

MAIDSTONE MODEL ENGINEERING SOCIETY



NEWSLETTER

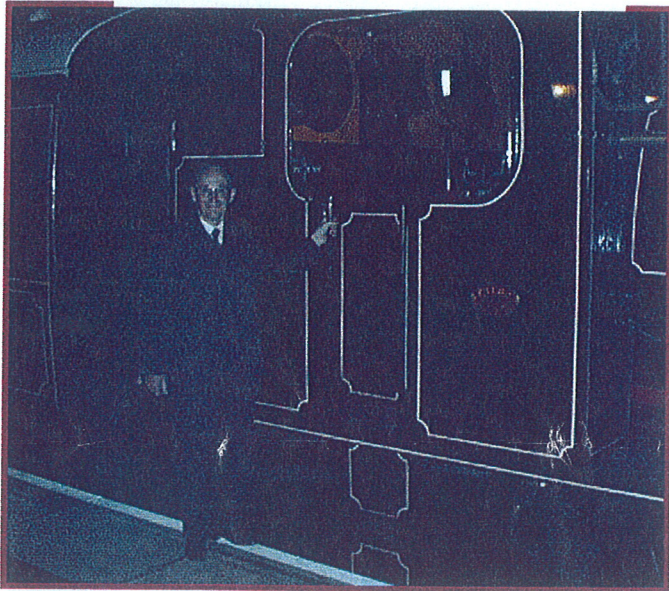
Summer 1999



All Aboard M.M.E.S. !



John and Marion Barrow



Edgar Playfoot takes a footplate ride



Sheila and Dave Deller



Adrian Gurr



*How not to behave!
Tom Parham & Pete Kingsford*

M.M.E.S. TRAFFIC CONTROLLER ROSTER 99 ("Duty Dogs")

ON PUBLIC RUNNING DAYS THE TRAFFIC CONTROLLER WILL:

1. ATTEND BETWEEN 2-30 AND THE END OF PUBLIC RUNNING.
2. ENSURE THAT THEIR NAME IS DISPLAYED ON THE NOTICE IN THE STEAMING BAYS.
3. ENSURE THAT THE SAFETY SIGNS ARE DISPLAYED.
4. CONTROL THE NUMBER OF TRAINS UP TO A MAXIMUM OF 8 AND ARRANGE CHANGEOVERS.
5. HAVE SOLE CONTROL OF THE TRAVERSER ENSURING IT IS OPERATED IN A SAFE MANNER.
6. CHECK THAT ALL BOILERS TO BE STEAMED HAVE A VALID BOILER CERTIFICATE AS SHOWN ON THE NOTICE BOARD, VISITORS MUST PRODUCE THEIR CERTIFICATES.
7. ENSURE THAT NO PERSON UNDER THE AGE OF 16 IS TO DRIVE THE PUBLIC UNDER ANY CIRCUMSTANCES.
8. NOT ACT AS A DRIVER.
9. ENSURE MAIDSTONE M.E.S. PASSENGER DRIVERS ARE REGISTERED AND THAT NON-MEMBER DRIVERS ARE KNOWN PASSENGER DRIVERS.
10. ENSURE THAT THE STATION IS SUITABLY STAFFED, PREFERABLY WITH:
(a) A PERSON TO SUPERVISE THE LOADING (b) A SECOND PERSON COLLECTING FARES.
11. ENSURE TROLLEYS AND COUPLINGS ARE CORRECTLY AND SECURELY ASSEMBLED.

May 16th Edgar Playfoot

May 23rd Geoff Riddles

May 30th Dave Deller

May 31st Mick Starnes

June 6th John Hawkins

June 13th Paul Rolleston

June 20th Geoff Riddles

June 27th Tony Jones

July 4th Paul Rolleston

July 11th Rex and Ben Huddy*

July 18th John Hutt

July 25th Peter Kingsford

August 1st Jeanne Starnes

August 8th Dave Deller

August 15th Rex and Ben Huddy*

August 22nd John Hutt

August 29th Dave Butcher

August 30th Sam Ludford

September 5th Bob Starnes

September 12th Paul Clark

September 19th Wallace and Gromit**

September 26th Rex and Ben Huddy*

October 3rd Graham Kimber

October 10th Paul Clark

October 17th Dave Deller

October 24th Pete Kingsford

October 31st Rex and Ben Huddy*

(* Little help from the latter, except with eating sausage rolls.

**Mike Wallace and Roger Vane)

**MANY THANKS TO YOU ALL – WE CANNOT RUN FOR THE
PUBLIC WITHOUT A TRAFFIC CONTROLLER.**



SUE'S SPOT.

