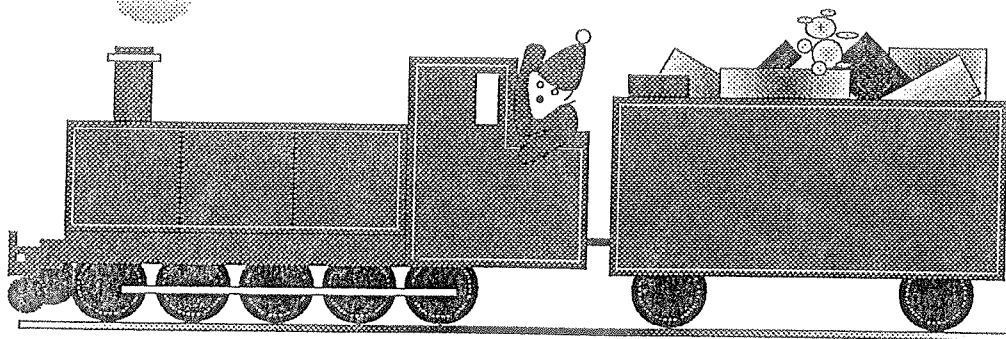


MAIDSTONE
MODEL
ENGINEERING
SOCIETY.

Christmas Newsletter
1991



Merry
Christmas

MID WINTER 1991/SPRING 1992 PROGRAMME

Thursday December 26th : Boxing Day Run.
Friday January 3rd : Video Night, Out and About with M.M.E.S.
Friday February 7th : Paul Clark's Slide Show.
Friday March 6th : Annual General Meeting.
Sunday March 29th : First Running Day - British Summertime begins.
Friday April 4th : Bits and Pieces Evening.

SUE'S SPOT:

Good day everyone. Firstly, a few words on what's going on during winter at the Park. There is a spot of redecoration going on in the Clubhouse, the ceiling is now gleaming white, hopefully the woodwork will be looking the same before too long. The walls are going to be a shade of beige called "seashore" so they will not be too different from the colours now - LMS red was suggested, but rejected, so we've gone for something fairly neutral. Thanks to Pete and Geoff for their hard work so far on this. The track has been surveyed as there are kinks and chinks, humps and bumps to be sorted out, they are the minor problems, and most have been sorted out already. More major is that there are a couple of beams that need replacing, and this work will start on the 12th January. It is not urgent, but needs to be done, and anyone can run quite safely in the meantime. Also we are still putting in concrete pillars around the track in support of the beams. So if you would like to come and help with any of the projects you will be more than welcome. Most Sunday mornings when there is a working party, bacon butties and hot dogs are available as well as a cuppa as an added incentive.

Secondly, onto the calendar dates. The Boxing Day run is a time for you to enjoy lunch with us at the Park, bring your turkey leftovers (and booze!) and a spud to cook in the oven (and do not forget your loco, so you can have a run). Today the gate will be open between 11 and 12 ONLY as we will need to start running earlier than 3 due to the light failing early. I remember last year the weather was so diabolical that there was only one engine running in the wind and rain - yes, you've guessed correctly!

Club Nights and other events as follows:

January is the video of Mote Park and visits to different tracks through 1991. February is when Norm's Boy takes to the Rails with some slides from his travels. March of course is the Annual General Meeting, held at the Clubhouse. Public Running starts on the same day as British Summertime, at the end of March, as Easter is not until mid April this year. April will be the Bits and Pieces evening so that we can see what you have been up to in the workshop through the winter. To skip ahead a couple of months, a provisional date for your diaries also is July 4th, when we hope to hold an Open Day this year. This will be confirmed in the next newsletter I hope, so please pencil it in until then.

I had hoped to have more articles for you as I like to do a bumper Christmas edition. My thanks to Jack, Martin and Don for their contributions, and as for the rest of you, please put pen to paper for the Spring Newsletter, closing date April 4th. The Club needs your interest to survive - and so does the newsletter. Alright, I've finished telling you off now. Oh, I know what else I meant to say. Galloping Gertie, as the Club Locomotive is affectionately called, took to the rails this year. This winter we also hope to attend to the finishing touches - sort out the gears, the exhaust, an audible warning device (so my bike can have its hooter back) and a lick of paint. I'm looking forward to seeing her finally completed.

Now all I have left to say is :- a Very Merry Christmas to you all and an extremely good New Year.



Plasma Cutting. by Martin Parham.

Having purchased a Plasma Cutter a couple of years ago, some of you may be interested to hear more about this useful piece of workshop equipment and its application to model engineering.

