

SUMMER NEWSLETTER 1975

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President: Councillor P.J. Robinson

Hon. Chairman	Hon. Secretary	Hon. Treasurer	Hon. Press Officer
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Any contribution to the Newsletter is gratefully received, although it may be held over for a future issue. Drawings must be black ink on white paper and fit within the page for same size reproduction. Material for the Autumn edition should be received by the Press Officer not later than September 1st.

SECRETARY'S NOTES

First it is my sad duty to once again record the passing of two people closely associated with our Society. Vic Bonnert, the first Chairman and Life Member, died in Pembury Hospital in April. Though not seen at Mote Park very often, he would occasionally come along with his dog on a Saturday. He was indeed a charming old gentleman, another old friend we shall all miss.

Secondly, though not in fact a Member, Mrs. J.N. Liversage died at Canterbury Hospital in May. "Mrs. Joe" as she was known to most of us fought bravely for a year to recover her health, but unfortunately this was not to be and our sympathy goes out to Joe at this time of great sadness. I spoke to Joe soon after her death and he tells me that he will continue to visit us regularly at Mote Park, as she would have wished.

Further to my notes last time regarding Corporation Tax, I am now in a position to say that we have finally settled the affair in what, I am sure readers will agree, is a most satisfactory way. Due principally to the professional efforts of our accountant with some assistance from your Committee, the figure for the whole period up to 1974 is sixty eight pounds, much less than we feared and a weight off the shoulders of those concerned. Now that our financial position is clear we are pressing ahead with several projects.

First we have asked the Corporation to allow us sufficient land adjacent to the compound to enable us to construct a roadway and unloading area. This will fit in with the proposed re-development of the steaming bays so that engines may unload directly onto a traverser, thence onto one of ten steaming bays. Secondly, by removing the tree stump and retaining wall for the new bays we intend building another wall and steps further back. We have also applied for planning permission to replace the coal store with a larger brick building. This building will house the existing equipment plus the blower power unit, which will be more convenient for people who run on weekdays.

Hot water is now provided in the trolley store and provision has been made for all the articulated bogies to hang on the wall. The giant compressor built by Members is now operational in the engine shed and will be piped to the steaming bays when they are reconstructed. All these undertakings have only been possible by the generosity of Members who want Maidstone to stay in the Vanguard of Engineering Societies for the benefit of everyone. The completed and proposed projects are well within our financial capabilities thanks to a successful start to the season by those of us who run on Sunday afternoons.

This Jubilee Season has already seen the christening of several new engines, notably Reg Holdstock's 5" freelance, absolutely resplendent in immaculate livery; Tom Stamp's "Sprinbok"; Peter Chislett's "Boxhill" that only requires painting; Lionel Alexander's "Mona"; Ray Wilkinson's "Torquay Manor" and my own freelance 4-8-2. I did hear that the reason that I called it "Duke of York" was because it takes 10,000 men to lift it! There are in addition at least two more that will be running this season, an encouraging start to our 25th year in Mote Park.

We have a number of clubs visiting us this Season in addition to the visits we will be making elsewhere. Indeed, I write these notes having just returned from the Whitsun Rally at Ridgeway Park, where our contingent spent a most enjoyable day thanks to the hospitality of Chingford and District Society. Personally I attend as many functions of this type as possible and can assure those Members who do not, that they are definitely losing out! The Editor and I have now arranged that we at Maidstone exchange a large number of Newsletters with other societies, all of which are displayed on our notice board. Do read them, they're more interesting than the M.E. and they are free! Observations of what our contemporaries are doing enables us to keep in touch and "pinch" all their clever ideas! Additionally, it is just possible that others may find ideas of ours worth using. Many societies go to a lot of trouble and expense producing a Newsletter which is a worthwhile adjunct to that society's activities.

If the Loctite does not come adrift on my new engine by the next Newsletter, I shall ask permission to write a few notes which may be of interest and make a change from the Secretarial Slant.

Ray Milliken Hon. Secretary

The space is booked - Ed.

OBITUARY - VICTOR R. BONNERT

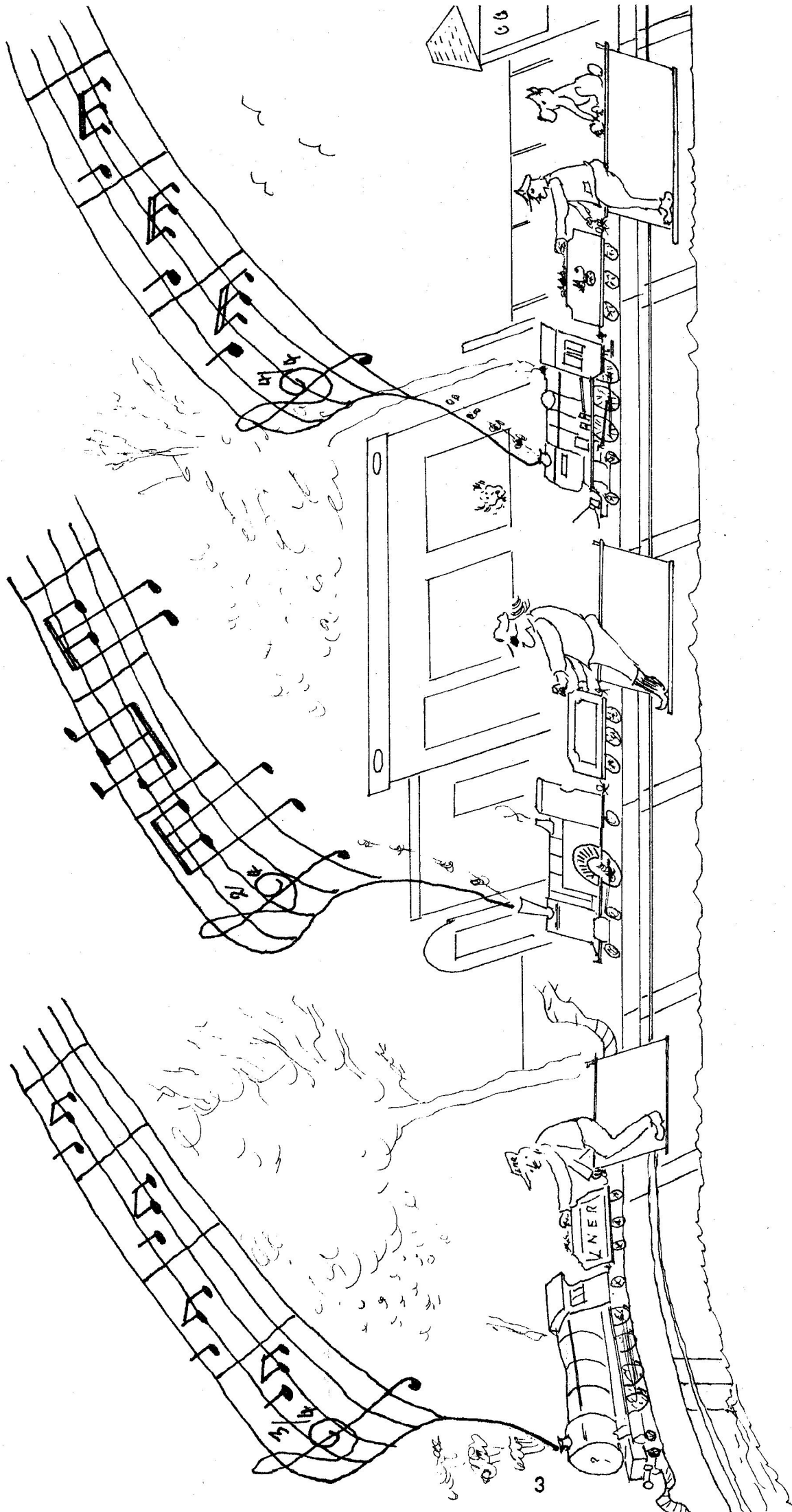
With the passing of Victor Bonnert at the end of April, after a short illness, the Society has lost yet another of its stalwarts.

