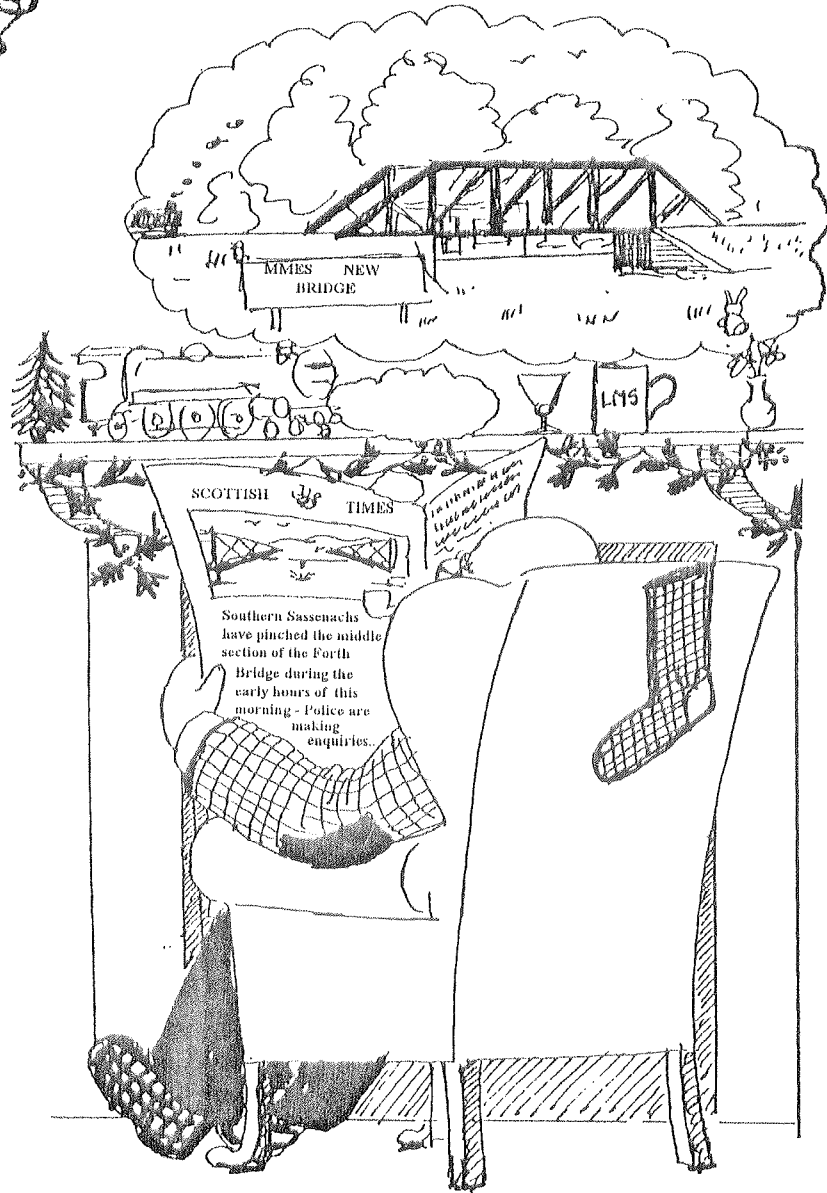


MAIDSTONE MODEL ENGINEERING SOCIETY.



Newsletter - Winter 1992.

