routine still overshadowed by war rations, until finally, in 1949, Joyce became pregnant again, this time with Julia. This meant that they could then apply to rent a council house on the newly created Shepway Estate, on the edge of Mote Park.

Their happiness of securing a home of their own was overshadowed by the early death of Joyce's beloved father William. Joyce's mother took her to one side to tell her that whilst her life was ahead of her, her own life had finished. So she expected Joyce to take on the weekly tasks that she now felt unable to do. Suddenly Amos was called back to service as the Korean War broke out and Joyce was left to look after her two young girls, attend to a demanding mother still in mourning, and battle with war rations. Joyce soldiered on, she loved her kitchen and was happiest cooking her pastry tarts and pies, jam making and producing cakes and puddings. Once Joyce felt that her girls were old enough she sought paid employment as a domestic with a family in lower Willington Street and then joined an agency to become a Mother's Help to a family at the top end of Willington Street. Finally, as her own girls were gaining their own independence she decided to seek clerical work with an Office work agency working part time at Kimberley Clark and later in Tovil at the Kent Fire Headquarters.

When Amos had purchased a small car they were able to enjoy short holiday breaks in the UK but Amos would never travel abroad having a jaundiced view of foreign places after his experiences of various ports during his time in the Navy, so Joyce took trips abroad with a friend. Once both daughters had left home Joyce continued to support Amos in his hobby of model engineering and Maidstone Model Engineering Society over Mote Park where he became President. She joined various charity groups including MENCAP, the WI and the Trefoil club and was a member of St Martins Church in Northumberland Road. Joyce could never resist a fund raising fete or a Bring and Buy event, and to Amos's consternation would bring home a variety of gifts that stayed stored on the spare bed from one sale to the next. Her hoarding of bric-a-brac combined with his squirrel mentality ensured that their home was never short of paraphernalia. When Heather and Stuart produced two grandchildren, Marcus and Rachel, she doted on them.

Amos's longed for retirement was cut short when he died aged 77 in 1997, leaving Joyce to live on her own. Amos was President of the Society when he died and she became a Life Member as she was keen to continue Jack's support of the society. She attended summer Sunday afternoons when she could and the annual Club lunches. Finally, as the years drew on, Joyce developed angina and became painfully aware of her arthritis, however she was determined not to let this interfere with her life. In 2009 the Club invited her to open the new toilets in the clubhouse, and she attended with her youngest daughter Julia and son in law Allan. But it was the onset of two TIA's that caused more frailty and unsteadiness, which meant that she needed some extra help to maintain her independence. Her last angina attack in Maidstone meant that she could no longer remain in the house that had been a home for over sixty years and so she made the reluctant decision to move away from her beloved Maidstone and live in North Wales with her youngest daughter Julia and husband Allan for her last couple of years. She never recovered from a fall she had this spring and sadly, but peacefully, passed away on 24th May 2013, at the age of ninety. She was a gentle, caring, and friendly lady who bore any ills stoically and did not let things get her down. Her long life was one well lived.



The Final Goodbye to “JB” –
MMES Member John Barrow 22nd May 1937 – 6th May 2013



John in pensive mood in 2007 aged 70.

He built a Lion and a Simplex, and took over the locomotive Lochwood from member John Windsor when John could run it no longer. When he himself could no longer run Lochwood, he passed the locomotive on to our Newsletter Editor Andrew (who has run it regularly at the club, continuing passenger hauling as John did. Andrew is currently refurbishing the engine).

John Frederick James Barrow was born in Allington, Maidstone, and attended local schools. He started work as a marine fitter and from there moved on to the drawing office where he became a skilled draughtsman. His hobbies, apart from all sorts of engineering, included cycling, and he was a member of the San Fairy Ann Cycling Club – this is where he met and fell in love with his wife Marion. They married at the end of August in 1959, and had three sons, Douglas, Lewis and Jefferson, and lived in Chatham.

John worked in various drawing offices and his work meant he travelled to many places, including Bolivia, Brazil and Texas. He loved travel and meeting people and many family holidays were spent with the camper van visiting many of the countries in Europe. He retired at the age of 53 and was able to indulge his love of model engineering.



JB and the black Labrador given to Marion on her retirement by her employers

Both John and Marion loved animals often looking after abandoned or sick wild birds or hedgehogs, and having a cat and dogs. They were involved with Dog Clubs and even a Dogs Camping Club, and supported the Cats Protection League too. When Marion fell ill John nursed her devotedly and found her death in 2002 difficult to bear. The love and support of his sons and their families, his friends, his dogs, model engineering and the club activities kept him going. His developing spinal problems increasingly took their toll on his mobility until he could no longer drive or come down to the club, and he became virtually housebound. Still he kept working in his workshop when he could. When he seemed to have indigestion developing earlier this year, he thought it was probably a hiatus hernia as his main concerns were being able to move about.



JB and his Simplex, on a reverse running playtime at the club

Unfortunately it turned out to be far more serious and he was finally diagnosed some weeks ago with cancer that had spread from the stomach to the liver and lungs. He was aware he was terminally ill, but he did not want his life prolonged by treatment – he was well aware that the treatment might or might not have prolonged his existence but he felt strongly that the likely suffering and physical cost would be too much. He spent a month in hospital before returning home with care in place, but he died just six days later with his beloved sons at his bedside.

John was a member of the MMES committee for some years (and he was also a member of Romney Club). He was the one who organised and bound all the model engineers in the Clubhouse library, a task that took many hours. While he was mobile he was “one of the regulars” – public running most summer Sundays, running for the Mencap children, helping out with the various works needed around the club site, attending our Club nights and joining in some of the visits to other clubs.



JB and his Lion at Romney Club



JB passenger hauling with Lochwood, still wearing his traditional blue boiler suit.

He was a welcome and regular contributor to the Club Newsletter over many years (not many can say that!) and we all enjoyed reading his articles, whether they were about engineering or reminiscing over a part of his life.

JB was a hardworking, reserved and modest man. He was able to travel to the club less and less as his health deteriorated, and we had not seen him for some months. Nevertheless, he will be sorely missed, and always remembered by those of us that knew him.

Editor's Spot

It's nearly Christmas! Where has this year gone?!