Vic was Chairman when, in 1948, he had the idea of building an outdoor continuous passenger-carrying track in 2½", 3½" and 5" gauges for the Society, with somewhere in Mote Park as a possible site. I was privileged to join with him in the initial approach to the Town Council, when we secured provisional approval for the scheme and later, when Ernest Rix had been roped in as Engineer, to negotiate the final and acceptable conditions for the construction of a 220 yard oval raised track. About three-quarters of that oval stands today. With Vic Bonnert as "ganger" we spent eighteen months of Sunday mornings on the excavation and construction work and our then Chairman's dream was finally realised with the official opening on Easter Monday, 1950.

Victor Bonnert, who had served as a motor cycle despatch rider in the First World War, was a skilled craftsman, with interests ranging from miniature locomotives to yachting and motor racing. I well remember him building two "Hielan' Lassie" engines simultaneously, one for himself and the other for his employer. Both models, I believe, are now in America.

Following so soon upon the death of our Founder, Elvy Wicks, the start of the twenty-fifty year of the Mote Park track's existence has indeed been a sad one, especially for those of us who, like our present Chairman, were literally "in at the beginning".

Philip G. Wallis



The Music of the Drivers

SPROG'S EYE VIEW

I am (of all unlikely occupations) a lawyer. I was introduced to engineering through my father-in-law's round bed Drummond which found its way to me for want of a better home, and also because, as a glider pilot of some experience, I became frustrated with winches that didn't work and determined to teach them better manners. My first real sight of a model steam locomotive was a nondescript 2½" gauge 0-6-0 tank, that my sister, who is an antique dealer and ought to know better, bought in three years ago. I too ought to know better but I promised to identify this thing and to make it work, which I did by devising a crude and unpredictable spirit burner. As regards identification, I went to see "Steam Age". I emerged thoroughly bitten, poorer by £2-50, and richer by a copy of Curly's book on "Tich".

After that, everything happened at once. My old friend Roy Procter, of Camberley, turned out to have a father (recently bereaved) who has been one of Curly's intimates, and who moved into the Camberley area with a complete workshop, a "Rocket", a "Webb Compound" and an "Evening Star". One of my daughter's boy friends knew a chap called Martin Parham, who did mysterious things in a boiler suit at Mote Park. My father-in-law died, and I found myself the owner of a "Super 7" and a lifetime's collection of small tools. I built myself a "Tich", of sorts, that I now keep very much to myself. Finally, I plucked up courage, visited Mote Park and joined the Society.

Since then, as my "Mona" progresses (not without vicissitudes) it has occurred to me that a word to the many idiots like myself may not come amiss. Some of you (if you don't mind being bracketed with me) may feel a trifle abashed by the regular pundits who, armed, apparently, only with a treadle lathe and a hammer, produce in unbelievably quick time, exhibition quality machinery of enormous size and prodigious complexity, not to mention lightheartedly pounding it to destruction week by week over a half life of about four years in the laudable aim of delighting the children of Maidstone. They are, furthermore, actively abetted by their wives, who appear regularly in their Sunday best to ensure that, while their husbands are getting themselves filthy stoking the locomotives, they are kept stoked by the wives (who also will stoke anyone else in sight) with clean tea and fresh cakes.

But do not, I beg you, feel abashed. It is in the highest degree unlikely that you will ever make anything as good as You-Know-Who's streamlined Stanley Mongol, with its compounding and automatic simpling arrangements (so called because they are almost impossible to make). So why not profit by their experience, as I did? One day, I went along to have my boiler tested. All went well until, at about 140 p.s.i., there was a soft "pop". Inspection revealed that one of the superheater flues had collapsed, squashed like a cigar tube between the fingers, except at the ends, where "St. Easiflow" had maintained his benign influence. At this, virtually every pundit in the Society (they must have ears like bats) emerged from the Clubhouse at the double, for a consultation. I recollect that there were 6 of them. I can only say that, if a major industrial disaster had occurred, no more trouble would have been taken than with my trifling misfortune.

Nor was this all, for never better was the old Latin tag illustrated quot homines tot* sententiae. So that you may profit too, I tabulate the results, though the cure ascribed to a particular individual does not necessarily correspond with his diagnosis.

<u>Pundit</u>	<u>Cause</u>	<u>Cure</u>
A	Damage in fitting	cut out and re-tube
B	bad luck	plug ends and open middle to water
C	poor copper sample	sue Reeves
D	under-reading test gauge	leave as is - operate with squashed tube
E	over-vigorous use of pump by Chairman	drift out: rely on work-hardening during drifting to prevent recurrence
F	wrong gauge of tube	drift out: sleeve with next

(In case anyone cares, I accepted Cause A and adopted Cure F, with satisfactory results).

* 'There are as many opinions as there are people' - Ed.

Very amusing, of course. But the other side of this coin is illustrated by two other things that have happened to me during my short Membership. The first was last year. The Society got itself accidentally entangled in a piece of legislation of dire consequence and legendary obscurity, and I was invited to tell the Committee what it meant. So I did my best, and discovered, in so doing, that we are fortunate in our internal government. The second occasion was when I wheeled out my creation the other day and steamed it. For me, it was something of a voyage of discovery. It is difficult to take on trust the truth that Curly designed his boilers for clots, and that he was not exaggerating when he claimed that the problem would be to keep the safety valves quiet. A voyage of discovery for me, but obviously not for the pundits I have mentioned, who really do know. So I should like to tell you that, when you steam your effort, be it good or indifferent, you will find (perhaps to your surprise) that your sense of excitement is shared by pundits and all. Which, it seems to me, is what a club is all about.

Lionel Alexander

NEW MEMBER

We welcome Mr. D.C. Couchman of 29, Framley Road, Tonbridge and hope to see him frequently at the Park.