As I took the money and ran, after twenty-six years hard slog for NWB, I have a bit more time available, so a more regular newsletter is back! Greetings one and all, and I know it's past Easter, when I had hoped to get the newsletter out, but that's because I'm still awaiting articles from you! Only three souls have obliged, many thanks to them. What an apathetic lot the rest of you are. You'll now have to put up with a Holiday story from me - I warn you, I have plenty - I'm quite happy to run a Travel Slot or a Grand Day Out category so that anyone can send me something, in the meantime I'll fill it. I only hope you have the sufficient time, energy and enthusiasm to read your newsletter, as a lot goes into it, including harassing a husband here. But so long as a few of you enjoy it, then it's all been worthwhile. Just start writing for the winter edition for me as soon as you like, I'm more than happy to collect articles early. The next newsletter that is due at Christmas, closing date is December 3, but if articles flood in before September then I'll do an Autumn Edition. Our E-mail address is MARTINPARHAM@COMPUSERVE.COM (don't forget the dot) for those up on the latest gadgetry, do let us know your e-mail address. For the Christmas Edition I hope to reprint the entire Club History that Jack maintained and we last printed in 1984, so we have the last few years to catch up on.

SPRING/SUMMER/AUTUMN/WINTER or WOSS GOING ON

Since I last put finger to keyboard, quite a lot. Heroes Dylan and Edgar have finished the guard rail painting, as parts of it need doing annually. The Club Loco, Enterprise, as reported elsewhere, is progressing well. We have a new clock in the clubhouse, donated by Joy Payne, in memory of past president Jack Payne. Our Treasurer, Peter Roots, is now painting anything that stands still long enough outside the Clubhouse. Club nights continue to be popular, in April George Barlow gave us a unique slide show of pre war locomotives, with a different story to recount for each slide, how he remembers it all is amazing. As mentioned at the A.G.M. we now run on the third Wednesday of each month between April and October, between one and five, purely for our own enjoyment, with no rides being given to the public. Despite 'iffy' weather, the first run on 21st April was a success, with ten engines in steam, and we ran round the track in the opposite direction for a bit of fun. One disappointment we have had is the lack of members who wanted to attend the Club 70th anniversary dinner on May 7th aboard the Wealden Pullman. It's been a decade since we last did this. The pictures show that the twenty-one of us who did go had a super meal and a wonderful time.

On 23rd May we are running all day in aid of Imperial Cancer Research, something we do annually, so bear in mind it is passenger hauling only for the best part of the day.

All hands, please, to help, and bring your models for display, for our 70th Anniversary Visiting Clubs Day on Saturday September 4th. Forty clubs have been invited so let's show them a good time!

At the end of the season we are considering re-concreting the steaming bays amongst the usual winter maintenance tasks to be done. I'm still racking my brains as to how we can improve trolley storage. In the meantime, happy steaming folks!

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M.M.E.S. COMMITTEE 1999

President: Peter Chislett
Chairman: Graham Kimber
Vice Chairman: Geoff Riddles
Treasurer: Peter Roots
Secretary: Martin Parham
Hon Press Officer: Sue Parham

Other Committee Members: John Barrow, Dave Deller, Peter Kingsford, Sam Ludford,
Edgar Playfoot and Mick Starnes.

FOR THE ATTENTION OF THE FOLLOWING:

MR S. BATTEN
MR A. BLACKWELL
MR N. DODD
MR I. GISBY
MR F.G. GREGSON
MR T. GREGSON
MR R.J. HODGKINS
MR A. HOLBROOK
MR D.M. OSBALDSTONE
MR R.A. PRIDMORE
MR A. PROBYN
MR L.G. READ
MR J.G. RICE
MR W.P. SPOURS
MR M. WREN

YOUR SUBSCRIPTIONS ARE WELL OVERDUE FOR 1999

This may just be an oversight, or you may wish to cease your membership, but please have the courtesy to let us know by returning the slip below. Do note that subs are due on 1st January each year, and should be paid no later than 31st March. Your name will be automatically removed if we do not receive a reply by June 1999.

Please complete this slip and give, or send it to our Treasurer Peter Roots, 97
Tonbridge Road, Maidstone, Kent ME16 8JN.

A) I enclose herewith the sum of £.....(£20, or £10 for retired members) as my
subscription to Maidstone Model Engineering Society for 1999.

Or

B) I no longer wish to be a member of M.M.E.S; please delete my name accordingly.

name

date

address

WELCOME TO OUR NEWEST MEMBER:

Timothy Southby of Maidstone, a student, model making activities Airfix and steam locomotives.

