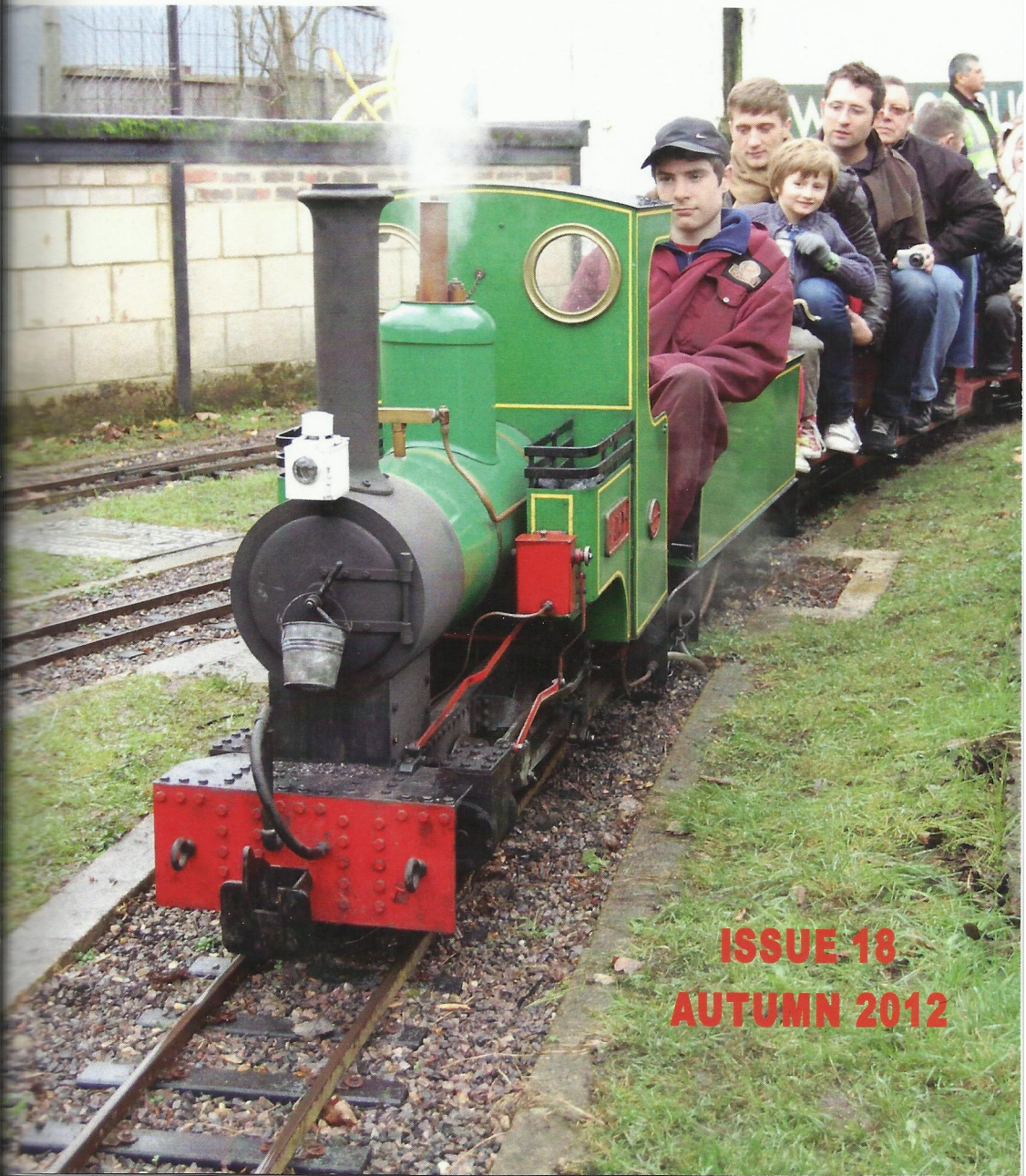


ROUNDHOUSE

The Journal of Malden and District Society of Model Engineers



ISSUE 18
AUTUMN 2012

EDITOR'S NOTES

(or words from *The White House*)



What a great start to the year ! M.D.S.M.E. winning the E.I.M. club stand competition at the London model engineering exhibition at Alexandra Palace, congratulations are due to Tony Guarnori and everyone who helped by exhibiting, building up the stand, transporting everything to the show or stewarding for the

three days. Well done to everyone involved.

The A.G.M. saw some changes in the committee, Len Broadley being elected Committee Chairman, Paul Henley taking over as Roundhouse Manager, Phillip Carter as Raised track Co-ordinator and Jonathan Wright joining the Committee. I think it is always good to see new faces with fresh ideas on the committee. A thought for the next AGM; perhaps all committee members should be given a designated responsibility to involve them more in running the society.