THE B.R. CLASS 73 and 74 ELECTRO-DIESELS

These locomotives can work either direct from the 750 v. d.c. third rail supply or when this is not available, with the diesel generator powering the traction motors, though at reduced horsepower. They may work in multiple with other Class 73 or Class 74 locomotives, and with electric multiple-unit stock.

CLASS 73 - Introduced 1962.

Diesel 600 B.H.P. - Electric 1600 H.P. - Weight 75 tons.

English Electric 4 cyl. type 4 SRKT mark, II, 600 B.H.P. diesel engine; four English Electric 400 H.P. traction motors.

CLASS 74 - Introduced 1967. (Converted from Class 71 straight electric locos.)

Diesel 650 B.H.P. - Electric 2,552 H.P. - Weight 85 tons.

Paxman/English Electric 650 B.H.P. diesel engine; four English Electric 638 H.P. spring-borne traction motors.

Electro-diesels come in useful especially on ballast working. The 750 v. d.c. third rail is switched off so that none of the men working on the track will be electrocuted. The E.D. therefore brings the train in on diesel. When the loco. is being driven on diesel, the 'shoes' (blocks of metal which slide along the third rail and pick up the electric current) automatically come up to prevent them from being knocked off. When the diesel engine is not needed any more the diesel controller is put into the "lock off" position. The shoes then automatically go back down. So that you can tell when the shoes have made contact with the third rail, the line indicator shows "on". The diesel engine can now be stopped and the train driven on the electric controller.

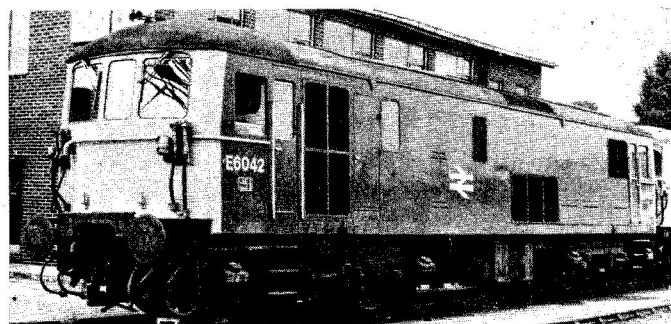
Due to the weight of some trains they have to be double-headed, because the load may be over the maximum tonnage allowed to be hauled by one engine. For example the 06.00 Hoo-Richborough is a 1,300 ton train and for this reason it is double-headed by two electro-diesels. The E.D's are coupled together with the electric control "jumper cable" put up between the two engines. This gives the driver control of both engines from his driving cab, and twice the power for pulling the train.

David Gardner

David is one of our Members who plays with these engines on that railway the other side of the wall - Ed.



British Railways Class 74 750V d.c. electro-diesel Bo-Bo No. E6108



British Railways Class 73 750V d.c. electro-diesel Bo-Bo No. E6042

FFESTINIOG EVENING

On the evening of 21st March last the Members of the M.M.E.S. were entertained by an illustrated talk on the Ffestiniog Railway by Mr. Webb of the Railway Supporters' Association. He showed us over one hundred slides in conjunction with his talk which took us from the construction of the "Cob" at Portmadoc, over which the Railway was subsequently laid, up to the latest developments and plans for the future.

Mr. Webb explained how the Railway was built in 1832, mainly on the gravity principle and for the purpose of carrying slate from its railhead at Blaenau Ffestiniog down to the quays at Portmadoc, to be shipped from there all over the world. Pictures included the special trucks used for carrying the horses which towed the empty wagons up to Blaenau, and which were attached to the rear of loaded trains to give the horses a ride back downhill to Portmadoc. In 1863 the Railway was re-aligned for the introduction of steam engines, an innovation on the gauge of 1'11½". Although not legally permitted to carry passengers until 1865, there is little doubt that people, probably miners, had found ways of hitching a lift long before then! Early carriages looked like seafront shelters and had tarpaulins across their lower halves to keep passengers' feet dry as they sat looking out over the bleak countryside in pouring rain. The first class carriages were better but still looked like stuffy, cramped and ill-lit boxes on roller skates. But the Railway claimed another first with its bogie carriages which gave all passengers more light, air and comfort. In 1869 the first of Fairlie's unusual double engines made their appearance and along with a lot of other original equipment, are still in use today, although much modified or rebuilt.

Declining traffic and finances in this century were not helped by a disastrous involvement with the ill-starred "Welsh Highland Railway" and the Railway finally ceased operation in the 40's. But as it had been incorporated in an Act of Parliament it could not be abandoned without Parliament's consent and a group of enthusiastic and able people, encouraged by the Talyllyn Preservation Society's success, got together and prevented this railway going the way of so many others. The Railway has gone from strength to strength ever since and is well advanced with its ambitious plans to restore the service all the way up to Blaenau Ffestiniog. This has involved building a complete new formation including a spiral, unique in the British Isles, and another tunnel in order to circumvent the artificial lake of an hydro-electric scheme which has drowned a whole section of the original trackbed including the Moelwyn Tunnel.

With oil-firing and modern aluminium coaches it could be justifiably argued that the Ffestiniog is becoming further and further divorced from the preservation field. But before criticizing them too much for this I think one should sample a ride in one of their comfortable carriages, complete with a beer brought by an attractive waitress, whilst you are being whisked effortlessly along a smooth and well aligned track with superb views sliding past the windows. As we know in the M.M.E.S. such facilities have to be paid for and it must surely be some measure of the success of their policies, that the Ffestiniog can afford such things.

Graham Baseden

THE M.M.E.S. SILVER JUBILEE RALLY

On the 14th and 15th June 1975, Maidstone Model Engineering Society celebrated the 25th Anniversary of the opening of the track in Mote Park with a Rally. Members and their families from Chingford, Harlington, Malden, North London, New Romney, Lea Valley, Bracknell, Southampton, Brighton and Hove, Tonbridge and Colchester Clubs converged on Mote Park.

Saturday 14th June

The first people to arrive were Reg and Lou Holdstock at 9.05 and after this the Members appeared thick and fast to help get everything ready. Sandwiches had to be prepared, cakes and savouries plated up and the portable track erected for a selection of the Members' newest engines to be put on show. Six engines were on view and these were;

Reg Holdstock's 0-4-0 version of Simplex, and loco. truck.
Jack Carr's Britannia.
Ray Wilkinson's Torquay Manor.
Ray Milliken's freelance 4-8-2 "Duke of York".
Joe Liversage's 0-6-0 Hunslet engine.
Mr. W.R. Skuse's almost complete Pansy.

