



# MAIDSTONE MODEL ENGINEERING SOCIETY

Easter 2018

[www.maidstonemes.co.uk](http://www.maidstonemes.co.uk)

# Maidstone Model Engineering Society

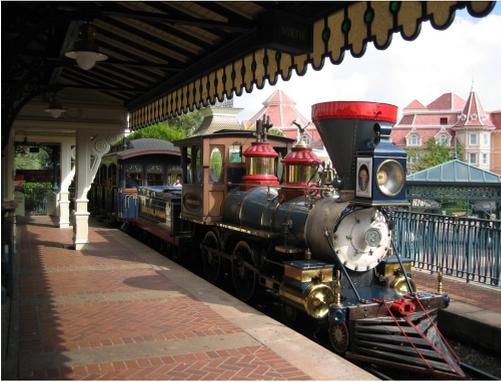
## Easter 2018 Newsletter

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# Luke's Spot



I think I may have a new project idea.... Me and Amy have just come back from an easter trip to Disneyland Paris, where this 3ft gauge engine took us for an eventful trip around the park. So a 1/7 scale version maybe in the future?? but definitely coal fired for me. Ours was No 3. G.Washington

The Disney versions are built by H.P Phillips Company and burn diesel as a cleaner alternative to coal. They are quite light footed and prone to slipping as can be seen and heard on every departure, particular afternoon trains when the waiting times at stations can be around 40 mins and every train full.

Three trains follow each other around a fully block signalled 2.1Km loop, picking up water every lap at Frontierland Depot station. Each loco is semi-permanently coupled to its own carriage set of 5 coaches which are painted in the same livery as each coupled loco. The four locos each having a different livery of either, yellow/green, tan/red, blue/red and beige/red.

The locos all carry names as

1. W.F.Cody
2. C.K.Holliday
3. G.Washington
4. Eureka

The reason for idea of building a 5" version of No 3? Amy and I got engaged behind her.



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And like our public page at [facebook.com/maidstonemes](https://facebook.com/maidstonemes)

# Chairman's Report 2017/2018 -

## Maurice Knott

My last year in office as chairman I am sad to report that Brian Mortis-Bigg one of our members has passed away in December 2017.

I have had some health problems over 2017 and also experienced family bereavements over the same period, this has prevented me from attending a few committee meetings. Because of these reasons I have only been able to run twice during the 2017 year.

Boxing Day run was exceptional with over £400 taken in donations. I volunteered myself as the fat traffic controller. The day was well supported by members with eight locomotives on the track during the day.

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 2018 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. I hope that members will also provide an excellent show in the 2018 year.

For the first time this year 2018, the club had a stand at the London Model Engineering Exhibition with thanks to Tom Parham who had organised this event, a good job well done. I hope that in 2019 we will have the display stand again which had attracted lots of interest from the public and other society groups. We provided rides for the children of the Mencap Group on the 15th and 22nd August. Thanks to all the members who drove their locomotives and provided support for these and other charity events during the year.

Comments from Rita Williams :- "MENCAP charity morning for young handicapped children on Tuesday 15th August 2017 Members arrived at 9am, an early start to be ready to run their engines for 10am. So early a for one member, Jack brought his toast with him and kept it warm by putting it into the engine compartment of Frenchy. Children and carers arrived promptly at 10am, queuing up for train rides. Each child had two

University students as carers to look after them for the morning. They were escorted everywhere, especially on the train rides.

The students were very patient with these very special needed children, some quite challenging behaviour, just talking them round. Very well organised MENCAP manager; had a list of all the children and their particular carer. Each child needed personal care for toiletry needs throughout the morning, then marked off the managers list so she could check which child still needed assistance with personal care. One child, Freddie just loved the Clubhouse lights and fans; so fascinated on how they work.

It took the carers lots of encouragement to get him to leave the Clubhouse to follow the other children for lunch. Another child once on Paul's train didn't get off until time to leave at 12 noon. I think Paul had a job to stand up after he got off his train. MENCAP all enjoyed themselves very much, as did the children. As a thank you to drivers they gave a bottle of beer to each, which was much appreciated.

