



Ken Linkins

14th December 1923 - 14th May 2016

Graham Kimber

15th November 1934 - 22nd March 2016



**MAIDSTONE MODEL
ENGINEERING SOCIETY**

Summer 2016

www.maidstonemes.co.uk

Maidstone Model Engineering Society

Summer 2016 Newsletter

Contents

Lukes Spot.....	3
Graham Kimber	4
Ken Linkins	10
The Heritage Transport Show	15
Other Bits and Pieces.....	18
Why “Frenchy”?	22
Graham.....	26
Diary.....	28

Cover and below: Ken and Graham with Joy



Luke's Spot

This wont be a long ramble from me as I did that in the last issue, but I do have to report we have lost two members of the club in the last months as you will no doubt have heard about. These are Graham Kimber and Ken Linkins, both fine engineers with many examples of their work to their names. I'll leave you with some photos of out recent holiday in North Wales, which yes, did feature a "few" railways.



Just as I'm about to send this to the printers, we have learnt about the sad passing of Ron Attfield, Ron will feature in the next issue as Graham and Ken have this issue.



Join our members page at facebook.com/groups/Maidstonemes
And like our page at facebook.com/maidstonemes

Graham Kimber

15th November 1934 - 22nd March 2016

Graham was born in Queen Charlotte's Hospital in Marylebone, London and grew up in Hanwell, Middlesex, with his parents and two sisters. His Dad worked in the Accounts Department at Fairey Aviation, and when Graham left Westminster Technical School aged sixteen, he started an apprenticeship, also at Fairey Aviation.

The family moved to Kent when Graham was seventeen, and his father took over the local grocer's shop at Coxheath in Maidstone. Graham transferred his apprenticeship to Tilling Stevens, situated by the river and the High Level Bridge in Maidstone, and worked in the tool room. He was a member of the San Fairy Ann Cycling Club in Maidstone and would think nothing of going for a fifty-mile bike ride on a Sunday morning. He was also a keen fisherman, on land and sea, and when he could, enjoyed eating the fish he caught. Within a few years he had met Joy, the great love of his life, when they went to the cinema (at that time, the Granada in Maidstone) with their respective friends who were dating each other. They became engaged one Christmas; and with the statutory National Service looming near for Graham, after he finished his five-year apprenticeship, they decided to get married before he had to leave so they could have weekends living together.

Graham was aged twenty-two and Joy was twenty when they married at Ditton Church in June 1957. He did his statutory two years' service, and after he was demobbed he returned to his employment with Tilling Stevens. They lived a further three years with Joy's parents at Ditton while they searched for somewhere to live, both having in mind an older property. After a fruitless viewing of a house in Barming, they were just walking down the road to Joy's parents' cottage when the lady of the house on the corner stopped them to chat. She said they was selling some of the land attached to her house in two lots, would Graham and Joy like to buy one and build their own house? So that was exactly what they did – buy one of the plots of land. Graham designed and drew up the plans for the house they wanted, Joy typed up the specifications, the council gave planning per-

mission and the builders commenced work in November 1961. Graham built the spiral staircase in the house. Six months later, in May 1962, they moved in and have lived there very happily ever since. In 1969, a son, Timothy, joined them, followed by a daughter, Charlotte, in 1971.

Tilling Stevens, Graham's employers, closed and made everyone redundant in 1973/4. Graham took on the job of Production Engineer at Calor Engineering in St Mary's Platt, Borough Green, where he enjoyed working for nineteen years, with business trips to Germany from time to time.

Graham joined Maidstone Model Engineering Society in July 1973, and was voted onto committee at the AGM in 1979. He then spent over thirty years alternating between the posts of Chairman and Vice-Chairman of the Club, and such was his popularity he was always on the committee of the Society, even when not Chairman or Vice Chairman, as he stepped down to encourage others to take on the role. He was constantly the voice of calm, reason, and experience, and supported the club unconditionally. Amongst other committees Graham served on were the Detling Heritage Transport Rally Committee and the Kent County Show Committee. Both he and Joy took pleasure in attending these events.

He always made a point of being around for important occasions, as the Club Chairman doing speeches when required, and he regularly attended the annual Club Sunday lunches with wife Joy. Graham's engineering skills became legendary not just in the club, but further afield, and he was always busy building something in his workshop (originally a garage). One of his first models was a 2½" gauge Canadian Pacific, which he and Joy liked to keep in the lounge on display. A long term project was a 2" gauge Fowler Showman's engine, almost but not yet finished, that was put aside as he concentrated on other things. He completed a 5" gauge Lancashire and Yorkshire Railway 0-4-0 works shunter, the Wren, which won a silver medal at the 47th Model Engineer Exhibition in 1978. There was at the time a big discussion by the judges as to whether it should also have even awarded the J.M. Maskelyne Cup, given to the most authentic model. Graham had certainly made the Wren as authentic as possible. It was even the exact weight for its scale. But, the judges decided to award that trophy to someone else. Graham, driving the Wren on Maidstone track, featured on the



front cover on the Model Engineer at the end of October in 1979.

This was an impressive passenger hauling loco, taking four trolley loads with ease, two of the trolleys being constructed by Graham as well. He then built another 5" locomotive, a freelance vertical boilered 0-4-0, known as "Coffee Pot". This, too, won a silver medal, in 1982, at the 51st Model Engineer Exhibition, and passenger hauled at the Park regularly. In the mid-1980s he took on the design and construction of a non-steam engine for the Club, named Galloping Gertie, that we still use regularly on a



Sunday for passenger hauling. He built a kit car, and would often drive it to the Park as this was his fun car.