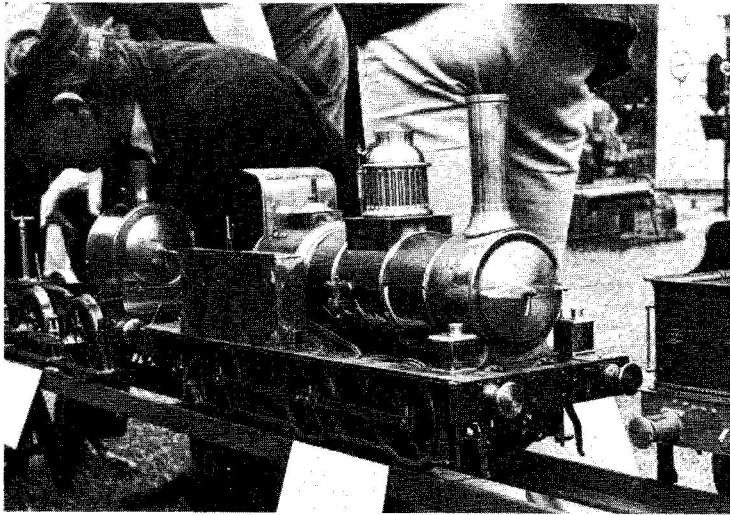
At 10.30 a.m. the first visitors arrived. They came from Harlington and very soon afterwards they were on the track. More visitors started to arrive from various clubs, and at 3.10 p.m., when the last visitor appeared no less than 17 engines from seven clubs had arrived.

The day itself went off without a hitch, and about 6.30 p.m. the Maidstone Members who had brought engines started to steam-up for a night run. At 8 o'clock Ann Baseden went up and bought fish and chips for all those who were hungry. After this and Joan Linkin's bread pudding had been devoured, the serious business of running got under way. The running went on till 11 o'clock when everybody decided to call it a day. It had been a long and hard one, but fine and enjoyable. That night Martin Parham and Graham Baseden slept in the Clubhouse to look after the trolleys and portable track which had been left out.

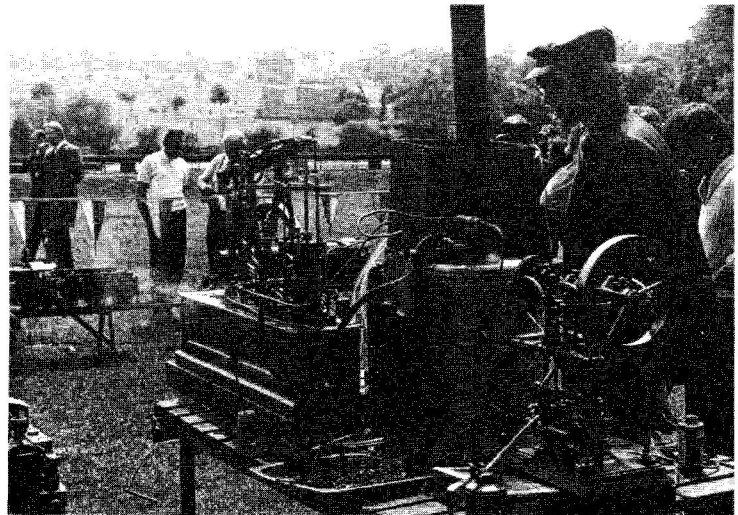
Sunday 15th June

Martin and Graham were the first there (no surprise here) and when first Members arrived at 9 o'clock everything was ready for the day's proceedings. The visitors arrived for the day's events. By the time the last one had arrived no less than 17 engines from four other clubs had appeared.

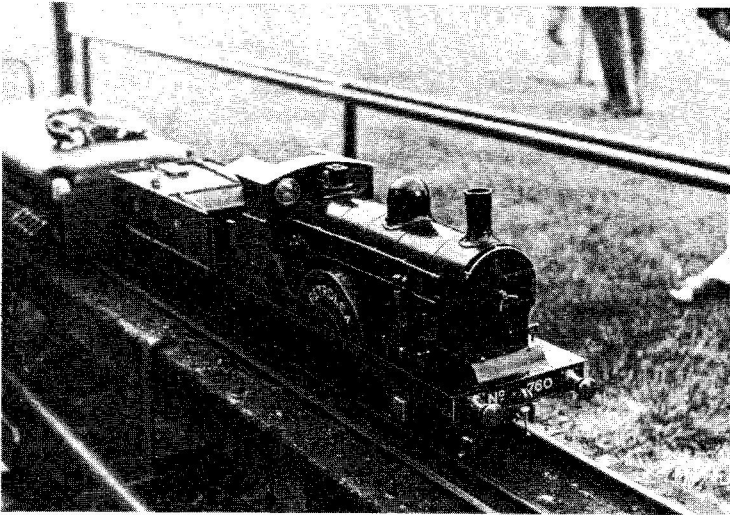
At 3.10 p.m. all Maidstone Members, including the dogs, were asked to enter the Clubhouse for the unveiling of the picture by Mr. Rix to commemorate the "Silver Jubilee". On entering the Clubhouse every Member was given a glass of sherry. Before Mr. Rix was asked to unveil the picture Jack Payne made a speech about how much Mr. Rix had done towards the planning and design of the track. Mr. Rix replied by describing how Mote Park had looked when the Society first started there. At 3.18 p.m. Mr. Rix pulled the cord to reveal the new picture which shows "The Great Marquess" in an engine shed after a hard day's work. After this Ray Milliken presented Mrs. Rix with a bouquet of flowers and asked her to cut the cake which she obligingly did at 3.20 p.m.



Joe Liversage's latest creation



Nick Nicholls' 'Steam Working'!



