

**MAIDSTONE  
MODEL  
ENGINEERING  
SOCIETY**

*Spring 1973*

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#### CHAIRMAN'S NATTER SPOT

In our first Newsletter for the 1973 season I would like to welcome new and old members to the forthcoming what I hope will be a very successful year.

Officially our running season starts on Easter Monday although the '72 season has never really finished. We ran on Boxing Day at the Mote Park track much to the delight of the kiddies, especially when they found we were giving free rides. Incidentally we have run every Sunday this year mainly to earn money for the building project.

Whilst I am acutely aware that we do not wish to run our hobby on a commercial basis we must look ahead to the payment of our building scheme. As in the past, we are once again greatly indebted to one of our members for his help in the building work.

May I appeal to all members who can give assistance at Mote Park during the running season - there are always jobs to be done.

In conclusion may I say that I feel confident that the membership, as over many years, will with their efforts make this year a success in every way.

Thanks for reading.

A.H.W.Payne (Jack) Chairman.

P.S. - A late spot of news -

I received a letter from the USA dated 12th March thanking us for re-electing Mrs. Martie Fairabend as one of our Society's Hon. Members and also for the Newsletters. In her letter she says "we are looking forward to an active season in the United States this year with our miniature race cars. Our National Meet will be held in California late in August and we are already making big plans for a World Meet which we will be holding in September 1974 in Indiana. We wish you and the Maidstone Model Engineering Society a happy and active season with your hobby."

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#### HISTORY OF THE MAIDSTONE MODEL ENGINEERING SOCIETY

The Society all started about 1929. Two schoolboys were interested in the old tin plate railways and the building of models using Meccano sets. One of the boys asked his father if they could belong to the "Hornby Railway" - so the first step was taken and the Maidstone Branch of the Hornby Railway Co. was formed.

In 1930 this boy's father was persuaded to become the Chairman of the branch, which in those days was called "The Model Railway & Meccano Club".

By 1935 the club was reported in the M.E. as having a portable track, running now under the heading of the Maidstone Model Railway & Engineering Club. In the copy of the Model Engineer (April 29th, 1937) the following appeared - "May 27th Maidstone Model Railway & Engineering Club whole day visit to Swindon Railway Works with members of the Kent Model Engineering Society".

As the years passed more people joined and larger engines were built. We had a portable track with 2½" and 3½" gauges, some gauge one engines and a 00 gauge layout. This was the position until the 1939-45 war.

In 1945-46 we started once again, about six older members were left to reform the club. We renamed it the Maidstone Model Engineering Society by which name it is known today. We attended the Maidstone Technical School on Tuesday evenings and built a new portable track of 3½" and 5" gauge. We also held our A.G.M's at the school.

From 1946 until 1947 we ran the portable track mainly with one 3½" engine at many fetes and fairs travelling around until we had a little money accumulated. About this time we were reported in the South Eastern Gazette, October 28th 1947 "The Maidstone Model Engineering Society at the Technical Institute - meetings are held every Tuesday". We ran an exhibition at the school using the 00 layout for the last time as interest in the track had waned. This was a sad loss to the Society but when members are not interested in the smaller engines there is little one can do to keep the track running so the 00 was sold.

One of the places we ran in those days was at the Police Sports Days using our portable track and our one and only 3½" engine.

It was in 1947 we had the notion to build a track in Mote Park. Two of our members came to our help and made themselves guarantors to the bank, this enabled us to build the track having first obtained permission from the Maidstone Council. Towards the end of 1947 we started the track comprising of 2½" 3½" and 5" gauges 220 yards long with a turntable to a steaming bay and a 7ft deep by 7ft wide rain water well. By 1949 the track was completed.

We ran a few engines in those days - two 2½", two 3½" and one 5" and the few passengers we carried travelled free amid old Army huts and weeds which were about a foot high all over the park. We also had to keep a sharp lookout for four legged things that roamed all over the park - cows!

The track was officially opened in April 1950 by the then Mayor, Alderman Sir Garrard Tyrwitt-Drake.

We were still holding meetings at the Technical School in the 50's. About this time we ran our portable track at fairs and fetes, usually on a Saturday. The drill with the track was on the Friday evening find a flat piece of ground where the event was to be held and there erect the track. Make sure of a water supply for the engines and if possible rope off each side of the track. On the Saturday get steam up by hand pump and start carrying passengers by 2'o-clock. Run late into the evening then blow down the engine, pack away into its box and then dismantle the track. Putting the whole bag of tricks onto a very small trailer behind an even smaller car to disappear into the night, a few shillings better off towards paying for our Mote Park track.

