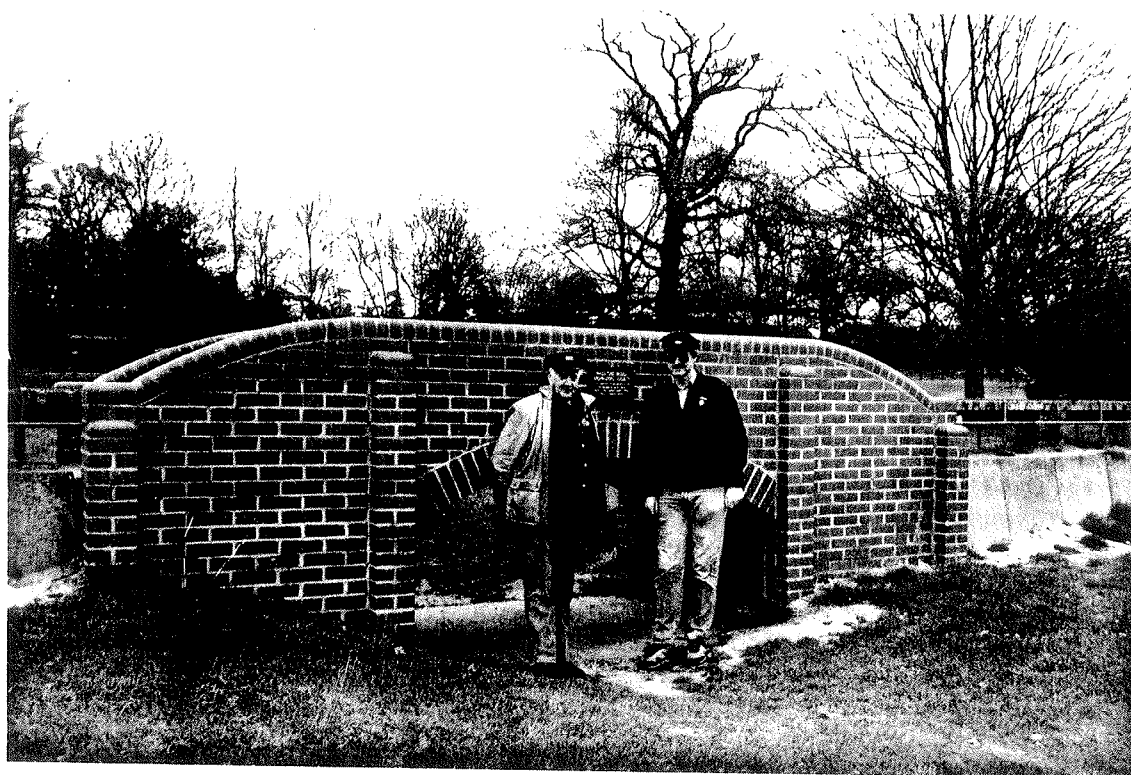


# MAIDSTONE MODEL ENGINEERING SOCIETY.



***Newsletter - Spring 1993.***

\*SUE'S SPOT\*  
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DIARY DATES :

Friday 7th May : Bits 'n' Pieces Evening  
Friday June 4th : Evening Run ( but Bring a Picnic )  
Friday July 2nd : Evening Run and Barbecue  
Friday August 6th : Evening Run & Fish 'n' Chips  
Saturday August 7th : Visit to Sutton Club ( via the pub )  
Friday September 3rd : Video Night - A Bridge Too Far

Gate open for Club Nights 7-15 to 7-45; Sundays 11-00 to 11-30 and 2-00 to 2-30. Details of all events are on the Club noticeboard or available from the Secretary.

The cover depicts the New Bridge with El Presidente Jack Payne & the designer Secretary Martin Parham propping it up ( I jest, it will take a lot of effort to push this one down) and what a grand occasion the reopening on March 28th 1993 was. I must thank David Butcher for his contribution to the proceedings ( Cheers! ), and of course the ladies for catering so well for us all. Some 15 engines were in steam at the same time awaiting procession over the bridge, no mean feat with a limited number of steaming bays and trolleys available. It stayed fine and the cavalcade of locomotives lead by Jack with his Red Five steamed over the bridge shortly after 2 p.m. All captured on film for the Club Archives and the next Video Night in September. For those of you unable to get to see the bridge it is now adorned with a plaque each side which reads "Maidstone Model Engineering Society. This bridge is dedicated to the members who have built and maintained the track since 1949. Engineer - M.Parham. Rebuilt - 1992". So it says thank you to everyone - past, present and future members - including you.

