



MAIDSTONE MODEL ENGINEERING SOCIETY

Summer 2017

www.maidstonemes.co.uk

Maidstone Model Engineering Society

Summer 2017 Newsletter

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Luke's Spot

Once again its time for me to chat some stuff. Most of what I would normally say is covered elsewhere in this issue, about our trip to see the Scotsman, and the massive effort of the track work.

3D Printing.... now I know there are some who view 3d printing with scepticism and there are some that have never heard of the wonders of 3d printing. Simple put, the most common types work like drawings patterns on cake with an icing bag, the machine melts the plastic filament and moves the nozzle drawing a layer of the object before raising and drawing the next layers and so on.

Bearing in mind that print times can be many hours for useful sized parts, I have started experimenting with and producing tipper wagons in various scales and gauges (maybe 5 inch too eventually) and also A successful attempt at a headboard for the Easter weekend, a photo of which can be found on page 21.



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Chairman's Report 2016/2017

My second year in office as chairman has concluded with the sad news that Graham Kimber, Ken Linkins and Ron Attfield, members of the society had sadly passed away during 2016. They will all be sorely missed, having been active members for many years.

The club committee members designated that the May Bank Holiday Sunday run would be for the Pancreatic Cancer Research Charity and August Bank Holiday run for the Dementia Care Charity in memory of these late departed members.

The first day of the running season opened with me as the fat controller with reasonable weather for most of the day and with many passengers wanting rides.

The rest of the year was reasonable considering the odd days of inclement weather. Boxing Day run was exceptional with eight locomotives on the track. This was well supported by members, I give thanks to all who helped as traffic controller, loading and fare taking duties for without the members providing these tasks we would not be able to run our passenger hauling service. I look forward to this year 2017, with the hope that volunteers will be equally keen to help once again.

The traffic controller, loading and the fare taking list had been compiled by Dave Deller. Let's hope that Dave will again volunteer for the 2017 season to carry out this task as he has done so with such great enthusiasm during the 2016 period. Dave will assist you to put your name on the list in the clubhouse in order to help out with these duties, if he takes on this essential job for the 2017 season.

The club was again displaying at the Heritage Transport show in April at the Detling Showground, this was well attended and our new gantry was erected at the stand with signal lights operating. It was

more extensive than last year with many of our member's locomotives on display. We hope that members will provide an excellent show for this year. Please bring along any models that you have either completed or part built this will add to the interest that has been received by the public.

We provided rides for the children of the Mencap Group on the 18th and 25th August. Thanks to all the members who drove their locomotives and provided support for these and other charity events during the year. We did not have sufficient support for the 18th run so we need to have confirmation from members that they will attend these important charity runs for the 2017 year.

This year's trip to Romney Hythe and Dymchurch railway had to be cancelled because of poor response from members wishing to attend.

The annual lunch was held on 29th January 2017 at the Grange Moor Hotel this year with over thirty five members, family and friends attending. After lunch all attendees gathered together for the group photograph which was taken by Martin.

Two grass trimmers have been purchased for club members use, in order to enable the trimming of the under growth around the track. If any of you wish to undertake this task please feel free to do so. Jack Ruler will give instructions on the operation of this equipment to any willing volunteers.

Additional mesh fencing has been attached to the area around the trolley traverser in order to protect members of the public when this piece of equipment is in use.

A First Aid Defibrillator has been purchased and installed in the club-

house for use by trained members or public personnel.

As we are now entering winter, we have some remedial repairs to the track concrete beams and an amount of painting and decorating of the clubhouse. This work will be performed, hopefully by the Wednesday gang, but not restricted to other members that can only attend on weekends during the out of season running periods. Bernard White has been promoted to white paint after a long stay with green and the green has been taken over by other members of the club. Free brushes are available to any upcoming artists that can paint any surface with green paint.

New expansion joints are being fitted around the track in order to provide at three meter intervals an additional 3.2mm rail expansion capacity for the 2017 hot summer that we are expecting.