A great turnout of MMES members; Andrew, Dave, Jack,, Brian, Paul, Charles, Mick, Michael, Chris, Roger, John Hawkins, John Walker & Rita. It was a privilege to give some fun and enjoyment to handicapped children; we all agreed it was a very enjoyable morning.

MENCAP charity morning for teenage handicapped children – Tuesday 22nd August 2017 Club members again arrived early to be ready for running at 10am. The teenagers and their carers arrived ready for their morning riding on the trains. The teenagers were quiet and queued up for their rides choosing which engine they had a preference too; all very excited about the rides. Two very handicap young lads who were wheelchair bound were lifted onto the carriages by parents and carers who supported them; enjoying every minute. Two young girls once on the trains didn't get off for whole of the two hours; only then they had to be encouraged as it was lunch time.

Well represented by club members: - Dave, Charles, Paul, Jack, Lewis, Mick, Sir Paul, Bernie, John Hawkins, John Walker, Chris & Rita.”

The annual lunch was held on 28th January 2018 at the Grange Moor Hotel this year with over thirty members, family and friends attending. After lunch all attendees gathered together for the group photograph which was

taken by Martin.

There are still some repairs to perform on the track concrete beams any volunteers that could take on this task will be well appreciated. If you are any good at rendering or general patching work please let the committee know. The track guard rails need to be painted and any members that can hold a paintbrush could perform this requirement, the club will provide copious amounts of green pain for this purpose.

As my three years as club chairman has come to an end, and I do wish that you all have an excellent season in 2018. 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 2017 and anticipation that further help will be provided by you for YOUR club in 2018.



Maurice Knott (Your Chairman)

## Strangers On A Train

A man and a woman who were total strangers to each other discovered that they had mistakenly been booked into the same sleeping compartment on a train. Since there were no other compartments available and they were exhausted, they decided to share the compartment. She took the lower birth, he took the upper, and in a few minutes they were both sleeping. In the middle of the night the man woke up shivering. He turned over, reached down, and carefully nudged the woman to wake her up.

He said, "I'm really sorry to wake you, but I'm shivering up here. Could you possibly reach behind you in the drawer for a blanket?"

"I have a better plan," she answered. "For just this one night, let's act like we're married."

"Hey, that's a terrific idea!" he said. "Great." she said. "Get your own damn blanket."

After a moment of silence, he farted.

# Chairman's Corner - Tom Parham

It is with great pleasure and gratitude that I have been elected to the post of chairman for the coming year, and I would thank Maurice for the last three years of his chairmanship.

Unfortunately Pat Riddles has stood down from the committee, and we send out thanks for her years of service, and welcome Chris Williams to the table in her place.

I am pleased to pass on that the track is ready to run, being in great condition, however there are a few odd jobs that could be done by a willing volunteer in order to ensure that it continues to be the fantastic asset that it is.

As it stands I am proud to be part of a club that pulls together when needed and always puts such a good impression forward. We all came together to put a fantastic display on at Ally Pally, and as I write this, only a couple of days ago we were hosts to a wedding party at the club, who were extremely happy to be with us, it felt good to help make a special day even more spectacular.

I must send congratulations to our press officer who has recently had a wedding proposal accepted! Congratulations Luke.

I hope we all have a fantastic running season, and I look forward to seeing all of your progress on any ongoing projects.



# At the park

## General Works - Jack Ruler & Maurice Knott

The workshop roof is leaking and needs attention, this will be repaired when the weather improves.

The area around the carriage traverser has been cleaned up and the runners have been greased ready for the new season. The steaming bays have been cleaned up and the loco traverser rails cleared of debris (thanks Chris). The dustbin in the coal store has been emptied of the waste coal and dust. The contents were separated out to reuse the coal and the dust has been discarded. Work has started on finalising the 'small coal' bin to make it even more convenient to use. The workshop has been swept and tidied and Rita has vacuumed the clubhouse and cleaned the loo area. Preparations are being made to ease the work of the repair of the track beams when the weather improves.

