

Polegate and District Model Engineering Club

(limited by Guarantee)

NEWSLETTER

No 14

Autumn 2009

www.padmec.org.uk

Editors Bits



Welcome one and all to the latest edition of the Polegate Flyer. We are almost at the end of the 2009 running season and this year has seen an increase in the public attending our club track . Thanks must go to all those who made such an effort this year, attending the running days and the portable track events. We had 2 Bar-B-Qs

during the year and again we were blessed with fine weather, fine food, fine company and the chance to have fun running various locomotives including my 30 year old 3.5 gauge Rob Roy which has now completed boiler testing and been out a number of times this year. With the expansion of the club newsletter we now need as many articles as possible and to help with this addition I have included photos of a recent trip to the National Railway Museum at York which I hope will be of interest, please could club members assist with photos and articles as I am sure that many of you will be getting bored with the limited stuff about me and events I have attended.

The 2009 AGM is coming and to assist the club members included with this newsletter are Council Members Election notices and an Agenda. As is normal practice a council member is to stand for re-election or stand down, this year it is to be our Treasurer Keith Nicks. Keith is prepared to stand for re-election to continue his 31 years in office.

The 2009 AGM will be held at the Polegate Community Centre at the November Club Meeting, 13th November at 7.30 pm.

Coleen Masters and John's Metro enjoy a run out



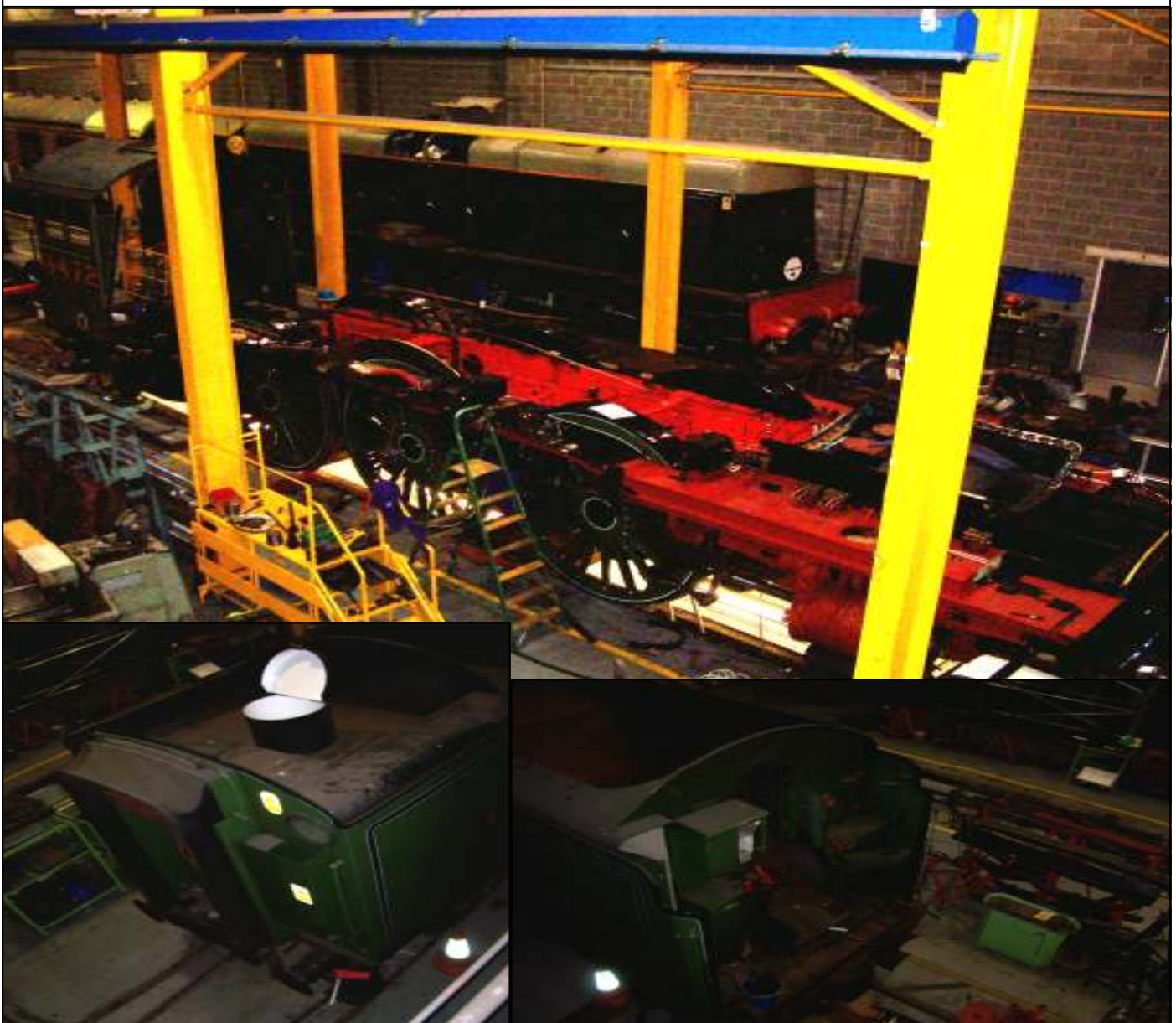
During August Coleen Masters (wife of the late John Masters) who had supplied John's early club photos used of the August club night, came down to our track to see in operation and ride behind John's Metro which is on loan to the club. Baz Ridley keeper of the loco was at the controls as the "Metro" was put through it's paces performing well. G E 09/09