We collected a little income from the Mote Park track, this was at the rate of one penny for three laps.

In 1954 150 yards of the track was ripped up and stolen, this was a very black day indeed but the members got moving and by Easter 1955 we were back running once more.

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To be continued next Newsletter.

The Annual General Meeting of the Society was held on the 16th February and there was a good attendance by members.

Officers elected were as follows -

President: Alderman Peter J. Robinson  
Chairman: A.H.W. Payne  
Vice-Chairman: K. Linkins  
Hon. Treasurer: P. Roots  
Hon. Secretary: R.H. Milliken  
Hon. Press Officer: F.G. Gregson  
Committee: C. Hayward  
              B. Harris  
              J. Carr  
              M. Vine  
              N. Nichols  
              F. Laroche.

Members are reminded that SUBSCRIPTIONS ARE NOW DUE for 1973. Kindly forward your £1 to the Treasurer as soon as possible and ensure that you receive forthcoming issues of the Newsletter.

The first Committee meeting following the A.G.M. took place on the first Sunday in March. A duplicate of the minutes is on display in the Clubhouse.

Permission to build the new premises was received on the 7th March and a special meeting of Officers took place on 11th March to make decisions on clearing the site prior to commencement of work by the builders.

On Saturday, 17th March a few members gathered to evaluate the work necessary to be carried out to the track - some of which will have to be lifted in order that some of the sleepers may be replaced. This was done in order that we may now make an APPEAL TO ALL MEMBERS who can, to turn up at the track on Saturday, 31st March at 2'o-clock and to report to Mr. K. Linkins who has kindly offered to act as clerk of works on track maintenance. Bring whatever you think fit by way of tools to help in removal of lengths of track and to remove rotting sleepers (hammer, chisel, screwdriver etc.) PLEASE SUPPORT THIS VENTURE in order that the track may be put into good condition prior to the commencement of the 1973 season. Remember it is the track revenue that will pay for our new clubhouse facilities.

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Arrangements are in hand for the following Clubs to visit the Maidstone Society, all taking place on Saturdays -

August 11th - Hastings  
August 18th - Malden  
September 15th - Bracknell  
September 29th - Eltham

Invitation has been received to visit the Whitsun Rally at Chingford and also to visit Romford on Saturday, 26th May.

## SECRETARY'S NOTES

May I begin by thanking the membership for showing such indulgence and optimism in electing me for Secretary.

When the Chairman told us at the A.G.M. that Ron Heathcote took over the job as Secretary at "a difficult time" I thought this was probably an exaggeration. It seemed to me (being somewhat cynical by nature) to be part of a "be nice to Ron day" because he is resigning anyway.

Having inherited the various tomes and papers from the archives of "Warren View" and studied at length I now agree with Jack Payne, which is a nice change for us both.

Before I joined the Committee of the M.M.E.S. I and others were somewhat critical of the said august body. Everything that went on behind the closed door at Mote Park seemed to have an air of intrigue paralleled only by a Kremlin conference. At the time I put this down to the fact that as a Committee probably talked in circles they were ashamed to tell us Hoi Polloi in case we laughed!

Since I joined the said Committee the truth is they do talk in circles, only now the minutes are published and everyone can join the hilarity.

On a more serious note Ron obviously did work hard for the Society and the present membership owes much to the efforts of past Officers and members, some of which sadly are no longer with us.

During the last week we have got the final go-ahead from all the official bodies to build our new club house cum store. Whilst some of our members think that the new building and the cost involved is a wildly extravagant venture this is not really as it seems. The present hut and storage arrangements, doubtless adequate and no less extravagant in their time, fall woefully short at present.

Since 1970 the membership has risen by 60%. Many of these members bring engines to run at the park. The storage problem for engines, trolleys and ancilliary equipment has passed saturation point. This is to say nothing of the superhuman efforts displayed by the ladies in preparing food and drinks on Summer Sundays and visiting club days.

From 1969 to 1972 the revenue from the trade has risen by 32%. Can I hear the cry "this is not what model engineering is about". True, but it did supply, by the consistent efforts of loco owners the four hundred pounds for the guard rail and has already contributed a substantial sum towards the new club room.