Drummond Randall has asked me to mention that he is having one of his charity events at Birchley, Biddenden on June 12th and he would welcome helpers if anyone can spare a little time to help for a good cause.

Our usual public running times on Sundays are 3 until 5 but due to demand we are trying to be in steam to start around 2-30 or even a bit earlier, lunches permitting. However, we are pretty flexible and it does depend on the weather/engines/Joe Public. The fare is now twenty pence, the first increase for many years, brought about by rising costs and track improvements.

We have now been advised by the Southern Federation that the Health and Safety Regulations do not directly apply to us, being aimed at commercial enterprises - this at least means we can keep our skid brakes which we have always felt to be safer. However we must remain safety conscious at all times and we are continuing enhancements around the Club with this in mind, such as new gates to the steaming bays.

My heartfelt thanks to Dennis, Roger and Steve for saving my bacon with some articles for this edition. How about the rest of you? Closing date for the autumn issue, unless you want a one sheet job, is September Club Night - so you've got all summer to get writing. Happy steaming, folks,



## A DREAM COMES TRUE

One Friday evening just before Christmas last year, I received a phone call from a rather excited Mike Wallace. He had been working in the Tyseley area of Birmingham, when he had heard a locomotive whistle. Further investigation revealed that The Birmingham Railway Museum were running short courses teaching people to drive. He told me "they were driving a King. Not really interested in that!", but, chortled the self-confessed A4 fanatic "they've got Sir Nigel Gresley during March." He asked whether I was interested in going to Tyseley to drive the A4 - "How much?" said I. "£95 each for two hours" was the reply. "Ouch!" but, it was only the price of a good hangover, sounded like a good experience and therefore bookings were made and monies changed hands.

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We met in the car park at Tyseley on one bitterly cold Saturday morning at the end of March. We were heartened by the sound of a Crosby chime whistle, and further investigation revealed "Sir Nigel Gresley", recently overhauled and resplendent in garter blue livery. (At least that was good news, as the last time we met, "Sir Nigel" was strewn across the workshop floor at Carnforth). They were running the locomotive up and down approximately a quarter of a mile of track. Although only a short distance, this meant that we would have ample opportunity to handle the controls.

We had what appeared to be a very long wait until our turn came to drive the locomotive at 1.30. We spent this time watching the locomotive in action, and examining the exhibits in the museum itself.

Just before our driving session was due to begin, the course organiser met us in the refreshment room and informed us that the third member of the "course" had not yet arrived. Could this mean extra time at the controls for Mike and myself? We both kept our fingers crossed! However, he did eventually arrive with minutes to spare.

We were then kitted-up in high visibility vests and overalls, and then taken over to the locomotive.

Once onto the footplate, we noticed how spacious it was - and at least it was warm! Each "course" caters for three people who take turns in driving the locomotive under the guidance of an instructor. Our instructor - another Roger - explained the controls - the brakes and how to create a vacuum, the regulator, valve gear, whistle, etc. Then he gave us a demonstration run before we took over. Put the valve gear into 45% forward (winding the handle anticlockwise), create a vacuum of 21", a quick toot on the whistle and open the regulator. We were told "one hundred psi steam chest pressure and she'll take take off sweetly". We watched him do this, and 160 odd tons of machine took off smoothly. We braked gently at the far end of the track, reversed the valve gear, created that 21" of vacuum again, whistled and opened the regulator. The "return journey" was slightly downhill, the locomotive drifted along on about 50 psi steam chest pressure. Having braked at the other end of the run, we were told "we don't run into the platform, because its on a bend and could create uneven wear on the flanges". This sounded feasible, although we felt the real reason was that they were worried about us demolishing the buffers.

Having come to a halt, our instructor turned the brake ejector off and set the locomotive in mid gear. His next comment was "who's first?". We both volunteered the other chap on the basis that he had already had a driving session on "Flying Scotsman" and should, presumably, be capable of repeating the instructors' demonstration reasonably faithfully. This would give us more time to observe the actions required. However, he was obviously nervous and proved to be fairly violent with the brake! These stops were accompanied by cries of "gently, gently!" from our instructor.

We took turns in driving the locomotive, having two runs each before changing over, with our confidence building on every run. We noted that the regulator was very heavy and needed both hands to operate it; also how good those brakes were, especially when we came up to our stopping point travelling rather too fast.