Well, as you can probably tell from the front cover and the first few pages of this issue, it has been quite a year for the club. We have lost two very well known and much loved characters from our ranks, with the sad passing of Joy Payne and John Barrow. Thanks very much to Sue for her hard work in putting together their respective articles, and for bringing back some happy memories, I hope for many of us. Long will they be remembered.

Then of course, at the beginning of June our members were greeted with the sight of a torn up track, as thieves once again struck our railway—more on this shortly. And the drama didn't end there... with the storm "St Jude" hitting many parts of England at the end of October (the day after our last running day), Mote Park and the railway did not escape the winds wrath. Although the track luckily suffered no damage—apart from a few leaves on the line—half of the great tree that had stood in the middle of our track for many years was torn down, damaging trees on the other side of the track, and



coming to rest across the track and fencing at the passenger unloading area.

At first it couldn't be certain that there was no damage to the track under all the foliage, but as the council were quick to react in removing the offending branches, it was revealed that we were fortunate in that the only real damage was a slightly bent and paint chipped handrail.

Despite these setbacks and with a few weeks of not being able to utilise the whole circuit, overall it was a fairly reasonable running season. For most Sunday's the weather was very kind to us, and yes, I think it's safe to say we even experienced a proper summer this year, and passenger numbers seemed to be quite healthy for the majority of the season—long may that continue.

There were two very successful charity runs, with £500 raised for the Dog's Trust in memory of John Barrow, and £500 raised for the Heart of Kent Hospice in memory of Joy Payne.

Other memorable events were the runs for the MENCAP children, which as always were enjoyed by all—the kids and members alike. A local Scout group once again descended on us, when a few of our members gave them a day of tutoring in the preparation and driving of miniature steam engines. And of course there was the annual Peter Root's Family and Friends Day. Also, there was the visit to the Whitechapel Bell Foundry in October—if anyone who went on this trip, would like to write a little article about it for the next issue, that might be nice... So as this year draws to a close, what can we expect from next year? Well, more of the same hopefully, although without track thefts and too many leaves on the line with a bit of luck.

If you, like I do, read the current monthly railway magazines, you can't fail to notice news on new build locos. With the successful completion of Tornado, and now with a well established mainline career under her wheels, there seem to be lots of projects out there now for both standard and narrow gauge engines, some very exciting prospects for the future—possibly two new P2's, the



Patriot, Brighton Atlantic, a Grange, 3MT standard tank and tender versions, F5, a Clan, B17, a Night Owl to name just a few. Well a lot of these projects will be getting some quite good press coverage, especially as they near completion.

My point to this? Well, if any of you are currently working on your own new build project, no matter how large or small, how about submitting some progress reports to be printed in upcoming issues of the club newsletter. Whether you're working on a new loco for passenger hauling or for play, or traction engine for showing, I think it could be quite interesting to know what we can expect to be seeing at the club at some point in the future.

So, if anyone is interested in submitting some project news, or indeed any other kind of article for the newsletter, all contributions will be gratefully received. You can email them to me at andrewmmes@hotmail.co.uk

As you will see from the enclosed menu the Annual Club Lunch at the Grange Moor Hotel has been booked for Sunday 26th January 2014, so for all of those that wish to join us, please get your menu choices and monies to Pat by the January club night.

Also, you will find enclosed the annual subscription forms, so please send your subscriptions to our treasurer Edgar Playfoot as detailed on the form, or pass to him in person if you happen to see him on a Sunday...

* * * *



So, this was the shocking sight that greeted our members on 12th June. Roughly 120 feet of track ripped up and stolen, leaving quite a mess of twisted sleepers behind, plus a lot of frustrated and angry club members.

The section that was targeted was quite sheltered by the boggy overgrown area, obviously chosen as it is hidden way from view of the main park.



Although we're used to minor vandalism, and also the fact that this has happened before (although to a much larger extent), it is a still a shock when you find that someone has the audacity to steal part of something that gives so much enjoyment to the general public (as well as to us members).

Upon discovery, the police were informed, not that they could really do anything. Also to be informed were the general public and the press.

It was actually by the press contacting me that I first heard of the theft. As I left work in the evening I found I had received emails and phone messages during the day from the KM asking for my reaction to the theft of track from the miniature railway in Mote Park. Well my first reaction was, what theft...? then disbelief, anger, and oh, no, not again!

So the whole media circus began. Articles were published in several newspapers and online news sites—some obviously using the same sources, as quite a few of them managed to get details wrong (as usual), such as fares being 20p, and that we circle the whole of the 450 acre park (if only we did!).

One online source that the club had direct access to and could give correct information, is of course Facebook. On the day the theft was discovered a post was entered on our Facebook page along with photographs of the damage, and the response to this was phenomenal.

Within just a few hours there had been thousands of hits on our Facebook page, with many hundreds of comments from concerned members of the public around the world. And by the time the news had run its course, there had been over 48,000 hits on our page in response to the post about the theft.

There were understandably many expressions of anger, and incredulous disbelief aimed at the thieves and also scrap dealers. But also, there were many heartfelt messages from people sharing memories of their rides in the past as children, and of people pledging support and donations to help us get the track repaired. The response from the public was utterly overwhelming. There was even a donation of £150 from the Maidstone Leisure Trust.

It wasn't just the Facebook page that was receiving peoples comments, with some of the online newspapers receiving remarks from concerned readers too. What follows are a few choice comments that give a good overview of peoples feelings at the time:

[Russ](#), Southampton,

Such little gain for the scumbag thieves. So much cost for the people running the railway and so much sadness for the people who enjoy it. Some people just don't give a fig do they.

[Buzzybee](#), Maidstone, United Kingdom,

I was so sad to hear about this, I have spent my whole life in Maidstone and enjoy taking my two sons to Mote park for a ride on the train. I have heard that the volunteers will accept donations from anyone to help them fix it, I know I will be making a trip there this weekend. Keep up the good work and don't let the scumbags ruin it.

[Romparose](#), Cambridge, United Kingdom,

I wonder if these people ever stop in the middle of tearing up a children's attraction for loose change, and think to themselves 'geez, I really have hit rock bottom'

[Education Helps](#), Thailand, Thailand,

I have many happy memories myself as a child at the railway at mote park and took my kids there too when they were small. Awesome little place and the enthusiasts were always happy to talk and help, out there. This will hit them hard and they deserve the communities support! (Yet another indication of Broken Britain, no defences, no protection, no police presence, no hope!)

And one of my favourites...