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IN MEMORIAM

We are sad to report the death of Connie La Roche in the middle of April. She had been in a nursing home since a stroke a couple of years ago, and she and Fred had moved to Norfolk because of this. Many will remember them as a devoted couple, and Connie as being one of the first lady drivers in the club.

Our heartfelt sympathy goes to Fred and the family.

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CHAIRMAN'S REPORT 1999 A.G.M.

Last season was, as usual, a financial success in as much as we are not living beyond our means. As you may be aware, your committee has decided to spend a considerable sum i.e. £3088 on roller shutters for all the clubhouse windows and door. This has been done to increase our security in these vandal ridden days, but, just as importantly, makes it much easier for us geriatric members to open for business and close at the end of the day without needing resuscitation. As Sue has said in the previous newsletter, a further bit of our hard earned cash is going towards the very well made ENTERPRISE chassis we were given. This involves making the boiler for which we have purchased a boiler kit in order to speed up the process. Completing this locomotive is going to involve making a lot of bits and pieces and if any member feels able to become involved, please have a word with Dave Deller who is co-ordinating all work.

This locomotive will make an ideal addition to our stable and will no doubt be used to teach beginners the 'Art and Mystery' of handling steam engines.

This year on 4th September we will be celebrating our 70th year of existence and we will be putting on an exhibition of our work. Will you all make a note in your diaries to try to make this a memorable occasion. My problem is trying to remember where I have put the diary, old age creeps on. All the best for 1999.

Graham Kimber

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SAFETY

Graham is currently compiling a Health and Safety Risk Assessment in respect of the Club. In the interim the By-laws have been updated and a copy is enclosed with the newsletter. They will be ratified at the next A.G.M. **It is the responsibility of every member to ensure safety for themselves and those around them at all times.**

BOILER CERTIFICATES EXPIRED OR EXPIRING THIS SEASON

MR J. BARROW	5" GAUGE 2-6-0 "LOCKWOOD"	05/07/99
MR P. CHISLETT	5" GAUGE 0-6-0T TERRIER "ROLVENDEN"	06/01/97
MR N.F. CLARK	5" GAUGE 0-4-0ST SWEET PEA	07/05/96
MR P. CLARK	5" GAUGE 0-4-4T	05/05/98
MR C.E.P.DARLEY	5" GAUGE 0-4-0T "BAUDOT"	05/05/98
MR D. DELLER	3 1/2" GAUGE 2-2-2-0 WEBB COMPOUND	17/05/99
MR D. DELLER	3 1/2" GAUGE 2-6-2 BANTAM COCK	05/07/99
MR G. HAINES	3 1/2" GAUGE S15	19/04/99
MR G. HAINES	5" GAUGE 0-6-0 "SIMPLEX"	12/04/99
MR G. HAINES	5" GAUGE 2-6-0 ASHFORD	12/04/99
MR G. KIMBER	5" GAUGE 0-4-0 "COFFEE POT"	14/10/97
MR G.J. KIMBER	5" SCALE FODEN TRACTOR	09/08/99
MR M. KNOTT	5" GAUGE 2-6-2T FIREFLY	14/10/97
MR J. LARKE	5" GAUGE 0-6-0 SPEEDY	20/05/97
MR J. LARKE	3 1/2" GAUGE 0-4-0 JULIET	15/02/99
MR J. LEWIS	5" GAUGE 0-4-0 SWEET PEA	28/05/96
MR M.A.LISTER	MINNIE TRACTION ENGINE	18/11/97
MR P. MARTIN	5" GAUGE 0-6-0T SIMPLEX	29/04/97
MR P. MARTIN	VERTICAL CROSS TUBE BOILER	08/04/97
MR M.N.PARHAM	5" GAUGE "DUCHESS OF HAMILTON"	02/08/99
MR M.N.PARHAM	5" GAUGE 4-2-2 STIRLING SINGLE	13/12/99
MR T.W.PARHAM	STUART TURNER UNDERTYPE	08/11/99
MR J. RICE	5" GAUGE COFFEE POT	05/07/99
MR R.R.STAGG	5" GAUGE MANOR NO.7830	17/06/97
MR M. STARNES	42" STEAM DRIFTER	06/12/99
MR M. STARNES	5" GAUGE LMS 4-6-0 RED FIVE No.5020	30/08/99
MR J. WILLIAMS	5" GAUGE 0-4-0T "RUBY"	26/05/99

If your model is on this list and is no longer in use, or you have sold the model, please inform the Secretary so that the record can be corrected.

Models that are not in use or are tested by other Societies are not shown on this list.