Most of the work over the winter period is taken on by this group of men who seem to not find any more rewarding work than to help the club out, with this band of eager helpers, given that enough tea and coffee is available. I give thanks to these volunteers for all of their hard work during the year and on these future maintenance tasks.

I hope that this forthcoming year will be an excellent season for the club. So from me now it is time to end with the thanks to all of you that have supported the club during 2016 and anticipation that further help will be provided by you for YOUR club in 2017.

A handwritten signature in black ink, appearing to read 'M. J. Knott', with a long horizontal flourish extending to the right.

Maurice Knott (Your Chairman)

JUST CRUISING by Paul Rolleston

No preamble this time, I'll simply pick up from where I left off previously. Returning my attention to the Norwegian landscape.

Another notable feature was the absence of minor roads so access to the houses appeared to be via long paths or tracks/driveways from "A" roads. You get the picture, Goody good good.

It transpired through the tour guides narrations that the majority of the houses are second (holiday) homes for those in the wealthier echelons.

Now, further to that and what seemed to be contradictory in that we might associate second home ownership with wealth enough to buy a car, there were not many cases of provision for car parking alongside the houses or indeed any garages. Curious! The houses don't line a street with their front doors as they do here, no, they were at all odds with each other and orientated in a random way.

So, very few had car parking but they nearly all had flagpoles, another curiosity. Had I the hapless wanderer learned a lesson over the roof ladders? Nooo! I just had to find out didn't I and so it was without any trepidation that I again confidently (or foolishly) asked the tour guide.

Long story by the tour guide, short version by me; not all Norwegians own a car (I've got two, how about you). Tax on new cars is 100% typically £20 000 on the price of a Ford focus. Ja! £40 000 for a small family car. The lengthy tour guide explanation seemed quite plausible, and also without any leg pulling, not that Norwegians know how to pull-a-leg anyway.

I can't say I was equally convinced of plausibility over the flagpole explanation. The guide, who I couldn't shake off and had latched himself permanently onto me, probably for entertainment value, told me that the purpose was not to fly flags depicting an heraldic family coat of arms. No. If a flag was flown it indicated that the owner was in residence and willing to receive visitors, possibly from the other side of the fjord, who would have to use a boat to reach them. No cars; but they got boats. I looked the guide in the eye and asked him about the rate of burglaries in those areas around the edge of the

Fiords. No flag flying indicates 'no one is at home' so in they, go nick what they like, hot foot to the water's edge and jump into into the getaway boat.

He just smiled. Ja! I wasn't going *down* the chimney again.

Instead, in an *upward* direction we climbed on board a huge eight wheeled rough terrain combat style vehicle with 18 seats and then we set off further in an upwardly direction as one truck in a convoy with others *up* the mountain track to get as close as was safe to the edge of a glacier where we might see *calving*. Curious?

The term is used to describe the last part of a glaciers life cycle where chunks break away and fall into the fiord.

The ride terminated at a café where we sat at tables, outside in sunshine and snow, listening to the sound of glaciers breaking up and although we couldn't see anything happening, the creaking and groaning sounds in that setting evoked images of massive slabs of ice trying to detach from the glacier, and then suddenly, without any warning, in the stillness of the mountainous arena there was a sudden 'electric crack' echoing around the mountains that came at the point of fracture and total detachment followed by the roar of the liberated section ponderously sliding downwards towards the water in the Fiord.

A sound that can only be best appreciated, and respected, in the actual setting with its unique atmosphere that couldn't be synthesised by even the most advanced technology. The sound was stunning and emotive, and the effect; overwhelming. I could have sat there for hours just soaking it all up.

However, back on the bus the tour guide was very keen to proudly explain the retirement home system that provides a uniform standard of old age care for *all* Norwegians, after pointing out one such 'Des Res' during our travels around the edge of a fiord.