A big vote of thanks is due to the outgoing committee chairman Martin Baker for the enormous amount of time and effort he has and is putting in on behalf of the society.

President Stella Evans has asked me to remind everyone that Christmas parcels' wrapping for Santa will take place on Sunday 25th November in the club house, the more volunteers that turn up the quicker and easier it is (the more time for tea drinking). I'm glad to say Santa Special is now fully booked. Treasurer Mike Evans tells me that May Bank Holiday was a fantastic start to the year, a possible club record for visitors? Although the weather didn't help, it was also a record year for ice cream sales! Figures for the rest of the year appear to have held up quite well.

Thanks to Phil Swallow, for generously helping with the purchase of mobile radio phones to assist on club running days.

A warm welcome to all new members.

Many thanks to every one who has contributed to this edition, however I do need more articles, news, letters and photos, to enable me to produce more regular editions of "Roundhouse".

Mike O'Brien Editor

I can be contacted at: The White House, 8 Sandy Lane, St Ives, Ringwood, Hants BH24 2LE Telephone: 01425 474395

E-mail: vandmobrien@lineone.net

Front cover. James Smallbone driving "Amy".

Announcing the Roundhouse Photo Competition

It is open to all MDSME members and family members.

There are two categories :-



1. Any pictures taken at the club site at Thames Ditton
2. Any pictures taken on your travels relating in some way to model engineering.

You may submit up to three pictures in each category. All pictures must be identified with place, date taken, information on subject plus **your name!!**

Entries can be prints, CD or E-mail, (vandmobrien@lineone.net), they must have been taken in 2012, entries will be judged by three independent judges.

All entries must arrive at the “White House” by 1st February 2013. If you wish them to be returned, please enclose a stamped addressed envelope.

Prizes will be revealed in the next edition of The Roundhouse.

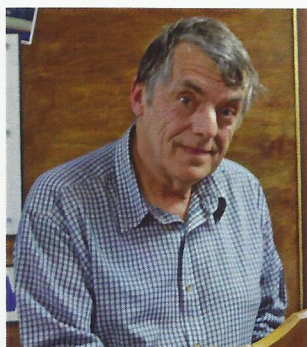
Copyright will remain with the creator of the picture but your editor reserves the right to publish the pictures in The Roundhouse.

Don't worry if you haven't got a “top of the range” camera, you can still enter even with a mobile phone, as all pictures will be judged on subject/content not technical perfection. No correspondence will be entered into; your editor's decision will be final.

I hope to have a display of all photos in the club house at the AGM. Do enter, Good Luck!!

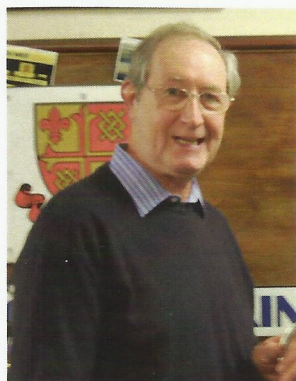
Mike O'Brien Editor of the Roundhouse

THE A.G.M AWARDS 2012



The Annual Award Shield is given to a person who has given many years hard work at Malden. This year it is awarded to John Mottram as recognition of his efforts spent working and supporting the club in many areas.

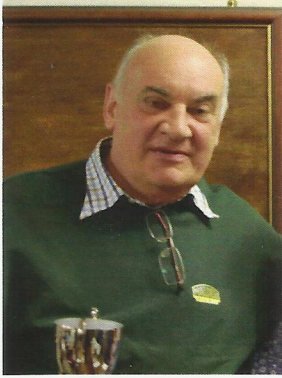
The C J Lock Challenge Cup (Junior Cup) is awarded to the junior member who in the opinion of the committee deserves an award. This year the cup is awarded to Alex Cook for contributing to the society by helping with all aspects during track days.



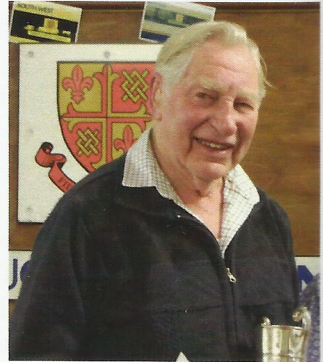
The Francis W Bontor Cup is awarded for engineering excellence in a model that has been seen in the last year. This year the cup was awarded to Ray Lovell in recognition of his workmanship for his Super Simplex locomotive.

The Harry James Cup for craftsmanship, this cup is awarded for engineering excellence in a model or in engineering support given to other society members in the last year. This year the cup was awarded to Paul Flood for his engineering skill on his King class locomotive.



