



MAIDSTONE MODEL ENGINEERING SOCIETY

Winter 2017

www.maidstonemes.co.uk

Maidstone Model Engineering Society

Winter 2017 Newsletter

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Luke's Spot

Here we go again, a bit later than planned as we enter the new year.

I have listened to some feedback and have added a new few pages as a taster tester which is the At The Club pages (pages 10-13), these will hopefully be developed in the next issue, the aim being to keep you up to date on what's being worked on

and any plans and discussions taking place at the park, I aim to not just include and major projects but also the day to day things that make the club tick along through the summer and through the winter. While there are some exciting things being planned there is also the routine maintenance that goes on. All being well, this section can grow in depth and interest.

If you like to be involved in anything you see on those pages then just come and chat to someone on a Wednesday or Sunday and you'll be pointed in the right direction. The more members that get involved and stuck in, the bigger and more ambitious we can be as the usual stalwarts can only do so much.

As you can see from the photo above, mine and Dads Polly is back in steam after a year out while receiving attention to the axle pump and tender. She will be back pulling passengers this year and shortly followed (with any luck) by my latest build of a PLA dock tank based on the Tojan Polly kit. Anyone that attends the Ally Pally show will see her then in unlined paint on the Polly stand alongside Marjorie, which will be running on the Sunday morning of the exhibition on the demonstration track giving freebie rides with the Polly Owners Group.

As we have some older engines in the club, an idea was to feature brief histories of these engines. Some have long histories and some aren't fully known. Again pencilled in for a future issue.



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The Life of Ronald Eric Attfield

19th May 2016 - 13th August 2016

by Sue Parham



Ron on his Ajax, names after his second wife Shelagh

interest, armed with sandwiches for their lunch.

Ron was born in Lewisham, London, the youngest of three sons. All three boys went to the same school, where they were known as Attfield Major, Minor and Minimus. He never liked school; he was a bit of a rebel and only applied his mind to the subjects he found of interest, and he was regularly beaten by his teachers at grammar school. Holidays were happier times, spent regularly at Hythe; and when not there their mother would often take them into London to visit museums and other places of

The Second World War came in 1939 and Ron joined the Auxiliary Fire Service for four months; and then they discovered his true age and threw him out. His father arranged for him to have an apprenticeship with a small firm called Lion Electric Company, which he didn't take to at first, but soon he started to become really interested in the making of electrical and mechanical instruments. This effectively laid the foundation of his future employment, and instilled in him a disciplined way of thinking that he found

stood him in good stead for the rest of his life. Ron was always to remember the war years, and the many bombing raids in the neighbourhood. Their house was hit by a fire bomb on one occasion and luckily he and his parents were not hurt despite being in the house at the time. On 27th January 1943, he joined the Fleet Air Arm, part of the Navy, where he immediately and rapidly first learnt all about swearing, drinking and smoking, and then fixing aircraft. He flew various times to France and Belgium and back, and worked in various locations in Southern England. In Rochester, he met his first wife Jean, and although they initially did not like each other, their relationship slowly blossomed. He was sent out to Australia on a merchant cruiser, where he learnt to drive all sorts of vehicles. The war ended, and although he considered being demobbed in Australia and staying there, his parents threatened to join him if he did, and that stopped him. His next posting was to Ceylon, where he joined the light fleet carrier H.M.S. Vengeance. Towards the end of 1946 he left the Navy and returned home. He kissed and made up with Jean and they became engaged at Christmas that year, marrying in August 1947.

Ron's next job after the war and the Navy was working with his father in law Ted, erecting and removing signs, but within a couple of years, punitive government regulations had come in and the business was no longer making money. It was then he applied for, and got, a job at an optical company, Leech (Rochester) Limited, where his starting salary was £8 a week. Ron and Jean moved a short distance to a house in Rochester, and Ron was promoted to foreman at Leech.