When the new building is paid for which need not be overlong we will have adequate storage facilities and an excellent venue for meetings for the furtherance of real model engineering.

Many arrangements are already in hand for visits to other Societies, etc. and for the reception of visitors to Mote Park. Visitors here are being asked to come later in the year; by which time we hope to have completed the building programme. See Press Officer's Diary for details of projected events.

Towards the end of last year on a visit to Beech Hurst an assurance was given me that a Maidstone trip to Haywards Heath would be welcomed. In furtherance of this kind offer negotiations are now in hand. The amount of work taken on by their team has to be seen to be believed. This is civil engineering on the grand scale, but, what wonderful facilities they will have when they return to model engineering.

The Committee wish to welcome all new members in receipt of their first Newsletter and hope to see them at Mote Park in the forthcoming season.

Ray Milliken (Secretary).

P.S. If anyone knows the where-abouts of the Club's two typewriters I should be much obliged, as my better half (Donkey Secretary) is threatening handing in her notice already.

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Members intending to visit other Societies are invited to write their names on a list displayed in the engine shed at Mote Park in order that arrangements for travel etc. can be arranged between all those interested.

Thanks are extended to the contributors to this Newsletter but we require more material. Write an article or draw a sketch (black ink on white paper actual size to fit the page) and send off to the Press Officer for future publication.

Nobody has anything to sell or swap, nor do they require anything this month hence no sales and wants column.

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#### TIPS

I have a plastic sponge on the workbench which rests in a tin lid. The sponge is soaked with oil and is always to hand when tools etc. require a smearing of oil. When sawing I just bounce the saw on the sponge now and then, it makes the job that much easier.

I also have placed a mirror in an upright position on the wall behind the vice, not only can you see what is going on but it has the effect when working of keeping the tools horizontal. Try it and see.

FGG

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Further to a recent discussion on single eccentric reversing gears I had with Martin Parham I illustrate two rather interesting and little known gears on this principle which I hope will be of general interest.

Fig. A indicates a method of reversing by the use of two wedges on the outside of the shaft and moved along a keyway by a cam or crank shifter. The actual eccentric is of course restrained in sideways movement but can be moved across the shaft by the wedges.

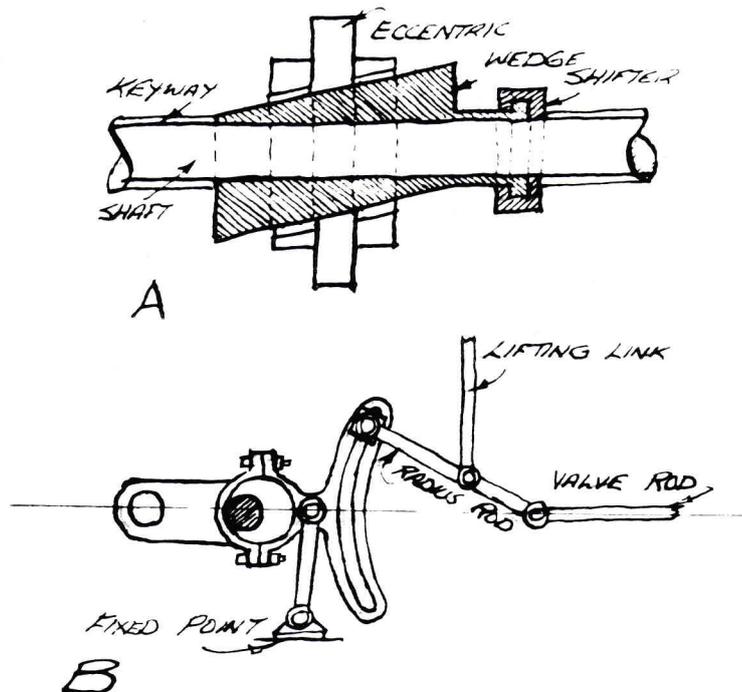


Fig. B is a little known single eccentric link motion of, I believe, American origin and known as the "Fink link". As will be seen this is a combination of a link with the actual eccentric strap of a single eccentric in such a way that the direction of motion of the engine or the travel of the valve can be controlled in practically the same manner as with the usual double eccentric link motions.

