



Maidstone Model Engineering Society

President:
JOS. N. LIVERSAGE

NEWSLETTER '76

WINTER EDITION

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Our thanks to the many Societies from whom we have received Newsletters. They are greatly appreciated.

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Copy for the next edition of the Newsletter to be in
by:- MARCH 6th. 1977 LATEST

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EDITORIAL

May I take this opportunity to wish you all a Merry Christmas and a happy New Year.

The heading contains the word Winter, the first letter being the same as in WORK, of which, there appears plenty to do. I spent every Sunday last year with many others, from the end of September '75 to well into the spring of '76, providing a small part of the "muscle" required to accomplish the work in time. I recall being frozen to the bone, rained upon, even snowed upon, but the job still had to be done if it was to be completed in time.

Likewise, this year, as mentioned in the last issue, there is work to do. The Secretary's Notes say what is required, the only problem really is the labour. I know it is a lot easier to sit in front of a good fire on a cold Sunday afternoon, but it would be nice (and helpful) to see a few of our members who use the track and sit in the clubhouse sipping tea during the summer months, basking in the reflected "glory" the achievements of others, or at the A.G.M., having their say, doing, something towards the upkeep of the Society.

I am glad to see that a recognition of other fields within Model Engineering, however oblique, has been made. I wonder if a more broad based, healthy, Society is emerging from a rather hard line Model Railway Engine orientated Society?

I would also take this opportunity to thank all who have submitted copy for the Newsletter for their support. I hope you will continue to support my successor.

The new Editor will, no doubt, have his own ideas about how the News Newsletter should be run, but it is my view that articles for the next edition should be in by March 6th, 1977, to get a prompt start to the new year.

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WINTER PROGRAMME

JANUARY 22nd. Starting at 7-30pm. at the Clubhouse, Mote Park, a
BITS & PIECES EVENING / BRING & BUY SALE

You are invited to bring your latest creation, or part thereof, have a natter, or just look on. Also, if you have anything, from the wife to a 2ba. nut, you wish to dispose of, the Society will be pleased to act as auctioneer (for a modest 10% of sale price) or articles may be donated to the Society for sale on the evening. All proceeds, of course, go to the Society's funds.

MARCH 19th. A film evening has been arranged on this date starting at 7-30pm. If you have any films not before exposed to public view, which you would like to bring, please consult the Hon. Secretary or Press Officer, so that these may be fitted in with the hired films.

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CHRISTMAS MESSAGE

About this time of the year I suppose it devolves upon the President to write a seasonal message to all Members. This sort of activity is rather foreign to me, but anyway here is wishing you all my best wishes for the Christmas period and a prosperous New Year.

May your screws and nuts never work loose or your boilers develop a leak.

Jos N. LIVERSAGE

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CHAIRMAN'S REPORT FOR 1976

It only seems a few months ago since I was bashing the keys of my typewriter to produce last year's report but a year has passed bringing a very successful season.

The hard work of last winter and early spring culminated to give the Society a very fine coal store and steaming bays: my thanks to all the members who made this possible. Having made a start, the season blossomed, with the very warm summer, to give us the finances to pay off all the bills incurred by the resiting of steaming bays. The income also enabled us, (your committee), to plan ahead, the relaying of the track at Mote Park, which, members will know, badly needs repairs on the part which passes the site of the old copper beech. We considered many ways of repairs, finally agreeing that the best was to purchase some new rail and relay.

The scheme of relaying, involves making new steel sleepers to clamp the $3\frac{1}{2}$ " x 5" gauges to a true gauge, which, makes it almost impossible for the rails to "become out of gauge". By the time you read this news letter most of the rails, steel etc., will have been purchased, and the press tool for the sleepers made, the work being carried out by committee members. The manufacture of said sleepers will be carried out by members. I thank both groups for their great effort. At this point I ask the whole membership to keep this project in mind, for as soon as the sleepers are made, rails delivered, etc., there will be plenty of work for all to do at the track.

Another committee member has designed and made a mould for the production of 'Lead Wedges' to replace the wooded elevation slips. These lead wedges, again are almost indestructible and will be hidden from view under the new steel sleepers, so if any members have lead, "that they do not know what to do with", we can put it to good use at the track. A number of the wedges have been made but we require many more. Hence the 'Lead Appeal'.

I always seem to be pushing hard work your way, but I know that the track relaying will be well worth while.

As I have said we have had a very good season but it would not have been possible without the hard work of some of our membership, to these, I say thank you. Also a vote of thanks is due to your committee and officers for making my term of office so much easier.