After a while he became restless at work and enrolled back at night school at the Medway College of Technology. Having been offered a couple of jobs he applied for, he gave one months' notice to Leech who were most upset at the thought of losing him. To get him to stay, he was offered a seat on the board, a free hand to deal with all technical matters in the company, and a salary increase to £1250 a year. Undecided, he chatted to one of his college lecturers, who said: "Do you want to be a small fish in a big sea, or a big fish in a small sea? I think you would prefer the latter.". Put like that, Ron agreed, and stayed with Leech. The company was taken over by British Optical Lens and they had to move to the Midlands for some years. He bought the firm in 1981. Jean did the payroll and Ron worked very long hours to provide for his family. He took on ex-convicts

as employees in the firm, wanting to give them a second chance, and only one let him down. He was entirely fair with his workers. When they were not busy, in the late seventies, he came up with the idea of producing an O Gauge locomotive. This kept the employees busy in lean times, and around a thousand of them were made and sold.



Ron playing Gauge One

In the 1990s, Ron and a colleague invented ODAPI (Omni Direction Approach Path Indicator), a landing device for helicopters. This featured on an episode of BBCI's popular weekly science series Tomorrow's World. However, ODAPI never really took off (excuse the pun!), so never made the money it might have, had it been successful. Ron did not retire until he was in his mid-seventies, when he then sold the land to property developers that the firm was on.

Ron's marriage lasted thirty-nine years and produced four daughters, one of whom was mentally handicapped, and they had no option but to relinquish her to a care home, as she needed specialised full time care. This

period of their lives had a profound impact on them and the distress they felt brought them closer to each other in their passionate but often tempestuous relationship. Ron, until his health declined in the last couple of years, would visit his handicapped daughter monthly. Their three other daughters were healthy and Ron loved them all dearly. Tragedy struck when his wife Jean became ill with pancreatic cancer and within a couple of years she died at home, which by this time was in Bearsted, in April 1986.

Within a few years Ron found her loss and the resulting loneliness of it too much to bear, and shocked his family one Christmas by announcing that he was going to take a new wife. He didn't know who she was, as he hadn't met her yet, but he just wanted to warn his daughters in advance. Through a dating agency he met Shelagh. They lived together quite happily for nearly a decade, until Ron realised she would be in a difficult position if he died unless they got married. He was 82, and she was 72.

They married in 2005; and their honeymoon was a trip on the Venice Simplon Orient Express to Venice. Shelagh retained her surname from her previous marriage of Lake, and Ron now had adult stepchildren. But despite Shelagh being ten years younger, it was she who became ill and died first. She had what they thought was a mini stroke one Christmas, but a later brain scan revealed a tumour. Ron nursed her as long as he could, and then she went to live in nearby Barty House Nursing Home in Bearsted, where she died in October 2007.

It was a few years after retirement that Ron started model engineering at home, and when he had completed building his first locomotive, a 3½" gauge Tich, he joined MMES in June 1998. He then built a Virginia that he later sold to someone in Holland, and constructed an Ajax he named Shelagh, which he later sold to member Paul Stephens. He sold these locos when running them got too much for him, and instead, up until his death, concentrated on building Gauge One locomotives. He built five of these locomotives; a Project, a D class, a Johnson Bellaire, a Tilbury Tank and a Robinson 2-6-4T. He was a staunch supporter of the Club and made a notable donation towards the cost of building the toilets in the Clubhouse. For a couple of years, he was on the Committee of the Club. He came down to the Park whenever he could until he started having health problems. He was also a member of Romney Marsh club, which was where he ran his Gauge One locomotives most of the time.

Ron became ill in the spring of this year 2016, and was first admitted to hospital in April with pneumonia. He came home in May but within ten days was back in hospital with pneumonia again. This pneumonia kept recurring, and he never returned home again. At the end of July, he decided he had had enough, and he wanted to die. A practical man to the last, he did not want to continue his life as an invalid. Two weeks later he passed away peacefully in hospital with his daughter Mandy by his side.



Ron with his adored cat called Boots,
in May last year

very often it's mundane. A lot of people work and do the same thing every day. Some days it's good, some days it's bloody awful. Sometimes you argue with the wife, but it doesn't matter, that is life and that is living. Now let's look at serious things. The good, happy days and the really nasty ones. You'll have them both, everybody does.

The following anecdote is from Ron himself, and a fitting way to end this obituary.