[boffin](#), Cape Town, South Africa,

I am 65, and I have seen the rise and fall of civilised life, from a peak where life and property were respected, to the present, where neither are. God help our Grandkids.....

After the initial shock of the theft and the show of support from various social media, the job of putting the track together again got underway. There was a quite a task ahead, but everyone who could chipped in. The old wooden sleepers that had been damaged or were rotten were removed, along with the damaged track that had been left behind, and the trackbed and beams given a good clean and necessary repairs, before any track replacement could begin. And while this was going on, we had a railway to run.

For the few weeks that we were unable to run a full circuit, trains were run using the push-me pull-you method with an engine at either end, running backwards and forwards over the remaining track, which actually resulted in a longer run for the public. It was quite a spectacle. Our efforts were well publicised thanks to the KM, and there was a good turn out of passengers to see what we were up to and how we were coping.



The clean-up underway, while the trains keep running.



The KM reporting on our efforts to keep the railway running.



Article in the KM—the hunt for Finley was on.

Even when we weren't running, members of the public would come and express their views and offer support in the way of donations. It got to a point where we had to turn donations away as we had exceeded what we believed would cover our costs.

One donation that was received before this point though, was from 5 year old Finley Rapson who donated his £2 ice cream money along with a drawing he had made for us (as shown on the front cover of this issue). It was decided that it would be nice to repay his generosity by offering him as many free rides as he liked plus the ice cream that he had missed out on. But how to find him... ? The KM came in handy.

In the meantime, track repairs continued, with second hand track available and new sleepers made, thanks to the hard work and dedication by members on both Sundays and Wednesdays, the circuit was one again complete and ready for it's first passengers by the last Sunday in June. Our initial fears of not being able to run for several weeks and the loss of takings that this would involve were not realised, what with the generosity of the general public and the determination by our members to get the track completed as quickly as possible.

And more good news... Finley was found. His parents brought him along to the railway on 6th July for his promised ice cream and as many free rides as he could want, and once again the KM were there to report.

So what had once seemed quite a negative, upsetting event for us at the club, through the great show of support from the public, thanks to various social medias such as the press, Facebook, and the great www., despite the misquotes and inaccuracies in some reports, the attention that we received, whether good, bad or frustrating saw us through. If anything it has certainly put us in the minds of many more people, some who didn't even know we existed and who have lived in the locality for years. And it is hoped that we will be seeing many of these people for rides in the future, bringing their families and friends.



Almost there, the replaced track being readied for the first trains

So well done to everyone involved, and thanks especially to Sue and Martin who had to have a lot of dealings with the KM and other press peeps at what was quite a stressful time for all. As many of you might have seen Sue even managed to get an appearance on the BBC South East, maybe a job in broadcasting beckons...?

A little something from Brian Mortis-Bigg

There was this old boy that used to wonder around the town of Maidstone and the people just used to think oh here comes another down and out , but little did they know that he did all his work at night . When it got dark he would go all around the town stopping at all the houses that had children, he would wake each child up and tell them that the good men in the park had got the railway fixed again for them all to be able to ride on it again.

He would give each child a present to the boys he would give them a train set and to the girls he would give them some dolls and clothes for the dolls , what surprised the old boy was that there was not a child that did not ask the old boy to thank the men of the park.

Well it came for the time that the good men of the park started running there trains again and the old boy was trying to think of a way to let the public know what the men of the park put in to the railway. Because little did the public realise what the men did mainly for the children. Because some sick people stole some of the rail line they had to replace it all at their own expense , they worked hard to get it all laid and running again then they brought their engines back to the track to give everybody rides again .

Oh it was a joy to see the looks on the children's faces the happy faces the smiles that makes it all worth it. I wonder how many of the public realise that the men of the park build their engines themselves the time the money that they put into the lovely engines.

Then they bring them to the park for their own enjoyment and also to give rides to the public .Well the moral of this little storey is that the old boy would very much ask the public to look out for anybody that is acting strangely around the rail way and report them if they see anybody damaging the rail way.

Well the old boy has done his best so he is off somewhere else to try and do some good if you look out at Christmas you might see him visiting the children again.

FROM ALL THE CHILDREN A VERY BIG THANK YOU FOR GETTING THE RAILWAY RUNNING AGAIN



THE WEEKENDER

Next year it is Birmingham Society's 25th National Locomotive Rally. This is likely to be over the weekend of 13th/14th September 2014. I thought as we didn't do the S.H.I.T. week this year for various reasons, perhaps – now I am giving you all plenty of notice - we should go for a long weekend of Sue's Holidays Including Trains? I'm sure there's a few of you out there that would be happy to book a couple of nights at the well tried, tested and approved (by us) Premier Inn nearby. The club at Illshaw Heath is well worth a visit – raised 5" and 3½", ground level 7¼" and 5", a great Gauge One layout too, so lots to see and do.



Pictures from the 2012 National Locomotive Rally

And, this rally could well be their last for a while, so let's take the opportunity while we can. It would be fantastic for a good show of Maidstone members to support this special rally and we could maybe attend one or two other local tracks, Rugeley in particular have asked us to come back sometime.....
Let me know if you are interested – the more the merrier – it really will be hugely enjoyable. I think all of us that used to do the S.H.I.T. one week holidays have fond memories, and those that haven't had the chance before will have the chance to understand what a great deal of fun we have and just how enjoyable it is.

Sue
x

Automatic Track Cleaning Unit By Ron Attfield

Watching the manual cleaning of a section of the Maidstone track it was clear that to clean the full length of the circuit would take a long time and much effort. I thought it should be possible to design and make an automatic unit towed or pushed by a tractor (steam or electric) to do the job.

Sometime later I put a few lines on paper – no details, just a rough outline, and discussed my ideas with Martin Parham. The concept was simple and subject to further development he thought there was a reasonable chance of it working.

My original idea was to use a horizontal rotating brush or brushes of a length to span 3 ½” and 5”

tracks. I could not find a suitable brush and asked Martin to search on his computer. This was not successful. However, he did find a supplier of 60mm diameter cup brushes with 1.5mm diameter nylon bristles. These would rotate on vertical spindles with the brushes sweeping across the rails. This seemed acceptable but the drive mechanism would be more complicated than I had originally envisaged.

The design: - where to start?