I conclude this report by hoping to see you all at the A.G.M. Wishing you all the very best for Christmas and the New Year.

A.H.W. Payne (Jack) Chairman
5th December, 1976

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SECRETARY'S NOTES

Last year at this time I recall writing on the subject of the considerable improvements about to start at Mote Park. There seemed, as always, insuperable obstacles to be overcome, not the least of which was the cost. Now, just a year later, the new facilities provided seem to be part of the scenery, the work involved forgotten, and the £800 spent with scarcely a murmur.

This winter, with further improvements in mind, the Society has already embarked on a scheme to relay with new rail, sleepers, and super-elevation, a large part of the existing track at a cost of some £450. Whilst it may seem that the vast majority of the society's assets is spent on the railway, one must remember that without this revenue from the track the Society could not survive in its present form; even taking into account the increased subscription introduced last year. This subscription does not even cover the day to day expenses.

Having justified the cost, the plan is to relay as much of the track as time and materials will allow, starting in January and ending before Easter. Maintenance work on track not to be relaid, painting the guard rail and repairs to the bridge abutments, are included. Repainting the clubhouse facade, shutters, sills, etc., can all be included in this winter's programme.

Perhaps members who do not form part of the team that run the track on Sundays, or who did not help with the four exhibitions supported by the Society this year will be inspired to come along and help.

Whilst it may be very nostalgic and romantic to be associated with a Society that operates a miniature railway, M.M.E.S. is an engineering society where a prerequisite for membership is to be actively engaged in Model Engineering and to further this activity communally.

Considering further the well being of the Mote Park track, the Committee have decided to fit three locking devices to prevent unauthorised use of the railway. This has become necessary because on many occasions throughout the summer, members and non members, without boiler certificates registered with the Society have used the track, thereby contravening our undertaking with the Council and Insurance indemnity.

Genuine members know perfectly well that they may use the facilities at any time and a key is available on application to the committee. Members with a bona fide key will, of course, be able to remove the locks and refit them with the aid of a suited key hanging on the Shadow Board in the equipment store.

The Committee is reluctant to introduce this measure which is an inconvenience to members, but is unlikely to be more inconvenient to non members who cash in on our labours and collide with a Lawson Lock they are unaware of.

Turning away from the more unpleasant aspects of the Secretary's job, I recall the more amenable events of this last season. The most memorable ones for me being, M.M.E.S. entertained at Ridgway Park, including North London Model Engineering Society, with such genuine hospitality and enthusiasm. Similar hospitality was extended at Tonbridge on several occasions, including the opening of their new track.

(cont'd over)

Secretary's Report Cont'd.

Also, Brighton, at the Southern Federation Rally, in spite of the dreadful weather. Nothing dampens genuine enthusiasm such as one finds at most of these events.

Watching my wife drive Nigel Getting's 'TICH' around Beech Hurst track without stopping doesn't seem momentous but the spontaneous merriment of Beech Hurst members sitting in the evening sunshine with a can of beer is also part of Model Engineering. Such recollections of the summertime drives one from the fireside in winter, to press on with one's latest project.

Models do not have to be the acme of authenticity to afford their owners countless hours of entertainment.

Next year with our much improved track we will doubtless be host to many visiting clubs, Brighton & Hove having already made arrangements. The 1976 I.M.L.E.C., rather prematurely announced in last Newsletter, is now unlikely to take place at Mote Park. The problem of selling tickets to an event in a public park has created difficulties between the local Council, Mr. Evans and ourselves, which seem insurmountable and I fear that the competition will almost certainly be held elsewhere.

Doubtless there will be many other visits etc. arranged for 1977 if only members would turn up at the forthcoming A.G.M. and say where they would like to go or what event(s) they would like at the Park.

Please make full use of the A.G.M. so that the newly elected Committee can hopefully steer the Society where the majority wish. Also please use the nomination slips provided so that the 1977 administration is truly representative of the membership in its forty eight year.

Ray Milliken

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IS THIS ANY BUSINESS OF YOURS?

The explanation of the shopping problem that appeared under the above heading entitled "Inflation" in the summer edition of the Newsletter is given as follows:- The query was based upon the proportions or ratios existing between the three values of The Fiver, The Bill, and The Change.