Ron recounted this story at his 90th Birthday Party in May 2015. He had been asked this question by a young guy he didn't know while they were the only two people waiting at a bus stop for a bus into Maidstone a few weeks earlier. (I videoed his speech so the following is what Ron actually said.) This is Ron's reply to the question, "Have you had a good life?":

"Let's look at life. It's a mixture of happiness and unhappiness, and it doesn't matter whether you like it or not, that's what you get. If we look at everyday life,

The good days can be anything; a child who gets a place to university, or your company gets a big order so you're making money. So, you're happy and make so much money you're going to take the wife on holiday to some far eastern place. Now look at the opposite side. The obvious one is someone dying. That stops you in your tracks and you have to somehow pick yourself up and make your mind up if you're going to continue along or not. Back to the man with the order. The phone rings and the company gone bust, owing you all a lot of money.

You asked me at the beginning, have you had a good life, and I'll answer it my way: What makes a good life? All you have to do is weigh up if you've had a lot more happiness than you have unhappiness. The big unhappinesses, there won't be more than probably five or six in the whole of your life, I mean the really nasty ones. When you look at the happy ones there's been so many of them you just can't even count them.

So yes, as far as I'm concerned, with it all chucked in, I've had a good life and I'm happy for it."

Good for you, Ron.

A Footnote from Member Paul Rolleston:

This is a small snippet to show a measure of the high esteem with which Ron was held by his business associates.

Ron and I had both worked for a Firm in Tunbridge Wells called Bellingham and Stanley quite a long time ago. They are market leaders in the design and manufacture of high quality optical scientific instruments. It was purely coincidental that one day whilst talking to their Production Director about precision engineering on a small scale that I inevitably mentioned MMES. He told me that he was at the railway with his Grandchildren on a Sunday and asked: "Was that possibly Ron Atfield I saw in the distance?". The answer being yes led him to enthuse with much respect about Ron, not only as a very competent engineer, but also as a real gentleman with whom he was always pleased to work. I played middleman in passing respectful acknowledgements between them for some time, although I don't think that they made direct contact with each other in later days. Nonetheless, Ron's enviable reputation at Bellingham & Stanley was always remarked upon with respect and fondness.

I think MMES members who knew him would agree with such sentiments.

At the club - What's going on?

General Works

The steaming bay drains have been cleaned out. Angle bar has been obtained for the ticket office windows to secure them. New strimmers have been purchased. A new vacuum cleaner has been purchased to replace the old one used for ash. More green paint is in stock.

Household/Catering

The annual lunch at the Grangemoor had been booked although uptake was low but getting there.

Public Running

It has been a successful running season with most members turning up to do their chosen duties. Boxing Day was a success and was busy most of the day with 8 engines on track and all duties covered. The committees thanks go out to those members who stepped in for those duties.

Safety

A foam strip has been added to the top of the workshop door where many members have hit their heads. A new section will be added to the daily running log sheet to indicate which trollies have been used by each member running to indicate brakes and a secure coupling have been checked. This will become part of the Traffic Controllers duties to check and record.

Permanent Way

After a few incidents of trollies derailing, the sub-committee will organise work to remedy this. Which is being undertaken at the moment as can be seen to the right.

Fuel/Club Loco

Speedometers have been fitted to both club petrol engines although these may need some tweaking and attention over the coming weeks.

Rolling Stock

The only trollies not currently in use are Grahams as the connection cover needs replacing. Rubber sheet has been obtained for this.

Any other business

Turntable

Paul Clark had brought up the idea of a turntable facility at the club and had given the committee a lengthy and well thought out proposal for a scheme to go on the end of the existing trolley head shunt capable of turning locos and rolling stock. The idea was discussed at length and generally received positive comments. It was agreed to go ahead with the project but at a smaller diameter than originally proposed so as to be more manageable and have minimal impact. More details of this will be published here as the details are worked out and a plan or action drawn up.

IMLEC

We have begun investigating hosting the annual IMLEC competition and have been pencilled in for 2021. Discussions are on going but positive. More about this in Tom's article over the page.



Winter work

Tom Parham

Over the recent months I have been in conversations with a number of members who have been surprised to hear that we are still present at the club throughout the winter months. For this reason I thought that it would be worth a quick mention of the work which is being undertaken at the moment, and a brief mention of plans for the future.