## Household and Catering - Pat Riddles, now Chris Williams

Spare water filters have been purchased for the water heater

## Public Running - Dave Deller

Once again the public running season is with us, so the society needs members to run the station and track until the clocks return to winter time.

I am very pleased to tell you, that with the help of the committee and regular attendees, we only need six more traffic controllers for the year. However we still need fare collectors and loaders.

The rosta is in the clubhouse and I keep a copy at home if you prefer to phone me.

It is always a good afternoon, tea and cakes etc and it gives you a chance to meet your fellow members and contribute to the running of the society.

We do need a commitment from you and if by chance you get dates wrong these can always be changed.

### Safety - Tom Parham & John Hawkins

Beginning this year, an overall status date would be given for trolley inspections and recorded in the folder on the top of the years log. This will also be displayed on the notice board near the door.

### Permanent Way - Dave Deller and Peter Kingsford

The council have planted new trees near the top end of the track, initially too close although this has been rectified by the council. Repairs to the beams will continue in drier weather.

### Fuel - Tom Parham

The winter has seen very little use of fuel at the club, however we will likely be looking to restock shortly, hopefully just after the drop in price for the summer months.

### Club Locos - Tom Parham

The club locos are currently in poor shape, with only 1/3 of the fleet operational, however this is in hand.

I hope than any who would like to run the locos feel free to do so, and if anyone has any questions about their operation, or wants to be taught then please do just ask and we will help.

**Enterprise** - Paul Rolleston is currently working on the enterprise lubricators, so hopefully these will soon be a problem of the past, having been a regular downfall of the loco throughout its life, The current state of play is that Paul has completed the work, although I have had not had a chance to hear the details, I will let you know next time... the loco has been returned to the club site, and at the time of writing testing has not yet been done.



**Gertie** - I am pleased to say that Galloping Gertie is currently in service and has been out a couple of times over the winter to provide a bit of driver training for one of our new members.

**SNCF** - 'Frenchie' is still in the prowess of its engine replacement programme, significant steps have been made with the installation of the significantly different power unit in the loco, with Jack Ruler leading the work, with a little help when needed from others of us around. Hopefully this will become a neat new design and be in service before too long, having said that there is no need to rush as we would rather get the build right.

(notes provided by Jack Ruler) - We have ben working out how best to position the new engine in the chassis. part of the plastic cover was removed and that made it an easier fit and then Tom spotted that removing the plastic altogether would not affect the exhaust arrangement and give even more clearance. A plate has been made for the engine to fit onto in the bottom of the chassis. Andy and Tom were volunteered (!) to make a cradle to attach the engine to the plate and this is nearing completion. As delivered the cradle was a plastic moulding mainly to

protect the engine if it was used on a strimmer. When the engine is fitted into the chassis, the details of the layshaft to connect the engine to the hydraulic pump can be finalised.

## Rolling Stock - Andy & Luke Bridges

All trollies kept on site have been checked, and are all serviceable.

## Other

A letter of thanks has been received from Meridienne Exhibitions for our attendance to the London Model Engineering Exhibition at Alexandra Palace.



# Bryan Mortiss-Bigg (“Rigor”) 25/10/42- 18/12/17 - Sue Parham



Bryan was the only son of Fred and Dorothy Mortiss-Bigg and he was born in Gravesend. Bryan was actually named Reginald Bryan, but was called Bryan all the time, so in 1979 he changed his name by deed poll to Bryan Reginald. His nickname in later years was often Rigor (as in the Latin “rigor mortis”).

For most of his working life he was a lorry driver. This was not without its dangers, as twice he broke his arm and once turned a lorry over. One of his longer distance jobs was driving to Disneyland Paris with his boss Raymond to deliver building materials while the site was under construction. He was serious at work, but at home he had a good sense of humour and was very helpful. He retired from work in 2008.