The following features I thought to incorporate in the design:

Wheel base to run on 5” gauge track

Distance between wheel axles to be sufficient to give stability

Overall weight to give adhesion on track

All main drives to be via toothed pulleys and belts

Idler roller assemblies to be fitted for belt tensioning if required

To reduce friction all axles and shafts to run on ball races

Because I had stocks all races to be 7/8” x 3/8” x 9/32” single row

Vertical brush spindle drives via vee pulleys and round belts

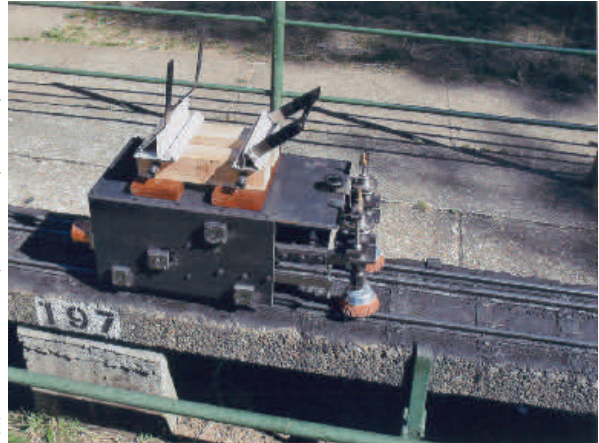
Liquid container with means of controlling flow

I also looked into the ratio of the rotating brushes and the track running wheels. This would be fixed at 4:1 but the brush speed will increase or decrease dependent on the speed of the vehicle on the track. I thought this could be a useful variable.

The chassis is in the form of an inverted channel. To give weight it is made from 6mm steel plate and comprises a top plate 15 ½” x 8”. Two side plates 10 ½” x 6 ½”. Each side plate is attached to the top plate by five 4BA cap head screws. The plates were cut by the Sciss company using the abrasive water cutting technique. This process leaves the cut edges nearly square and flat being easily corrected by file.

The 2 7/16” tread diameter running wheels and axles are made to 5” gauge standards with the ends of the axles turned to 3/8” diameter to suit the ball races.

Having selected the toothed pulleys to be used, marking out their positions was easy. Also because the two side plates are a matched pair it was only necessary to mark out one. Each



position was marked, centre drilled and drilled 1/8" diameter. With the two plates clamped together all holes were spotted through and opened out to 3/8" diameter, this being the size of the pulley shafts.

The pulleys as purchased had shaft holes of 6 or 8mm diameter. There were opened out to 3/8" or 1/2" diameter. Pieces of 3/8" rod were fitted in the drilled plate holes and the pulleys placed in position so allowing the lengths of the toothed belts to be established and tensioning roller assemblies to be positioned. All belts are 15mm wide x 5mm pitch.

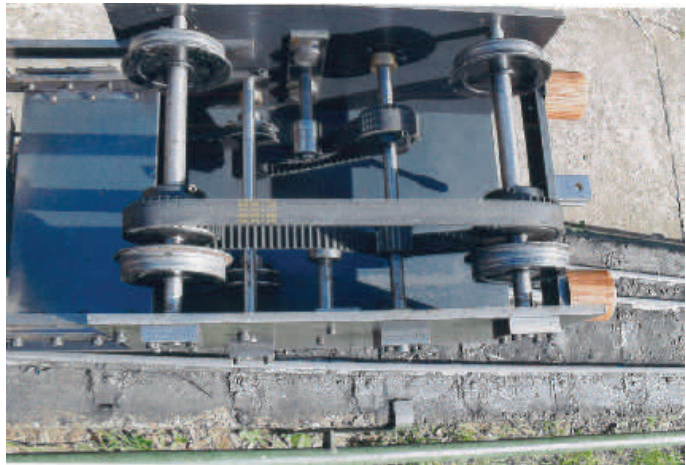
The vertical spindle assemblies are 1" outside diameter. A hollow centre spindle runs on a top and bottom race. Each assembly is held in a mounting and may be adjusted for height and clamped. The mountings are supported on a horizontal rod. This with the vertical assemblies fitted is attached to two swinging arms pivoted from the side plates of the chassis. This arrangement allows spacing, tilting and vertical adjustments of the assemblies – hence the brushes.

Adjustable vertical stops contact the underside of the swinging arms. These are set when adjusting brush pressure on the rails to be cleaned.

The original vee pulley drive to vertical assemblies used 5mm round plastic belt. This had little elasticity and was changed to 4mm "O" ring rubber material spliced and joined with super glue.

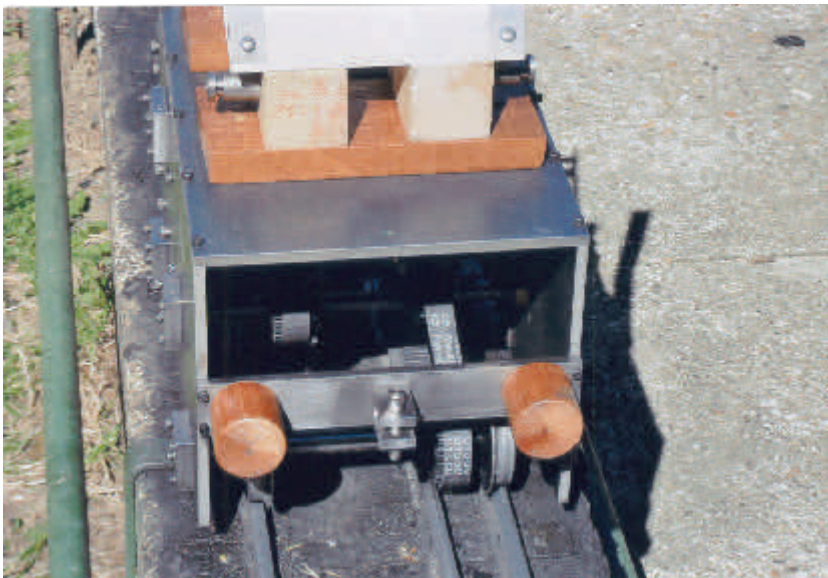
The liquid entry to the top of the rotating vertical spindles is important and may appear over complicated. A reasonable seal with a minimum of friction is required. A hardened flat washer is spring loaded against a shouldered PTFE brush fitted into the rotating spindle.