First of all, the biggest job for the winter is work on the track. During the summer we were having troubles with expansion on the hot days. After an amount of investigation, it was determined that we require more expansion joints around the track. a group of members have sorted out a system for cutting each length of rail in half, and fitting extra fishplates. This seems like a simple job, however it can be time-consuming. Taking into account the length of the track and the length of each rail section, this means that we have in the region of 90 joints, across all three rails... 270 cuts, 1080 holes to be drilled and 1080 nuts and bolts to be fitted... not a 10 minute job...

As we work our way around the track, we may be able to tackle some elevation issues on the way around, however in order to do this our supply of lead wedges will need to be kept up, requiring a new supply to be cast.

Through a combination of time, moisture and potential vandalism, the wooden window frames in the ticket office are no longer satisfactory, and therefore we have started to construct new steel frames which should last for a fair bit longer.

The club enterprise has been taken out of service for the time being due to a noise that is currently unidentified during running that requires fixing before any major damage occurs to the loco.

Before the running season commences the usual annual jobs to prepare must be undertaken, for example cleaning out the drains in the steaming bays, testing the club locos (the petrol locos have been fitted with speedometers since the running season finished), general cleaning and tidying up around the buildings, maintenance and checking of the trollies ready for the coming season.

In addition to these, as the season approaches I am sure that we will start

to see members models start to appear for their annual boiler tests.

For all of the work that needs to be done, more hands on site willing to help out are always welcomed. Indeed a pair of hands to make a tray of tea or wash the mugs is just as welcomed, especially as the temperatures drop.

If all else fails and the weather turns against us, the chances are that we will still have members on site ready for a natter and a catch up on how life and 'workshopping' is going.

So basically, if you're at a loose end on a Sunday or a Wednesday, there are always friends ready to welcome you at the club.

At the start of April, we will once again be attending the heritage transport show at Detling, this is proving to be a popular event, with us putting on a great display each year. Anybody wishing to provide a model for display is most welcome, it's great to show a cross section of what we can do. Whether this be with locos, boats, gauge 1, road vehicles etc. It's all good to see.

Lastly, its worth noting that a few of us are starting to organise hosting IMLEC, although we are doing the planning work now, we are not currently due to host until 2021, however if the planning is done and another club drop out then we could be ready to step in... if anybody would like to be involved with the organisation then please get in touch, please feel free to do the same if you would like to offer help for the day, although we will be pushing more for this closer to the time.



Mailbag

Lewis Gravenell sent in a couple of photos to share



From the top: The great gathering of the A4's at NRM York, Tornado at the Bluebell and a DB 67 on the Pullmans

VHS



The club has a large collection of VHS tapes that it has been decided to dispose of. If any member would like to take one or some of them then please do so before they are disposed of. They are mostly train related and of that mostly if not all steam. Feel free to have a rummage through the collection in and around the bookcase and take whichever takes your fancy.

Suggestions??

I have received a few suggestions through my email which I have listened to and put into place. If you have any further suggestions, bit to include or indeed articles then please send them to luke.bridges@gmail.com

If you have any suggestions or comments not about the newsletter, they can be sent to any of the committee or indeed use the red-post box in the clubhouse, you do not need to leave your name and they will be discussed at the next committee meeting.

Just Cruising

Sir Paul Rolleston

Okaay! Following on from the last episode I think I'll change the format for this edition by skipping the preamble, but I will acknowledge the favourable comments for my last episode by Young Dave Deller. It's nice to receive such kind appreciation and also to see a respectful tug of the forelock in recognition of my recently elevated status to that of a Knight, for my services to drink and drinking.

Did anyone look at the whiskey thing? No! I didn't think so.

Right, I don't want to leave a story unfinished, so I'll pick up from where I left off on Cruising.

You will recollect that I was more than just a little bit dis-chuffed over the cancelled trip on the Flam Railway and consequently we (the dutiful Lady Patricia was right behind me) really hammered the all-inclusive drinks package to make up for it, gin and tonic never tasted so good. Having said that,, the Knighthood also did in no small way help compensate for it.

Life on board was definitely in my groove and we really enjoyed the dress codes for dinner with bow tie, dinner jackets and posh gowns. It's was (is) all part of the spirit and standards associated with Cruising. The theatre entertainment was of a very high standard and the theme nights were totally 'Rock – on'.