Let us call the Change "x" The Bill "y" then the Fiver is "x+y"
We are told that $\frac{x}{y} = \frac{y}{x+y}$ Clearing of fractions is $x^2 + xy = y^2$ (1)

This is a quadratic equation and the values can be found by completing the square and can now be written as:-

$$4x^2 + 4xy + y^2 = 4y^2 + y^2 \quad (2)$$

Taking the root of each side $2x + y = \sqrt{5y^2}$ (3)

$$2x + y = 2.236y \quad (4)$$

$$\frac{x}{y} = \frac{1.236}{2} = 0.618$$

Now $\frac{x}{y} = \frac{\text{Change}}{\text{Bill}} = \frac{0.618}{1}$ and $\frac{y}{x+y} = \frac{\text{Bill}}{\text{Change} + \text{Bill}} = \frac{1}{0.618 + 1} = \frac{0.618}{1}$

But $x + y$ equals £5 Therefore the Bill is £5 x 0.618 = £3.09 (5)

Also the Change bears the same ratio to Bill, That is £3.09 x 0.618 = £1.91

Summarizing: The Bill £3 . 09
The Change £1 . 91
Tendered £5 . 00

E.G. Rix

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ONLY HALF GLENLIVET

"Fairshon had a son, who married Noah's daughter and nearly spoilt ta Flood by drinking up ta water which he would have done (I at least believe it) had the mixture been only half Glenlivet"

(W.E. Aytoun - The Massacre of The Macpherson)

Aviemore is a horrible place. Superimposed on an undistinguished highland village (not to be compared with Newtonmore or Kingussie a few miles down the road), which is situated on a congested main highway and approached from the south by the most bleak and spine-chilling pass in all Scotland, there has arisen a grotesque Coney Island of concrete towers plastic food, Spanish waiters, Austrian ski instructors and not a highlander in sight. It is all of a piece with the concept pursuant to which British Railways recently perpetrated one of their more inspired flights of business probity and acumen. They wanted to close Carrbridge station, 6 miles from Aviemore (Carrbridge is the best ski centre in the highlands). They explained that the station didn't pay because very few tickets were sold there. Quite true. What they didn't add was that the station contributed thousands and thousands of pounds worth of return tickets booked from London. The goons don't always win. Carrbridge station is still open.

What was indeed closed (many years ago) was the beautiful little branch line from Aviemore to Boat of Garten and Grantown-on-Spey. And so (as you will by now have guessed) when the great trans-Britian trains have gone through Aviemore (the long lines of private, shut-faced carriages marked INTER CITY SLEEPER are still romantic to me, diesel or no diesel) you can see the Emmet-shaped Edwardian rolling stock of the Strathspey Railway Company Limited standing on the company's siding.

This is not a travelogue - not even a preservation-logue - so I pass quickly over the struggle for existence that is typical of the story of railway preservation societies. You can imagine it for yourself. Contempt from British railways, followed by hostility, followed by jealousy (even though virtually every passenger on the company's line has to connect via B.R.). The offer of scrap B.R. rails at 3 times scrap prices. The refusal to allow the company's locomotives to be brought to Aviemore otherwise than by road. Free rail finally supplied from old sidings by the City of Edinburgh. And of course a Gilbertian set-up straight out of the Gondoliers ("where everyone is somebody and no-one's anybody") arising from 4 miles of track, two or three passenger carriages and at least 6 locomotives, including a genuine, full-size, roadworthy "Black Five", no less.

I wanted only to record two thoughts. The first is to remind ourselves how lucky we are in the smaller sizes, No site problems (not in our case, anyway, because of a strong attack of enlightened self-interest and generosity on the part of the Council). No dog-in-the-manger competitor. Simple finances. And (I am sure this is the secret) really close contact with the public on whose support and goodwill we rely. Just think of the lad sitting behind you. He is in as close contact with you as a fellow-slave on the middle passage would have been in the 18th century. If you forget to open the cylinder drains before you've warmed up, his face will be spattered, like yours, with oily water (and he'll get the soot in any case). He can hear the beats, he can smell the smells, and he can watch you double the jobs of driver, fireman and signalman. (No, not ticket-collector; Connie will do that).

He will love it all, because, by being close, he can understand what he is experiencing. Thus he can appreciate what 2 years' construction really means. So that, out of the hundreds of passengers going through our hands on a Sunday, we don't only get satisfied customers, but maybe 20 new addicts and 2 or 3 recruits to model engineering. Full-size railways lack this advantage, because you can never get close enough.