The cup brushes were modified by drilling a hole through the stem and adding a spreader plate to guide the liquid onto the brush bristles. A round piece of alloy was taper turned on one face to



match that of the inside of the brush metal backing cup. The opposite side machined flat and a central hole drilled through. This was set into the backing cup and sits on a substantial bed of araldite. When the adhesive was cured the flat face was re-machined.

A flat spreader plate about 1 1/4" diameter by 18swg supported on three pillars was fixed to the front face. With the brush rotating and liquid hitting the spreader plate centrifugal force should cause it to flow onto the brush bristles.



A supply of cleaning liquid is required. A container would ideally be the same width and length of the chassis top plate, made of brass sheet, and of a height to give a minimum capacity of 5 litres. Not having any suitable material I searched the market to find a container of suitable capacity of any shape. Machine Mart stocked a 5 litre can which I purchased and modified to accept two control taps. Not very elegant but functionally very satisfactory, the liquid feed from tank to vertical spindle assemblies is through clear plastic pipe.

A first quick trial did not give good results. The brushes were very stiff with the bristle face about 5/16" wide. I cut away the inside rows making the face about 3/16" wide. This change made the brushes more flexible. A second test along a 25 yard length of track was satisfactory particularly so after one wet run and one dry run (no water).

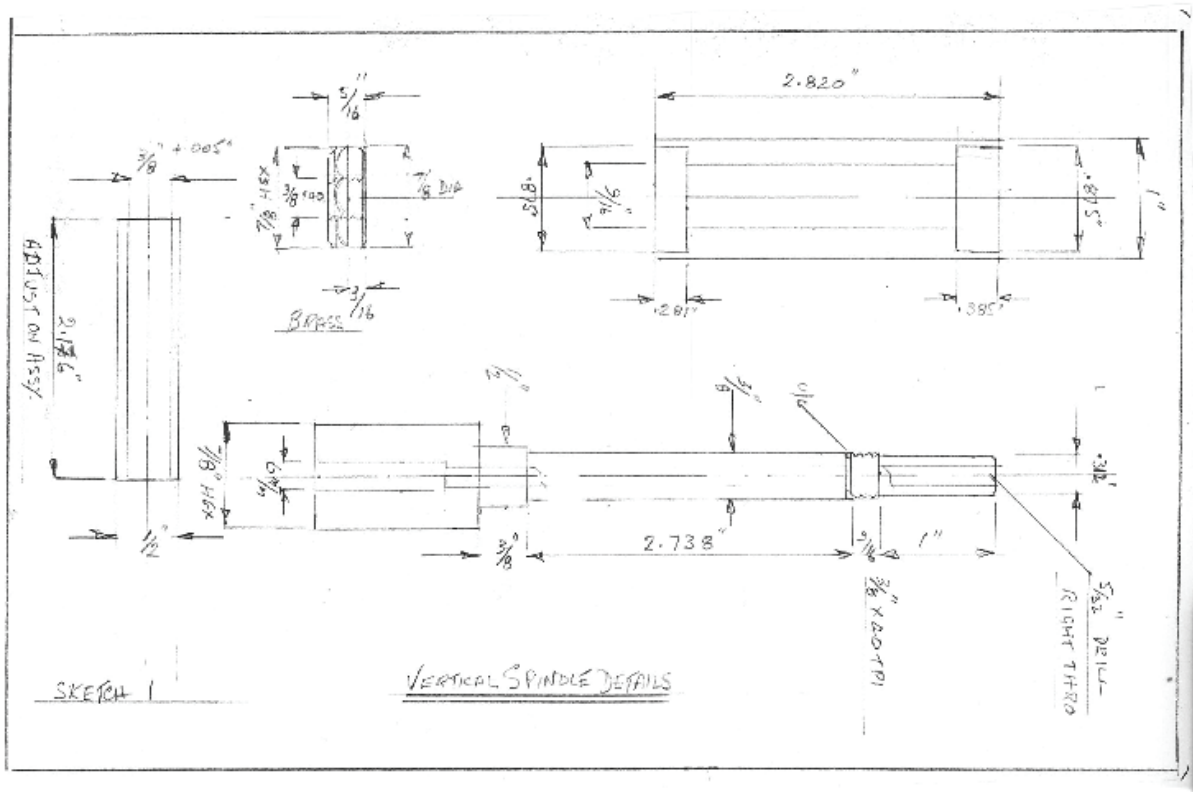
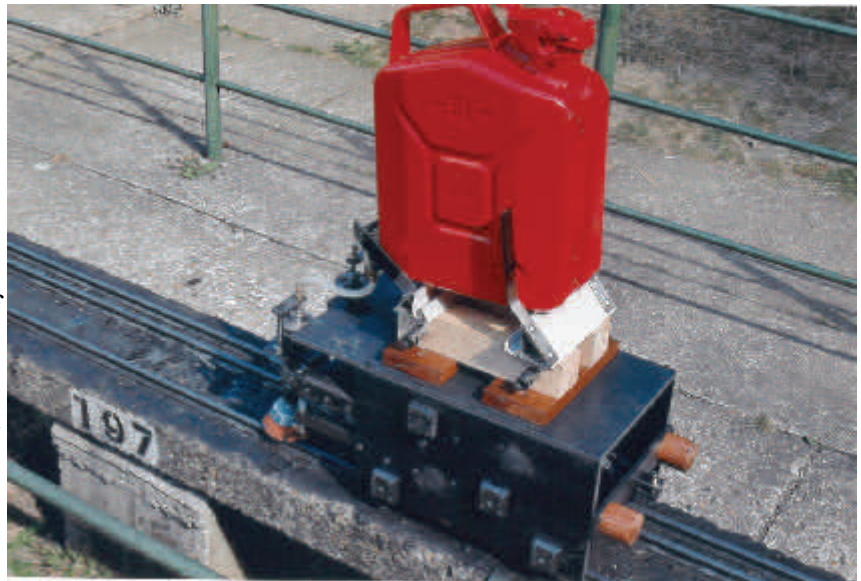
A full length track test was carried out – one wet and one dry – and to those present the result was ok but the track remained damp. Bernie White thought this did not matter if at the end of a day's run the unit was towed round and left until the next meeting it would have dried off. A very easy answer to a likely problem.