My favourite theme was 'Great Britain'. Lady Patricia dressed as Britannia and I was John Bull. We were really flying the flag, quite literally, in the theatre with Union Jack waistcoat and bow tie, half size flag, tailed coat with Rule Britannia and Land of Hope and Glory sung better than the last night of the Proms.

The atmosphere was emotional, the applause, foot stamping and roar of the audience; all good stirring stuff.

British Patriotism unleashed with fervent enthusiasm, incomparable, no other nation can touch us on that.

I'll go off on a bit of a tangent here, with apologies to seasoned Cruisers who will no doubt already be aware of this, and mention a couple of drink disappointments, purely for the sake of a proportionate perspective; weighing up the good and bad but bearing in mind that we had paid the price for some reasonable degree of luxury that has always been associated with cruising.

Firstly; long-life UHT milk in tea and on cereal tastes pretty blaahh! and, in cruising around the British Isles I thought it wouldn't be too difficult to get a milkman to leave a 1000 cartons at each port. There was no choice, put up with UHT milk, which we had to, or go without.

Secondly; drink and its associated benefits, you will have gathered, are to me much cherished and the thought that I have been short changed in such matters doth bring forth much dis-chuffedness.

You will note that I haven't named the cruise line and this is for a good reason, trust me on that one.

I was pleased when choosing that cruise line to note that there was no class division or discrimination on board other than the position of ones cabin which was determined by what one could afford or what one was willing to pay.

Otherwise, and anywhere else on the ship we all rubbed shoulders and got on very well doing so with enjoyable classless companionship. Bonhomie and social equality all round that would impress even the founding fathers of equalitarianism, whoever you believe they were.

UNTIL

A few days into our first cruise when I stumbled upon evidence of a two tier standard of drinks service which I saw as First and Second class distinction within the setting of the on board common egalitarian milieu.

And thus; Mutinous stirrings were afoot.

No prizes for guessing where found that I stood in the scheme of things; Yup! Second-class (steerage) as up to that point we had been using our all-inclusive drinks package card (like a credit card). The waiter would bring me an opened can of Spitfire ale with a glass and Pat a white wine spritzer with which we were both content, I signed the voucher, job done!

UNTIL

Some posh geezer in a badged blazer, with a cravat and cufflinks sat himself down at our table on the sun deck and was served a *bottle* of Spitfire. Beer drinkers will know that bottled beer tastes better than canned. Not being one to let such things go by uncommented upon I set about the first hapless waiter that unwittingly asked if I would like another drink.

“I'll have a Bottle of Spitfire please” says I

“Not on your card you won’t mate” says he

To cut a long story short, those with the all-inclusive paid up front drinks package were served ‘economy’ drinks whereas the aristo’s, paying as they drank, got the better quality up market booze.

It transpired that we too could get the upper crust standard by paying ½ the list price on top of the all-inclusive cost. I very grudgingly agreed to that and enjoyed a better beer, but at a price. The same option was also available for Gin, Whisky and Brandy etc. so we warmed up on the cheap stuff and then gently slid into Bombay Sapphire and The Famous Grouse etc. paying the extra as we went. You still there? Good!

Now, in the restaurant we had been un-enjoying the house wine instead of the £25+ quid a bottle stuff from the wine list but, as it happened, we found that we could do the same deal with the wine list as with the other drinks and so we paid £12 - £15 extra to have a bottle of reasonable wine to complement the food, which I could not find anything to complain about, it was superb as also was the waiter service, and all in a perfect, modestly quiet and refined ambience.

UNTIL

Some fool let it slip that it was their birthday, as happened every single 10 out of 10 days. Most of the crew had a second responsibility and thus the waiting staff were also musicians(?) who gathered around the birthdayee with several sizes of guitar, a violin, a cello and a tambourine and dosed out Happy birthday to you¹⁰, it was the only line they knew. Oh! Yes there was a cake as well.

I did comment to the cruise line afterwards in a feedback survey thing that the ‘house white wine’ was pretty appalling and tasted like an insensitive blend of Listerine and WD40, and also that UHT milk was not to my liking. I thought I might get something out of my objective observations, like a free cruise? – no chance.