Christmas Dinner 5th December 2009

We are taking bookings for the PADMEC Christmas Dinner but the places are going fast, as in recent years we have booked to eat at "The Lavender Line" Isfield nr Lewes. The meal which is the expected Xmas menu will be in the Booking Hall. **Time 7 o'clock for 7.30, Price £18.00**

Trip to the National Railway Museum at York

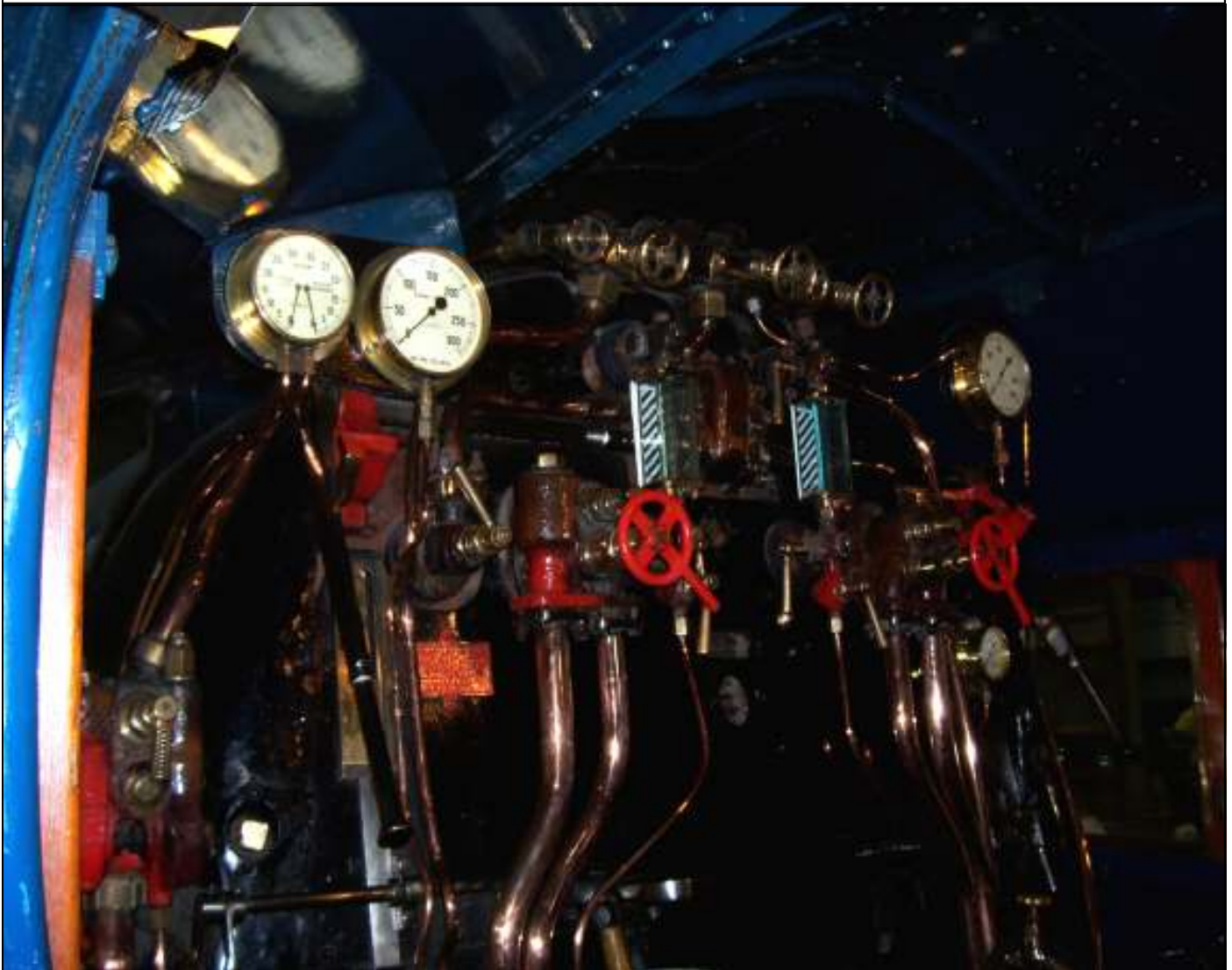
During a recent stay in the Lincoln area, PADMEC club members Glyn and Tom Evans took the opportunity to visit the NRM at York. The trip started with a journey by train on the central railway between Newark and York. Tom who has always wanted to see “Flying Scotsman” was looking forward to seeing the loco. Unfortunately Tom was to find that “Flying Scotsman” is currently undergoing a major refit and was in the workshops of the NRM, so Tom will have to wait until “Flying Scotsman” completes the refit to be able to see 4472 again in