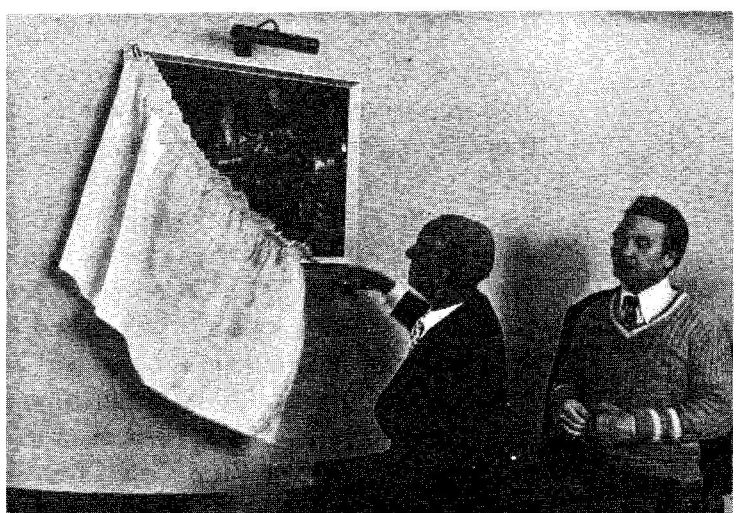
Mr. R.F. Oxborrow's Petrolea



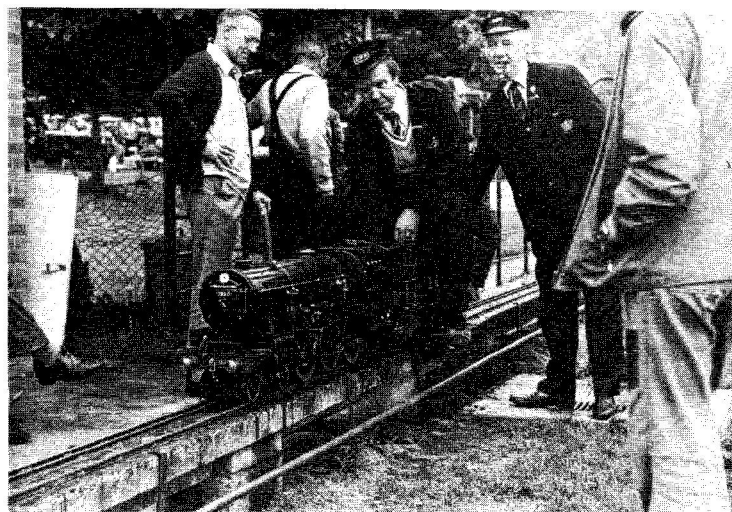
Before the rush started



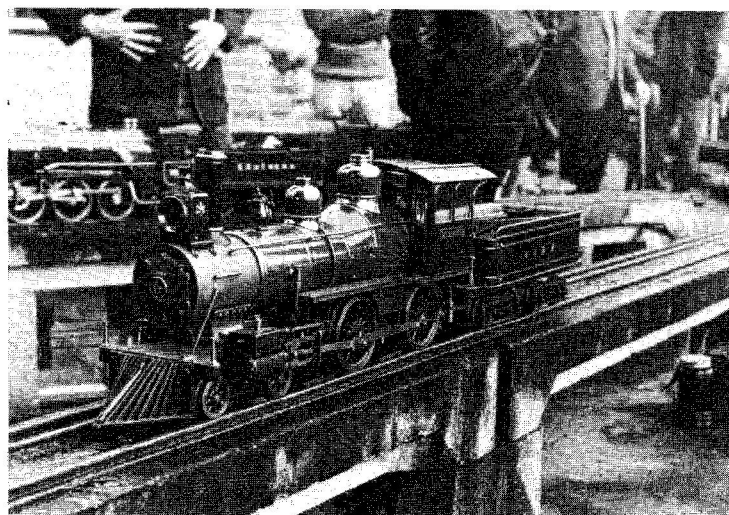
Who did eat the engine?



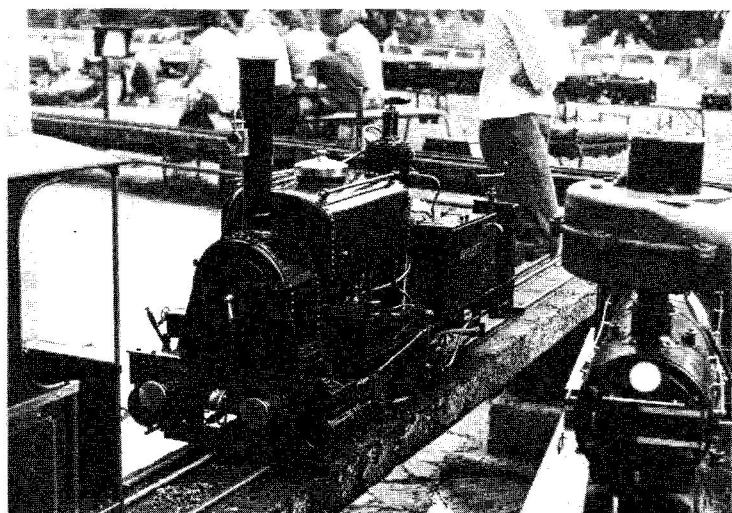
Is that relief on Ray's face?



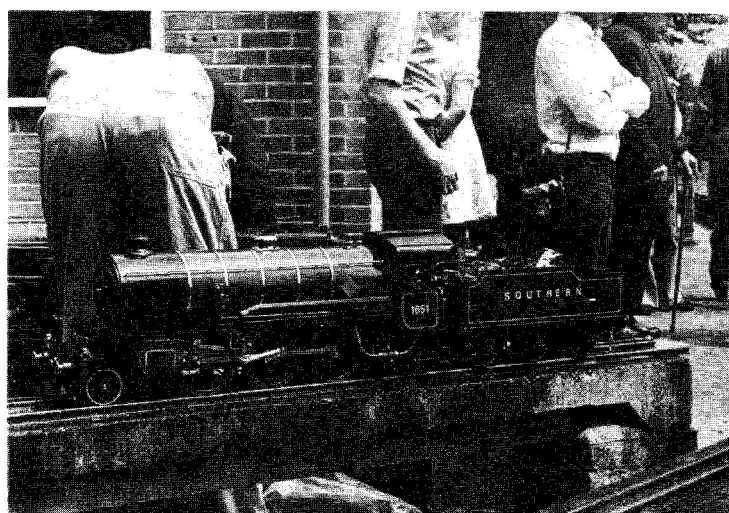
Give us a push



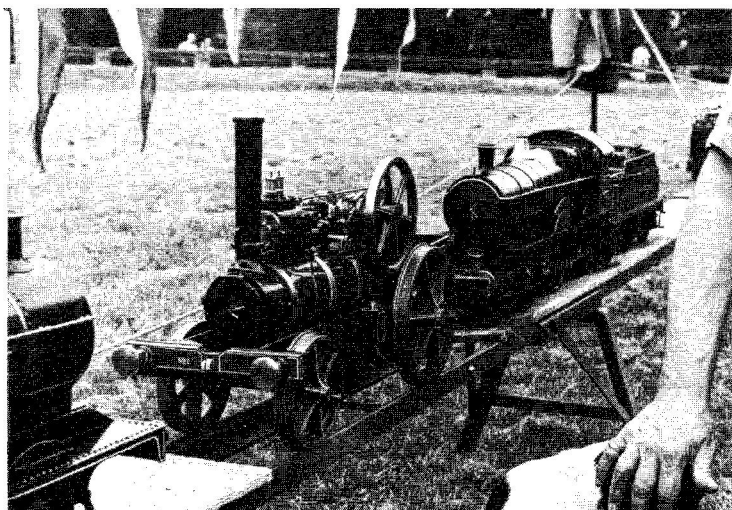
Mr. J. Davies' 'Buffalo Bill'