If asked how he was, he would invariably say “fair to middling”. He lived alone and once got a parrot for company, but found the noise and the mess it made too much to deal with, so decided against any more pets. He

was a good neighbour and his sense of humour really stood out when he made and put a cross on his fence on the side of the garden where his neighbour was a priest. The joke was appreciated. Gardening wasn't for him, but when neighbours started to put lights in their gardens, not to be outdone, he made his garden almost rival Blackpool Illuminations.



Of course, his big passion in later years was trains, and he joined MMES in August 2009. He very much enjoyed coming to the Park. He was a regular member of the Wednesday gang. At times, he ran his Hymek on a Sunday,



giving rides to the public. Although in recent years his health wasn't so good, it didn't stop him enjoying his hobby at home and getting to the Park whenever he could.

Bryan sadly died of a heart attack a few days before Christmas 2017. He passed away at home.

# Exhibitionists - Tom Parham

For a number of years now, I have been attending both the Model Engineering Exhibition, and the London Model Engineering Exhibition. Over the years I have generally enjoyed the shows, although I have noticed the number of exhibits decrease. More so though, I have noticed an increase in the number of comments of 'its not as good as it used to be' at the club in the weeks following the exhibition.

After a number of years displaying a stand at the local 1 day 'Heritage Transport Show' at Detling, where we have been able to show a changing display of excellent quality, I decided that it was time to do something about helping out. Since a good show relies on a good number of exhibits, which are kindly displayed by other engineers, it seems unfair to constantly rely on others to create the exhibition we want to see.

So, possibly a little late on in the year, I convinced the committee to let me organise a club stand for the first time. I contacted the organisers and found that it wasn't too late, and so I filled in the appropriate forms, and our place at the stand was secured.



Before long, the paperwork turned up in the post, and that was when I got my first shock, we were to have a stand twice the size of that which we had originally asked for.

Upon reporting to the committee that we were in and the size of the stand, I was pleased to hear from a few members the offer of 'anything you like but I can't commit to helping out getting them there.' This was great as I had originally intended to arrange the setup and break down with only a few of us to avoid too much confusion.

I came up with an idea of what I

would like on the stand, and then made a few calls to see if the relevant owners would be willing. I completely understand that not everyone wants to exhibit, and there was never any pressure on anyone to do so. Fortunately for me most agreed to exhibit, and I was able to make a small model of what I was hoping to display to make sure that I didn't over or under fill the stand. I was also glad to have the agreement of the use of our resident 'man with a van'.

So with the forms all filled in, and sent off I could sort of relax until after Christmas. In the meantime, I took the club loco home so that I could give her a polish and clean up, while also touching up the paint so she looked a little more presentable.

Suddenly it was January, and I had polished up my loco for the show, so I was ready. The weekend before the show I received models from Edgar and Paul for the stand to take home, and Paul collected the gantry and display tracks with his van ready for the week after.



Martin was arranged as an extra car, taking his loco and another two, while Chris had agreed to bring his car just in case we needed the space, along with his tv, and Andrew to supply a little extra muscle.

So, Thursday came along, with a 9 o'clock start at mine for Paul, Andrew, Chris and I, although this fell apart with massive tailbacks on the A2... after a quick cuppa, we loaded everything from my workshop into the van, along with Andrews loco which all fitted... more or less. An unexpected phone call caused a bit of stress, when we heard that Andy and Luke couldn't fit their loco in the van, so another stop was needed. Fortunately it looked like we were going to have enough space.

Off we set, collected from Andy's house, then on the Dave's house.

A bit of a shuffle later and Dave's models were in Chris' car, along with Andy's and Andrews tender... Martin met us there, so that we could arrive at Ally Pally together.

The setup began by bringing the models into the building, setting up the gantry, positioning the models and rigging the alarm. Final touches were the pre printed labels for each model and a final polish up to get rid of any



fingerprints.

The journey home wasn't great, but since we were heading back early the traffic hadn't built up to rush hour yet.