glory. These photos remind us how much easier it is to work on our smaller gauge locos. GE 09/09

“Search Engine” at NRM

This was our first trip to the NRM and we took the opportunity to spend time at the area called the “Search Engine” this is the NRM reference library + the archive for the original locomotive drawings for most of the locomotives from the railway companies. The drawings are on micro film and are available for access by the public to view. It is possible to obtain (at a reasonable cost) copies of the drawings in various sizes which are printed and posted. The book library is an extensive collection of railway related books and magazines including railway modelling, the staff were found to be most helpful and we were both very impressed at what we believe is a relatively new addition to the museum. GE 09/09



Backhead of the fastest steam locomotive A4 Pacific “Mallard”

“LBSC “Gladstone” locomotive fitted with Royal Crests



“The finish is in the detail” photos show the loco at NRM, fitted out for royal train duties, perhaps John Llewellyn will find these of interest for his fine model of “Gladstone”. GE 09/09



Duchess of Hamilton as now fitted with streamlining almost ready to the return to active service GE 09/09



Tom Evans by the main driving wheel



The Duchess tender

Portable Track Event: Bexhill Fire Station

During September PADMEC had a portable track event at



Bexhill Fire Station in support of the fireman's benevolent fund. The weather was super allowing us to run all day (unlike last year) giving 320 rides over the 6 hours. Club members were as always looked after well by the firemen who even provided

Chairman Dave Newman at the controls of the club "Simplex" leaves the station with another load GE 09/09

lunch for the four club members on duty, due to the fall of the yard at the rear of the fire station it was an uphill climb away from the station and a careful drive back with the regulator closed early on, blower open and using the trolley brake to control the train safely back to the station. Thanks to all who took part at the event. GE 09/09



Treasure Keith Nicks driving "Simplex" with a full load of children to top end of the track. The drivers were busy all day due to the volume of visitors to the fire station open day giving their support. GE 09/09

October Boiler Testing “Extra” at PADMEC

Following on from the October boiler testing at the PADMEC

track, there was time to carry out some driver training. Derrick Wait was at the track with his Polly 0-4-0 tender loco, this is normally used as one of the locos that run on the “other portable track” run by Richard Brown and Derrick. Both Steve



Steve Humphries looks on as he hands over the Polly to Brian . Derrick runs through the controls with Brian and then he was away.

Humphries and Brian Clift took the opportunity to have a drive. Brian has a special interest as he is the owner of a Polly



Brian at the controls of Polly on the top curve,

Polly as viewed from the driving trolley

kit for a 0-6-0 tank loco which he is currently building. The loco performed well, pleasing all who “had a go”. GE 10/09

Junior Club Members, Age Limits.

