

MAIDSTONE MODEL ENGINEERING SOCIETY

Christmas 2017

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Maidstone Model Engineering Society

Christmas 2017 Newsletter

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Luke's Spot

Its been a pretty good year as far as I can see. Trojan is nearing the finish line finally and should be steaming around our track next season. Once Trojan is running well, Polly can then get some attention to bushes, lubricator, exhaust, paint and lagging. Bantam Cock can come out to play again too after I pickle the pipework and change the sight glass which had cracked. Amy has also let slip that she

would like her own battery loco to play with and I seem to recall pink and purple stripes being her preferred livery for it.



Having taken part in Ally Pally exhibitions for a few years now on

the P.O.G stand, I am looking forward to seeing what we can produce as a club, as Tom mentions later, the standard of modelling in the club is above that that most clubs can muster, from small projects and to the larger engines that pull passenger trains superbly most Sundays, it should be good to see and here comments from others in the hobby. Personally I would like to see exhibiting at Ally Pally become a regular fixture for the society much as Detling has now become, it's a good if long weekend, having the chance to talk to others in the hobby and swap ideas and techniques is how we improve our modelling, if no clubs attended, no one built anything or showed anything, these exhibitions much enjoyed would soon be a thing of the past.

Finally, I wish you all a very merry Christmas, a happy new year and ill be seeing some of you on Boxing Day with some snow with any luck.



Join our members page at facebook.com/groups/Maidstonemes
And like our page at facebook.com/maidstonemes

At the park

Rolling Stock - Andy & Luke Bridges

The trolley that was derailing on the traverser had been altered so that the footrests did not collide on the sharp radius.

Public Running - Dave Deller

It had been a good year for passenger hauling with only a couple of days lost to bad weather.

Household and Catering - Pat Riddles

Everything ticking along nicely thanks to all those that have helped on the running days and club nights that I have been unable to attend.

I am delighted to tell you that the 2018 annual club lunch has been arranged for Sunday 28th January,


details and menu choices all as per the attached sheet.

Please do come along it really is a super social event and will be great to see you.

General Works - Jack Ruler & Maurice Knott

Bernie has been living up to his surname and has been renewing the white paint on the shutters, doors and windows of the clubhouse. There is only a





little more to do to finish the job. Gerald has taken on the green painting and is doing the guard rails with occasional help from Mike Prescott (others welcome). The wood at the workshop hatch has been replaced and Gertie now exits neatly without hitting the hatch sides.

Club Locos - Tom Parham

Enterprise - Currently available for use although the lubricators require observation to determine if they are ok.

Gertie - Currently available for use

SNCF - Since making the decision to replace the engine as per the last report, a few calculations were made in order to determine the appropriate power unit necessary for our requirements, since a direct replacement with a brand new engine was not found. The new unit decided upon is the Honda GSX35, which should prove suitable for our requirements and happily provide enough power to pull two double trolleys full of passengers around the track. This is currently in the process of being fitted and having the drive connected to the hydraulic pump.

SNCF notes from Jack Ruler - Just before the end of the season

'Frenchy' started to emit clouds of smoke and it was obvious that the engine needed a major overhaul. A new engine was decided upon in committee and, after some research by Maurice and Jack following measurements and calculations by Tom of the actual power required, a small Honda engine was selected. Edgar has bought this in for us and work has started on the rebuild. Gerald and Jack have removed the old engine and silencer from the chassis. The new engine has been placed into position and is a snug but acceptable fit.

The details of the engine mounting and the interface to the hydraulic pump are being worked out.

Fuel - Tom Parham

There is plenty of coal in stock available to use


Safety - Tom Parham & John Hawkins

Nothing to report

Permanent Way (notes by Jack Ruler) - Dave Deller and Peter Kingsford

There has been a small problem at the exit from the top bend of the track for a long time. Particularly with the longer locomotives, a sideways 'twitch' has been apparent. Two beams were misaligned horizontally making a small dog leg in the track. A small group led by Jack & Dave has given this some attention. The beams have been jacked up, shifted into good alignment and replaced. A metal strap has been made and fitted to encourage them to stay where they have been put and a small section of the guard rails each side has been cut out by Tom using his petrol generator to power a slitting saw. A new expansion joint was then installed because pressure from the guard rails when expanding in the hot weather was thought to be the root cause of the beams shifting in the first place.