Eligibility for residency is assured and seems quite simple in that everyone contributes a fixed, greater, percentage portion of their pension, whatever it is, towards their care.

Every Norwegian has at least one pension, the state makes sure of that and on the basis of not so much an equitable distribution of the cost of care, but more a socialist share all you have with everybody

else policy which could be seen as a seizure of assets and a democratic re-distribution of one person's wealth to several others who may or may not be deserving.

A sort of inheritance tax before you pop your clogs but not necessarily guaranteeing that all your money is going to pay for your care rather than it being used for someone else's.

Would it work in this country? The astute amongst us will have detected my having some mild degree of cynicism for such schemes. I have first-hand experience of what the cost is for retirement nursing home care and how the level of accommodation and services is tiered in pricing and according to what each resident can afford to pay. Perhaps the state does also pay towards the cost of care but where does it get the money from; taxes paid by everyone including those who eventually need the care?

Nuff Sed on that? Or are you going to chuck in your two penny-worths. Go on *'be the first'* to comment.

Now, you probably thought I was joking about the early morning yodelling practice, well all that practice does get put to good use in the evening yodelling competition.

Purely by observation, and not participation, I noted that there are two fundamental mistakes to avoid when attending a yodelling contest;

One, entering whilst drunk

Two, entering whilst sober

For maximum amusement I further noted that the best thing is to stay sober yourself, get someone else drunk and enter them, very entertaining.

I'll finish the Norwegian experience with a cautionary word, if you're thinking of going there (recommended). The mention of the Glacier café reminds me to warn travellers that Norwegian tea makes the fabled British rail Beveridge seem comparable to Harrods finest tea.

They couldn't make tea to save their lives. No!

Cakes – superb, but tea aaagghh! Go for the coffee every time even if it does cost £19 for two cups and two sticky buns as I paid in Ber-

gen (see my last episode)

Bonnie Scotland, which isn't that far away from Norway, also has respect for tourist's eyes and perceptions and I think it fair comment to say that their respect isn't necessarily for the money in the visitor's wallets but a pride in showing a friendly welcome to visitors. We had tied-up in Lerwick, the capital of the Shetland Isles disembarked and set off into the town to do our own thing. The main attraction for us was a museum and a highly recommended one at that.

Despite the Scots reputation for frugality and thrifty enterprise, entry was free and so I expected to pay to get out, but no! that was free as well. It was a win-win situation for the tourists who could enjoy an impressive and economic experience.

The icing on the cake was a cup of tea in the museum café made with fresh pasteurised milk (milk on board was long life UHT; - blaahh!).



Right, done that, what's next? We hiked to a headland taking in the rugged scenery as it unfolded before us and as always looking at the wildlife. Gannets and Seals I've seen before at sea, but not puffins which surprised me with their flying speed. Apparently up to 50 mph.

Our return route to the port led us past a house that had a garage with a large overturned boat hull as its roof.

An inspired and innovative building initiative that probably wouldn't get planning permission where I live.

Hmmmm?



I'm not sure that's quite what we meant by 'you could shovel this chilli down' Andrew

At the park

Rolling Stock - Andy & Luke Bridges

All the passenger trolleys were tested and repaired during February and March and are all fully serviceable for the 2017 season. If you notice a problem please let one of us or any committee member know so the problem can be solved or the trolley removed from service and the register updated.

Public Running - Dave Deller

I am very pleased to tell you that we have all the traffic controllers we need for this year, Boxing Day we arrange it on the day, however. We still need fare collectors and loaders from mid July onwards, so if you can spare a Sunday afternoon once or twice this year you would be most welcome, tea cake as always, as you know we cannot run for the public unless we have a full station staff, track controller, fare collector and loader. We look forward to seeing you. In August we welcome the Mencap association twice this year, Tuesday 15th 10 am to midday. And Tuesday 22nd 10 am to midday for these days we will need locomotives and drivers, but most importantly we need as many members as possible to welcome and make the children, the helping staff and members feel at home. To find out what dates are available for fare collectors and loaders contact D. Deller @ 01732 841194 evenings

Household and Catering - Pat Riddles

Not much changes month to month in my sphere of responsibility. I endeavour to keep the supplies of basic groceries and cleaning products topped up. There is always plenty of tea and coffee.