BOILER TESTING

LIST OF CERTIFICATES EXPIRED OR EXPIRING BEFORE THE END OF MAY 1993

NAME	MODEL	EXPIRY
MR P. CARPENTER	5" GAUGE 0-6-0T SIMPLEX "W.NORTON"	15/09/92
MR N. F. CLARK	5" GAUGE 0-6-0 "BUTCH"	13/10/92
MR P. CLARK	5" GAUGE 0-4-4T	09/03/93
MR N. F. CLARK	4 1/2" SCALE BURRELL TRACTION ENGINE	03/08/92
MR A. F. COPPINS	5" GAUGE 0-6-0T "EVA MAY"	07/04/93
MR B. CRABTREE	5" GAUGE 0-6-0T TERRIER "PRESTON"	18/05/93
MR D. W. FIELD	3 1/2" GAUGE 0-4-0 "TICH"	09/06/92
MR T. FRISKEN	3" SCALE ATKINSON LORRY	06/10/92
MR T. FRISKEN	MINNEAPOLIS TRACTION ENGINE	28/09/92
MR T. GREGSON	5" GAUGE 0-6-0T BUTCH	22/07/91
MR T. GREGSON	5" GAUGE GWR 2-6-2T	30/06/92
MR T. GREGSON	3" SCALE ATKINSON STEAM LORRY	30/06/92
MR T. GREGSON	3 1/2" GAUGE CONWAY 0-4-0	11/08/92
MR A. E. GURR	5" GAUGE LNER 2-6-2T	30/03/93
MR G. HAINES	5" GAUGE 0-6-0 "SIMPLEX"	07/01/93
MR R. HILL	5" GAUGE 0-4-0T NARROW GAUGE	28/10/91
MR R. P. HOLDSTOCK	5" GAUGE 2-4-2T "LOUISA"	25/08/92
MR L. HULBERT	VERTICAL STATIONARY	15/09/92
MR G. KIMBER	5" GAUGE 0-4-0 "WREN"	20/09/88
MR N. KING	5" GAUGE 0-4-0ST SWEET PEA	30/04/91
MR N. KING	3 1/2" GAUGE 4-6-0 DORIS No. 4771	08/07/91
MR F. A. LAROCHE	5" GAUGE 2-6-0 "GROOMBRIDGE"	11/08/92
MR A. D. LEWIS	5" GAUGE GWR 0-6-0 PANNIER TANK	26/05/92
MR R. J. LINKINS	5" GAUGE 2-6-0	07/07/92
MR C. NEIL	3 1/2" GAUGE 2-6-0 MARINA	27/05/91
MR C. NEIL	5" GAUGE 0-4-0 "DIXIE"	03/10/89
MR D. OSBALDSTONE	5" GAUGE GNR 2-8-0 "CONSOLIDATION"	11/03/91
MR M. N. PARHAM	3 1/2" GAUGE 0-6-0T ROB ROY "DOROTHY"	23/11/92
MR M. N. PARHAM	5" GAUGE GWR 2-8-0 No. 2889	20/04/93
MR D. S. PATERSON	5" GAUGE 2-2-2 IRISH WELL TANK	21/05/90
MR D. S. PATERSON	5" GAUGE 0-6-0 TERRIER	25/08/87
MR A. H. W. PAYNE	5" GAUGE LMS 4-6-0 RED FIVE No. 5020	15/04/93
MR A. PROBYN	5" GAUGE 0-4-0 "DIXIE"	26/05/92
MR R. R. STAGG	3 1/2" GAUGE BRITANNIA "BOADICEA"	10/06/91
MR R. R. STAGG	5" GAUGE MANOR NO. 7830	27/04/93
MR C. THORNDYCRAFT	5" GAUGE 0-6-0 SPEEDY	19/08/91
MR J. WILLIAMS	5" GAUGE 0-4-0T "RUBY"	27/04/93
MR M. WREN	3 1/2" GAUGE 0-4-0 "TICH"	23/02/93

If your model is on this list and you do not intend to have it retested by the Society, please let the Secretary know.

BOILER TESTING: Please note that the steam test of a model boiler now includes the testing of the whistle fitted to the model to check that it will be audible in use on the track.

Due to rising costs, the Society will now make a charge of 50p. for the issue of a test certificate following a successful boiler test.

DIARY 1992 into 1993:

Sunday December 27th : Christmas Run.

Friday January 1st 1993 : Video Night.

Friday February 5th : To be arranged.

Friday March 5th : Annual General Meeting.

SUE'S SNIPPETS

Well, firstly I'm disappointed not to have received any articles, with the exception of Don, and Sam who provided the cover - thanks guys, but what a miserable lot the rest of you are!

So here goes with a quick run down of coming events ; Christmas Sunday the gate will be open between 11 to 11-30 and 2 to 2-30 as it is a public running day. January Club Night sees another selection of videos and I 'm still working on what February will be - any ideas, what would you like for a change? The evening will definitely be held whatever. March is the A.G.M., be prompt so that you get a seat. On all club nights the gate will be open between 7-15 and 7-45, and for the remaining winter Sundays until we recommence regular running the gate will be open between 11 and 11-30 only.

A bridge too far ; the new bridge (rebuilt after the old one was extensively vandalised) is now in place and we will be having a grand reopening ceremony in the spring, on a date to be yet announced, around the start of the 1993 running season. All will be notified of details in good time.

Further works around the track will be continuing throughout the winter and spring.

As overall costs have increased the committee have reluctantly decided to put up the fares to twenty pence per person - the first increase for quite a few years.

The Health and Safety document "Guidelines on the Application of the Health and Safety at Work Act 1974 to Miniature Railways" recently produced gives food for thought on many aspects. One of the many points raised is that although we all feel that sledge brakes are the best, the HSE think otherwise and therefore all brakes will have to be modified, and as soon as possible. Therefore, will all owners with trolleys at the Club please see about modifying them or contact the committee if they wish them to modify the trolleys on their behalf. Consideration will have to be given in the future to removing trolleys which cannot be used, if we are short of space in the trolley store.

The coach trip to the Midlands Engineering Exhibition seemed successful and certainly everyone enjoyed themselves. We'll keep our eyes open for any other excursions as it is nice to have a trip once in a while like that. In 1993 we intend to travel on the Pullman and Wine and Dine on the Kent and East Sussex Railway at Tenterden as this is a trip we have not done for a while. We hope to book a date in the summer.

So that's it from me then, and time to wish you well. I'm sorry it is not a bigger newsletter, I do like to make the Christmas edition a bumper one but there it is. You'll just have to read all your Christmas cards twice instead!

Merry Christmas, a Happy New Year and get those engines steaming!