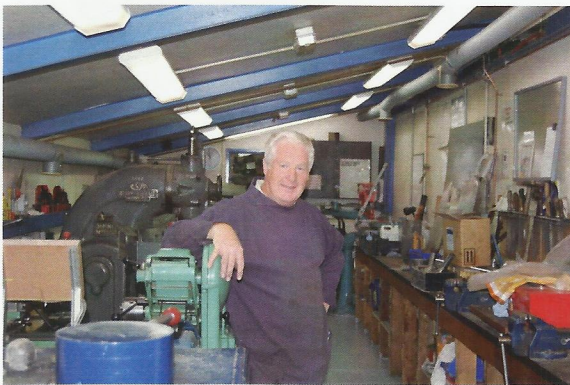


The Special Award is presented this year to Tony Guarnori in recognition of the many years of contributions to the Society's activities, including managing the Society's exhibitions. It is also awarded for Tony's contribution to maintaining the raised track buildings and infrastructure.



The Boat Cup is awarded to Phil Finch for the craftsmanship shown on his tug boat that he exhibited on the Malden stand at the Sandown Park Model Engineering Exhibition.

WORKSHOP UPDATE



The main area of the workshop floor has just been painted and a lot of extraneous material removed including most of the material in "help yourself corner" which had been there for a long time without moving. The machines are all in good order and the guards are there. **It is your responsibility to use them.** The next requirement is

for me to change the coolant in those machines with permanently wet sumps. Please do not add neat suds oil to them, if at any time the level is low add soluble oil at a ratio of twelve parts water to one part soluble oil. Please do not over fill!

The model engineer classes held on Wednesdays are being well attended by those registered on them with all projects progressing well with three

Simplex's, two "Box Hills", a Pansy and a four cylinder I.C. engine under construction other items being made are camera mounting accessories and driving trolleys all need to have tools made by the beginner level students. Francis gave them a break from swarf-making a week or so back and we had a play trains afternoon with Frances's own Simplex which was thoroughly enjoyed by all and of course gave an added incentive to those making loco's to press on towards completion.

On my own project the Q1, made for John Everson, he has now sold it on due to his ill health and it has been run successfully at Echills Wood track which can be seen on one of the video clip websites.

The next one is well into production but running a bit behind due to personal matters which took priority for a while.

Just a jog to your memories if planning to use the workshop please bring your own consumable tools i.e. small drills, end mills etc. as you cannot rely on the workshop ones being of the right size or in good order or even being there! It is impractical for me to try and keep up with losses, breakages etc. for example, when members take drills out of the box and then can't remember which box they came from. Please take the drill box out of the stores with you, then there is no doubt which box you got it from and if you have the misfortune to break one please replace it with a new one. Currently I spend a lot of time having to "mic" up small drills to locate which drill series they belong to, a frequent, arduous and thankless task.

You may notice that a new workshop door has been mounted which actually shuts as it should, thank you to all concerned for your efforts it is great improvement. Also the rear door is now a properly functioning emergency exit with panic bolt which opens outward, this to be unlocked whenever the workshop is occupied.

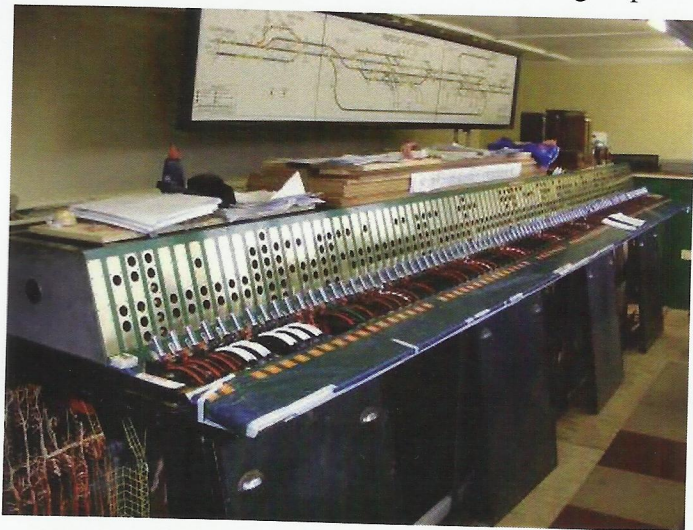
Hoping you make no scrap.

Workshop Manager and Committee Chairman Len Bradley

Hampton Court Junction signal box update October 2012

Hampton Court Junction signal box is a very large signalling project being managed by a small team of 3 members who spend 2-3 days a week all year, ably assisted by another 5-6 members who spend a couple of days a month on the project and we are grateful for their help. We have had to mechanically recondition most of the lever frame, as well as manufacture quite a large number of missing mechanical components as well as manufacturing the casing which was 50% missing.

This signalling project is huge by any signalling standards, it is of similar size and complexity as their large British rail counterparts on 4 track railway mainline!! As far as we can tell this is the largest preserved lever frame



system installed from scratch made up from parts obtained from a large number of sources. The only other lever frames of similar size or larger are those that were preserved where they were originally built. Of interest there are now only two working on the mainline railway, one at Maidstone East Station and the other

is at Liverpool Lime Street Station, and Malden's signal group was lucky to be invited to Maidstone East to see it in operation earlier in March.