The ground beside the track in the 'swamp' area has been gradually rising so that the grass has been touching the bottom of the passenger trolley foot boards at times. The Wednesday gang turned out by prior arrangement to dig some ground clearance. About eight members lent a hand and we cut the



turf beside the track, turned it back and removed a layer of earth before replacing the turf. This wasn't as neat as it sounds when we started but we got quite skilled at the procedure by the time we stopped. The best method used a proper turf lifting tool lent to us by Bernie and Dave cut the outline of the turf piece, Chris undercut it with the tool and the others turned it over and dug out the exposed earth. The rest of us used ordinary spades on the other side of the track but it was harder work and much slower. The 'worst' areas have been done and a second session, when the weather is right, should see the job finished. Our thanks to the willing hands and to those who brought us an issue of tea at half time.

Exhibitionism... - Tom Parham

As some readers may be aware, we have decided to exhibit at this years upcoming London Model Engineering Exhibition at Alexandra Palace. This is in part due to hearing comments of 'its not as good at the exhibition as it used to be!' Without clubs willing to exhibit then there is no exhibition. Even if we decide not to take part every year, if more clubs step up to take part then things should improve.

So, for this year I have planned our stand, as the application stating what will be displayed needs to be submitted before the newsletter is likely to be at your door. We have been given a larger stand than I had originally thought, however due to the quality and breadth of the workmanship and models within this society, it has not been a problem to fill, even leaving the possibility of several years entry without repeating exhibits.

If you are going to the exhibition, then please come and see us, and if you could spare a bit of time then be at the stand to chat to spectators for a while to give those on the stand a chance to have a look around. If you can spare an extra day then that would be excellent, I may well have some spare exhibitors passes to get you in if you are willing to help out and let me know before.

If you would like to display some of your work at a future exhibition then also get in touch and I can start to plan for the future too.

Once again we will be displaying at Detling for their heritage transport show on the 7th April. We have been allocated the same position that we have been in for the last few years, following the usual format. If you have anything to show then let us know and come along as it's great to show as much of what we do as possible

Boxing Day - Tom Parham

Just a brief reminder that we will be running on Boxing Day, and although we do not charge, the donations box will be out and station staff are still required. Help would be greatly appreciated, and hopefully this year will have the same great atmosphere as we have come to expect on that day.

Why was the turkey in the pop group?

Because he was the only one with drumsticks!

Caption Competition

Previously I had asked for captions to this photo.

Quite a number were received and whittled down to these final captions -

“Vertical passengers and horizontal driver, it’ll never work.”

“Well, Lucky 7 is one of the Maine Two-Footers! “

“I’m shattered!! That was long drive from the U.S. of A. Its taken the life and ‘soul’ out of me”

These were received from Jack Ruler, Paul Rolleston and Mick Cranfield. Ill leave it up to you to decide who sent in which one.



Two snowmen were standing in a field. One said ,

"Can you smell carrots?"

Going Nuts - Roger Vane

I've recently had to devise a method of fitting nuts onto some inaccessible studs, and thought that other Club members might find the technique helpful, hence this note.

Having timed my Adams T6, I had the tedious job of permanently fitting the steam chest covers. For testing the chassis on air I had attached the gasket and cover as shown in **Photo 1**, only fitting nuts in the four positions shown as they were reasonably accessible.

The problem now was how to fit the remaining nuts (6BA) to the studs, as access was an issue. The top row wasn't a problem, neither were the upper ones on the sides. The bottom row really were a problem though due to limited access - the gap between the ends of the studs is only $7/16$ ", and the bottom row is $1\ 3/4$ " from the top of the steam chest. I could turn the nuts with a spanner, but how was I to fit the nuts onto the studs in the first place?