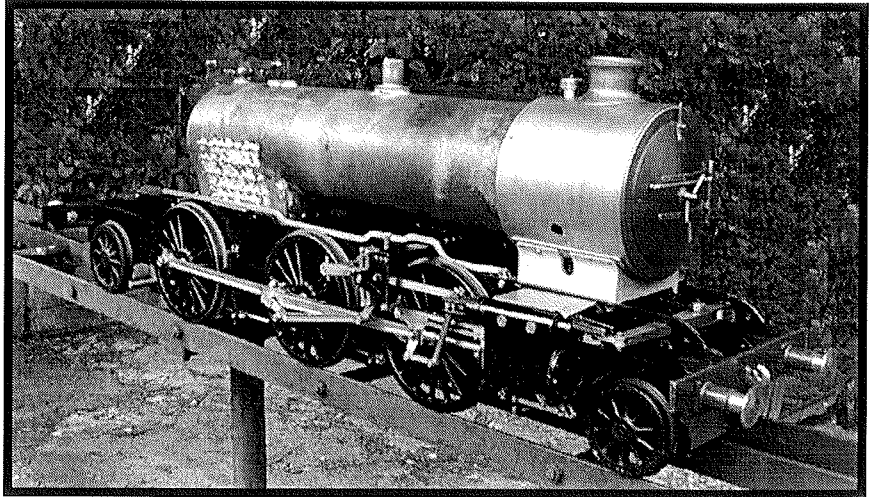
Members wishing to have a boiler tested by the Society, to the Southern Federation test standards, **MUST make prior arrangements** with two of the following testers for the test.

Graham Kimber. 4 The Stream, Ditton, Maidstone.	(01732) 845931
Peter Kingsford. 16 Cherry Tree Road, Charing Heath, Ashford.	(01233) 712086
Martin Parham. 9 The Landway, Bearsted, Maidstone.	(01622) 630298
John Barrow. 31 Prince Charles Avenue, Walderslade, Chatham.	(01634) 863915
Dave Deller. 2 Hornbeam Close, Larkfield, Aylesford,	(01732) 841194

THE CLUB LOCO, 2-6-2, 5" GAUGE, ENTERPRISE (JOHN WHEELER)

PROGRESS TO APRIL 1999.

The first thing we have done is to "free up" the running chassis. The right hand combination rod needed straightening and various joints on the valve gear needed easing. A new weighshaft was made and the lifting links and reversing gear fixed with 1/8 taper pins. The previous fixings had sheared because of all round tightness in the valve gear, the timing was checked and return cranks fixed. Then the chassis was run on the air supply at the Club's steaming bays.



The chassis ran well and it was then decided to complete the locomotive.

All six draincocks have had to be altered (the valves opening in line with the vertical, instead of 45 degrees to the upright). The draincocks having been corrected (only one sheared), piston and valve glands were packed, and the brake gear re-fixed.

The next part to complete was the exhaust manifold, a job made easier by the use of 10mm and 8mm plumbing bends. This is now fixed in position on the cylinders and the smoke box fixed to the frames and connected to the pipework, along with the steam inlet pipes.

It is intended to supply oil to the three cylinders independently, therefore the inlet pipe has been altered from the drawings in order to have three separate steam inlets with individual oil connections. The smoke box is now finished up to the blast pipe and blower assembly, and awaits the superheater connection when the boiler is finished. The boiler is now well underway and looking very good.

We have already had finished by Club members the following:

Blower and blast pipe assembly, boiler firedoor, a full set of bushes for the boiler, and a complete set of backhead fittings as well as the coupling and connecting rods cleaned of paint and polished.

Work is in hand for 90% of the outstanding parts to finish the loco, leaving a few small jobs such as lamp irons, steps etc., for ANYONE who feels that they can spare some time and would like to do their bit to help.

It has been decided to name the locomotive "John Wheeler" after the builder of the chassis, and it will be numbered 1929 (the year M.M.E.S. was founded) and finished in black livery. If we can finish the loco to the same standard of the chassis then we shall have, in my opinion, a very fine Club Loco.

I should like to take this opportunity on behalf of the committee to thank all members who are assisting with this project.

DAVE DELLER
11.4.99

MOTE PARK ENTRANCE GATE

It is still the policy of the Council to keep the gates to the park locked to vehicle access, therefore we will continue to put our combination lock on the gate off Willington Street during club meetings. However, this has occasionally caused problems, hence the need to clarify a few points.