The age that children can become junior members of model engineering clubs seem to vary in each club. Recent articles in the model engineering magazines

have highlighted the need for Junior members. While we need to reference the Southern Federation / Insurance requirements with regards to Public Running, we do have a number of members who have families with young children who wish to drive or learn to drive at our track. There has been a debate at the Council meetings as to whether or not we review and amend our club rules to lower the age, a reason being if we do have family memberships, we should also be offering to train youngsters who show an interest in our hobby, so by the time they are "of age" they will be competent to drive, because they will understand the requirements in operating a locomotive safely. My own son Tom, who is a now a full club member

has been driving electric locomotives since 9 or 10 years old, starting on the track we had at home, he has also driven at other Southern Federation clubs on non public open days, since he became a junior member at PADMEC. The review of the age limit may be raised at our AGM and views from the members will be of great interest as we are sure there are many of you with grandchildren who would love to come down and learn to drive granddads' pride and joy. GE 10/09



Scott Ridley age 7 (son of club members Baz and Lin Ridley) driving "Robin" an 0-4-0 battery Diesel Shunter at the PADMEC Bar-B-Q during August 2009. The loco is fitted with a plunger driving control which acts as a dead mans' handle, the loco is set at a limited speed (used for many years by Tom Evans). Scott had received training before public running events, clearing the track when we opened to the public, from both Dad and Mum over a number of weeks. This ensured he could safely operate the locomotive on his own.

GE 10/09

Stone Cross Nursery

This is an opportunity to update those who did not attend the August club meeting where a presentation was made on Stone Cross Nursery.

We are currently in discussion with Stone Cross Nursery with regards to move to land owned by them adjacent to the main nursery site. We understood that the nursery will have put in for planning permission for a café and toilet block during September and they are hopeful in receiving approval by the end of the year. Padmec will (if approval has been given to SCN) be able to apply for planning permission / change of use of land for a railway on the site. We intend to put forward two options for a suitable 3.5" and 5" raised track with steaming bays etc. All the above will be subject to proposals that may be put forward by the new track sub-committee which will start looking at the options in the new year.

The committee will be made up of 4 members who will report to the full club committee, these being; Keith Nicks, Baz Ridley George Danby and Glyn Evans, covering the design, manufacture and costs implications that will suit the proposed new site. We are aware of the heritage of the PADMEC club and any proposals will be carefully thought through before any commitment is agreed.

We are continuing to work with Stones Cross Nursery and we are supporting the nursery on October 24th and 25th with their Halloween Weekend with our portable track.

It is hoped if the track move takes place, that we can greatly reduce the number of portable track outings we attend per year, as we are finding it harder to get members to come along and run the track. It is believed that if we are on a site with greater public profile and easier access with parking and amenities we should be able to increase the number of rides we give and perhaps grow the club membership. It is also hoped to include smaller gauges interest at the new site. GE 10/09

Lecture Programme for remaining club nights 2009

November 13th A.G.M. make a note in your diary

December 11th "The History of Lighting" Dr Maureen Dillon

David Pratt would pleased to receive suggestions for future speakers, please contact David on 01323 645872 or via the club Secretary (Mrs) Lin Ridley 01273 516423.

Tail Lamp

Live Steam Model Locomotive design and construction has come a long way over the years, during my research into articles on locomotive driving I found an article on model locomotive construction from "Model Railways and Locomotives" September 1909. Volume 1 No 9, in which "Lowko" (this was the pen name for Basset-Lowke), in an article on the building a 7 1/4" gauge 0-4-2 tank loco "Lowko" states the following: **Undoubtedly the one and half inch scale (7 1/4" gauge) locomotive is the smallest scale engine suitable for hauling a passenger, or passengers, continuously. Of course it is quite feasible to make even a 3 1/2" or 3 1/4" gauge model pull an adult, but to do this it must be "tuned up to concert pitch," and also must not be expected to haul the load more than 20 or 30 yards at a time.** Over the years PADMEC have had fine examples of 3 1/2 "gauge and 5" gauge locomotives designed by LBSC, Martin Evans and others that have disproved the above statement. There are many reasons why today we have greater expectations in locomotive performance, these range from improved boiler design following the famous "LBSC Battle of the Boilers" in which LBSC proved that it was possible to build even 1/2" scale (2 1/2" gauge) coal fired locomotives which could pull "live passengers" and that the water tube boiler designs for small locomotives by H Greenly and used by Bassett Lowke were inferior; to today's modern boiler construction methods where the use of rivet and caulked (soft solder) construction has now been replaced by fully silver soldered or even TIG welded copper boilers. Another reason is the availability of improved machine tools and measuring equipment. We should never forget that ours is a progress hobby and while we benefit in changes in manufacturing technology and equipment, we will also have to accept metrication as young persons entering the hobby have no knowledge of imperial measurements or threads. GE 09/09