I am not particularly well travelled, well not since I was a much younger man, say 40 years ago and it was therefore an awakening to experience cruising. The Norwegian expedition, and other cruising, certainly proved the cliché ‘Travel broadens the mind’ or to put it my way it gave me a wider perspective on how others live their lives, and just how much they differed from my own. Bit late in life to have that realisation but well

worth it when it came to me.

I had the very firm impression that tourism is high on the list of things that Norwegians watched very closely. They seem very, if not extremely, attentive to their image as presented to tourists.

We cruised into three fiords and each time this was done at night so we awoke to a new port each morning. First thing in the day's itinerary was the 06:30 muster on the sun (fog) deck for early morning yodelling practice; an essential and obligatory part of the Norwegian experience. You think I'm joking ?

Leaving was in the early evening and with it being well up North the daylight hours lasted well into the night so we had a chance to see the picturesque, sprawling residentia that lined the foothill slopes around the fiords. They were like an endless rambling, but very tidy, ruralised estates of quality dwellings for probably the equivalent of our upper middle class. Without exception every single house (bungalow) was immaculate and to a great extent also unique in terms of outward design, although white walls seemed to be unanimously preferred or maybe that is a mandatory thing dictated by the Grand Norse Troll.

Most interestingly all the houses had an unusual feature that I noticed whilst on a coach excursion as we toured along winding roads around the edge of the Fjords which allowed for a closer look at the houses than we had been able to see from the ship.

Intrigue was an unexpected consequence. Every single house had a ladder on its' roof.

In some cases the ladder was made of specially formed interlocking roof tiles, others were iron like a fire escape. I just couldn't stop looking for them; they seemed bizarre but were assuredly essential by virtue of the fact that every house had one.

Now, I've learned the hard way that displaying ignorance is a sure fire way to lose credibility on one hand and to also win ridicule on the other from those who think they know everything. Facts of life, yeah!

But, I had to find out what the proliferation of roof ladders was all about. When we reached our destination, a bit of glacier spotting, I approached the tour guide and asked the obvious question.

You ready for this?

This is how the conversation unfolded, in confusion;

“O ja! is regulation for all houses”

I'd guessed that much but asked 'for what purpose'.

Ya! Iss fur der Chimney sweeping”

Okaayy! so yes, chimney sweeping we also do in the UK but without a ladder on the roof

|Ziss is dangerous, ja?

No, not really, how does a ladder on the roof make chimney sweeping safe or its absence make it dangerous?

When you climb up on zer roof a ladder is safe ya!

Ya!, I mean yes, I can see that but why would you need to climb onto the roof to sweep the chimney

So vee can shove zer brush down zer chimney!

You are kidding me, right, pulling my leg, the brush goes DOWN! the chimney?

Ya! Vhat iss leg pulling?

Nordic tour guide knowledge of English idioms is definitely deficient.

I was incredulous, and he was perplexed. I couldn't blame it on the EU because Norway isn't a member state. We seemed to mutually understand a common sense of confusion and each waited for the other to speak again.

I did, it was me.

Okay, let me explain what we do in England when sweeping a chimney with a brush.

Stuff me, it was becoming hard work.

Hmm Ja goot

We shove the brush, and I said this with some emphasis, UP! the chimney. His look of disbelief was a natural progression from his previous one of puzzlement.

“Up zer chimney”, in a questioning rising tone of voice. Why?

You tell me why you shove it downwards. He gestured wait with one raised erect finger and signalled the driver to join in and, so did most of the other drivers and guides that had gathered in the Glacier Observation Centre coach park.

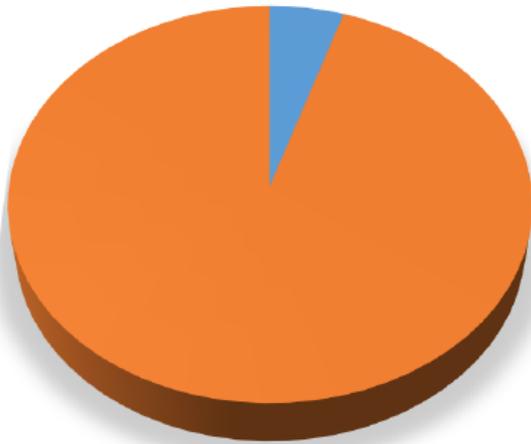
Lady Patricia knew better than to get involved as I have previous convictions for creating havoc with my enquiring mind.