To assist in this there is a small blackboard standing against the wall on the counter which is used as a reminder shopping list. So, if anyone uses, or opens, the last of something I would appreciate you scribbling it on the board.

There are, of course, a multitude of various other chores but I guess two of the main ones on public running days are making tea and washing up.

Necessity dictates that there is always cleaning that can be done. Luckily I am not the only one who does it but if you can smell bleach it is probably me, as I am a fiend with the bleach pot. I can also be seen at various times whizzing about with Henry, our trusty vac.

I am taking this opportunity to do a recycling reminder.

All councils appear to have differing DO's and DON'Ts for recycling but for Maidstone I think the following covers ours at the club.

For all of our recycling please let the watch words be : CLEAN, EMPTY & SQUASHED.

Please help with this by giving your empty waste a quick rinse and squash where appropriate.

The 'CLEAN RECYCLING' bin in the kitchen is for:-

Plastic Bottles, tubs, yogurt pots, ready meal trays, fruit & veg punnets

Food & Drink Cartons, tins & cans

Kitchen foil & foil trays

Glass bottles & jars

FOR ALL CLEAN CARDBOARD AND PAPER PLEASE USE THE LARGER BIN PROVIDED OPPOSITE THE WASH BASIN OUTSIDE OF THE TOILETS. Again please ensure any cake boxes etc. are clean and have had any plastic removed.

We must say ' NO THANK YOU' to Flimsy plastic such as crisp packets, bread bags or cling film and Polystyrene.

Needless to say we are always happy to welcome volunteers for any of the jobs and we also really love homemade goodies (sweet and savoury) and always appreciate anything, but especially goodies that are easy for the drivers to eat whilst on the move.

Hope to see you soon

Club Locos - Tom Parham

I am pleased to say that both of the club petrol engines are currently in working order. These are available for use should you wish to do so. If you are using any of the club locos and notice an issue with it, then please do mention it either to myself, or any member of the committee. Alternatively a note could be put into the red box in the clubhouse.

The enterprise is currently out of service. When last used a lumpy knocking was noted, and is currently being investigated. I am pleased to report that it passed its boiler test successfully, after which we could start investigations. We found an issue with the right hand expansion link bearing, which should hopefully be sorted soon, and also discovered that the left hand main driving wheel has slipped on its axle. Until these two issues have been rectified, it will not be possible to assess if any other major work is required. At a glance it looks like the coupling rods would benefit from being rebushed. If anybody would like to get involved with the repairs, then please get in touch.

Fuel - Tom Parham

In order to create some space in the workshop, the decision was made to begin to store the petrol for the club locos on the shelving inside the coal shed, this also addresses a safety concern of the fuel being located in the workshop.

Safety - Tom Parham

We are currently in the process of a regular review of our risk assessment, which should be done on a regular basis.

If you should have an accident, or near miss then please report it in the red box in the club house so that we can try to stop similar situations from happening, the same should go for if you witness something happening.

Permanent Way - Dave Deller and Peter Kingsford

I am very please to let you know that all the expansion joints have been completed and that the track is running very well, however we still have

painting and strimming to keep up with and we need to members to help with the work.