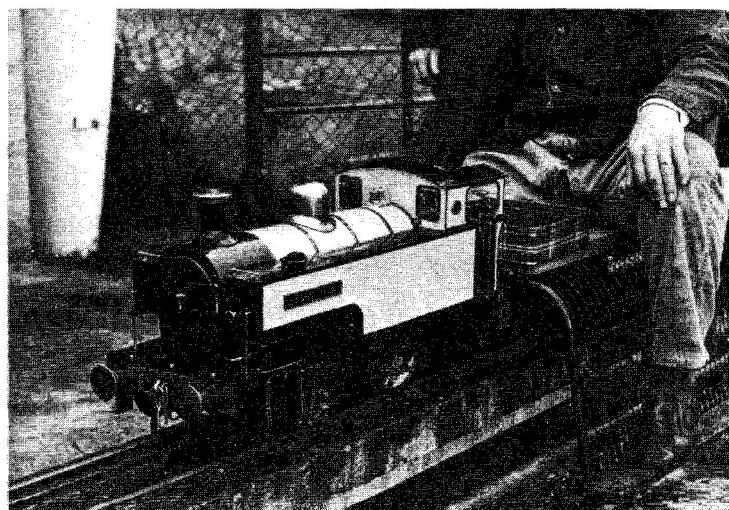
Mr. T. Parrish's 'Vulcan'



A very nice 'Betty'



Andy Probyn's convertible



Mr. G. Pettitt's modified 'Ajax'

On Sunday a rather unusual engine appeared at Maidstone from New Romney Club. It was a 5" G.W.R. 0-6-0 Speedy with the bunker cut off and a tender substituted. The engine belonged to Mr. G.T. Ovenden and the reason he did it was because he couldn't keep the water cold to work the injector. He substituted a 7,000 (scale) gallon tender!!! This is because the engine is 2'6" overlength. Mr. Ovenden did this operation ten years ago, and since then he has had no injector trouble at all. Another unusual engine which was there all week-end was Joe Liversage's 0-6-0 Hunslett engine which was built from drawings in Zera Colburn's book. The original drawings were obtained from Hunslets and dated 1862. It was originally named "Marquis" after the Marquis of Bute who owned most of Cardiff Docks where it spent most of its working life.

After our last guests left between 5.30 and 6 o'clock, everybody started to clear up, and by 7 o'clock everything was back to normal and the "Silver Jubilee" celebrations were over. The Rally was a great success, for everybody who came said how much they had enjoyed a wonderful day out at Maidstone.

Graham Linkins

THANKYOU

On behalf of everyone in the M.M.E.S. and their guests at the Jubilee Rally, a sincere vote of thanks must go to our ladies. Their efforts before and during the weekend, making and distributing mounds of food and gallons of liquid refreshments (not to mention the washing up), were a major contribution to the success of the event. Special mention must go to Joan Linkins for the superb anniversary cake.

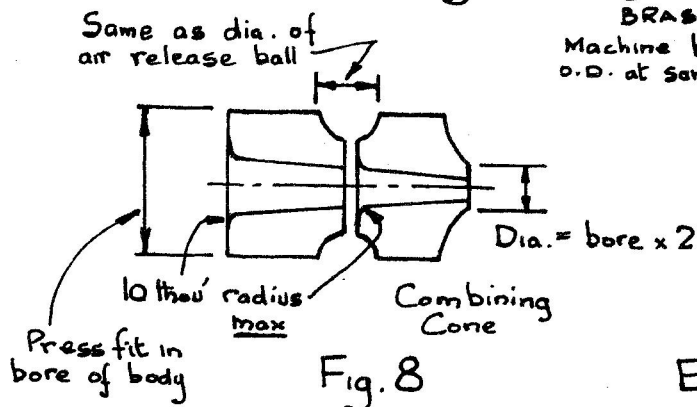
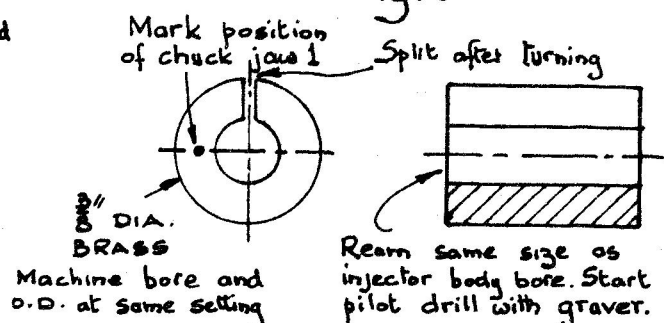
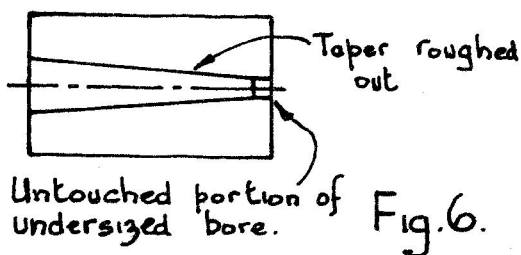
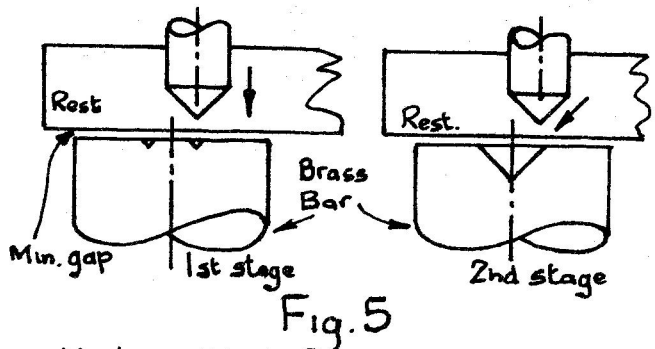
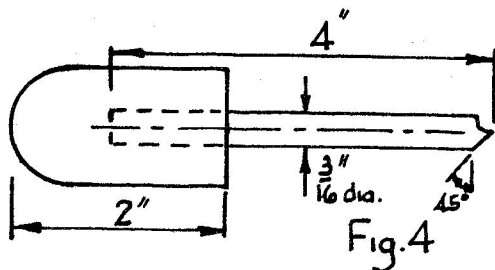
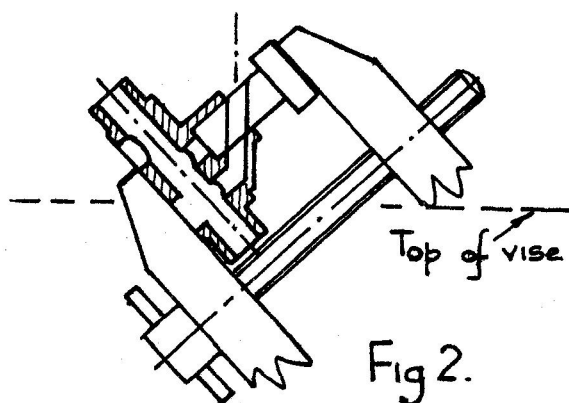
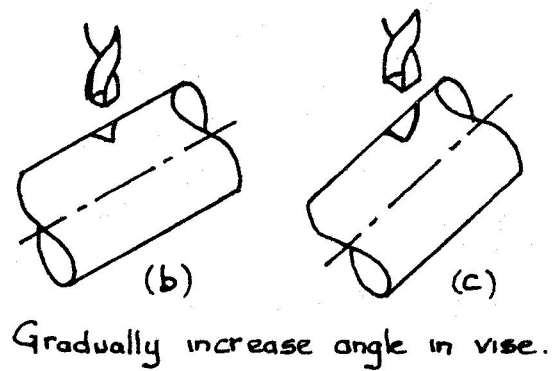
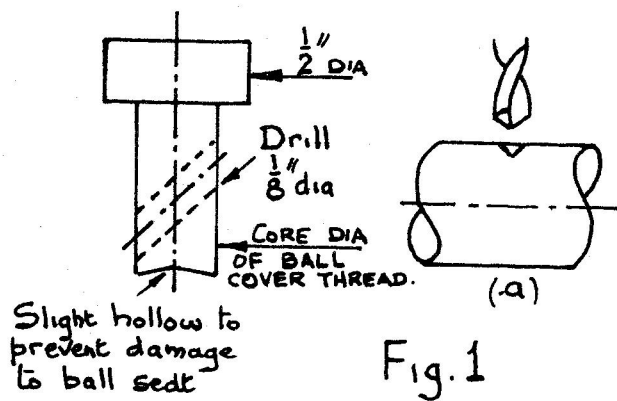
Whilst handing out kudos we mustn't forget Ken Linkins ("the worried looking man with the clipboard"); his right hand man and chief firefighter Stephen Wood; Reg Holdstock who did all the notices; Nick Nichols for running his stationary engines; Charlie Hayward for his portable track and ropes and the many other people who were willing to lend a hand when and where necessary. They all helped our guests to enjoy themselves.