Friday came, and unfortunately I was unable to attend, although from all the feedback I received it was the busiest of the three days, and although we weren't voted in the top three stands by other clubs, numerous members of the public told us they thought we were the best. There was a lot of interest in our stand, and to me that was understandable, we had a lot of fine models on show; the items that drew the most attention were the



traction engine and the beam engine. That said, nothing was ignored and I heard comments about the variety on display.

Another two days of show, numerous compliments, chatting at the stand and even meeting some potential new members... This all led to not having had much time to fully explore the rest of the exhibition, and by the afternoon on Sunday we were ready to pack up.

Half 4 came along, and with all of the boxes under the stand, it didn't take too long to pack up in a methodical manner, getting the biggest and heaviest models sorted first, then the drivers went to get the cars/van and join the queue to get the exhibition hall while Andrew and I finished to load the locos into their boxes and take down the gantry.

Barely an hour after the cars turned

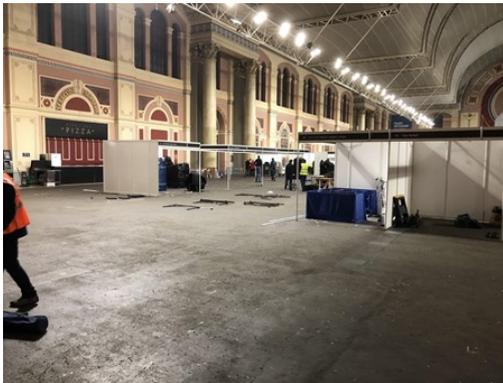




up, and despite the rain that did its best to dampen our spirits whilst we loaded the vehicles, we were heading home, after making stops at Dave's and Andy's, to return us to pre Thursday condition, with the last couple of models to be returned the following weekend.

Up to now I've only heard positive comments about the show, and some of the exhibitors already talking about what they may wish to display next year, so if all goes well it may happen again... watch this space. In the meantime, if you would fancy displaying some of your work (and it

doesn't have to be a railway engine, or even finished) then please do let me know (if it's very big and heavy then I may ask for your assistance in sorting out a method of moving it to the stand), and I can make a start designing next years display (although I've already got a few ideas).



Finally, I would just like to voice (in text) a huge thanks to all that helped, either with the loan of models, transport, setup/breakdown, manning the stand (even for short times to give those there all day a break). You

all played a part in putting forward an extremely good impression of the club, which is a club I am extremely proud to be a part of.

# Here Comes The Bride - Alison Bridges



On Saturday 31<sup>st</sup> March (Easter Saturday) the club provided rides for a wedding party, consisting of the bride and groom and their hundred or so guests who arrived after the wedding ceremony and before going on to the reception, some of whom didn't know why they were being taken to Mote Park.

After the Good Friday rain the weather forecast wasn't favourable for Saturday either but the rain kindly stayed away and we even had a glimpse of sunshine but it was still cold. Some of the guests came prepared and wore their wellies. The bride was spotted wearing gold trainer type shoes and grey socks.

Six engines were on track and did a very good job especially near the club house where they had to proceed with caution when some of the guests got a

bit too close to the track. A couple of whistle blows soon had them stepping out of the way.

The wedding party made use of the club house where their caterers provided drinks and canapes and was very full at times. Charles Darley did a great job as loader with his loud voice encouraging the guests to have a train ride which they duly did. The bride and groom had rides behind a



couple of the engines even though she was still in her wedding dress. The photographer certainly earned his money as he was sprinting around the track to get his shots.



Everyone seemed to be enjoying themselves and having fun. Many congratulations to Sophia and Nathan and may they have a long and happy life together. They will have some unusual wedding photographs to show their friends and family.

# Polly Trojan (P.L.A. 53) - Andy Bridges

The P.L.A or Port of London Authority is the river authority for the tidal River Thames. It was established through an act of Parliament in 1908, the Port of London Act. The Port of London came into existence on 31<sup>st</sup> March 1909. It also took charge of the various dock systems up and down the river. These dock systems already had some railway systems with main line connections after the P.L.A came into being. These were upgraded and all became part of the same system which had a route mileage of about 140 miles which made it one of the largest private rail networks in the country. They had 150 loco's and numerous wagons of various types.