We can break down the project into two major components; Mechanical and Electrical, the electrical system relies on the mechanical system to operate the lever frames internal electrical switches and the electrical system operates electro mechanical solenoids to lock or release the levers. The electrical system also operated the railway signalling outside the signal box along with some compressed air control system to operate the points on the railway.

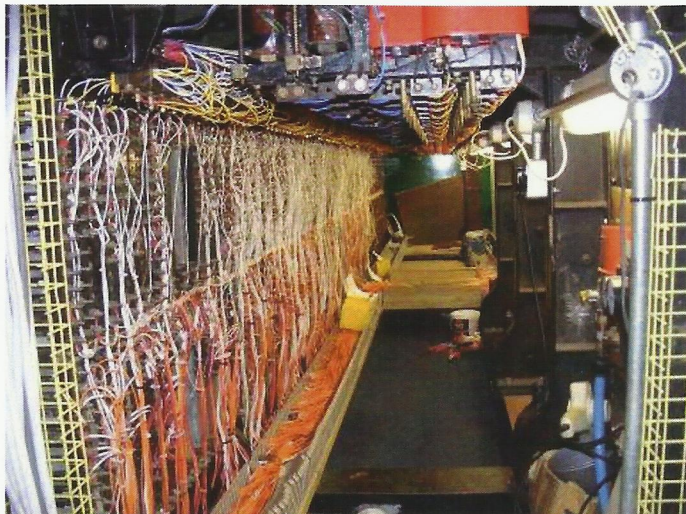
Looking at the mechanical side of things first, 50% of the frame arrived sort of OK, but as a kit of bits, and the other 50% was a in need of restoration, anything from minor repair to major rusted solid parts needing total refurbishment, through to completely missing components. We have had to machine and manufacturer missing parts from scratch, some bits are tiny and complex whilst some are large and simple, whilst others are large and complex. We have the frame fully assembled and we are just fine fettling the mechanical components, most of the casing superstructure is complete, and we have most of the removable covers. We still need to mount and screw in the 300 lamp holders to the indicator panel before fixing that in place. Then the aspect lenses need to be inserted, 50% can be inserted immediately with the other 50% needing manufacture and then installing.

Electrically, all the lever locks have been fitted, wired up and mechanically set-up and fettled to ensure correct operation, just to give some idea there are 96

levers, which means 192 electro mechanical solenoids, 2 per lever to set-up fettle and lock in the correct mechanical position, we have just completed that task, and that all takes time. This required some serious manufacturing of around 50% of the locking components which was done over the last two years, about 200 hours in the workshop.

We have also had to reconfigure all the electrical switches within the lever frame and reconfigure the solenoid locking slides so the frame will suit our needs. This meant removing all the electrical switches, cleaning and replacing all the switches with the ones to suit our needs. There are about 3000 odd electrical switches in the frame, again this reconfiguration is a really time consuming task.

Then we have the relay control system that interfaces to the lever frame and the railway outside, there are 500 relays, with 4 change over switch contacts, all of this has been wired with 3 kilometres of wiring to date, all the wires have to be run, terminated, tested, and verified from



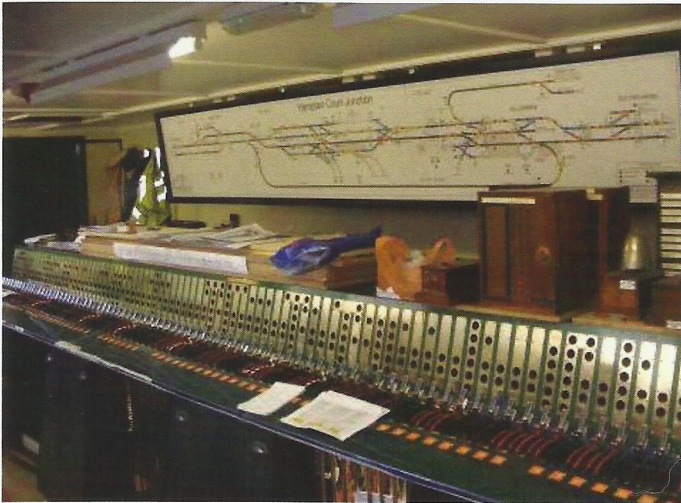
electrical drawings previously produced by the team. As this is a safety critical application, it can't be rushed, peoples lives rely on the wiring being correct. All the 110v AC control system wiring used within the signal box is completed, with a little bit of testing still to do. The 12v DC control system to the outside world wiring still needs more work after we have got the last of the 110v AC control system testing out of the way.

Lastly, we have the track diagram, which is now in place, and all the track circuit lights are in place, all that remains is to wire the diagram lights to the outside world, which is a fairly large job in itself.