DATES FOR YOUR DIARY

SATURDAY, July 12th	M.M.E.S. VISIT THE S.M.L.S. AT BEECHURST
Sunday, July 20th	Southern Federation Rally at Malden
SUNDAY, AUGUST 10th	M.M.E.S. OPEN AIR EXHIBITION AT MOTE PARK *
SUNDAY, AUGUST 17th	M.M.E.S. VISIT THE BRISTOL S.M.E.E. (COACH)
Saturday, September 6th	Southern Federation Rally at Chingford
Saturday, September 13th	Eltham & District L.S. visit Mote Park
Saturday, October 4th	Romney Marsh M.E.S. visit Mote Park

Current boiler certificates MUST be produced upon request.

* Intending Exhibitors please fill in and return form on back page of Newsletter.



Diagrams for
Experiences in Making
Injectors Part 2.
by Fred Larache.

EXPERIENCES IN MAKING INJECTORS Part 2

I don't intend to give you detailed instructions on how to carry out each stage of manufacture on the injector but only my own method of overcoming particular problems. As mentioned in the previous article the basic dimensions used are those in the Martin Evans feature in "M.E."

To make the body I use a solid piece of brass to the required dimensions, the nipple for the water connection being silver soldered on. The last operation is to ream the main bore in which the cones are fitted, a hole having already been drilled through a few thou' smaller than the required finished size.

The tricky part is drilling the angled hole joining the ball chamber to the hole drilled up from the overflow connection. This is accomplished with a simple jig made from a piece of $\frac{1}{2}$ " dia. silver steel, details of which are shown in Fig. 1. For those without any engineering training follow the lettered stages. The angle required can be taken from a scale drawing of the injector (say four times full size). Turn to the required dia. after drilling and harden out the jig after completion. The jig is placed in the ball chamber, the hole in the jig lined up with the main bore, and gripped with a toolmakers clamp. The clamp may then be held in a machine vice at the required angle for drilling. See Fig. 2.

The next problem to be overcome is the making of cones with smooth bores. This all depends on the cutters used for producing them and my method is very similar to that described many times in "M.E." but with variations. A piece of silver steel $5/32$ " dia., approx 3" long, is machined to the required angles for the three types of cone (I.E. steam, combining, and delivery), two basic blanks of each pattern being made. The point of the taper only needs to be a few thou' less than the bore of the cone and the length of the taper about $5/8$ ". One of each type of blank has half its diameter at the business end filed away so that it is like a pointed "D" bit. The other three blanks have the same portion filed to produce four flats so that it is square in cross section (see Fig. 3). All six cutters then need hardening and tempering, followed by careful rubbing of the flats on a fine oilstone to produce a final cutting edge. Remember that it is the truth of these cutting edges on which the final result depends, so have a look at them through a watchmaker's eyeglass and check for burrs, nicks etc.

One of my early problems in cone making was starting the small drills true. Unless the bore of a cone and its register diameter are absolutely concentric you might as well not start. A slocomb drill (or centre drill) cannot be guaranteed to provide a true centre every time so my method is to produce the centre by using a graver. I made mine by turning the end of a piece of $3/16$ " dia. silver steel at 45° (90° included angle), filing half away to form a pointed "D" bit, hardening and tempering, followed by final sharpening on an oilstone. A round piece of wood was knocked on the blunt end to form a handle (see Fig. 4).

To use the graver a piece of square section bar is clamped in the toolpost with its top surface $3/32$ " below centre height, at right angles to the lathe centreline, and as close as possible to the end of the brass bar which is to be

drilled for the cone. The graver is held horizontal, parallel to the lathe centreline and rested on the square bar with its point a little off the centre of the brass cone blank, and then pressed in towards the headstock to form a circumferential groove. Further pressure towards the centre and into the brass bar will produce a turned centre which is accurate and suitable for starting small drills (see Fig. 5).

To make the combining cone put a piece of brass bar in the chuck or collect, centre by the method described, and drill to the depth required for the cone using a drill 3 - 4 thou's smaller than the finished bore size. Form the taper using the "D" bit cutter, being careful not to enter too far. Turn the O.D. so that it will be a press fit into the injector body and then part off. Now use the square section cutter by hand to open up the bore until the shank of the correct size drill will just enter (see Fig. 6). Don't expect to get shavings coming off with this cutter - it will only be dust but persevere because I've found the end result is smooth bore cones. If all four corners of the cutter do not cut it may need a touch with an oilstone to sharpen up the offenders(s) or it may be that the cutter does not have a true square or rectangular cross-section. Use a mic' to check corner to corner and rectify if necessary.

Use a commercial or home made collet (Fig. 7) to hold the part-formed cone and use a parting tool ground to the width of the gap to divide the combining cone into its two parts. Each part is then finished as shown in Fig. 8 taking no more metal off the faces produced by the parting tool. Take great care not to exceed the radius given for the upstream edge of each half, the reason for which will be given when we get to the article on the steam cone.