As our confidence started to build up, we notched up the valve gear whilst on the move from 45% to 25%, noting that this gave the locomotive a totally different performance. Although we only achieved a speed of 15 to 20 m.p.h., this seemed quite fast enough, bearing in mind that we had to brake (gently) at the end of the run.

We also had the opportunity to "fire" the locomotive. Now that was something else! When we first got onto the footplate, we looked at the fire and noticed that we could see fire bars with a very small fire in the middle of the grate area. The A4 has a double door arrangement which hinges open fully whilst you are stationary and presents a large hole through which to fire the locomotive. However, when moving you only use a flap pivoted horizontally in the centre of this larger door. Now that was extremely difficult to fire through, being only a few inches high. However, we all had the opportunity to try this and we made up the fire with the blower on and soon had an inferno with around 220 psi on the gauge. Yes, it was difficult to fire, and we imagined trying to pass coal through that slit whilst travelling at around 100 m.p.h. In fact, our third trainee managed to spread coal neatly all over the floor, accompanied by cries of "you dozey pillock" from our instructor whilst Mike, having made the excuse that he could not fire left-handed.

Mike concluded that it was far easier to pick the coal up and throw it through the aperture rather than to use the shovel! However, after our training session, the organiser suggested that he might find firing "Defiant" easier as it would be a right-handed operation. A visit to the footplate of "Defiant" to simulate the experience soon established the fact that Mike would never make a fireman!

Now, bearing in mind that "Sir Nigel" currently holds the Southbound Settle-Carlisle record (having snatched this from "Blue Peter" at the beginning of January) we noticed a sign above the drivers seat stating "60 m.p.h. max". When Mike asked our instructor "how fast had he been?", the reply was "97 m.p.h. and three changes of underpants".

Another interesting experience during our session on the footplate was that Mike attempted a "wheelie" (MGB driver!). Applying too much steam, too quickly, Mike induced violent wheel spin and the large locomotive shuddered to a halt. However he quickly recovered the situation by closing the regulator, and then took off sweetly. Show Off! Whilst on the footplate, Mike also noticed that the locomotive was attached to one of the only corridor tenders still in existence and had to investigate. He got to the far end of the tender, and then had difficulty turning around and coming back - it looked extremely claustrophobic.

The end of our two hours on the footplate came all too quickly, and we reluctantly had to leave "Sir Nigel". This was the one time that we were allowed back into the platform area. Once back on the platform, Mike was to be seen on his knees beside the locomotive - he claims to have been inspecting the valve gear but, well, I wonder.

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Mike was accompanied by his wife Dorothy who gleaned various pieces of information from the organiser whilst we were on the footplate:-

It appears that there are steam fanatics in all parts of the world. One chap, on hearing that a session on "Flying Scotsman" was in the offing, flew from Sydney (Australia) to Birmingham, had his two hours on the footplate, then immediately flew back again having loved every minute of the experience and stating it was worth every penny.

A group of Irishmen chartered a small aircraft and booked the entire day at Tyseley to drive "Sir Nigel", even the pilot having his turn. There were various comments about him (the pilot) not to get confused with the controls on the return flight.

The third member of our group was also accompanied by his wife who was telling Dorothy about her husbands' excitement after having driven "Flying Scotsman". It appeared that it took him several weeks before he plucked up enough courage to tell her that he had also booked up for this session on "Sir Nigel". However, she also shared his enthusiasm and was looking forward to having her go one day.

This contrasts with the story of another lady who, as a special surprise birthday present from her husband, was booked to drive one of the locomotives. He drove his unsuspecting wife from their Dorset home but, on arriving at the museum was asked the question "where's the surprise, what are we doing here?". She was totally indignant when she learnt that she was about to drive a steam locomotive as her birthday present and announced that "girls do not drive locomotives" and promptly walked back to the car park. Her husband then said to the organiser "if you find a dead body in the car park then you'll know who it is!".

We finally departed from the museum at 5.30, each clutching our precious driving certificates. Mike and Dorothy returning to a hotel in Shrewbury where, I understand, they were not too impressed with the food. I decided to paddle about in the Lake District for a few days where, still on a "high" from the driving experience!, was immune to the cold and rain, but that's another story!