We are about 75% of the way through the whole project, some people are working on the mechanical side of things, and some people are working on the electrical systems, but with any safety critical systems we can only go as fast as the testing, sign off and commissioning allows, on this score its going really well.

For the record, all the outside signalling system is complete and working and all that will remain is to connect the outside to the signal box system, which will give us full control in one location at Hampton Court Junction.

We have hosted the Bluebell Railway signal engineering team comprising of 4 of their most senior engineers who visited us during March. The purpose of their visit was to inspect our signal box and to work out what they require as they are getting the same type of lever frame to control Kingscoat and East Grinstead Stations. This resulted in a very good dialogue and a new working relationship with the Bluebell signal engineering team. Our signalling team are



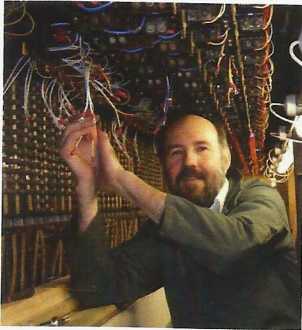
due to visit the Bluebell Railway during May. The Bluebell team complemented us on the quality and workmanship of our signal box project. We have also welcomed several new members to the society with professional signalling background in the

last 3 months, this is because the word about our signal box is spreading. Three of these gents were involved in operating these lever frames on BR, so their knowledge is very useful. Again these gents have confirmed the quality of our installation and helped us make sure the colour scheme is correct.

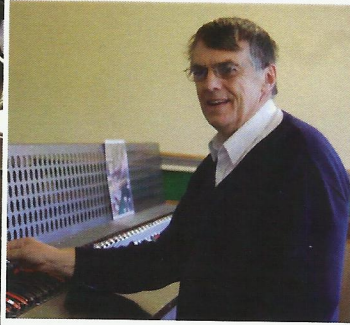
The only other comment I can make is that most people who make steam locomotives understand that they can take a huge number of hours because of the complexity and the number of components. There are about 3000 parts in a steam locomotive, well this lever frame has around 4000 components. The club has a major asset and attraction that the Malden Society should be proud of. We welcome visitors on any Sunday, and at other times by arrangement, so do come and have a look and see what is happening at Hampton Court Junction Signal Box.

Mark Adlington

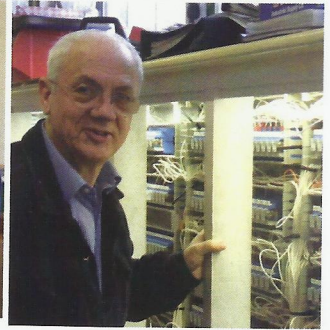
H.C.J. Signal Box Crew



Mark Addlington



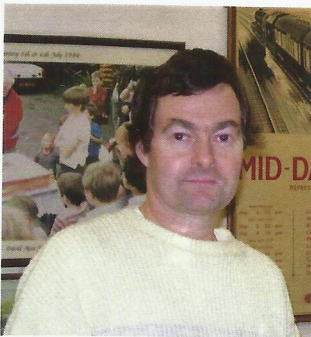
John Mottram



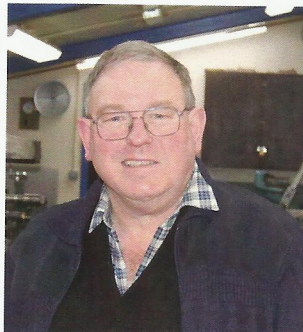
Glen Davies



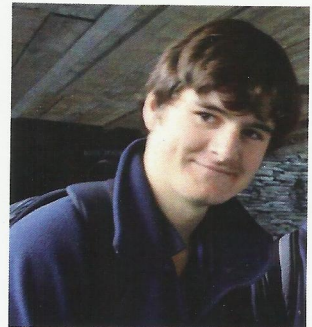
L to R:- Derek Smith - Tony Ace - Neil Brady - Paul Henley



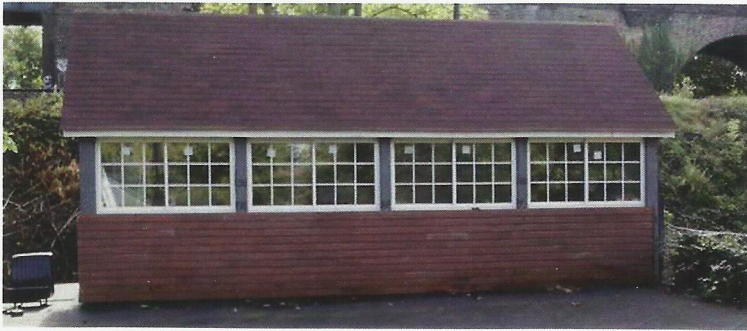
Ian Tiplady



Eric Offen



Charlie Gomer



Well done to everyone involved including Terrence Denton and anyone I've missed out. When finished this will be a fantastic achievement and a real club asset. ED.