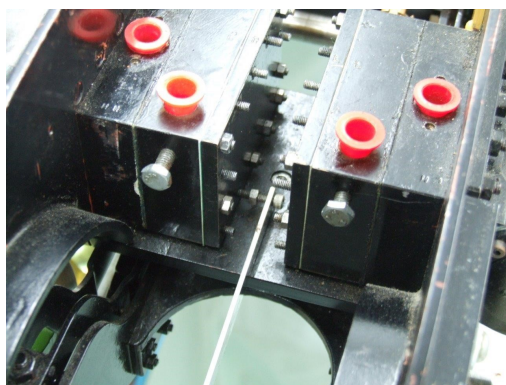
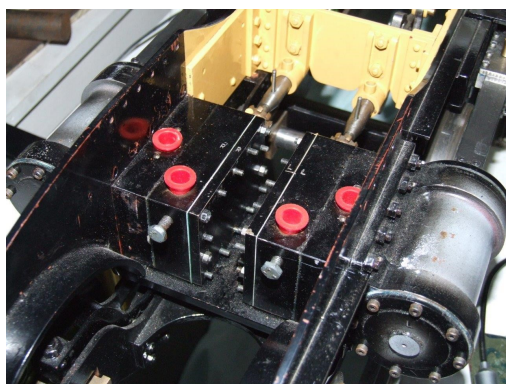
Well, one option was remove the bogie stretcher, which I was reluctant to do. So, I looked at various options for presenting the nuts to the ends of the studs in such a way that I could then use the spanner to tighten the nuts. The first thought was to use a magnet - no chance here as it tried to attach itself to everything in the vicinity. The next attempt was to use double sided tape on the end of a piece of mild steel flat - the nut fell off due to insufficient contact between nut and tape. I then wound several turns of tape around the steel - this was better as it increased the contact due to a cushioning effect, but it still wasn't very satisfactory.

The final solution is shown in **Photo 2**. I drilled and tapped a 6BA hole at the end of the flat and then fitted a short 6BA screw. I simply wound the nut onto this screw for a couple of turns and then presented this to the end of the stud as in **Photo 3**. Now I could wind the nut onto the stud, transferring it from the holder onto the stud and then I could do it up completely.

Result was that the nuts were fitted with no problems and no dismantling of the loco to gain access.

Photos

1. Shows the problem
2. The holder
3. The holder in use



What did Cinderella say when her photos didn't arrive on time? One day my prints will come

THE SAFETY VALVE - Letting off steam, by

Sir Paul Rolleston

Warning: contains adult language

Ah! The coming of age; entry into ones golden years when it's time to reflect upon ones achievements and share our memories with others of a like mind. We would possibly also be inclined to discreetly sweep failures under the carpet so as to preserve that other all important aspect of our twilight era; a respected reputation.


And, on that subject;

I have over the last few years been increasingly dubbed, by an increasing number of people as *Grumpy*. Hardly a desirable nom de plume but I am fairly, and hopefully, certain that it is just an affectionate term of endearment by friends and family. A 'respected' reputation that I can live with.

How did I get such an accolade, you may well ask. The most plausible explanation, uncontested by myself, is that they witness my displeasure at being irritated or my combustible temperament when I get well and truly dumped upon.

It is not unrealistic for me to think of myself as the world's most powerful crap magnet who, without any self- effort manages to have it all deposit itself into my lap with a consequent explosive reaction from me.





Perpetrators range from individuals to organisations that obviously collude to cause calamitous affect upon many facets of my life. *Infamy, infamy, they've all got it in for me.*

The reputation and nick-name 'Grumpy' is admittedly quite often justified, but I will plead to those who feel a need to irritatingly analyse me, that consideration be given to all matters that create the angry mind-set of an otherwise calm and affable person.

With tongues in their cheeks, family and friends have presented me with gifts that allude to my evolved persona, but which I have to admit are probably quite fitting. You know; T-shirt, mug for hot brown beverage, socks, pyjamas, and even a writer's note-pad, all bearing a reference to Grumpiness in a variety of guises.