TO BE CONTINUED

Fred La Roche

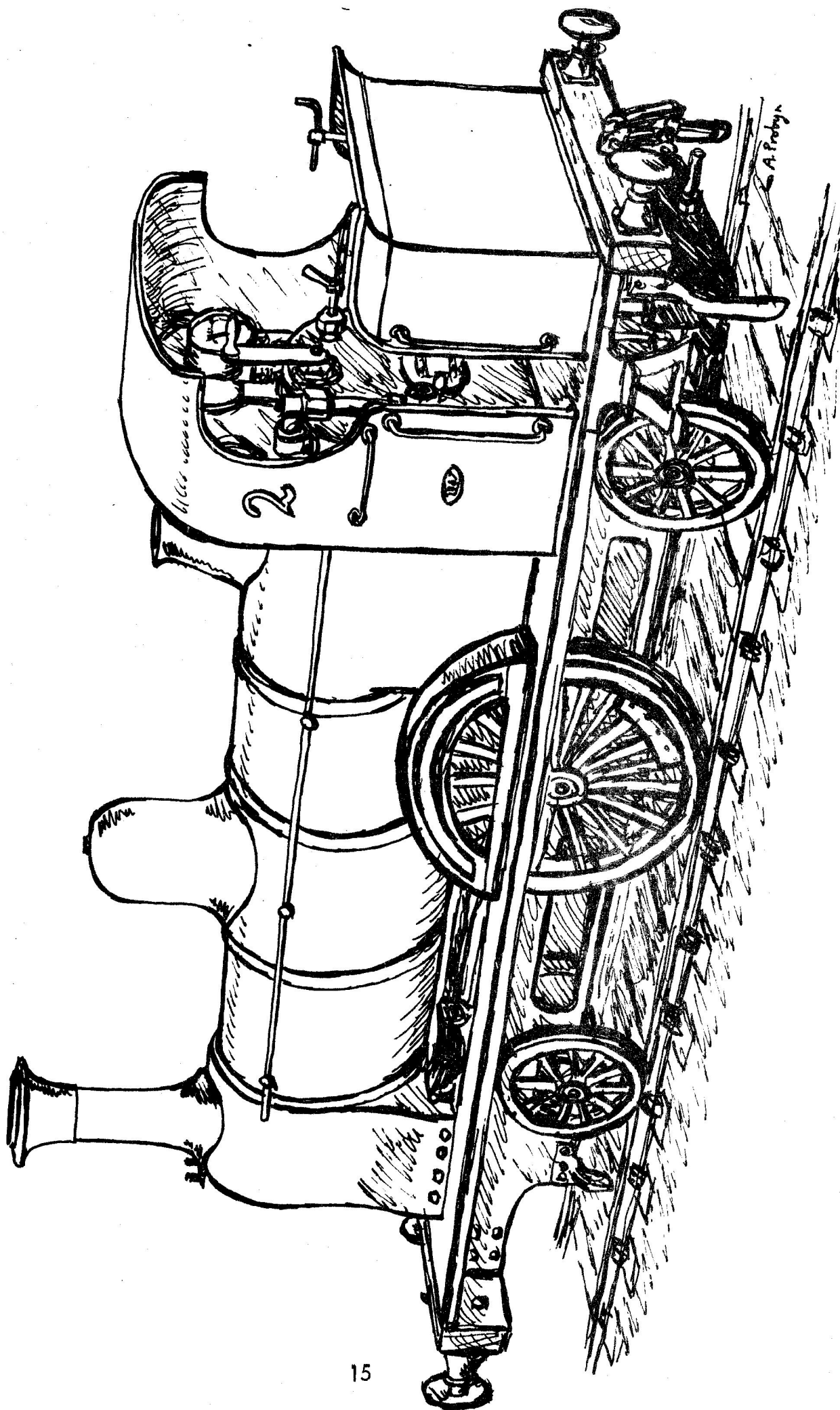
EDITORIAL

I think that the contributors to this "Silver Jubilee" Newsletter have done the M.M.E.S. proud. Readers will notice three new names at the bottom of articles or reports and I hope that we shall see them again (and others) before long, certainly before another twenty five years elapse.

I sometimes wonder if readers realize what a lot of work goes into each issue of the Newsletter. Anyone who has tried to write an original, amusing or technical article or do a drawing, will know what is involved. Nevertheless, some names keep cropping up which I hope means that these contributors get some satisfaction for their labours, and not that they are more susceptible to my bullying than others! Whichever it is, there is no doubt in my mind that the Society benefits from their efforts and should be very grateful to these people who are willing to give up hours of their spare time which could often be spent in their workshop.

This is surely just an example of the sort of enthusiasm and commitment which, in the past, has got the Society where it is today and which we must have to ensure a succesful future.

Graham Baseden



No. 2

No. 2 of the Waterford and Tramore Railway is the first locomotive that I built, following many years of ship modelling. A single wheeler of $3\frac{1}{2}$ " gauge with a $2\frac{3}{4}$ " diameter boiler and $13/16$ " x $1\frac{1}{4}$ " cylinders is no match for our Mote Park track, but it has done very well at Tonbridge and the prototype was an interesting little engine.

The Waterford and Tramore Railway was of course to the standard Irish gauge of 5'3", and consisted of a $7\frac{1}{4}$ mile line without any intermediate stations running between the two towns. It was opened in 1853, and the two little single-wheeler well tanks, were built for the line by Fairbairn and delivered in 1855. Numbered 1 and 2, they originally had weatherboards only, raised fireboxes and bellmouthed domes on the front boiler ring. In 1895 and 1897 respectively, they were rebuilt with larger boilers and cabs. Both lasted to be absorbed into the Great Southern Railway amalgamation of 1925, but No. 2 was scrapped in 1928.

I should have numbered the engine No. 1 as that was the one that achieved the special distinction of being the last single-wheeler in regular traffic in Great Britain and Ireland, as G.S.R. No. 483. Unfortunately in 1935 it was de-railed whilst travelling at speed and went down an embankment, ending up in such a position that it was cut up where it laid. The cause of the accident was never established and, but for a misunderstanding, it would have been re-railed for preservation as instructions were actually given for this to be done.

The model was built from photographs and a scale based upon the known 5'0" diameter of the driving wheels. I wish that I had done it in 5" g. as the Waterford and Tramore was a kind of 'Super Col. Stephens' outfit with some quite amazingly antique rolling stock having glass on the prevailing weather side only. The final crowning delightful touch was the locomotive superintendent augmenting his very modest salary by operating a boot and shoe repairing business near the station.

Don Paterson

M.M.E.S. OPEN AIR EXHIBITION

To be held on SUNDAY 10th AUGUST at Mote Park Track. It is intended to produce some information cards to be displayed with models mainly for the benefit of the general public. It would be of great assistance in producing these cards if details and points of specific interest could be entered in the space provided, and returned to the Press Officer AS SOON AS POSSIBLE.

Exhibitor's Name

Details of Model(s)

.....
.....
.....
.....

It would be advisable to provide a waterproof cover for your model(s).