Please be careful to use the lock properly and remember to comply strictly with the following instructions:

- 1.) If you find the gate open on the main Council key padlock, and only the Council key padlock, you should leave it open in case it is the Council who have left it open for some reason.
- 2.) If you open the gate using the Club combination padlock, it is YOUR responsibility to lock the gate behind you, even if you have vehicles behind you and have to wait to let these through as well before securing the gate. You should try to avoid letting in anyone who does not have a bona fide reason for driving into the Park, i.e. the general public as they are not allowed. If it is our members behind you and you do not wish to wait then you should still ensure that the padlock is going to be fastened correctly and who by.
- 3.) NEVER LEAVE THE PADLOCK HANGING OPEN ON OUR COMBINATION NUMBER which as you should know is presently **1949**. We have lost the padlock before because of someone being careless.
- 4.) Always scramble our numbers when locking the padlock, you should have to do this anyway or it will not lock properly.
- 5.) NEVER FASTEN OUR PADLOCK SO THAT YOU BYPASS THE OFFICIAL COUNCIL PADLOCK. This causes grief to those who officially have keys to the council padlock, you will prevent access and could cause serious problems for anyone concerned, and the Club.

If you are not sure how to use the padlock, then please see any committee member who will be happy to demonstrate correct usage, as we cannot afford to lose this means of access to the Club facilities through misuse.

DIARY DATES 1999

Wednesday May 19	Club Afternoon Run
Sunday May 23 rd	Charity Run @ 11 till 5 for Imperial Cancer Research
Friday June 4	Evening Run & Fish 'n' Chips
Wednesday June 16	Club Afternoon Run
Friday July 2	Evening Run & Barbecue (bring own food)
Wednesday July 21	Club Afternoon Run
Saturday/Sunday July 17/18	Guildford 32 nd Steam Rally
Saturday July 24	Canvey Open Day
Friday August 6	Evening Run & Jacket Spuds
Wednesday August 18	Club Afternoon Run
Saturday August 21	Visit to Sutton Club (via pub lunch)
Friday September 3	Preparation Evening (all hands please!)
Saturday September 4	MMES 70th Celebration with Visiting Clubs
Wednesday September 15	Club Afternoon Run
Friday October 1	Natter Night
Saturday October 9	Welling Open Day
Wednesday October 20	Club Afternoon Run
Sunday October 31	Last Public Run Halloween (dress accordingly!)
Friday November 5	Evening Run - Hot Food and Sparklers provided
Friday December 3	Bits & Pieces & Fish 'n' Chips
Sunday December 26	Boxing Day Run

All Wednesday afternoon get togethers start at 1-00pm, on the third Wednesday of each month between April and October. No rides to be given to the public, private running only.

All Friday evening get togethers start at 7-30, on the first Friday of each month.

All events listed correct at time of printing.

Please contact the Club Secretary for any further information.

I WAS JUST DOZING OFF.....(A MIDWINTER DAY IN THE BAY)
A not so glamorous day on a luxury cruise! By Sue Parham

I was just dozing off when a muffled voice beside me said: "I want breakfast". We had just had our first night at sea, and I had not slept a wink. All night, the ship was creaking, rolling, shuddering, banging and knocking - you felt like shouting "Come in!" about thirty times an hour. The cabin seemed possessed by a poltergeist; drawers and wardrobe doors were opening themselves and then slamming shut with the motion of the ship. A grey, rainy, blustery day finally dawned. Martin persuaded me to come out to breakfast. A mere handful of miserable looking passengers were scattered and unhappy waiters stood around. It was all too much for me, I felt decidedly faint. "You're on your own, kid," I told Martin and headed back to our cabin, via the open deck first. An elderly lady tottered past me, her face as ashen as her hair. I staggered down the stairs, aware of the thoughtfully placed and hopefully empty sick bags tucked behind the banisters and bins. Back in the cabin I stuck my head between my legs and rummaged in my bag for the seasick pills, sitting up when I recovered.

I was just dozing off when the captain made an announcement, apologising for verbally intruding into the cabins at 9am. His voice had as much joie de vivre as Princess Diana's funeral speeches, but sounded even more melancholy. He spoke of force nine gales, we were just entering the Bay of Biscay. The swimming pools had been emptied to reduce the motion of the ship, the outer decks were closed to stop people risking life and limb by going outside, everyone should take care and use the handrails while moving around. He'd had to reduce speed to fourteen knots and so we would be about twenty hours crossing the Bay (usually it takes about twelve). He hoped the winds would moderate later in the day (he wasn't the only one).