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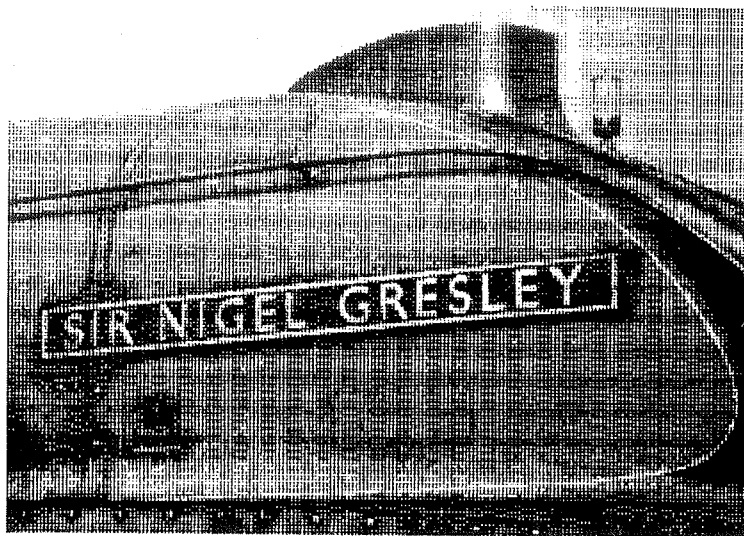
When walking around the National Railway Museum at York a few days later, I just had to go and take a closer look at "Mallard". Peering into the cab, everything looked very familiar although, somehow the locomotive was cold and dead. Also when on the platform beside the cab briefly chatting to some people who were talking about the fire door; "Yes" said I "I tried firing through one of those last Saturday, very difficult". They beat a hasty retreat, muttering something about insanity - never mind, I knew the truth.

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Well, what was it really like to drive the big Gresley Pacific? Fabulous! And would we do it again? Yes, certainly! Oh, and that £95 - was it worth it? Yes, every penny of it!

Roger Vane  
(aided and abetted by Mike Wallace)



## A TRIP ‘DOWNUNDER’

Frances and I having recently returned from a holiday in Australia thought, and Sue agreed, that you might like to hear of our adventures. This was a holiday of a lifetime that we had been promising ourselves and our friends in both Adelaide and Melbourne for the last twenty years and now having both retired, we went! We flew with that well known kangaroo airline ‘Qantas’, who treated us very well on all flights. Upon boarding the jumbo at Heathrow, it seemed very odd to have to climb stairs to the upper deck to get to our seats. 10 1/2 hours later we arrived in Bangkok at 6.00 am. local time to a humid temperature of 23c (having left London with a minus 7c). We had an overnight stop in Bangkok, but what a place - ‘frenetic’ best describes the place. We then left there for Adelaide which again was an overnight flight via Singapore. We were lucky enough to have a visit to the flight deck on this flight (as well as on the London - Bangkok flight) and this was very interesting indeed. We arrived in Adelaide to find our friends waiting to meet us although it was 6.00 am. By this time we were feeling a bit jet lagged, so had a few hours sleep and then felt fit for anything.

This time of the year of course is Summer in Australia, so we were soon into shorts and enjoying the sunshine. Mind you they are now very conscious of sunburn and we soon got into the habit of using 15+ cream for protection. It is certainly hot over there but fortunately it is a dry heat generally compared to the UK. We spent just over three weeks in Adelaide and were taken to very many places in the area. It is a lovely city, in fact it is known as the ‘garden city’. Whilst we were there we flew to Alice Springs (temp 40c), stayed overnight and drove to Ayers Rock Resort on an air-conditioned coach. The coach stopped at a Camel farm and you could have a ride if you wished. We did and although it was an experience, they are not very obliging or very comfortable. We enjoyed an overnight stay at the ‘Sails in the Desert’ hotel and of course visited the ‘Rock’. Very spectacular and very hot - 42c!. The biggest menace there though were the flies, there were hundreds of them. We got up at 4.00 am. the next morning to see the sunrise over Ayers Rock which was something to see, although as soon as the daylight appeared so did the flies. We then returned to Adelaide and one day I visited Port Adelaide Railway Museum. Very interesting of course, and unlike our museums, you could climb onto the footplates of the locos and walk through the coaches etc.

Towards the end of January we left Adelaide and flew to Melbourne where we stayed with Ken Tinkler (whom some of you may remember) for another three weeks. Ken is President of the Moorabin club which is only a stones throw from his house. This has both elevated and ground level tracks, both roughly a figure eight superimposed on itself, with the elevated track diving down into quite a long curved tunnel reappearing alongside itself and the ground level track.