Wednesday Gang

The Wednesday gang have been hard at work working on the track and carrying out the general works that keep the club looking at its best and running smoothly, even in the rain



Imlec

Imlec discussions are on going and looking positive, we have had some support offered by outside groups to help cover roles and extra man power on the day to take some weight off of us

BOILER CERTIFICATES EXPIRED OR EXPIRING BEFORE OCTOBER 2017

MR P.BAXTER	5" GAUGE SIMPLEX	08/07/2015
MR L.BRIDGES	3 1/2" GAUGE 2-6-2 BANTAM COCK	05/05/2017
MR N.F.CLARK	4 1/2" SCALE BURRELL	25/03/2016
MR N.F.CLARK	5" GAUGE 2-8-4T "DHOLPUR"	11/06/2017
MR N.F.CLARK	5" GAUGE 2-8-0 NG TANK	02/07/2017
MR C.DARLEY	5" GAUGE SWEET PEA	08/04/2015
MR D.DELLER	3 1/2" GAUGE BRITANNIA	21/06/2017
MR D.DELLER	5" GAUGE L1 4-4-0	22/10/2017
MR B.DOUGLAS	5" GAUGE AQUILA 2-6-0	25/06/2017
MR P.EVANS	4" SCALE RUSTON & PROCTOR	03/05/2015
MR J.HAWKINS	5" GAUGE FREELANCE 0-6-0T	11/06/2017
MR A.HULSE	5" GAUGE 2-6-0 "LOCKWOOD"	23/04/2017
MR A.HULSE	5" GAUGE D CLASS 4-4-0	30/07/2017
MR P.B.KINGSFORD	5" GAUGE 4-4-0 MAID OF KENT	03/05/2017
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 M.N.PARHAM	5" GAUGE DUCHESS	30/07/2017
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 E.PLAYFOOT	5" GAUGE PEPPERCORN A1	10/04/2017
MR E.PLAYFOOT	5" GAUGE ROYAL SCOT	23/04/2017
MR E.PLAYFOOT	5" GAUGE SIMPLEX	22/10/2017
MR E.PLAYFOOT	5" GAUGE LNER B1 4-6-0	25/06/2017
MR J.RULER	3 1/2" GAUGE 2-4-4 LUCKY 7	21/06/2017
MR G.SPENCELEY	3" SCALE BURRELL TE	12/08/2015
MR G.SPENCELEY	5" GAUGE 0-6-2 ACHILLES	23/07/2017
MR G.SPENCELEY	5" GAUGE 4-4-0 MAID OF KENT	09/07/2017
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



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

Boilers with certificates expired for more than 3 years are not shown on this list.

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



Heritage Transport Show by Andy Bridges

On Saturday 1st April it was the Heritage transport show at the Detling show ground, and Maidstone mes had a stand for the fourth year. The tables and the signal gantry were set up on Friday late afternoon, I was unable to help this year due to work commitments.



Saturday morning arrived and we loaded up the car with two steam locos and a full function r/c truck and low loader trailer complete with dummy boiler. We had to be at Detling and all set up by about 9:30.

When we arrived the stand was being set up and we unloaded the locos and truck onto the floor and began helping lift the larger locos into position and arrange our locos and other peoples models into their positions on the tables. As usual it was a very good display, there were 15 steam locos 3 of which were still being built which is always nice to see, then there were 4 aero engines, 2 miniature traction engines, an r/c truck and a 4 inch road roller with barriers ,shovel,pick axe,stop go board and a brazier with kettle. Talking of kettles there was also Sue's refreshment corner.



Now that the stand was all setup and more than enough people to look after the stand it was time for a look around the rest of the show. Opposite us was the 16mm miniature railway layout so of course this was the first place to



stop and have a look, then we carried on through the building where there were many cars and a few tractors, after leaving the building and crossing the road to the car park with more old cars there were two friends from work with their Morris Minor with many period items in the car and a trailer which is a fibre glass rear end of a Morris Minor with a

two burner cooker ,water tank and tap and of course a kettle so I asked was the kettle working ok,, as we do at work and to prove it was ,they made me a cup of tea.

We then carried on around outside past the military vehicles and small stationary engines ,I quite like these.

After watching them for a bit and being dragged away by Simon we



moved on and found the buses and more buses (too many for me). We then went into the Clive Emson building .In here there were lots of transport collectables and the R/C truck North Kent group road layout .We stayed here for a while watching trucks and diggers doing their thing.