The link is solid with one part of the eccentric strap and is suspended by means of a link that swings freely about a fixed point. The swinging of the fixed point lever as the eccentric revolves and the up and down motion of the eccentric centre together impart to the link nearly the same action as though the two ends were each driven by a separate eccentric. Moving of the link block to different positions in the slot enable the direction of rotation of the engine or the point of cut off to be varied at will. Perhaps there is excessive dieslip with this gear as it was not often used as a reversing gear but usually as a variable cut off gear.

D.S.P.

This is an article on tapping for some members who no doubt will find it useful. There are many charts on the subject but I have not found one which is complete as the one I offer. Usually they do not give more than one size, usually on the small size, and do not take into consideration the fact that on soft material the hole reduces in diameter due to the extruding action of the tap.

The chart was the result of years of work by a well known sewing machine manufacturer and I have used it since 1945. I have included all other sizes as well as tapping sizes so that you have all the information on one chart.

I have given the material letters - "A" "S" and "P".

Where you have the drill in stock and the letter is in duplicate, always use the larger drill size.

P.T.O. for chart.

J. Carr

No. E. A.	OUTSIDE DIA.	CLEARANCE DRILLS		CORE SIZE	TAPPING SIZE		MAT		
		LETTER	INCH SIZE		No.				
0	0.2362	B	0.2380	0.189	No. 9	0.1960	A A S P		
		C	0.2420			8		0.1990	
		D	0.2460			6		0.2040	
						3		0.21	
1	0.2087	No.	3	0.2130	0.1662	11/64	0.1716	A A S P P	
			7/32	0.2180		17	0.1750		
			2	0.2210		16	0.1770		
						3/16	0.1875		
2	0.185		3/16	0.1875	0.1467	23	0.1540	A A S P	
			12	0.1690			5/32		0.1562
			11	0.1910			21		0.1590
			10	0.1935			18		0.1690
3	0.1614		19	0.1660	0.1269	29	0.1360	A A S P	
			18	0.1695			28		0.1405
			11/64	0.1718			27		0.1440
			17	0.1730			25		0.1495
4	0.1417		27	0.1440	0.1105	32	0.1160	A A S P	
			26	0.1470			31		0.1200
			25	0.1495			1/8		0.1250
			24	0.1520			30		0.1285
5	0.126		30	0.1285	0.0981	36	0.1065	A S S P	
			29	0.1360			34		0.1110
			28	0.1405			33		0.1130
			9/64	0.1406			32		0.1160
6	0.1102		34	0.1110	0.0852	42	0.0935	A A S P	
			33	0.1130			3/32		0.0937
			32	0.1160			41		0.0960
			31	0.1200			39		0.0985
7	0.984		38	0.1015	0.0757	5/64	0.0781	A S P	
			37	0.1040		44	0.0820		
			36	0.1065		43	0.0890		
8	0.0866		43	0.0890	0.0663	49	0.0730	A S P	
			42	0.0935		48	0.0760		
			3/32	0.0937		5/64	0.0781		
9	0.0748		48	0.	0.0564	1/16	0.0625	A S P	
			5/64	0.		52	0.0630		
			46	0.		51	0.0670		

**A** FOR CAST IRON    CAST BRONZE    CAST ALI    BRASS  
**S** STEEL    COLD ROLLED ALI & OTHER SOFT METALS  
**P** FOR SOFT DUCTILE METALS FLAT STRIP  
as used for PRESSINGS  
**AS THIS METAL IS VERY STRINGY**

#### METAL FINISHING

Have you ever tried "Oil Blacking" as a finish for those steel parts which do not need to be elegantly polished - brake gear, cylinder drain cock, levers etc. Oil blacking is a finish which was used extensively for gun and rifle parts and is simple and effective.

All you need is the usual gas bunsen burner or other heating source, and the better finish before you start the better the appearance after treatment. All that is necessary is a good rub with fine emery to bring up some sort of shine. Heat the part in the flame until the steel goes black then dip in oil to cool off slightly and then return to the outer fringe of the flame when you will find that the oil burns off with a white flame. Do this a couple of times and finally cool off in the oil and allow to drain. When cool wipe with a cloth and you will have a part with a nice black shiny finish which, although not a rust preventative is certainly a rust inhibitor. As for the oil, for years I have used whale oil but sump oil is satisfactory. I have recently used this on my latest effort and find that the finish is a lot blacker than with whale oil, no doubt due to the carbon deposits that old engine oil contains.

J. Liversage.