The equipment consists of a machine about the size and appearance of a portable arc welding set and it requires a 13 amp electric supply and a compressor to provide air at 75 psi. A hose connects to the cutting torch which consists of a handle with a push button trigger, a 1" diam. ceramic head containing a ring of cooling jets and a 3/8" diam metallic nozzle projecting 1/4" from the centre. This nozzle having the 1/16" cutting nozzle in the centre of it.

The Plasma cutting process relies on the fact that when a mixture of gasses such as air is subjected to very high temperature, it becomes ionised. This ionised state of the gas is called "Plasma", and in this state the gas is electrically conductive. In this case the high temperature is created by an electric arc. This is constricted by forcing the Plasma through a small nozzle which increases the temperature of the arc to over 24,000°C. When this Plasma is directed at a conductive material, the high energy of the arc melts the material which is then displaced by the gas flow.

To use the cutter, first the earth lead clamp is attached to the sheet to be cut and the nozzle of the torch is placed in contact with the material at the starting point of the cut. The trigger of the torch is then pressed which starts the flow of compressed air and strikes the arc in the nozzle. As the torch is drawn along the sheet, the material is cut leaving an edge as clean as a saw cut. At the end of the cut the trigger is released and the arc is extinguished, leaving the air flowing for a few seconds to cool the nozzle.

The cut is very rapid and as the material either side of the cut is cooled by the compressed air, there is no distortion. The heating is so local that if a painted sheet were to be cut, the paint would not be affected more than 1/16" either side of the cut. This allows any material to be used as a template around which to cut, such as wood, plastic or even cardboard.

My particular cutter will cut any conductive sheet up to 4mm thick, it being one of the smallest machines available. It is therefore ideal for cutting out model platework such as cabs, running boards, tender sides, boiler cladding sheets and even boiler wrappers and plates, all that is required is a simple cardboard template cut to the required shape. It is particularly useful for working on large sheets where it would be awkward to use any kind of saw, as the cut can start in the middle of a sheet and does not need a hole at the start of the cut.

All in all, the Plasma Cutter has proved to be a very useful tool in the workshop, and is a great time saver when undertaking almost any sheet metal work.

HI DE HI! (or If It's Thursday It Must Be Taunton)

by Sue

Hello Campers! This year a few of us decided to go to the Pontins Model Makers Festival at Brean Sands, 28/9/91 - 5/10/91.

Our week commenced with the true British Summer - grey, wet and windy (rather like our present chairman). We decided to travel in convoy, Adrian and I leading, Derek, Pauline and Aaron next, Martin and Pete, then Bernie and Sylvia bringing up the rear. The weather, and even more miraculously the M25, stayed clear until we were on the M4 past Heathrow. Then the heavens opened and it bucketed down for the rest of the day. We stopped off en route at the Great Western Railway Museum at Swindon (worth a visit, but disappointingly not many locomotives). We arrived at the holiday camp and went to our chalets to unpack. Then it was a case of finding our way around and discovering what was happening, when and where. We had a stroll around the olympic-sized swimming pool, where model boats were being stalked by submarines (not a good time to go swimming in case you got torpedoed).

After dinner we struggled to the bar for the evening. I shall not say much about the camps entertainment, the best bit was the magician, Pete moved to the front to get a better view, but this could have been of the attractive female assistant. After the odd vodka had refreshed the parts of Derek's brain hitherto unreached, a terrible possibility dawned on him. Had he forgotten to turn off the gas or cancel the milk? No, he'd forgotten his boiler certificate! He'd unloaded it from the car where it was normally kept a couple of weeks earlier as he had to put in a lot of luggage for a family trip (perhaps the extra weight of the boiler certificate in his Skoda would have been too much). We pondered his predicament for a while and we suggested he went home to get it, which was not an idea he warmed to (any more than the crack about the Skoda) then decided to have another drink. As it turned out, Derek didn't have a problem after all which was a relief.

Sunday morning we displayed our models along with the others in a hall at the camp. The afternoon was free so we went to visit Wookey Hole. In the evening we went to the discussion in the workshop and talked upon various things, such as boiler testing requirements and the bureaucratic stranglehold that could be put on our hobby now the Health and Safety chaps are taking an interest. As one chap said to me, "they're trying to make it all idiotproof, and that's impossible, an idiot will always find a way!"