L.N.E.R. LOCOMOTIVE HEADLAMPS

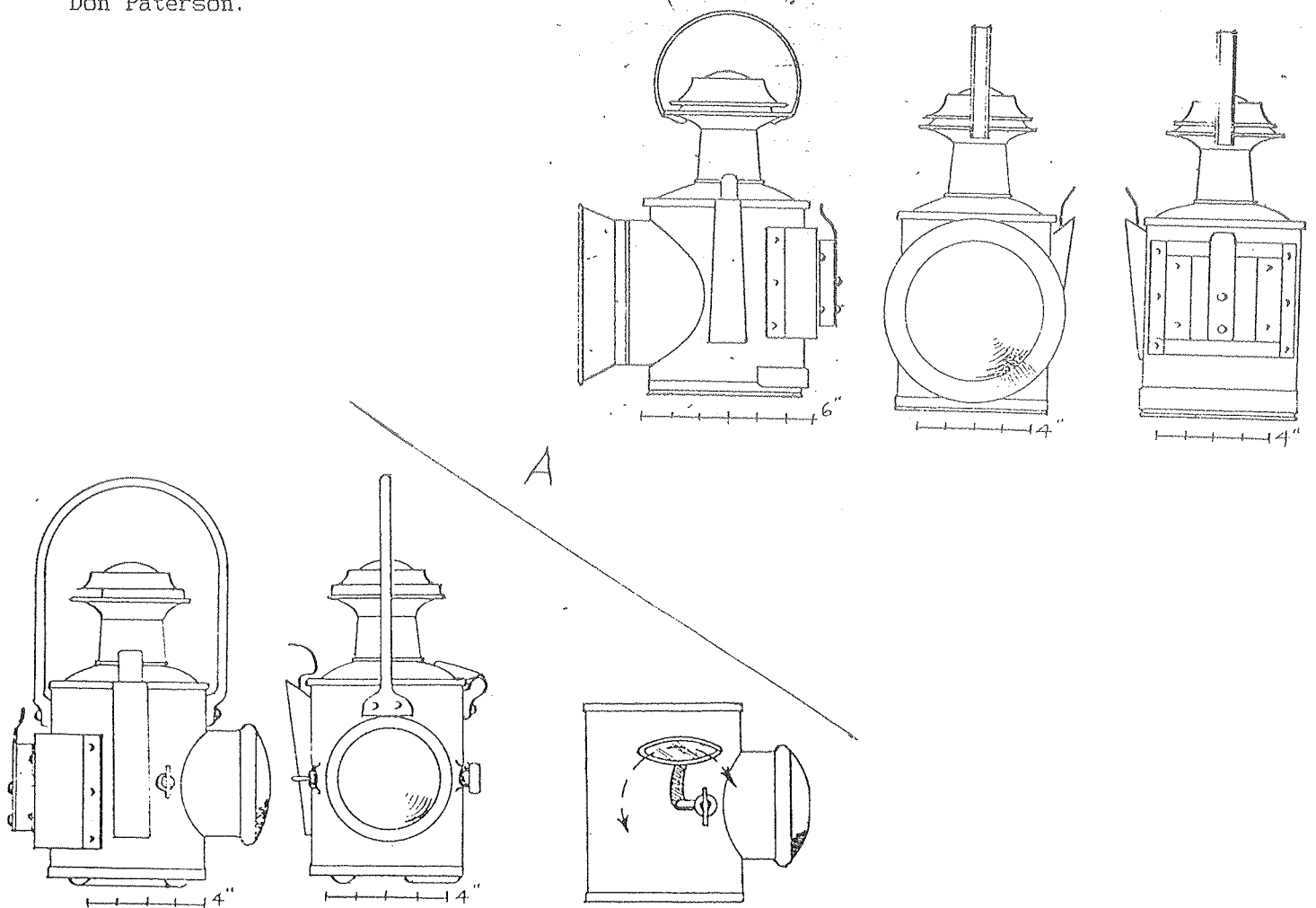
When we last looked at the locomotive headlamps described in an interesting series of articles by the late F.C. Hambleton in 1942, the square pattern lamps adopted by the Midland and L.M.S. railways were illustrated. The square pattern was adopted as standard by the G.W.R. whilst the other two, the S.R. and L.N.E.R. used the cylindrical form.

Figure A. represents the type adopted by Sir Nigel Gresley as his standard L.N.E.R. light. There is of course a special additional glamour in connection with these lamps as they were the type carried by those wonderful Pacific engines "Papyrus" and "Mallard" when they were making their record breaking speeds that would have been deemed impossible a few years previously. I suppose they could be designated as the "fastest lamps in the world!"

The drawing shows the form of side catch-spring and lamp-iron spring, the latter being provided to prevent the lamp shaking upwards when running at high speed. The lamps carried red and violet shades to suit the L.N.E.R. head codes fitted to an inner case. There was no door in front of the lamp, the lens being cleaned from inside the body.

In more recent times another type of circular headlamps appeared on the L.N.E.R. as illustrated in Figure B. This had a remarkably small lens, only 4" in diameter, and is carried in a deeply beaded collar. A stout handle is riveted to the body, and the top is hinged so as to open sideways. No inner case is provided, and to change the colour of the light, all that is necessary is to turn one of the little brass tabs that projected from the sides of the lamp.

Don Paterson.



B