There was no convincing the Norse assembly that we do not climb onto the roof and push a broom DOWN the chimney. They started to laugh and I thought right, ja! big joke on Sir Paul. I laughed as well, shook a few hands and then set off up the mountain path not really being certain that Norwegians and the English (patriotically represented by me) were really convinced either way; UP or DOWN the chimney.

What is your preference? Answers on a postcard to; the Norwegian Tourist Board.



Drop a bolt? Where it goes



- Directly to the floor, in plain sight and easy to reach
- Teleports to an alternate dimension, never to be seen again



BOILER CERTIFICATES EXPIRED OR EXPIRING BEFORE APRIL 2017

MR P. BAXTER	5" GAUGE SIMPLEX	08/07/2015
MR N.F. CLARK	4 1/2" SCALE BURRELL	25/03/2016
MR N.F. CLARK	5" GAUGE 0-6-0 "BUTCH"	21/06/2015
DR R.J. COOK	5" GAUGE SWEET PEA 0-4-2ST	11/04/2013
MR C. DARLEY	5" GAUGE SWEET PEA	08/04/2015
MR C. DARLEY	5" GAUGE POLLY VI 2-6-0	15/08/2016
MR P. EVANS	4" SCALE RUSTON & PROCTOR	03/05/2015
MR J. HAWKINS	5" CR SINGLE 4-2-2 No.123	20/08/2012
MR C. HAYMAN	5" GAUGE HOLDEN S69	21/05/2014
MR P.B. KINGSFORD	5" GAUGE 4-4-2 JERSEY LILLY	12/03/2017
MR P.B. KINGSFORD	5" GAUGE SF PACIFIC	24/06/2014
MR P.B. KINGSFORD	5" GAUGE SOUTHERN Q1 0-6-0	28/04/2016
MR M. KNOTT	5" GAUGE 2-6-2T FIREFLY	15/03/2017
M.M.E.S.	5" GAUGE LNER 2-6-2 "ENTERPRISE"	12/03/2017
MISS J. OLD	4" SCALE BURRELL TRACTION ENGINE	06/03/2014
MR M.N. PARHAM	5" GAUGE 4-2-2 STIRLING SINGLE	11/07/2016
MR M.N. PARHAM	5" GAUGE GWR 28XX 2-8-0 No.2889	19/03/2017
MR T.W. PARHAM	5" GAUGE GWR 0-6-0T 1500 SPEEDY	19/03/2017
MR T.W. PARHAM	5" GAUGE LNER 2-6-2T	26/03/2017
MR C. PHILLIPS	5" GAUGE FIREFLY 2-6-2	09/07/2014
MR E. PLAYFOOT	5" GAUGE MIDLAND SINGLE 4-2-2	02/06/2016
MR J. PUTTIFER	5" GAUGE AJAX	21/08/2013
MR J. PUTTIFER	5" GAUGE SIMPLEX 0-6-0	23/03/2014
MR P. SHEPPARD	5" GAUGE LBSC PANSY 0-6-0T	12/07/2012
MR P. SHEPPARD	5" GAUGE LNER B1 4-6-0	28/08/2013
MR G. SPENCELEY	3" SCALE BURRELL TRACTION ENGINE	12/08/2015
MR K. SPENCELEY	KRAUSS NARROW GAUGE 0-4-0	10/09/2014
MR M. STARNES	5" GAUGE SIMPLEX	16/05/2016
MR P. STEPHENS	5" GAUGE 0-4-0 AJAX	04/05/2015
MR R. VANE	5" GAUGE FIREFLY	08/07/2015
MR J. WALKER	5" GAUGE POLLY 0-4-0	26/06/2016
MR B.L. WHITE	3 1/2" GAUGE JULIET 0-4-0T	24/09/2014
MR B.L. WHITE	5" GAUGE MERCHANT NAVY 4-6-2	21/07/2016

If you have a boiler on the above list that is no longer in use, please advise Martin Parham

To arrange a boiler test please contact two of the club boiler testers:

Dave Deller	01732 841194
Peter Kingsford	01233 712086
Martin Parham	01622 630298
Tom Parham	01634 254202
Edgar Playfoot	01892 722019
Bernard White	01634 841899

Bit of fun—What locos are these?