This brings me to my second thought. We are an independent hobby. We could exist - we would exist - if there were not a full-size steam locomotive running anywhere in the world. We are part of the same urge that reproduces or models Cayley's 1845 man-carrying glider; or Leonardo da Vinci's wheel-lock mechanism; or that branches out into original design, like some of the model aircraft and model sailing yacht fraternity or, for that matter, the designer of "Duke of York". We are all the better for our independence, but still the full-size preservation societies need our support. In the case of Strathspey, it is particularly needed, because, in contrast with Exmoor, or the Dart Valley, or Festiniog, it is so easy to be put off by Aviemore. Don't be put off, but travel down the line, for at the end of that particular rainbow (or not far away) is the crock of gold, the Aladdin's cave par excellence - Glenlivet, the home of the cream of the cream of highland malt whisky, the essence of Scotland, the water of life. ("Whisky" is a corruption of a Gaelic expression meaning just that). Nor am I advocating a mere distillery crawl. We model engineers will grasp at once the simple principles of the copper (yes, copper) pot still in which highland malt is made exactly as it was made in the old days of the illicit still. It has no connection at all with the oil-refinery-like continuous processes of the ordinary "Scotch". Almost one can imagine (say) our Chairman rolling up his copper sheet, annealing, forming and rivetting to the ultimate glory of the greatest British product of all. The Americans and the Japanese can't take that one away from us (not without transporting the feeder burns of the Spey to their own distilleries). Furthermore, consider the economics. A bottle of red plonk costs £1. A bottle of Chateau Mouton Rothschild of a good year maybe £12. 12 to 1. So you buy plonk. A bottle of supermarket scotch costs £4.25. A bottle of Smith's Glenlivet, or Dufftown-Glenlivet, or Glenfarclas-Glenlivet, or (my own favourite) Aberlour-Glenlivet costs £6 or £7. And the difference is wider than the Atlantic. So go to Aviemore. Take the Strathspey Railway to Boat of Garten. Find your way into Glenlivet. Buy a bottle of malt at the distillery of your choice. And give yourself time to recover before you raise steam at Moto Park again.

Lionel Alexander

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MAIDSTONE MODEL ENGINEERING SOCIETY

Notice is hereby given that the Annual General Meeting of the Society will be held at the Fountain Inn, Tonbridge Road, Maidstone, on Friday 18th. February 1977, commencing at 7.30 p.m. to consider the undernoted Agenda.

Raymond Milliken
Hon. Secretary

AGENDA

1. To read the Notice covering the meeting.
2. To confirm the Minutes of the Annual General Meeting held on the 20th. February, 1976.
3. To consider matters arising from these minutes.
4. To approve the Hon. Treasurer's Report and accounts for the year ended 31st. December, 1976.
5. To approve the Chairmans Report of the Society for the year ended 31st. December, 1976.
6. To elect the Officers of the Society for the ensuing year, namely:
President --- Vice Presidents --- Chairman
Vice Chairman --- Hon. Secretary --- Hon. Treasurer
Hon. Press Officer
7. To elect the Council of the Society for the ensuing year.
8. To elect Honorary Members of the Society for the ensuing year.
9. To consider any other relevant business of which SEVEN DAY'S ADVANCE NOTICE has been given in writing to the Hon. Secretary at:

14, Hurstwood, Chatham, Kent.

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SUBSCRIPTIONS

Your subscription for 1977 is payable as from the 1st. of January. It is suggested that payment be made as early as possible, by entering YOUR FULL DETAILS in the space provided. Failure to do so by 1st. APRIL 1977 will automatically terminate your Membership. Honorary and Life Members are of course excluded.

PLEASE USE BLOCK CAPITALS

NAME _____ TEL. No. _____

ADDRESS _____

SUBSCRIPTION £1.50 ENCLOSED

(Kindly consider the Spring issue of the Newsletter as being your receipt)

CUT -----

NEWSLETTERS

In the interests of economy and with the prospect of a further increase in postal charges we are again asking members to collect their Newsletter. If you are genuinely unable to, or make alternative arrangements, will you please in this slip and return it with your subscription or to the Hon. Press Officer.

NAME (In block capitals) _____

N.B. Failure to return this slip, appropriately marked, means your Newsletter will be left for your collection at the Clubhouse.

CUT -----

NOMINATIONS

Prior consent to serve, if elected, must be obtained from any person nominated. All nominations must be received by the Hon. Secretary by February 1st. 1977.

PRESIDENT	_____	COUNCIL	_____
		MEMBERS	_____
CHAIRMAN	_____		_____
VICE CHAIRMAN	_____		_____
HON. SECRETARY	_____		_____
HON. TREASURER	_____		_____
HON. PRESS OFFICER	_____		_____

SIGNATURE _____

If desired the whole sheet can be returned to the Hon. Treasurer.