John and Sue Hampshire Visit Wales. (For the Welsh locomotive rally 2012)

It was an early start, leaving at 6.15am on Friday with loco in the car and wobbly box (caravan) on the back.

We pulled in to the Seven Bridge Services at 8.20, not bad going. After coffee and a visit to the boys and girls room, we were back on the motorway heading for junction 48. We arrived at the Pembrey Country Park just before lunch, after a cup of tea and a warm welcome from our hosts, Cardiff Model



Engineering Society, it was time to get on. First get the wobbly box set up so Sue can get it sorted out. Then unload the loco, this year we took the class 4 tank (a black engine), looking around I realized I had the wrong colour engine all I saw were green ones (G.W.R)!! Pete Lawson was steaming his G.W.R. Class 4700, he had the track to

himself for an hour, then Tony Newbury steamed his 4700 and next out was the G.W.R. County. More loco`s arrived in the afternoon, Two Black Fives, a G.W.R Grange and a class 4300.

Friday night saw us head off to the pub for the evening, to our surprise the table had been reserved for us, good laugh, plenty of banter, and best of all a great meal. Then back to wobbly box for a good nights sleep ready for a busy day ahead.

Saturday saw plenty of activity on the track; the class 4 ran well all afternoon, with two of Tony Newbury's Great Western scale coaches behind.



Photos Cardiff M.E.S.

lovely weekend to our hosts. Well worth the 400 mile round trip.

One of the Black Fives was double heading with the Grange, they were hooked up to Pete Lawson's scale coaches and ran until about nine o'clock, great to see.

Saturday evening saw us enjoying a hog roast.

The track was in use early on Sunday, I had a short run before getting ready for the drive home.

Sunday afternoon we bid our farewells and thanks for a

John and Sue Hampshire

Sandown and London Model Exhibitions

The club was again represented at both Model Exhibitions at Sandown in December 2011 and Alexandra Palace in January 2012.

At Sandown our stand was enhanced by using one of two new raised plinths designed to improve the presentation of models. The club had a variety of exhibits on display including three gauges of locomotives, 5" gauge wagons and an attractive selection of stationary steam and aero engines. An Orrery, Tellurion and an experimental electric motor created a great deal of interest from the visiting public.

For the first time in a number of years boats were exhibited. A steam Tug, motor yacht and a splendid fully rigged 1719 100 gun warship drew a lot of

attention. Three members managed to haul their 7¼" Brittonia Standard Class 4 and Q1 on trolleys to the exhibition. All were exhibited at ground level and despite the lack of space available attracted a lot of attention from the older generation.



The Meridienne London Model Exhibition in the Great Hall at Alexandra Palace proved as it did last year to be a much bigger challenge for everybody who took part in transporting and setting up the stands. The special wooden cradles constructed last year to carry exhibits securely had been kept so they were assembled in the Luton van hired this year and were used successfully.

Most of the Sandown exhibits were available for display at Alexandra Palace. Both new raised plinths were used on the clubs two stands. Each supported the club's name in bold letters and seriously improved the presentation of models compared to last years efforts were rewarded on Friday afternoon when



it was announced in the Great Hall that the club had won the London Model Engineering Exhibition Society Shield for the best stand.

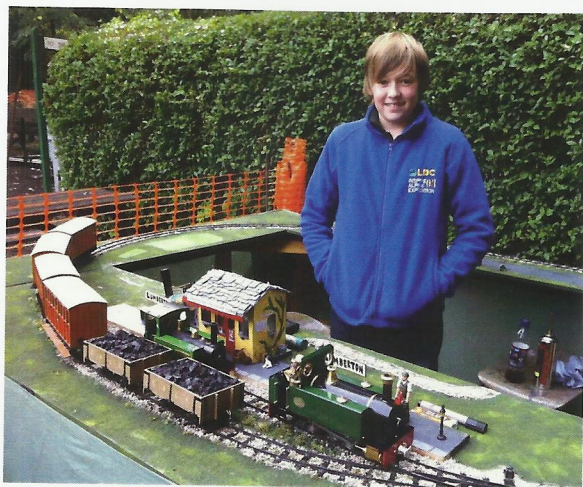
Tony Guarnori and Bob Walker receiving the trophy from E.I.M's Managing Editor Chris Deith. Special thanks to E.I.M's John Arrowsmith for the photo

Congratulations to all the members who provided models for the exhibition and helped behind the scenes. A special thanks to the members who acted as stewards for the three exhibition days and endured the journey to Alexandra Palace and back along the North Circular. Also to Roy Reed (new member) who spent many hours at home Mig welding the six sub frames for the new raised plinths and Brian Horder who drove the Van. It was a splendid team effort by all concerned.