I was just dozing off when Martin reappeared from a hearty breakfast, and to add insult to injury, started tucking into his chocolates. He missed my baleful glare. He'd bought me back a banana. I had the TV on as background entertainment. Fed up in more than one way, Martin went off with the camcorder to do some filming around the ship. I repeatedly opened the patio door leading onto our balcony for some fresh air, but it kept continually shutting itself again so I gave up.

I was just dozing off when Martin appeared, full of stories. He'd been filming in the Crows Nest Bar when a big wave hit, the bottles and glasses had been sent crashing and the waves were hitting the windows (this is the thirteenth deck up as well). The Captain had strolled past on his morning rounds, and stopped to gaze at the chart of the world. "So that's the way to Madeira!" he said to nobody in particular, (this was to be our first port of call) and moved on. Martin had also been down to the shops and the one on Deck Seven was totally wrecked. Then he'd popped into the Line Dancing. The teacher, Chris (the Handsome Hunk) Warden was there, surrounded by scores of adoring women, saying it was too dangerous for class today, someone would only get hurt (including me because I wasn't there, I was one of his fans).

I was just dozing off when Jerry our steward appeared, wanting to clean the room. I languidly raised a hand to indicate it was okay to carry on. He zoomed round with one eye nervously on me as I watched Sky News. Martin had disappeared again for a drink in the Crows Nest Bar.

I was just dozing off as he reappeared to check if I wanted to go to lunch with him. I gazed bleakly at him. No way! It was the cabin for me today, I only felt all right if I stayed there. You run along dear, and don't pick up any loose women, I told him. Fat chance, he replied, the only free ones are over seventy-five.

I was just dozing off when Martin turned up from lunch. He had bought me back some crackers. He persuaded me to come out for a while, you might see Chris, he said in encouragement. I tried another foray into the world outside the cabin, but it still made my head spin, even the lure of the shops did not help, just made it worse. I returned to the cabin leaving Martin to stroll around, alone again (naturally).

I was just dozing off when he returned, not much to report this time. I was by this time following a film on the box when he put on a Dads Army video to watch. Bored after an hour of my company and the video, he went out to afternoon tea.

I was just dozing off when he returned, fresh from consuming cakes and tea. He'd bought me back a large apple that he proffered with the enthusiasm of Snow White's stepmother. It did seem the wind had dropped slightly, but there was still too much movement for me. I stuck to my settee, surrounded by cushions.

I was just dozing off when Jerry arrived with our hors d'oeuvres, a selection of meats and fishes on small rounds of toast. Pretty hungry by now, I succumbed to a couple of these before snuggling back down on the couch.

I was just dozing off when a silver salver arrived, full of assorted and exotic fresh fruits, and most welcome. I tucked into some of these. That would do me for food today. Martin got ready for a drink at a bar before his dinner. Did I want him to pop in before eating? No, I told him hastily, aware I'd be disturbed for the umpteenth time, go straight to dinner, I'll see you after.

I was just dozing off when Jerry appeared to do the room again. He hastily retreated when he saw I was still recumbent, and put the Do Not Disturb sign outside the door. I should be so lucky. I changed ends on the sofa to get a different view of the TV.

I was just dozing off when Martin reappeared from dinner. All the staff were most concerned about me, he said. That's because they want a big tip, I grumbled. The movement in the back of the ship where the restaurant was, had finally started to get to him as well, plus the lack of company to keep his mind off the rolling and pitching. He wanted to go straight to bed and sleep, and was soon snoring. It was only ten.

I couldn't doze off.

(Sue, January 98, on Oriana from Southampton to San Francisco. I was alright once we left the Bay of Biscay!)

THE NEXT PROJECT

By John Barrow

Every model locomotive builder has their own reason for choosing a particular prototype, and us of 'mature years' might well remember one from childhood days. During the closing years of the war, on school holidays, I could be found standing on the fence overlooking the signal box at Barming Station, watching the trains go by. At that tender age I knew very little about trains: the green ones carried people and the grey ones pulled trucks. Most days a steam loco would arrive at Barming Station hauling a few wagons and vans plus at that time of course the familiar guards van. A leisurely bit of shunting would be enacted in the sidings and a full wagon or two left for the local coal merchants to bag up and weigh, as most homes had open fires at that time.

Some fifty years later the image of these small engines still lingers with their prominent features, tall chimney, tall dome, six wheels, hidden (inside) cylinders, six wheeled tender and all painted in drab wartime grey. Reference to lists indicates that Wainwright 'C' Class were operated from Ashford Shed and from Dover.