I could carry on more about this holiday, but I'll just sum it up for now. The rest of our week was spent visiting other tracks : Monday was Whitchurch, Tuesday was West Huntspill, Wednesday was Yeovil, Thursday was Taunton, Friday was Bristol and Swindon was Saturday. Whitchurch track was situated at Cardiff and one of the longer trips out, taking almost an hour and a half, whereas West Huntspill was less than half an hour from Brean Sands. The week was not without the odd drama here and there, and most of the pictures I took I do not have but that is a different story. All the tracks were so different, I loved visiting all these new places. The weather, apart from both Saturdays, was good all week. For the ladies, it does not have to be all trains, although Pauline took her first steps at loco driving that week. There is a shopping day and craft workshops where Sylvie made some lovely Christmas crackers. The holiday camp, was, well a holiday camp but it served its purpose, the accomodation was alright, the restaurant adequate. Recommend it? Yes, I would, although maybe you would not wish to go year after year after year. However, I certainly hope to be there next year, to meet up with old friends and new, and I hope a few more from Maidstone will join us too.

MAIDSTONE MODEL ENGINEERING SOCIETY

BOILER TESTING

Members wishing to have a boiler tested by the Society, to the Southern Federation test standards, MUST make prior arrangement with one of the testers listed below and another member* of the Society to act as witness for the test.

Any boiler produced for a test must be fitted with a 1/4 x 40 ME male fitting to take the test pump.

Mr.G.Kimber. 4 The Stream, Ditton, Maidstone. W.Malling 845931

Mr.P.Kingsford. 16 Cherry Tree Road, Charing Heath, Ashford.
Charing 2086

Mr.M.Parham. 9 The Landway, Bearsted, Maidstone. Maidstone 630298

Mr.D.Paterson. 1 Westlawn, Little Ivy Mill, Loose, Maidstone.
Maidstone 743081

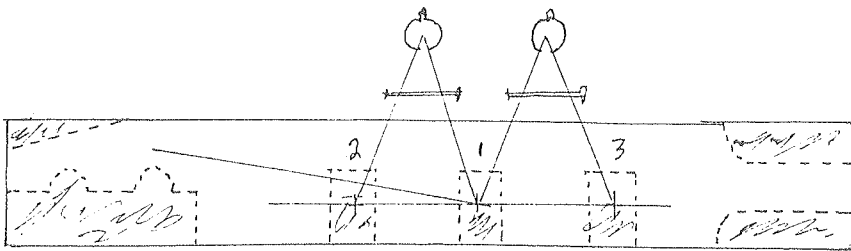
Mr.A.Payne. 38 Oxford Road, Maidstone. Maidstone 757545

BOILER CERTIFICATES EXPIRED THIS YEAR OR BEFORE NEXT SEASON.

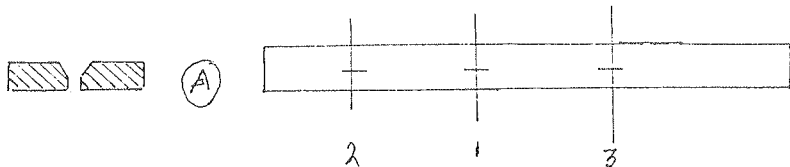
NAME	MODEL	EXPIRY
MR F.DEEPPOSE	5" GAUGE 0-4-0 "POLLY 2"	14/01/91
MR T.GREGSON	5" GAUGE 0-6-0T BUTCH	22/07/91
MR R.HILL	5" GAUGE 0-4-0T NARROW GAUGE	28/10/91
MR R.P.HOLDSTOCK	5" GAUGE 0-4-0T "SALLY"	27/05/91
MR N.KING	5" GAUGE 0-4-0ST SWEET PEA	30/04/91
MP N.KING	3 1/2" GAUGE 4-6-0 DORIS No.4771	08/07/91
A. P.KINGSFORD	5" GAUGE 4-4-0 MAID OF KENT	17/03/92
MR C.NEIL	3 1/2" GAUGE 2-6-0 MARINA	27/05/91
MR D.OSBALDSTONE	5" GAUGE GNR 2-8-0 "CONSOLIDATION"	11/03/91
MR M.N.PARHAM	5" GAUGE GWR 0-6-0T 1500 CLASS SPEEDY	08/04/91
MR M.N.PARHAM	4 1/2" SCALE ROAD ROLLER "BARBARA"	01/07/91
MR R.R.STAGG	3 1/2" GAUGE 4-6-2 BRITANNIA "BOADICEA"	10/06/91
MR C.THORNDYCRAFT	5" GAUGE 0-6-0 SPEEDY	19/08/91

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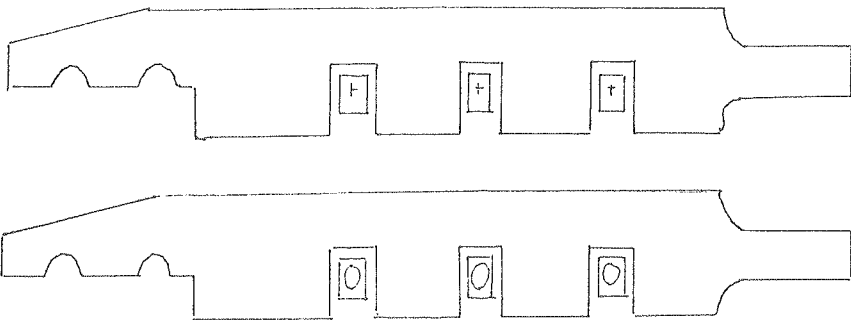
USING TWO JIGS CUTS OUT MUCH OF THE TEDIOUS MEASURING AND WILL MAKE QUARTERING SO MUCH EASIER!