They have quite complicated pointwork on the 5” gauge ground level track which is controlled from a high signal box having circuit boards for both tracks which show occupation of section and state of automatic signals. We enjoyed two running days at the club, one of which was a public running day when the temperature climbed to 38c. Nevertheless, there was a good attendance that day. Ken took us to see the Box Hill layout - what a set-up! Engine shed, carriage shed island platform and double main line, with girder bridge and very scenic with a small lake in the centre and the whole circuit set in a very nice park. This Society was very lucky in that they had a very sympathetic local council who gave them a very substantial grant to get started and they haven’t looked back since.

Later that same day we visited Colin Campbell’s railway (he was another character who was visiting the UK at the same time as we first met Ken Tinkler) who has a 7 1/4” gauge ground level track which has a run of 2 1/2 miles, yes a full run of 2 1/2 miles. He has built all his own engines and rolling stock and runs the railway as a commercial enterprise with his wife and a couple of helpers. All of this, with his house in the centre, is set in 25 acres of ground. The one thing that is impressive about Australia is the amount of space they have for everything.

A well known railway in Victoria is ‘Puffing Billy’ and we visited this up in the hills. This is a narrow gauge steam hauled railway which at one point crosses the road by means of a trestle bridge, quite a sight really. We watched the train at various points on its climb to its destination at Emerald Lake, a local beauty spot. Later that afternoon we drove up to Mount Dandenong which looks over Melbourne about twenty miles away. To give you some idea of how enjoyable the weather is in Australia, we had dinner one night with one of Merle’s sons and at midnight we were in the spa pool, which is outdoors.

Melbourne is a very cosmopolitan city and boasts a very good shopping area. They have a lot of undercover shopping malls together with food courts where you can buy practically any type of food. Unfortunately it doesn't do very much for one's waistline! Did a city coach tour which helps to understand the history of the place. That evening we took a coach tour to Philip Island to see the penguins come out of the sea at dusk and walk (or perhaps waddle) up the beach and into the sand dunes where their young awaited for their daily meal of fish. They were charming to see and this was watching nature in the raw. There are many local districts to Melbourne and all those on the bay boast very nice sandy beaches, although there is not a lot of shade.

We spent a few days up in the hills north-east of Melbourne with very spectacular scenery. Very hilly around this area but good walking country for those energetic enough to want to do so.

There are many lakes and dams in this area which provides Melbourne with a lot of its water as well as spectacular views for visitors. There are many signs and notices warning against unauthorised burning in this sort of area - I believe you need permission to have a bonfire in your garden at this time of year. When you realise that on Ash Wednesday in 1983, the year of the last terrible fires, in some areas the flames spread at a rate of 60 m.p.h. you cannot blame the authorities for being ultra careful.

We visited distant relatives of my daughter-in-law who live outside Geelong, the second largest city in the state of Victoria. Their 'patch' is a stud farm of many acres with a beautiful house and pool etc. They made us feel very welcome and lent us a car so that we could explore further afield, like along the Great Ocean Road which is a most spectacular coastline, with many fine beaches, if only you could find a way down to them from the road.

A visit to Sovereign Hill was most interesting, it being Australia's number one tourist attraction. It is in fact a mining town laid out exactly as it was back in the gold rush days. Extremely well done and very authentic, down to a stage coach giving rides around the township. All the shops display merchandise of the period and all prices are marked in £.s.d. I asked at one shop if they would give me change of a fiver and they said yes they would, provided it was a Queen Victorian fiver! All the people and staff were dressed in costumes of the period and if it was not for the tourists and their videos you could imagine you were really back in a time warp. Ballarat is the mining town of the area complete with the original mining office. A lot of the buildings still have their original ironwork balustrades, balconies etc. and they are certainly in keeping with the modern day town. We left Geelong by train for Melbourne and this was interesting as it gives you a different perspective of the countryside.