Tony Guarnori

Proposed Garden Railway at MDSME

At the last two club public running days in September and October 2012, club members Alex & myself brought along our 8' x 6' O gauge portable railway. The board was created to exhibit at various outdoor fetes and events ... So far, it has generated a lot of interest at schools and community fetes. The layout includes a



Roundhouse 'Millie' steam locomotive (gas powered) and a Mamod MSS steam locomotive running on methylated spirits. Alex has also designed and built an electric Hunslet shunting diesel. In addition to our layout, we also have a number of Mamod and Wilesco model steam traction engines. At the last running day (Oct 2012), we ran a Wilesco steam roller flattening a bed of sand in front of a packed public audience. The layout was strategically placed in the queue to the raised track station, to try and attract as much public attention as possible.

We are also members of the national 16mm club and Alex is also a member of the 16mm junior network, made up of junior enthusiasts across the country. We have recently attended events at Elsecar Heritage Centre in West Yorkshire and the Merstham running days.

As you may remember at the last AGM in March 2012, Alex won the Club's Junior Cup and continues with much enthusiasm for engineering at Francis's Wednesday workshop club and volunteers on various Sunday's too...

Jeremy & Alex have offered to co-ordinate the development of a club garden railway in or near the middle field. The proposed layout would be situated besides the planned raised track maintenance shed, (between the tunnel & Angel Road signal box, overlooking the ground & raised track). The proposed layout would be similar to the design of the GMES garden railway. Some MDSME club members have already seen us in action and we're hopeful that other club members with a similar shared interest will come forward in helping to support this new project.

Jeremy Cook

PASSENGER NUMBERS 2012

	Raised track	Ground level	Weather
Easter Sunday 8 th April	787	1505	cloudy
Easter Monday 9 th April	310	601	heavy rain
Sunday 6 th May	733	1511	overcast
Bank Holiday Monday 7 th May	700	1420	rain clearing/sun
Sunday 3 rd June	138	313	light rain/heavy
Jubilee Monday 4 th June	689	1287	sun
Sunday 1 st July	755	1355	sun/shower
Sunday 5 th August	765	1279	sun
Sunday 26 th August	514	1225	sun
Bank Holiday 27 th August	849	1394	sun/cloudy
Sunday 2 nd September	825	1468	cloudy
Sunday 7 th October	754	1523	sun
Total for 2012	7,819	14,881	

Considering the weather and the loss of one running day, It has been a pretty good running season.

Thanks, as always, for the figures to Pat Tiplady (Raised Track Station Mistress) who would like to thank all drivers, guards and helpers for their help throughout the running season. Also thanks to Mick Withey (Ground Level Station Master) who would like to thank Heather, Victoria and Scott Reynolds for their help, plus all the drivers, guards and signalmen who kept the trains running.

Obituaries

It is with sadness that I have to report the passing of one of our oldest members at 95 years of age. Mr W.H.Barnard membership number 168, he joined the society in 1951. Condolences to his family and friends.

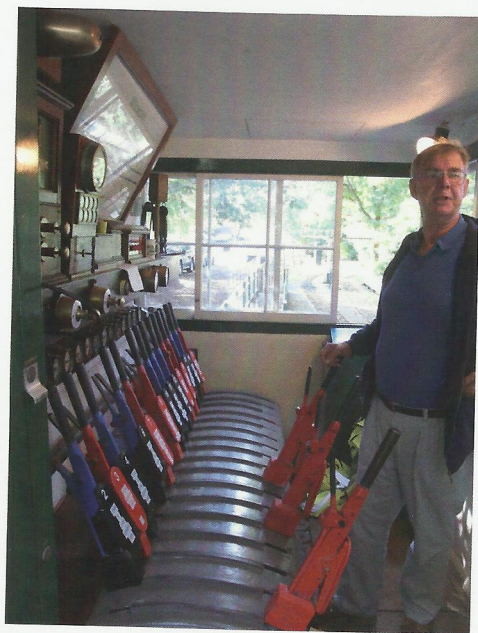
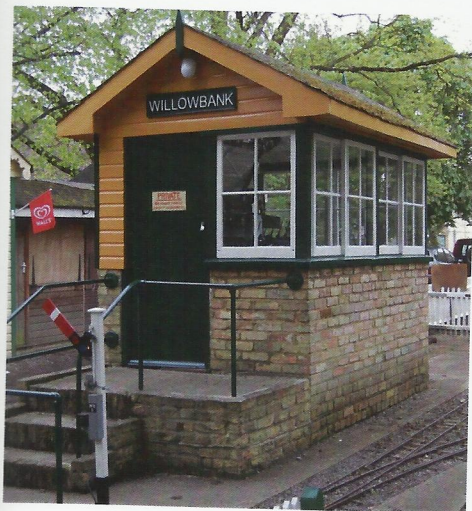
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It is with regret I have to let you know of the passing of Mrs Kath Evans one of our longest serving Honorary Life members. Kath and her husband Geoff were early members at Malden joining the society in 1961. Kath was always around keeping the members and public fed, whilst supporting her husband Geoff who worked on the railway at Malden, and was Social Secretary. Geoff and Kath had two children, Paul and Mike. Mike is our Treasurer and is married to Stella our President, We send our condolences to Paul and family, Mike and Stella and their daughter Elizabeth and her son George who are all Malden members.