P.L.A 53, built in 1915 by Hudswell Clarke, spent its working life in the Millwall Docks on the Isle of Dogs where the radiuses were quite tight so they had about six or seven 0-4-0 saddle tank locos. No 53 being one of them. When Polly Model Engineering brought out their 0-4-0 saddle tank version of GWR Trojan

Luke liked it and wanted to build it as a P.L.A. loco. He had already bought a picture of a P.L.A saddle tank 0-4-0 and it was number 53 so it was decided to build it as 53.

On Polly's Trojan the dome is flat topped with 2 dummy safety valves on top and the proper safety valve down a tube at the back end of the saddle tank. On No. 53 there was a normal shaped dome and luckily the safety valve was in a tube at the back of the tank, so a normal dome was made and an adaptor was made for the safety valve to raise it up level with the tank.

A dummy injector was made for the left hand side rear of the tank where it would have been. It was through piped using the dummy injector overflow to the hand pump under the cab floor and through the injector body to a site glass in the cab so we could see the water in the tank.

On the running boards at the front end of the tank No.53 had two large sand pots. The left hand pot is hollow and easily removable as it covers

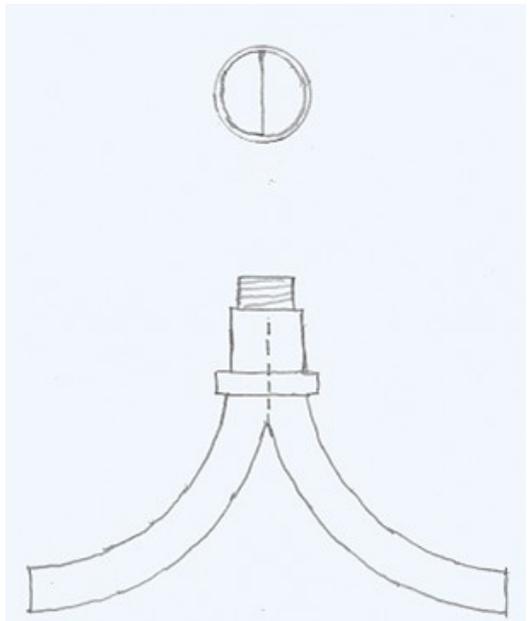
the lubricator which is mounted with the pipe coming across the rear and the lever swapped to the other side of the tank which looks better than the standard arrangement. The sand pot on the right side is a solid block of steel.

The buffer beams are also different to Trojans. They are slightly thinner and the front beam has a lower centre section and a disused set of lower buffer holes fitted with bolts to match the original. That is most of the visual parts done. Next the weight had to be increased and the exhaust, blower and bypass changes to be done.

The boiler is wrapped with Kaowool lagging and then wrapped in lead sheet covered over with the boilers cladding. Since there is a lot of rear overhang behind the rear axle, long lead blocks have been added under the forward end of the running boards above the cylinders between the buffer beam and the front axle. Also an extra stretcher has been made and fitted about halfway along the frames just behind the weigh shaft, the idea being to help stop the frames from twisting and flexing under load from the cylinders and thus lessening the wear on the bushes/axleboxes through the frames and it adds a little more weight.

With the heavier buffer beams, solid dome, lead and stretcher the weight has increased by 9kgs or 20 pounds.

The biggest difference made was to the exhaust system. Polly's exhaust, like many are a simple 'T', cylinders in the sides, exhaust out through the top but Polly blast pipes are quite tall and can get in the way when work needs to be done in the smoke box, so a Kordina type exhaust was designed and made. A kordina exhaust is where the two exhaust pipes leave the cylinders with smooth curves and where they meet they are cut to about half the diameter and a plate fitted between so that each pipe cross section area is the same or slightly more than the blast nozzle. The result is that



the exhaust back pressure is greatly reduced. The blast pipe is also removable thus only leaving a small amount protruding through the bottom of the smokebox saddle making it easier access. Also a combined blast and blower nozzle was made which sounds softer but works much better than the way Polly do it.