On Sunday, 21st. February, we arrived in Sydney, only to find it raining. However, Monday dawned bright and sunny, and in fact that was how it stayed for the rest of our time in Australia. We availed ourselves of a 7-day train, bus and ferry ticket which proved a big saving when travelling around. We enjoyed two harbour trips by ferry that day and were very impressed by what we saw. It really is a magnificent natural harbour which is made full use of by the locals. What struck us particularly was how clean and tidy everything associated with the harbour was, in fact, the city itself was very clean and presentable. Of course, the bridge and opera house are the famous landmarks of Sydney, and upon our first sight of these we almost had to pinch ourselves to believe that we were really there on the other side of the world. Sydney has an observation tower from which you can see all around the city, even to the Pacific Ocean beyond the harbour entrance. Manly Beach is well known and is a 30 minute ferry trip down the harbour. It is a beautiful beach, well patronised but not over commercialised. Life Guards are on duty right through the summer, as indeed they are at Bondi Beach. Another day we took the train to Katoomba, which is up in the Blue Mountains, west of Sydney, which is another famous tourist spot in Australia. We had good views from the train as we sat upstairs in their double deck coaches. Arriving at our destination we boarded our coach to tour the local sights etc., again a very good and interesting day, and that evening it was so warm we took a ferry trip after dark so that we could see Sydney lit up as we returned to the terminal. A sight to remember! Barry Glover, another well known Australian model engineer who some of you may remember, came to Sydney and collected us from our hotel and took us out for the day to Wollongong, a city some 60 miles south of Sydney where he lives. On the way out we visited the old railway works in Sydney where they store their preserved locos and rolling stock, all in first class condition. After lunch Barry and his wife Lorraine took us on a tour of the area, including his club's track at Illawara - again another large ground level layout. They certainly made one feel envious of the space they have to play trains.



One morning we found that the QE2 had arrived during the night and was moored at the terminal right in the city. She made a lovely sight in the brilliant sunshine and caused a lot of interest. I paid a visit to the Maritime Museum that afternoon which had a very good collection of exhibits which I found very interesting. That evening, after dinner we walked to the harbor to see the QE2 lit up and arrived just in time to enjoy a very spectacular firework display.

We then flew to Cairns (upgraded to first class), where we were staying at the Cairns Colonial Club Resort. This hotel is set in palms and other tropical plants to create a real colonial atmosphere. There were three swimming pools, all completely surrounded by trees and vegetation and laid out in such a fashion as to appear as pools in the forest. In all, it was very tastefully done, but you needed to be there to really appreciate what the owners had achieved. The main reason for going to this area was of course to visit the outer Barrier Reef. This takes 1 1/2 hours by fast catamaran which upon arrival moors alongside a large platform, from which swimmers can go snorkeling or scuba diving to view the coral. Frances went snorkeling and thoroughly enjoyed it. We then went by semi-submersible, a vessel which has large plate glass windows built into its hull, further out to the reef which is certainly a wondrous sight and well worth the journey (and expense) to see. Being much further north and nearer the equator it is a very hot part of Australia and tends to be more humid than elsewhere. Because of this, when returning from outings, the hotel pools beckoned very strongly.

The next day we went by train to Karunda, up in the rainforest. This is narrow gauge, unfortunately now diesel hauled, but affording excellent scenery as it climbs over trestle bridges spanning gorges and through tunnels as it twists and turns on its climb - must have been a bit hairy in steam days! As on the other trips we boarded our coach which took us around to various venues, one of which was to an aborigine concert - certainly different. We had two goes at throwing a boomerang, and it is quite amazing how these can return almost to the thrower. Great fun, even if a little dangerous. After lunch we boarded an ex WW2 American Army DUKW, the six wheeled amphibious vehicle, and set off along very steep tracks deep in the rainforest. Eventually the track ends and the vehicle plunges into the lake and sails around. Whoever thought of doing this as an attraction was very enterprising for it created a lot of interest. It was extremely humid on this trip and upon returning to Cairns it was almost a race to see who got into the pool first.

The next day we flew back to Sydney for our last two days in Australia. I climbed the 264 steps inside the East Tower of the harbour bridge from the top of which I had excellent close-up views of the structure itself. I never realised how wide that bridge is - it has two footpaths, two train tracks and eight lanes of traffic. The inside of the tower housed an exhibition on the construction of the bridge which was very interesting.

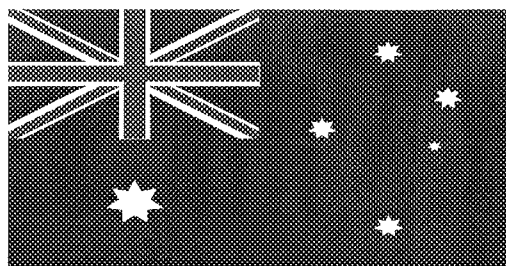
Our last day found us doing last minute shopping and we enjoyed a last ferry trip to Manly Beach. That last evening we had dinner at the revolving restaurant atop the Sydney Tower, and as darkness fell lights lit up the city and harbour and that is a sight we shall always remember.