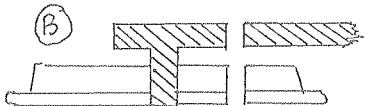
Mark out main frames.
Transfer points 1, 2 and 3 to a flat steel bar (A) With a centre drill. Drill so the point just goes through.



With horn blocks in place, axle boxes clamped in the running position. spot the axle boxes using a centre drill and flat bar (A).



Bore out axle boxes and replace in the frames (again in the running position).



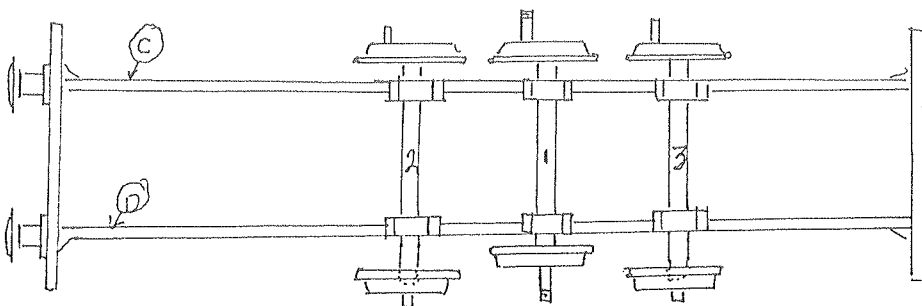
Jig drill wheels (B)
Fit the cranks.

Complete frames with buffer beams, stretchers, etc. Machine axles.

Make up the coupling rods (using the flat bar (A) to obtain correct centres in the rods also the bearings in the rods).

Then we can fit the Main Drivers (1) on to the axle (with their axle boxes) and pin at 90° to each other.

Drivers (2) and (3) fit and pin to only one end of their axles.



With frames upside down, Clamp axle boxes in the running position. wheels in place. Put on the coupling rod on (C) side. Just start the wheels on (D) side. add the coupling rod then revolve the wheels until they revolve without any hard spots.

As you can see with the main drivers (1) already at 90° and all wheels are running free, drivers (2) and (3) must be correctly quartered.

Having made certain of the above, mark, push on and pin drivers (2) and (3) on side (D).

I hope this will be use to you.

A.H.W.PAYNE (Jack).

OBITUARY.

We lost one of our newer members Leon Rye on 13th October. Although he only joined us a couple of years ago, he had become known to many of us and had helped around the station on some public running days, and had made a couple of contributions to the newsletter - you may remember his nostalgic memories of Christmas printed in the newsletter last winter. Our condolences go to his family.

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MAIDSTONE MODEL ENGINEERING SOCIETY OFFICERS 1991

- President* A.H.W. Payne Esq (Jack),38 Oxford Road,Maidstone,Kent.ME15 8DJ.  
Maidstone 757545.
- Chairman* A.Gurr Esq (Adrian),47 Blythe Road,Maidstone,Kent.ME15 7TS.  
Maidstone 662672.
- Vice Chairman* G. Kimber Esq (Graham), 4 The Stream, Ditton,Maidstone,Kent.  
West Malling 845931.
- Secretary* M.N. Farham Esq. (Martin), Tylers Croft, 9 The Landway, Bearsted,  
Maidstone,Kent.ME14 4BD. Maidstone 630298.
- Treasurer* P.A.Roots Esq. (Pete),97 Tonbridge Road, Maidstone,Kent.ME16 8JN.  
Maidstone 758599.
- Press Officer* Mrs S.Gurr (Sue),47 Blythe Road, Maidstone,Kent.ME15 7TS.  
Maidstone 662672.

Committee

Derek Field, Bob Hodgkins, Peter Kingsford, Don Paterson, Geoff Riddles and Chris Williams

Please note the new telephone number for Sue and Adrian, also the new address and telephone number for Martin.

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Subscriptions are now due for 1992. Please complete this slip and give or send it to our Treasurer Peter Roots.

I enclose herewith the sum of £.....(£5 or £2-50 for retired members) being my subscription to Maidstone Model Engineering Society for 1992.

name

date

address