One particular gift, a book, is worthy of individual mention;- Grumpy Old Men. The author; David Quantick has written an all embracing analysis of the various aspects of modern life and the inescapable influence imposed upon a hapless society by what I would call collectively Alien asshole invaders from the 7th rock orbiting the Sun. This book is my-kind-of-stuff, I easily relate to its' authentic representation of the Great British malcontent. David covers many topics (*including trains*) in his book which evokes empathy between us as I also have an ever growing catalogue of maddening subjects, and an agenda of engagement to deal with the same.

With great respect for the author and his selection of irritants to lambaste, there are a few others of which I have similarly scathing and acidic opinions which I would like to share with you.

We are now getting to the point of the title; *Letting off steam*.

Where to start? Good question. Like a lot of things in life once the snowball starts rolling other snow will stick to it thereby increasing its size as it goes. Similarly I believe that once I start Grumping the agenda becomes limitless and I can't see wood for trees, so a random selection starts with;-


On-line shopping for tickets, which I very recently attempted for the umpteenth time, but with trepidation borne out of exasperating past experiences ending in frustration at best and gut busting failure at worst.

No doubt it comes easily to a lot of readers, but not to me it doesn't. I was tasked to buy tickets to see Santa Claus with my Grand-daughter followed by a session of ice skating. Simples? No! Grump factor 7.

Both of these events had to be by appointment, O K A Y, logical, I can go along with that, working from drop down calendar menus and daily timetables on a computer screen to determine what slots are available.

So far so good until the next step; Create an account, and not for the first time I'm asking myself hissing through gritted teeth WHY? All I wanted to do was phone someone and book the dates and times shown on the screen as available. WHY? are phone numbers so notoriously absent from websites, that really hacks me off.

So, moving on and ignoring the whispering inner spirit advising serenity and composure, I thumped away at the keyboard to create user name and password Fail! Fail! Fail! It must have upper and lower case and numeric characters, be more than #*[] and less than &\$£ characters. Not the first time I



have been through this infuriating procedure. Anybody want to tell me WHY? I need to create an account. I am mindful of not being alone and that there are legions of would be account setteruppers who all have their own story to tell of frustration and vehement hatred for all things pertaining to passwords. For example;

Attempt: cabbage

Retort: Sorry, the password must be more than 8 characters.

Attempt: boiled cabbage

Retort: Sorry, the password must contain 1 numerical character.

Attempt: 1 boiled cabbage

Retort: Sorry, the password cannot have blank spaces.

Attempt: 50bloodyboiledcabbages

Retort: Sorry, the password must contain at least one upper case character.

Attempt: 50BLOODYboiledcabbages

Retort: Sorry, the password cannot use more than one upper case character consecutively.

Attempt: 50BloodyBoiledCabbagesShovedUpYourarselfYouDon'tGiveMeAccessNow!

Retort: Sorry, the password cannot contain punctuation.

Attempt: ReallyhackedOff50BloodyBoiledCabbagesShovedUpYourarse-IfYouDontGiveMeAccessNow

Retort: Sorry, that password is already in use

By this stage there is a Bloody-minded tenacity to make contact with some-

one; a person, and also a burning desire to relentlessly inflict the most intense and vigorous verbal tirade upon the ears of whoever should answer the sodding phone, if only I had a number. Through determined resourcefulness to get a phone number I called the Kent Tourist information office to ask if they had a contact number. YESSS! Goodo! But that also failed, WHY? Because all I got was a sodding answerphone message spoken by a moronic synthesised monosyllabic squealy voice tart telling me to go to the booking (I could think of a better word to use that rhymes with booking) website, create an account and check the FAQ's section. 'Oh! silly me I thought I was going to get some help but you aren't really interested are you' I hollered at the answerphone. Ten minutes later I had a return call from a sobbing wreck who confessed that mine was one of many angry calls received every day. With guidance I did eventually get there but just to round it all off, I had to pay booking fees. WHY? I did all the bloody work. Next time I'll do it all in Welsh, see how their computer systems gets on with that, password; Llanfair -pwllgwyngyll-gogery-chwyrn-drobwll-llan-tysilio-gogo-goch.