So that's it then, the next project will be a SECR 'C' Class in 5" gauge, but that decision is the easy bit. A phone call to the National Railway Museum in York resulted in a name to whom requests for drawings should be addressed. In due course drawing lists arrived together with an order form. Fortunately, General Arrangement drawings for this engine and tender are held on file at York, but reproductions are quite costly. As the drawings have been reduced when photographed for storage and subsequently enlarged for issue, scaling off is difficult unless a scale has been included on the sheet. An alternative is to draw your own scale using a few long dimensions as reference.

It is very helpful, if not essential, to supplement the drawings with detail photographs of the prototype. In my case, this meant a visit to the Bluebell Railway where No. 592 is currently operating. Purchase of a platform ticket allows full access to the engine sheds and yard. On my first photo session, No. 592 had finished working for the day, and a workman was busy shovelling out the smokebox ash. Another was replenishing the tender, and on request, he took my camera to shoot two overlapping views of the backhead. The conditions were ideal for photography, as the whole scene was bathed in the late afternoon sunshine. From track level, the engine and tender were photographed at about every three feet, also the inside motion where visible.

On my second visit to Sheffield Park the conditions were not so favourable, as No. 592 was in the shed, between two other locos, and in poor light. Flash was necessary for every shot on this session, but as the purpose of the trip was to study details and note a few dimensions, no great problem existed.

One problem that does exist when scratch building is the absence of purpose made castings. Making patterns for the engine and tender wheels is an option, but perusal through Reeves lists brought results. The driving wheels produced for Didcot almost exactly fitted my requirements and similarly, suitable tender wheel castings were available.

The works drawings, produced at Ashford in 1899 and 1900, were remarkably clear considering the reproduction stages, even so, following outlines of various components included in the G.A. drawings was and still is a very long process. Profiles of the fundamental parts, such as frames, were highlighted with colour pencils from the maze of full and dotted lines. As main dimensions emerged from the mass of information on these drawings, they were converted to 5" gauge with the trusty calculator holding the multiplying factor.

Meanwhile, suitable raw materials were marked up with felt tip pen and set aside to avoid being consumed by the numerous 'Just Jobs' that model engineers seem to attract from all directions. Before making anything, fully dimensioned details were drawn full size where possible (for 5" gauge) on A4 and A3 sheets and put into transparent pockets for workshop use. Construction of the tender was started first because it was easier, and psychologically it's better to get the project under way, and see some results, rather than start with big problems.

The loco's cylinders are going to be a challenge as they are between the frames with the slide valves sandwiched in between, similar to Martin Evans's Metro Tank, but that's another story.

Three Pairs for a Nicker

Builders wanting a handy marking out paint for small areas might well try the spirit-based felt tip markers sold by Poundland in six-packs: - two red, two blue and two black. Good value for a Quid!

Much Binding in the Park

Many thanks to all those who donated Model Engineers for the Club volumes. A revised and much shortened list of 'wants' is maintained on the Club Noticeboard, and printed here as at 1/5/99:

Year	Vol.	No.	Year	Vol.	No.	Year	Vol.	No.	Year	Vol.	No.
1947	97	2406	1947	97	2408	1947	97	2418	1949	100	2497
1952	107	2679	1954	110	2749	1954	110	2752	1954	110	2755
1954	110	2758	1955	112	2799	1957	117	2953	1958	119	2991
1958	119	2995	1958	119	2999	1958	119	3001	1958	119	3003
1958	119	3005	1959	120	3007	1959	120	3009	1959	120	3010
1959	120	3011	1959	120	3012	1959	120	3013	1959	120	3015
1959	120	3017	1959	120	3019	1959	120	3022	1959	120	3023
1962	126	3157	1962	126	3158	1962	126	3167	1962	126	3169
1962	126	3174	1962	126	3179	1962	126	3180	1962	127	3183
1962	127	3186	1962	127	3188	1962	127	3205	1963	128	3224
1963	128	3225	1963	128	3226	1963	128	3227	1963	129	Any
1964	130	3240	1964	130	3241	1964	130	3242	1964	130	3243
1965	131	3285	1966	132	3300	1967	133	3318	1971	137	3413
1971	137	3420	1971	137	3423	1971	137	3425	1971	137	3430
1982	149	3695	1984	152	and onwards, ANY please.						

J.B.

THE JOYS OF SHOPPING!!!! (by an M.M.E.S. member)

The Weekend loomed and early Saturday morning I was enjoying the peace and tranquility of my workshop when the door opened and in stepped 'her from indoors' with a mug of coffee.

This surprised me somewhat as although it has been known to happen, it is fairly rare for me to get a visit, let alone a drink.

'How do you get to Croydon?' I heard as I greeted the mug of coffee, 'do you think I could drive myself there?' My heart sank as my interpretation of those words clearly spelled out – would I take her. My day modeling was now clearly in serious jeopardy.