I was now starting to feel hungry so we went back out side to get something to eat, there were a few different types of food available



so we chose a burger which went down very well. Once refuelled we continued, passing a Traction engine and a steam lorry before entering the Maidstone exhibition hall with more cars, there was also vintage Motorcycles. Tonbridge mes also had a stand in here with a video playing which is a good idea and perhaps one for our stand for the future, we had a quick look at the tool stand before heading back to ours in the adjoining hall. We spent some time on our stand answering various questions before the R/C truck and low loader was put on the floor for a drive about, before we realised the show was finished and it was time to pack away and another year was over.





Great Scot! by Me

On Monday 17th April, we went on a little drive and ended up a place called Sheffield Park. We had come to see a particular engine that needs no introduction



There was certainly a good crowd turned out to see her, there were on-lookers all along the line side, at West Hoathly foot crossing, the platforms and viewing field at Horsted Keynes and peering through the fences at East Grinstead. She sounded in fine form running up the steeply graded line with 8 carriages in tow. In the yards at Sheffield Park, the 10 1/4 Flying Scotsman which had also been at Ally Pally in January was giving rides from out in the yards along the length of the workshops, while departing from next to the RH&DR Typhoon which was visiting to recreate its historic photo with Flying Scotsman.



I'm sure there will be plenty of photos surfacing of the Scotsman at the Bluebell Railway online and in the railway media. She is well worth the effort to catch if you get the chance and the crowds made for a brilliant atmosphere.

Next up is to try and catch a mainline trip behind her somewhere, hopefully along somewhere steep with some sharp curves and a long train.....

P.H.I.T. by Paul Rolleston

If you haven't worked it out; Pauls Holidays Including Trains. If I wanted to be truly pedantic it should be S.P.H.I.T. but that's just unpronounceable isn't it.

Does it ring a bell?

Sue used to do it as well!

Going away to a childhood summer holiday at the seaside on a railway train hauled by a steam loco is probably the most idyllic scenario in my memories that I could recall, or even conjure up in my imagination.

These two nostalgic elements and the relationship between them; an event and the means to get there, seem to always cause deep and thoughtful day-dreams and if I was to set myself the task of writing about all of them I'd be at it forever and a day.

Putting aside imagined events, I had only a few such actual experiences but the fond memories convince me that there was a well bonded and even inescapable relationship between summer holidays and trains.

Although cars had long ago replaced the train as the means of getting me there, that fact does not necessarily completely dismiss railways from being involved in my holidays as I always look forward to any opportunity to combine both of them; holidays and trains, together again.

For instance; the tale of my attempt to ride the Flam railway has already been told. I had every intention to ride a train on holiday but it was not to be, well not on that holiday anyway.

Next in line for P.H.I.T. was Bressingham.

We had for a long time promised ourselves that we would visit there for the gardens, railways and museums and although circumstances were not the best as Lady Patricia had been a long time recovering from a serious illness, our youngest son arranged a few days stay at a nearby Farmhouse B&B as a short holiday in October last year.

We so very seldom get the use of our car due to small boy the younger al-

ways using it (his is permanently off the road) so we arrived stylelessly in my Transit van and under the suspiciously watchful eye of CCTV and the Farmers wife who confessed her opinion that Transits are so very often associated with the ne'er-do-well brigade.

She tried to make amends with a welcoming cup of tea which was only marginally better than Norwegian tea.

As it was strictly B&B we set off to a local pub for our evening meal taking a Bressingham pamphlet with us to plan the next day. The food was very good at the Peacock Inn and all was well.

Until

We returned to the farmhouse to find the gate closed at the end of its long and very dark driveway. We discussed who should open the gate. Lady Patricia won and got out of the van, opened the gate in the glare of headlights, I drove through and noted in the rear view mirrors seeing only the gate in a red tinge from the brake lights, but no wife. She had disappeared.