A brick arch was made for the firebox as we did for our other Polly as it helps to stop the boiler tubes from blocking up so quickly on prolonged runs. Lastly a low cab back was made for when driving.

After some testing and now passenger hauling, one for a wedding a double passenger trolley can be pulled all afternoon. It is very easy to drive and just wants to play creating plenty of steam and pulling power.



[Ed: This in contrast to our Polly 6, whose lacking weight and standard 'T' exhaust leaves a lot of power unavailable to use, a double trolley is a struggle to pull at more than a slow walking pace and steam can be hard to keep, a distinct cushioned punching can be felt that can only be overcome by nothing up, but with only one other notch available power suffers greatly, we have added a middle notch on Trojan which is proving very useful. Also the flex in the frames on the 6 is very noticeable from a driver's view if you watch the front end twitch under high load, for example on the portable track at Ally Polly where more stiction would also be appreciated]

# BOILER CERTIFICATES EXPIRED OR EXPIRING BEFORE JULY 2018.

P.BAXTER	5" GAUGE SIMPLEX	08/07/2015
A.BRIDGES	5" GAUGE POLLY VI 2-6-0	25/02/2018
L.BRIDGES	3 1/2" GAUGE 2-6-2 BANTAM COCK	05/05/2017
N.CLARK	4 1/2" SCALE BURRELL	25/03/2016
N.CLARK	5" GAUGE 0-6-0 "BUTCH"	27/05/2018
N.CLARK	5" GAUGE 2-8-0 NIGEL GRESLEY	27/05/2018
N.CLARK	5" GAUGE 2-8-4T "DHOLPUR"	24/06/2018
P.CLARK	4 1/2" ADVANCE ROLLER	08/04/2018
P.CLARK	5" GAUGE STANIER 8F 2-8-0	03/06/2018
C.DARLEY	5" GAUGE POLLY VI 2-6-0	23/05/2018
D.DELLER	3 1/2" GAUGE BRITANNIA	21/06/2017
D.DELLER	5" GAUGE LNER BI	16/03/2018
D.DELLER	5" GAUGE U-CLASS 2-6-0	10/06/2018
B.DOUGLAS	5" GAUGE AQUILA 2-6-0	10/06/2018
C.HAWKINS	5" GAUGE 0-8-0 NETTA	08/04/2018
J.HAWKINS	5" GAUGE FREELANCE 0-6-0T	25/05/2018
A.HULSE	5" GAUGE D CLASS 4-4-0	25/03/2018
P.KINGSFORD	5" GAUGE 4-4-0 MAID OF KENT	03/05/2017
P.KINGSFORD	5" GAUGE 4-4-2 JERSEY LILLY	12/03/2017
P.KINGSFORD	5" GAUGE RIVER CLASS 2-6-4	27/05/2018
P.KINGSFORD	5" GAUGE SOUTHERN QI 0-6-0	09/05/2018
M.KNOTT	5" GAUGE 2-6-2T FIREFLY	18/03/2018
M.M.E.S.	5" GAUGE LNER 2-6-2 ENTERPRISE	31/05/2018
M.PARHAM	5" GAUGE 4-2-2 STIRLING SINGLE	11/07/2016
T.PARHAM	5" GAUGE GWR 0-6-0T SPEEDY	20/04/2018
T.PARHAM	5" GAUGE LNER 2-6-2T	06/04/2018
S.PARHAM	3 1/2" GAUGE JULIET "JACK"	16/04/2018
E.PLAYFOOT	5" GAUGE MIDLAND SINGLE 4-2-2	02/06/2016
E.PLAYFOOT	5" GAUGE PEPPERCORN A1	10/04/2017
E.PLAYFOOT	5" GAUGE ROYAL SCOT	23/04/2017
E.PLAYFOOT	5" GAUGE SIMPLEX	22/10/2017
E.PLAYFOOT	5" GAUGE LNER BI 4-6-0	01/04/2018
J.RULER	3 1/2" GAUGE PORTER 2-6-0	09/05/2018
G.SPENCELEY	3" SCALE BURRELL	12/08/2015
G.SPENCELEY	5" GAUGE 0-4-2 LION	20/05/2018
G.SPENCELEY	5" GAUGE WILLIAM SHAKESPEARE	21/06/2018
G.SPENCELEY	5" GAUGE JONES GOODS 4-6-0	13/05/2018
M.STARNES	5" GAUGE LMS 4-6-0 BLACK FIVE	12/04/2018
M.STARNES	5" GAUGE SIMPLEX	16/05/2016
C.SWIFT	5" GAUGE BI 4-6-0	10/06/2018
R.VANE	5" GAUGE FIREFLY	08/07/2015