'What do you want to go to Croydon for?' I asked. 'I have just 'phoned Ikea and they say they have in stock the chest of drawers I couldn't get the other week when I went to Lakeside with Catherine (the daughter)' was the reply.

I must have been feeling off colour, as totally out of character I offered to take her.

I decided to go into Croydon off the M25 via the A3. AS we approached Croydon the traffic became progressively heavier and slower with much starting and stopping. The heavy traffic was my fault as the start of the trip had been delayed by a 'phone call from my brother.

Having passed through the centre of Croydon, now on the Purley Way, traffic was solid and moving forward very slowly with frequent starting and stopping. The clutch was becoming heavier every time we inched forward. Keep calm – keep patient I told myself whilst being squeezed by the outside traffic moving into single lane.

Half an hour or so later the traffic eased and we arrived at Ikea. A massive car park invited us, but seeing cars appearing to be driving around and around, not a single parking place could I find.

Madam got out leaving me to drive around to try and find a parking place, this I eventually did.

I then walked into the store to find her. It was a huge store and when I emerged at the exit there she was waiting for me with her drawers! 'I told you to wait for me at the exit' was my greeting.

So off I go to get the car and drive to the loading area. Guess what, no loading bays free, so I double park. Just about to load the flat pack when 'can you move mate?' So I get back in the driving seat, leaving the flat pack on the kerb, fumbled with the start code, waited an eternity for the pre heat, eventually hit the starter and moved along a car length.

'You should have made him wait while you loaded' she stormed. I could now feel road rage coming on strong. I was now ready to thump the next person who asked me to move.

Once out of the heavy traffic on our return and having been suitably refreshed on our homeward journey and the day having been wasted from the point of model making progress, I began to think that it would perhaps be a good idea to have a look at new televisions. Its not often I watch any television, but I have for some time been keen to acquire one of the new colour jobs.

We called into our local electrical store and had a look round. Digital cameras were on display. We had promised each other one of these for one of our many wedding anniversaries.

We seek out a sales assistant – never around when needed – for some advice. We decided on a camera and off the assistant went to the storeroom. 'Sorry sir/madam we are out of stock of that model'.

We then moved on to the TV display. The assistant at this time seemed to be hanging on to us. Maybe he smelt a sale. We thought we would go for one of these really mod digital sets. Surprise, surprise they don't seem to have any choice available yet.

We made a choice of TV and then I returned to the question of the Digital camera. Having now given up a day in the workshop I wanted to complete ALL the shopping.

We returned to the camera display with the same sales assistant still hanging on to us. There were some six cameras on display. We selected three of the six giving order of preference. A while later he returned from the storeroom. 'Sorry sir/madam we don't seem to have any of those cameras in stock, but we do have this one'. This was in fact an upgrade specification of one that we had earlier selected, so we settled for this one. Big relief, but had I known what was to come!

Sunday dawned a bright and sunny day. One of the club members had brought along his Titfield Thunderbolt for a run and while he wasn't looking I acquired some images of his loco with the new camera.

After a couple of hours during the evening working on my YABS I thought I would have a go down loading and printing the images I have acquired. This I couldn't seem to do. On checking the camera contents I discovered the software was missing.

I returned to the store the next day. All they did was phoned the camera makers and ask them to send a CD-ROM onto me.

Then end of the week loomed with no delivery. Following some winding up from my companion, I returned the camera to the store and obtained a full refund.

We now had a colour TV but no camera. On the spur of the moment I decided to go into the centre of our local town where after negotiating the sharp turns of the multi storey car park, I would have a choice of shops to select a camera.

Surprise, the first two specialist camera shops had no digital cameras. The next, being a multi national chain had a good selection of digital cameras on display, but not the model I had experienced for a short while. They did however have one the same make and colour but at twice the price and twice the specification, I consulted 'her indoors' by mobile phone. 'Have it' she said, as I was sure she would.

'Sorry sir, we only have the one on display which you are welcome to have'. I had a good look at it. Made sure the CD-ROM was included, all appeared to be satisfactory and it appeared to be working.

At home after consulting the instruction manual, I now realised that the LCD display indicated a smart card error. Surprise, surprise, the wrong size card had been inserted in the camera.

At this point I nearly threw the camera across the room.

Madam calmed me and phoned the store. Yes they had the correct card in stock (by robbing another camera!). An hour later I was back home having returned to the store, collected the correct card and some photographic software as a sweetener for my trouble.

All now seems fine, except I no longer have those Titfield Thunderbolt images, perhaps he will come along again sometime.