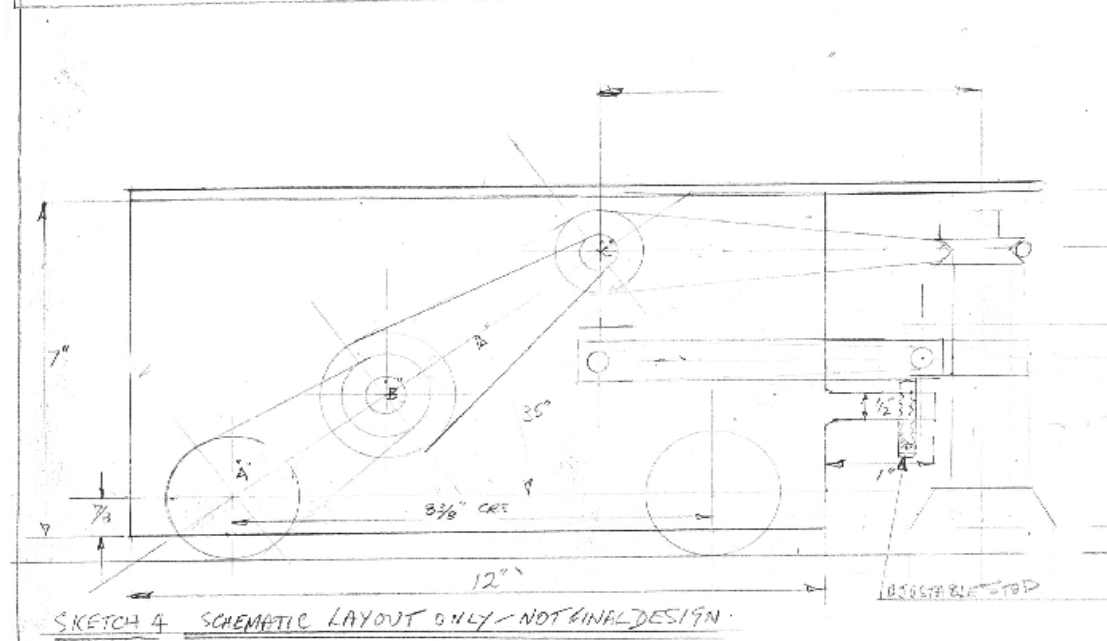
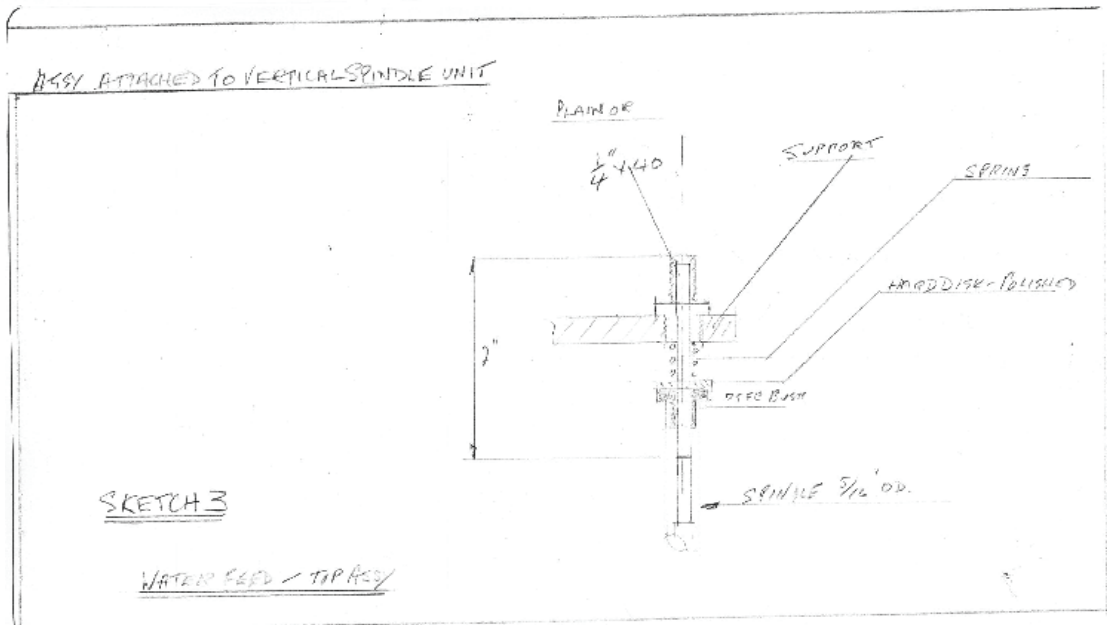
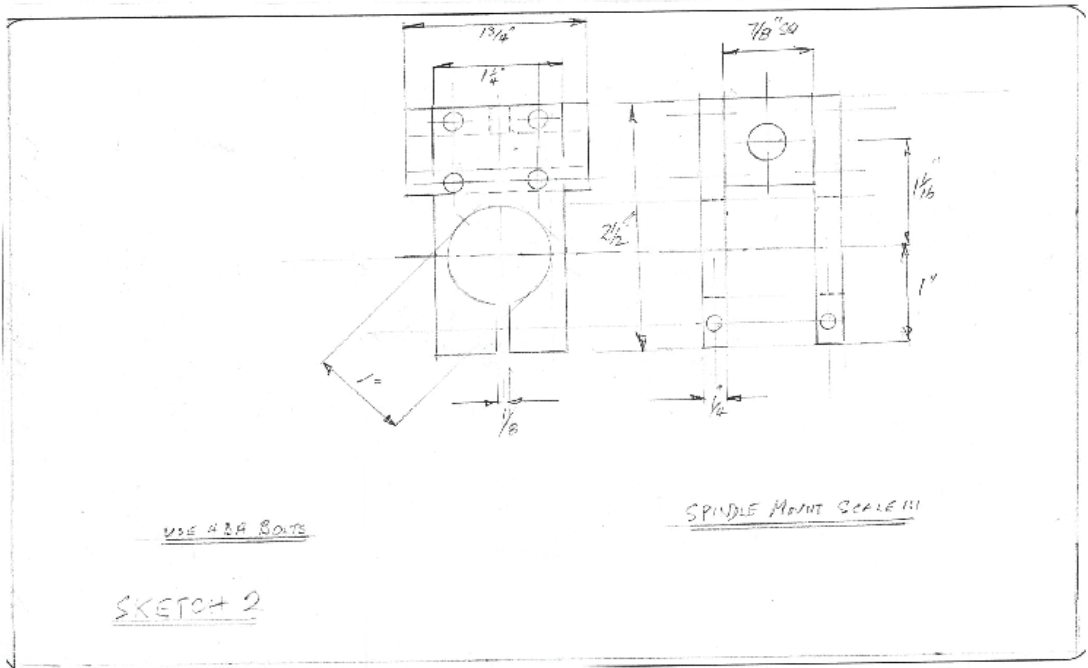
I had no large diameter steel, Martin did and made all four wheels and the two sets of spindle drive vee pulleys for me. Gus Spenceley cut all the bearing housing blanks, which helped greatly when machining them.