Sadly, the next day we had to leave Australia and flew to Hongkong on the start of the journey home. This is a very busy place where everybody seems to be out and about all the time, especially as most shops stay open to about 10 pm. We had a coach tour of Hongkong Island which was an eye opener, and we think we have a housing problem here! Never have we seen so many tower blocks of flats so close together, quite staggering. We travelled on the famous Star Ferry across to Kowloon a couple of times and enjoyed the experience. Viewed from there the Island skyline is something to see, whilst the harbour itself was very busy and full of ships. The Island has a tram system, although how old the trams must be now goodness knows. It was quite an experience to ride upon one and the fare is one HK dollar (about 10p) however far you travel.

Leaving Hongkong we had a two hour flight to Bangkok, from where we boarded our last jumbo (and thirteenth flight) for the 12 1/2 hour journey to Heathrow.

And so ended our nine week holiday 'down under'.

Frances and Dennis Lewis.



MMES BOILER TESTING.

LIST OF BOILER CERTIFICATES EXPIRING THIS YEAR:-

NAME	MODEL	EXPIRY
MR N.F.CLARK	5" GAUGE 0-4-0ST SWEET PEA	28/09/93
MR B.CRABTREE	5" GAUGE 0-6-0T TERRIER "PRESTON"	18/05/93
MR C.E.P.DARLEY	5" GAUGE 0-4-0T "BAUDOT"	09/11/93
MR D.A.DELLER	3 1/2" GAUGE TICH	03/08/93
MR D.DELLER	3 1/2" GAUGE 0-6-0 ROB ROY	28/09/93
MR D.W.FIELD	3 1/2" GAUGE TICH "LADY"	06/06/93
MR A.E.GURR	3 1/2" GAUGE 0-6-0T ROB ROY "SIOUXSIE"	28/12/93
MR G.KIMBER	5" GAUGE 0-4-0 "COFFEE POT"	27/09/93
MR K.P.LINKINS	5" GAUGE 4-6-0 CLASS 5	17/08/93
MR P.MARTIN	5" GAUGE 0-6-0T SIMPLEX	03/08/93
MR P.MARTIN	3 1/2" GAUGE BLACK FIVE	05/10/93
MR M.N.PARHAM	5" GAUGE 4-2-2 STIRLING SINGLE	17/08/93
MR D.S.PATERSON	5" GAUGE 4-4-2T ADAMS TANK	20/07/93
MR E.PURSEY	3 1/2" GAUGE NE 4-4-0 "MISS TEN TO EIGHT"	19/10/93
MR E.PURSEY	5" GAUGE LMS 0-6-0T	19/10/93
MR C.THORNDYCRAFT	5" GAUGE D CLASS 4-4-0 No. 737	24/08/93
MR B.WHITE	3 1/2" GAUGE JULIET 0-4-0T	25/08/93
MR J.A.WINSER	5" GAUGE 2-6-0 "LOCKWOOD"	29/06/91

LIST OF BOILER CERTIFICATES ALREADY EXPIRED:-

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 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.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 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 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 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.PROBYN	5" GAUGE 0-4-0 "DIXIE"	26/05/92
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
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

PLEASE ADVISE THE SECRETARY IF YOUR MODEL APPEARS ON THIS LIST BUT YOU DO NOT WISH TO HAVE IT RETESTED BY THE SOCIETY.

# A LOCOMOTIVE LUBRICATOR.

The lubricator outlined here is designed to overcome some of the more usual problems of the L.B.S.C type. The design allows no leakage back from the main steam line (it feeds via a clack valve as well), has an external visual indication of the oil level, and operates in any position, with remote filling of the oil via a pipe.