Here are four close-ups I took this year, can you identify the engine?



To make things a tad easier, they are all regular and well known sights at the track and all are passenger hauling engines. No prizes—just for fun.

A more obscure one—can you name the loco class by this description?

- Built between 1902 and 1913
- First batch named after Sir Walter Scott characters
- None survived into preservation
- Numbers in the 2900 series
- Not just one wheel arrangement
- BR power class 4P
- Two outside cylinders
- 76 built
- Based on the final or three prototype versions

Upcoming

Detling Heritage Transport Show - Saturday 1st April

Once again we have entered a stand at the annual Heritage Transport Show at Detling—<http://kentshowground.co.uk/heritage-transport-show/>

We would like to hear from anyone willing to display absolutely anything, it doesn't have to be railway related but of any engineering subject matter. There is no large commitment from you either, just a willingness to bring it up to the showground and collect it at the end. You don't have to stay, but if you do there is a good show to look around too. If you decide you would like to enter something, even part built, then please let us know so we know how much we need to squeeze in when setting up the stand.



Q: What do you call a train that eats toffee?

A: A chew, chew train.



A busy Boxing Day 2016 at the park, Martin and his P2. Who's that on the engine behind?

Not just trains!!

I do hear comments from some (Simon!) that we do seem to be just trains. But this is not the case, so if you have any non-railway related projects your proud of or that may be of interest why not let us know about them either at a club night or you can send me a bit of blurb and a few photos to luke.bridges@gmail.com. As an example, Simons Tamiya truck or Rays sailing barges and Pauls roller.



All have wider interest, but are not always well known. Im sure there are some beautiful and interesting engines/projects out there.

Bit of fun—ANSWERS

So in order from top left : Dave Deller's U Class, Tom Parham's Enter-prise, Peter Kingsford's Jersey Lilly and Martin Parham's P2

The description is of a GWR Saint—the new build Saint 2999 Lady of Legend can be found here <http://www.thesaintproject.co.uk/>

MMES DIARY DATES 2017

Sunday 29 January:	MMES Annual Club Lunch, Grange Moor Hotel, Maidstone, 12-30 for 1pm
Friday 10 March:	MMES AGM
Sunday 26 March:	First Public Running Day
Saturday 1 April:	Heritage Transport Show, Detling Showground
Friday 7 April:	Club Night
Wednesday 19 April:	Members Playtime Run
Friday 5 May:	Club Night
Wednesday 17 May:	Members Playtime Run
Friday 2 June:	Club Night
Wednesday 21 June:	Members Playtime Run
Friday 7 July:	Club Night
Wednesday 19 July:	Members Playtime Run
Friday 4 August:	Club Night
Wednesday 16 August:	Members Playtime Run
Friday 1 September:	Club Night
Wednesday 20 September:	Members Playtime Run
Friday 6 October:	Club Night
Wednesday 18 October:	Members Playtime Run
Sunday 29 October:	Last Public Running Day
Tuesday 26 December:	Boxing Day Run, Free Rides Given. 11am – 3pm

Friday Nights start around 7-30pm at the Clubhouse, evening runs a bit earlier.

Friday Evening Meetings are for members and associate members (their families), occasionally for members' friends, and for those who intend to join the society.

Donation minimum £1 per person for Friday evening meetings, unless otherwise stated for food if you are eating what is advertised for the Club Night.

Wednesday Playtime Runs generally start around 10-30am and finish early afternoons.

Events listed will only alter if an unforeseen situation means change is essential.

Exhibitions in 2017

Friday 20—Sunday 22 January:	London Model Engineering Exhibition
Saturday 18—Sunday 19 February:	Manchester Model Engineering Exhibition
Saturday 22—Sunday 23 April:	Spalding Model Engineering and Hobby Show
Friday 12—Sunday 14 May:	National Model Engineering Exhibition
Friday 18—Sunday 20 August:	Bristol Model Engineering Exhibition
Thursday 19—Sunday 22 October:	Midlands Model Engineering Exhibition

Some open days in 2017

Saturday 8—Sunday 9 April:	Llanelli & District Spring Rally
Saturday 24—Sunday 25 June:	LittleLEC at Guildford
Saturday 9—Sunday 10 September:	Southern Fed Rally at Fareham