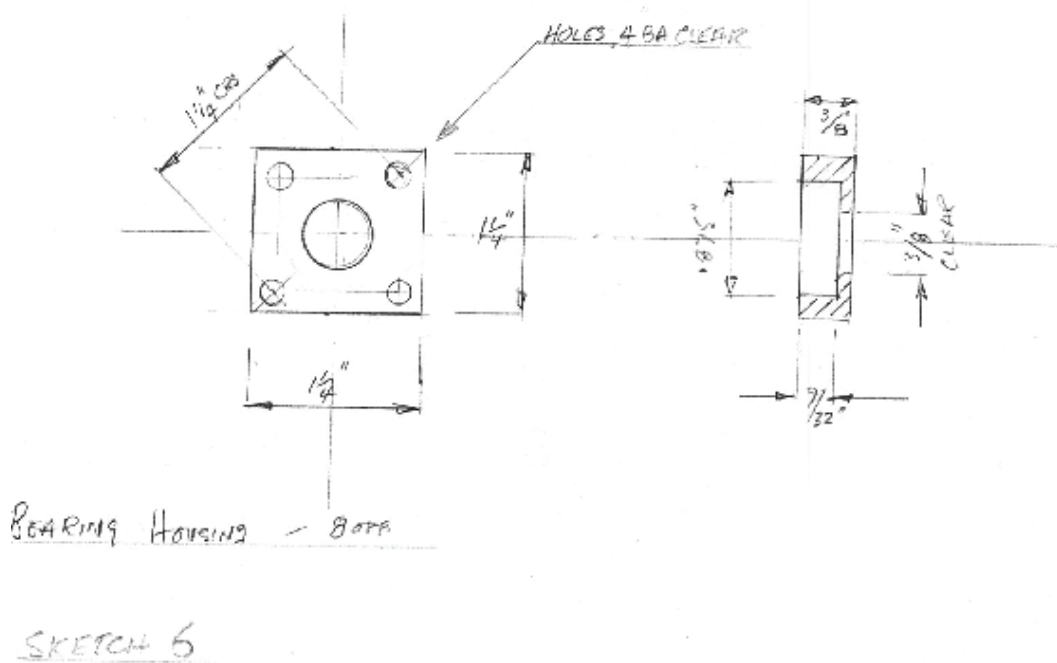
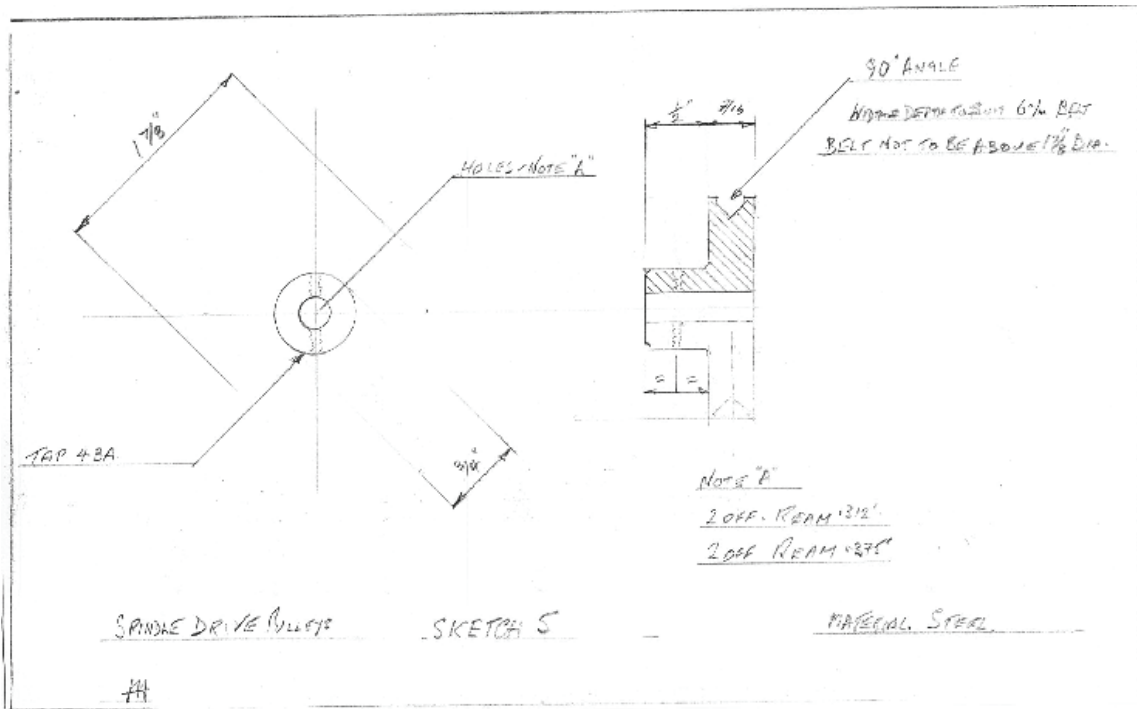
Other than the wheels, pulleys and the chassis plates, all parts were machined on a Myford Super Seven and a Dore-Westbury mill plus a pillar drill. There was an awful lot of 4BA holes to be tapped.

The sketches are drawn to no particular standard and were solely to aid manufacture. I may have changed one or two dimensions at final assembly. The information using the notes, sketches and photos is I hope sufficient to give a clear idea of how the unit advanced/

It is not suggested this design is the be all and end all of an automatic track cleaning unit. Another designer could well have a totally different approach and design philosophy – that's the way of development!!







I'm not sure whether scanning has done the above sketches justice, so apologies for that. Since submitting this article, Ron has kindly donated his track cleaning unit to the club.

Funnies..



RETIRED PERSON HEALTH MESSAGE

Does this ring a bell with any of our older members?!