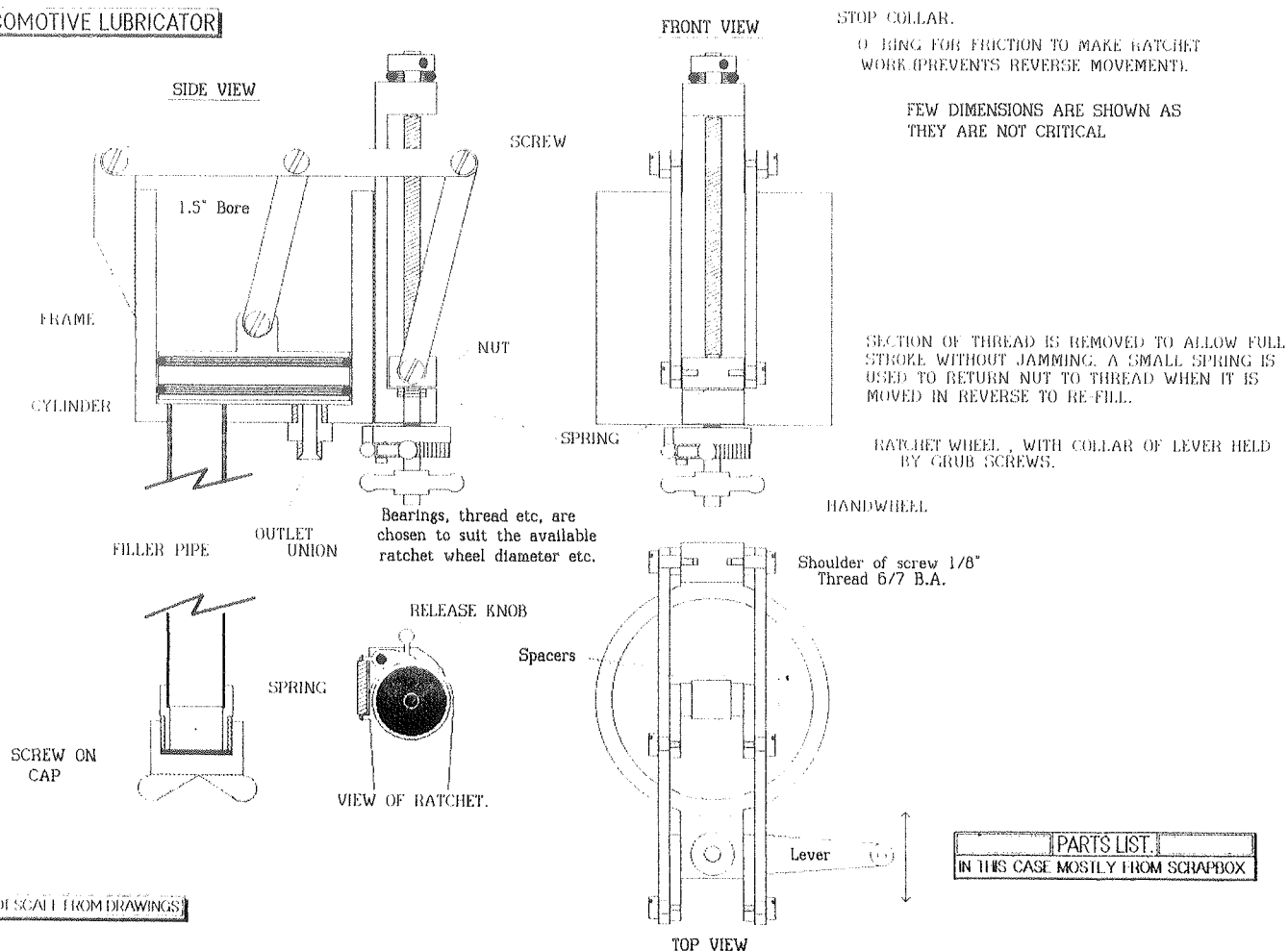
It is a simple ram pump driven by a screw placed alongside it to save space. The drive is via a conventional ratchet drive which is needed as the pawl has to be released to reverse the knob to refill the container.

The links are angled to try to even out the thrust on the piston as it moves, and also to clear the pump body. The feed is very steady and is controlled by the length of the driving lever or, if fed from a large movement such as the cross head, via stop collars on the rod driving the lever. The control knob can be given an extra twist at any time to give extra oil. To re-fill all you have to do is undo the refill cap and wind the knob in reverse fully and pour in more oil and re-seal the cap. An 'O' ring or rubber seal **must** be used in the cap, as the full pressure is on the cap!

Although the unit is a bit larger than usual it can be placed well out of the way with a bit of planning and re-filled via an extension tube of about 3/8" to 1/2" Dia., fitted to the end of the pump body. The feed pipe can be fitted to the end as shown or to the end of the side wall, or even taken off the refill pipe as it is under pressure.

The materials I used were brass for the cylinder bore and the piston (it is well lubricated!), with steel for the links and pins, and phosphor bronze for the nut and screw, and the frame is brass, all silver soldered together. None of the sizes are critical and the bore can be done to suit the 'O' rings to hand. As there is no crosshead to guide the piston, it should be a good fit in the bore with the rings tightly fitted in the grooves to ensure an oil tight seal. I hope the drawing is clear but if any point needs clarification please contact me at the club.

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Stephen Wallin.

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