Mark Adlington.

Willow Bank Signal Box

Thanks to Dave Carter's hard work, the interior of the signal box is nearing the end of an internal repaint. The work involved repainting all of the internal walls and ceiling, removal of all the sliding windows and painting the surfaces on all windows. The main door and the



internal green location cabinets have been repainted. The booking table was also cleaned and re-varnished. The last two remaining items on-

Dave's to do list, are the floor and lever frame body and these will probably have been repainted by the time you read this.

Ron Bennet is in the process of repainting the white signal gantry legs at Willowbank home signal and departure signal gantries in preparation for the harder task of painting the main part of the gantries later in the year, when we need to use temporary scaffolding or ladders to access the horizontal areas.

Mark Adlington

If you could spare some time and would like to help with any of the projects or maintenance, do come along on either Sunday, Tuesday or Friday. You will be welcomed with open arms, plus there is always plenty of tea on the go! A little help would be much appreciated by the willing few.

Committee News

Steve Coughtrie has been appointed society weed control officer (to be known as Mr Knottweed).

Jerry Burchell is heading up the raised track project to complete the new carriage shed. This seems to be moving ahead quite quickly; hopefully it will save station mistress Pat erecting her “wee” tent



Visiting Clubs Days 2012

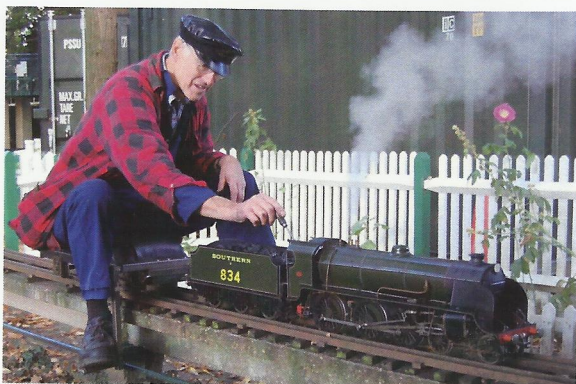
Apart from a shower of rain late afternoon Saturday the weather behaved all weekend. Once again the weekend was well attended, it was good to meet old friends and make new ones. I am sure that some visitors only come for the food, so many thanks to all the ladies in the kitchen, your efforts were very much appreciated. However, I do think that ticket allocation for food for on site working society members could have been fairer. Surely it should not be the job of the duty officer to issue them he has enough to do on running days!

As usual Saturday was the busiest day of the weekend only a few visitors turning up on Sunday. Consequently the majority of the photos are from the Saturday, one notable exception being the traction engine.



M.R. Compound class 4P

Regular visitor Dave Finn
From the Bournemouth club
With his Urie L.S.W.R. S15



L.N.E.R. Class A2
"A.H. Peppercorn"

Great Western 2301 Class (Dean Goods) 2527



This very nice traction engine ran around the site on Sunday. I believe it has been built by a society member. As I was not there on Sunday I was unable to get your name. Perhaps you would contact me and give me more details Ed.



Deltic "MELD" D9003

Photos Ed

Malden Outings 2012

Thanks to our busy Social Secretary, Peter Pullen, the society enjoyed some really great days out. With visits to the Wayside Railway, Ted Martin's Railway, Fawley Hill Railway, Duxford and Bletchley Park.



Wayside Railway



photos Euan Jennings



Ted Martin's Railway

Photo Peter Pullen



Fawley Hill Railway

Photo ED

Paul Henley checking to see if it will fit in his van



“Schools” class “Tonbridge” at E.I.M. exhibition Warwick

Photo Ed

Next Years Outings

Peter is proposing visits to:- Shooters Hill Railway near Oxford on a Saturday or Sunday and if possible will put on a coach(max 16 people)

National Railway Museum - with an overnight stay in York

RHDR on the 27th April

Names to be put on the notice board or contact Peter.

Late News

Paul Henley and your editor have been building a new railway in Dorset opening soon, watch this space!

Some time on Thursday evening after the exhibits had been delivered to the Sandown Park Model Engineering Exhibition the site was visited by some low life persons who drove in and helped themselves to some of our property. This happened because the height bar had not been re-padded. Luckily the stolen items can be easily replaced, however, it is incumbent on all members if they are the last people on site to ensure that all tools are put away and all doors and windows are locked and the height bar is checked and locked!



No.7 Mr P at Beer Heights Railway (Peco)

Photo: Ed