As I was lying around, pondering the problems of the world, I realised that at my age I don't really give a damn anymore.

If walking is good for your health, the postman would be immortal.
A whale swims all day, only eats fish, drinks water, but is still fat.
A rabbit runs and hops and only lives 15 years, while
A tortoise doesn't run and does mostly nothing, yet it lives for 150 years.
And you tell me to exercise??? I don't think so.
Just grant me the senility to forget the people I never liked,
The good fortune to remember the ones I do,
And the eyesight to tell the difference.

Now that I'm older here's what I've discovered:

1. I started out with nothing, and I still have most of it.
2. My wild oats are mostly enjoyed with prunes and all-bran.
3. I finally got my head together, and now my body is falling apart.
4. Funny, I don't remember being absent-minded.
5. Funny, I don't remember being absent-minded.
6. If all is not lost, then where the heck is it?
7. It was a whole lot easier to get older, than to get wiser.
8. Some days, you're the top dog; some days you're the hydrant.
9. I wish the buck really did stop here; I sure could use a few of them.
10. Kids in the back seat cause accidents.
11. Accidents in the back seat cause kids.
12. It's hard to make a comeback when you haven't been anywhere.
13. The world only beats a path to your door when you're in the bathroom.
14. If God wanted me to touch my toes, he'd have put them on my knees.
15. When I'm finally holding all the right cards, everyone wants to play chess.
16. It's not hard to meet expenses . . . They're everywhere.
17. The only difference between a rut and a grave is the depth.
18. These days, I spend a lot of time thinking about the hereafter... .
. . . .I go somewhere to get something, and then wonder what I'm "here after".
19. Funny, I don't remember being absent-minded.
20. HAVE I SENT THIS MESSAGE TO YOU BEFORE.....??????

THESE ARE ACTUAL COMPLAINTS RECEIVED BY "THOMAS COOK VACATIONS" FROM DISSATISFIED CUSTOMERS :

1. "I think it should be explained in the brochure that the local convenience store does not sell proper biscuits like custard creams or ginger nuts."
2. "It's lazy of the local shopkeepers in Puerto Vallarta to close in the afternoons. I often needed to buy things during 'siesta' time -- this should be banned."
3. "On my holiday to Goa in India , I was disgusted to find that almost every restaurant served curry. I don't like spicy food."
4. "We booked an excursion to a water park but no-one told us we had to bring our own swim suits and towels. We assumed it would be included in the price"
5. "The beach was too sandy. We had to clean everything when we returned to our room."
6. "We found the sand was not like the sand in the brochure. Your brochure shows the sand as white but it was more yellow."
7. "They should not allow topless sunbathing on the beach. It was very distracting for my husband who just wanted to relax."
8. "No-one told us there would be fish in the water. The children were scared."
9. "Although the brochure said that there was a fully equipped kitchen, there was no egg-slicer in the drawers."
10. "We went on holiday to Spain and had a problem with the taxi drivers as they were all Spanish."
11. "The roads were uneven and bumpy, so we could not read the local guide book during the bus ride to the resort. Because of this, we were unaware of many things that would have made our holiday more fun."
12. "It took us nine hours to fly home from Jamaica to England . It took the Americans only three hours to get home. This seems unfair."
13. "I compared the size of our one-bedroom suite to our friends' three-bedroom and ours was significantly smaller."
14. "The brochure stated: 'No hairdressers at the resort'. We're trainee hairdressers and we think they knew and made us wait longer for service."
15. "There were too many Spanish people there. The receptionist spoke Spanish, the food was Spanish. No one told us that there would be so many foreigners."
16. "We had to line up outside to catch the boat and there was no air-conditioning."
17. "It is your duty as a tour operator to advise us of noisy or unruly guests before we travel."
18. "I was bitten by a mosquito. The brochure did not mention mosquitoes."
19. "My fiancé and I requested twin-beds when we booked, but instead we were placed in a room with a king bed. We now hold you responsible and want to be re-reimbursed for the fact that I became pregnant. This would not have happened if you had put us in the room that we booked."



Blatant opportunity for a couple of Dubrovnik holidays snaps! No complaints from me though...



DIARY DATES 2013/14

Friday 7 December	DVD & Video Night with Crumpets
Thursday 26 December	Boxing Day Run
2014	
Friday 3 January	Bring & Buy Evening & Toasted Teacakes
Sunday 26 January	MMES Annual Lunch at the Grange Moor Hotel
Friday 7 February	Natter Night & Hot Dogs £2pp
Friday 7 March	Annual General Meeting
Sunday 30 March	First Public Running Day of 2013 (clocks forward 1 hour previous night)
Friday 4 April	Guest Speaker (to be organised)
Wednesday 16 April	Members Playtime Run
Friday 2 May	Quiz Night
Wednesday 21 May	Members Playtime Run
Friday 6 June	Evening Run and BBQ (bring your own bbq)
Wednesday 18 June	Members Playtime Run

Friday Nights start around 7-30pm at the Clubhouse, evening runs a bit earlier.
Donation minimum £1 per person for Friday evening meetings, feel free to be more generous.
Friday evening meetings are for members and associate members (their families), occasionally for members' friends, and for those who intend to join the society.
Wednesday Playtime Runs now start around 10-30am and generally finish early afternoons.
Events will only alter if an unforeseen situation means change is essential.
The Club's website is at www.maidstonemes.co.uk

Other dates for your diaries...

13 - 15 December 2013: Model Engineer Exhibition at Sandown Park 2014 Diary Dates

2014

17 - 19 January: London Model Engineer Exhibition at the Alexandra Palace, London

21 - 23 February: Brighton Modelworld

09 - 11 May: Harrogate Model Engineering & Modelling Show

17 - 18 May: Southern Federation Spring Rally then Open Day at Bedford MES

13 - 15 June: Northern Association of Model Engineers Rally at Derby SMEE

21 - 22 June: Littlelec at West Riding Small Locomotive Society

19 - 20 July: Guildford MES Rally

26 - 27 July: City of Oxford Dreaming Spires Rally

13 - 14 September: Birmingham 25th Anniversary Rally (to be confirmed & will be included in a Sue's Holidays Including Trains long weekend)

20 - 21 September: Southern Federation Autumn Rally then Open Day at Leeds

16 - 19 October: Midlands Model Engineering Exhibition at the WEC Leamington Spa