Eventually the passenger door opened and in she climbed, gasping in pain. She explained that after closing the gate she had managed to fall into a ditch and badly hurt her foot. It later transpired through an x-ray at the Maidstone hospital that she had broken her foot.

By the next morning I was ready to abandon the holiday and go home due to the size and colour of her foot but "No!" she said; Stoic or stubborn, we resumed our plans as decided the night before.

The air was slightly damp with fine drizzle when we arrived looking a right pair as we both had walking sticks and limped; Lady P the worst. We decided to first of all take a ride on one of two trains rides available (there are three tracks in total) and then have coffee.

That went well, next stop the museums which are exceptionally engrossing with an extensive range of exhibits for steam enthusiasts from 5" to standard gauge locos and rolling stock including carriages of the earlier Royal Train (vivid green toilet suite! a Royal decision?). Also there is one of the original Royal Mail sorting office carriages complete in all respects including a very

primitive hang it out the back door with one hand and hang on for dear life with the other, toilet.

We needed to rest frequently and were pleased to find this seat. Note the inscription and engraving.



For the sake of those with impaired vision the commemorative plaque reads:

**Treasured Memories of
Tom and Eileen Allen
Steam Model Maker
& Very Patient Wife.**

Ladies, take a bow.



Moving on to the Dads Army Museum, another triumph where detail is so good with Frasers Funeral Emporium looking suitable gloomy in semi-darkness, but Jones the Butcher was an irresistible invitation to pose



After lunch in the café we toured the gardens. In the rain they looked incredible so chuck in some sunshine and the result would be the best gardens ever.

All in all there is so much to see and

do and even in the off-peak season we couldn't take it all in. We will return but we'll tread with caution if we find ourselves in the dark again.

Holiday – Trains – Accident, after all, it was just a coincidence, or so we thought.

Until

April this year when, after enduring what sat-nav said was a 3 hour journey but was actually 6 hours, we arrived in Swanage for a 5 day holiday but too late for the second day of a Bullied Pacific's weekend event on the Swanage railway.

Worse than that, I was unwell and confined to quarters for the third day but did eventually manage to spend some time on the platform leaning against 'Manston' and almost impressing the driver and fireman when I told them that I had 'spotted this loco more than 50 years ago when it used to pass through Gillingham going to or coming from Dover.

They told me that it used to be very unkindly referred to as the 'Spam Can' when operational during the 50's on account of the streamlining casing. The rest of the week with our Granddaughter Ellha would have gone well except for another holiday with train's accident.

Lady Patricia was again the casualty when climbing over a wooden breakwater on the beach where large boulders were placed as stepping stones. She stumbled, fell heavily, split her head, spilt Loadsablood and broke her arm.

A traumatic event for Ellha to witness.

The Swanage Cottage Hospital was excellent and soon had Lady P well plastered. If you look for that sort of health care reassurance on holiday then Swanage is the place to go.

Which arm did she break? The right one.

Is she right handed? Yes.

Have my domestic responsibilities increased? Yes.

She now uses a rotary knife to cut up her dinner, or anything else on a plate.

Perhaps it would be prudent to change our holiday philosophy for the sake of self-preservation and book ourselves into a hospital for a week.

Sir Paul

MMES DIARY DATES 2017

Wednesday 21 June:	Members Playtime Run
Friday 7 July:	Club Night
Wednesday 19 July:	Members Playtime Run
Friday 4 August:	Club Night
Tuesday 15th August:	Mencap Run (10am to Midday)
Wednesday 16 August:	Members Playtime Run
Tuesday 22nd August:	Mencap Run (10am to Midday)
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 24—Sunday 25 June:	LittleLEC at Guildford
Saturday 24—Sunday 25 June:	Gravesend MMES Open Day
Saturday 9—Sunday 10 September:	Southern Fed Rally at Fareham