J.WALKER	5" GAUGE POLLY 0-4-0	26/06/2016
B.WHITE	5" GAUGE MERCHANT NAVY 4-6-2	06/06/2018
C.WILLIAMS	5" GAUGE BRITANNIA	22/04/2018

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 esters:

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

**Customer:** Do you have any two-watt, 4-volt bulbs?

**Sales Rep:** For what?

**Customer:** No, two.

**Sales Rep:** Two what?

**Customer:** Yes.

**Sales Rep:** No.

Before studying engineering, if someone asked me what 1+1 is, I would have said "2."

Now, I'd say "I'm pretty sure it's 2, but we'd better make it 3 just to be safe."



## Next issue ....

- Clarification and an update about changes to boiler testing
- What's next for our Polly 6 'Marjorie Evelyn'
- Photo Competition - Winning photo for cover of Xmas Newsletter
- Featured loco

Plus the usual news from the park, calendar, club news

Three engineers and three mathematicians are on a train going to a conference.

The mathematicians each bought a ticket. The engineers have one between them.

As the conductor starts walking through the train car, the engineers all rush off and jump into the small lavatory. The conductor knocks on the door of the lavatory and says "Ticket, please."

At which point the engineers slide the one ticket through a ventilation slot and the conductor punches it. The mathematicians think this looks like a good trick and decide to try it on the train ride back home.

As the mathematicians board the train they have one ticket between them. The engineers have no ticket! After a while, one of the engineers says, "Here comes the conductor!" So all three mathematicians jump up and run into the lavatory with their one ticket.

One of the engineers goes to the lavatory door and says "Ticket, please."

# MMES DIARY DATES 2018/19

Saturday 7 April:	Detling Heritage Transport Show - MMES stand
Wednesday April 18:	Wednesday Playtime run.
Friday May 4:	Night Run and Bits & Pieces Evening.
Wednesday May 16:	Wednesday Playtime run.
Friday June 1:	Night Run and Barbeque.
Wednesday June 20:	Wednesday Playtime run.
Saturday June 23:	Gravesend Invitation Day.
Saturday June 30:	The "Peter Roots" Family and Friends Day.
Friday July 7:	Guest Speaker. (tba)
Wednesday July 18:	Wednesday Playtime run.
Friday August 3:	Night Run plus Fish & Chips at £3.60 per head.
Wednesday August 15:	Wednesday Playtime run.
Friday September 7:	Night Run and Bits & Pieces Evening.
Wednesday September 19:	Wednesday Playtime run.
Friday October 5:	Quiz Night 7-30pm.
Wednesday October 17:	Wednesday Playtime run.
Sunday October 28:	Last Public Running Day.

Friday Nights start around 7-30pm at the Clubhouse, evening runs a bit earlier, with the track available from 5pm

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 2018

Saturday 7 April:	Detling Heritage Transport Show - MMES stand
Friday 11 - Sunday 13 May:	National Model Engineering and Modelling Exhibition, Doncaster

## Some open days in 2018

June:	Gravesend Open Day
Friday 22 - Sunday 24 September:	Llanelli Autumn Rail and Road Rally