SOD CALM AND GET ANGRY by Robert Lowell is another book given to me as an appropriate and fitting gift.

MEMO to Committee: Suggest passengers should book train rides on-line after creating an account, username, password, memorable date and place, first car, budgerigars shoe size etc. etc. and then we can also charge a booking fee. That should bump up the revenue (watch Edgars face light up) which could be spent to enhance member benefits; healthcare plans, chuck away the pottery mugs and get some bone china cups, saucers and plates with doi-

lies for cake and, how about this for an absolutely spiffing wheeze; subsidise material costs such as for castings and copper sheet, that would result in even more models being built.

* Well that let off some steam. Thank-you, for your attention. Right, what next? Ah yes! Pontificators podium, after my Prescription drink:- VLGT

Oh! by the way, Have a Happy Humbug.

Sir Paul the Grumpy

Footnote

If you can honestly say that you are unfamiliar with situations such as I have described above you will have led a sheltered and very fortunate life. You may therefore think that I have been exaggerating the mind numbingly grueling effort it takes to “do on line booking”. Well, no I’m not, further to which I am certain that for me it can only get worse.



A wet weekend in wales (in a haunted, dark, soggy ex R.A.F base and munitions factory complete with bunkers, beaches, beer, steam, cars, busses and caravans and some coffee hurling, sweet packet passing questionables from Kent)

Longest article title? Maybe, but definitely a short article words wise. I will let the pictures speak for themselves (aided by captions here and there). The annual Pembrey Autumn Miniature Steam Rally hosted by Llanelli and District Model Engineers The club has 1220m of ground level 5 & 7.25 and also 490m of raised 5 & 3.5 inch gauge track. The tracks run in opposite directions around a hill which once formed an ammo store.

Lighting in the park is pretty much non-existent and so driving at night really is like driving blindfold, the only light coming from whatever you have rugged up to see the controls and water level and the glow from whoever's red light your can see rounding the bend in front, even the tunnel cant be seen coming, only the change of noise gives it away as you run through it. Driving here in the dark is very different to Mote Park at night and is quite and experience.

This year Tom, Andrew, Alex, Myself and Chris attended from Maidstone. It was Chris' first year and my second. Tom, Andrew and Alex have attended for many years previously so had already worked out where the nearest pubs were. Tom re-telling an tale from when he had taken Martins roller and preceded to take part in the road run to the pub, coming in last just as the first arrivals at the pub were finishing their drinks. Anyway onto the photos.....

Photos are mostly Tom's but rest of us as well













MMES DIARY DATES 2017/18

Tuesday 26 December:	Boxing Day Run, Free Rides Given. 11am – 3pm
Friday 19 - Sunday 21 January:	London Model Engineering Exhibition
Sunday 28 January:	Club Lunch - Grangemoor, details on page 4 and attached
Saturday 7 April:	Detling Heritage Transport Show - MMES stand

Friday Nights start around 7-30pm at the Clubhouse, evening runs a bit earlier.

Friday Evening Meetings are for members and associate members (their families), occasionally for members' friends, and for those who intend to join the society.

Donation minimum £1 per person for Friday evening meetings, unless otherwise stated for food if you are eating what is advertised for the Club Night.

Wednesday Playtime Runs generally start around 10-30am and finish early afternoons.

Events listed will only alter if an unforeseen situation means change is essential.

Exhibitions in 2017/18

Friday 19 - Sunday 21 January:	London Model Engineering Exhibition
Sat 17 - Sunday 18 March:	Midlands Garden Rail Show
Saturday 7 April:	Detling Heritage Transport Show - MMES stand
Friday 11 - Sunday 13 May:	National Model Engineering and Modelling Exhibition, Doncaster

Some open days in 2018

Saturday 24 - Sunday 25 March:	Llanelli Spring Rally
June:	Gravesend Open Day
Friday 22 - Sunday 24 September:	Llanelli Autumn Rail and Road Rally