He spent over 13 years on his next project, a 5" C Type Foden Ballast Tractor, entering this in the 1998 Model Engineer Exhibition, where it won a gold medal. The Foden featured on the cover of the February/ March 1998 edition of the Model Engineer, and over the years gave Graham many happy hours at the Park and at various steam rallies, a favourite being able to pootle down The Mall in the New Year's Day Parade in London. He let Brunel University in

London have the Foden for a while to display in an exhibition.

Graham retired at the age of sixty, and in his speech at his farewell party, he said: "Gosh I've been really looking forward to this day! I have so much that I want to do!". And in the twenty-one years he had in his retirement, he had many more hours in his workshop, he and Joy enjoyed every day, whether out and about, or at home doing the garden, or at a steam rally with the Foden and their good friends and nearby neighbours Mick and Mavis Lister, Mick also being a member of M.M.E.S.

Throughout his life Graham was fit and healthy, particularly so for his age, as the years advanced. Just a few years ago, he was helping out with the restoration of the Old Mill House nearby. Unusually, he became ill in July 2014 with a mouth infection, and that initially appeared to have caused a stomach infection in September that year. By the time he was correctly diagnosed in April 2015 as having pancreatic cancer, he had lost three stone in weight, as for many months he had found eating difficult, something that continued. His wife Joy nursed him devotedly; his wishes were to be at home as much as possible; and both Charlotte, and Tim with his wife, were on hand a great deal. Graham tried chemotherapy; but six sessions caused three spells in hospital on antibiotics, and after the last session, it was felt enough was enough. Unfortunately, Joy fell and broke her hip in early January this year, but Graham was determined not to die in the six weeks she had to use a Zimmer frame around the house, and he resolved to help her whenever he could.

But after this time his health took a turn for the worse. He would never complain about pain; he would just admit to being in discomfort at times. He refused to take strong pain relief, as the one time he did it affected him mentally, and he said he didn't want to be away with the fairies again!



Graham and Joy had one of the happiest marriages, and for nearly fifty-nine years. Sadly, and inevitably, his final moments came, just before Easter this year, and he passed away peacefully. He was where he wanted to be when the time came, in the house he had designed, loved, and lived in for almost fifty-four years, with his adoring wife by his side.

There must have been close to a hundred people attending his funeral, and there was also quite a number that wanted to be, but couldn't be there due to essential prior commitments. Long-time M.M.E.S. member Brian Harris emailed Martin to say:

"I am deeply saddened to read your mail about Graham. I first met him 50 years ago soon after I started my apprenticeship at Tilling Stevens at Maidstone. My first placement was the jig and tool design office, which was next to the planning department where Graham worked. The senior guy I was under had a problem with a component and I was asked to fetch "Grimble". This, of course, was his nick name. Subsequently, particularly, while I was in the tool room, I would see him in the lunch hour using their equipment. While truing up the ends of a boiler barrel on a lathe we got chatting, and he invited me to see his workshop at home. There was a model aircraft engine he had made with propeller, a ride in racing car powered by a petrol mower engine for his young son, and of course the traction engine (if memory serves, a Showman's engine) under construction. Sometime later he appeared at a lunchtime (it was the third floor M/C shop I think) and showed me a drawing of his next project. It was one of the Crewe Works narrow gauge engines, "Wren". I recently found the dyeline prints he did for me (two sheets) when I expressed an interest. At the end of my time there I lost contact, and we only met again at MMES. I'm actually looking at those prints now as I type this. A truly NICE guy.

When I went to talk with Joy, she had received over seventy cards of condolence following Graham's death. These numbers are a testament to Graham, showing how much he was liked, loved, and respected, by all who knew him.

Sue Parham. April 2016

In May, the Club ran for the public to raise funds for the Pancreatic Research Fund in memory of Graham, and donations totalled £500. This was in addition to personal contributions given at his funeral.

The following is a letter to the Society from Graham's family:

Joy, Charlotte, Tim and Wendy Kimber sincerely thank all who attended Graham's Funeral and made such generous donations to Charity in his memory. We greatly appreciate your kindness.



Ken Linkins

14th December 1923 - 14th May 2016

Kenneth Percy Linkins was born in Dover to Percy and Kate Linkins. He had a younger brother, David. His father was a shunter on the Southern Railway. When Ken was about 4 years old his father was promoted and the family moved to Ashford. He had a lot of interests when he was young including cricket, football, farming, Meccano and Hornby Railways, as well as full size railways. At this time Ashford was a thriving railway town with a major locomotive works, a wagon works and a large engine shed; this fostered his interest.

Members of the family farmed at Chartham Hatch Farm near Canterbury and in East Yorkshire, where his Mother came from. Some of his holidays were spent on these farms and he obviously enjoyed the experience. He recalled being put into the care of the guard on a train when he travelled from Ashford to Chartham and riding in the birdcage brake compartment of a South Eastern and Chatham coach; this gave him a good view of the engine. Holidays in East Yorkshire involved travelling out of Kings Cross and exposed him to a much wider variety of trains, including London & North Eastern and North Eastern Railway types.

When working on the farms he was allowed to help with many of the jobs, including working with the horses, which he always loved. There was no electric power, all power was from a stationary Bamford oil engine or horses; oil lamps and candles were used for lighting until Calor Gas came along.

Ken left school at 16 and had an interview for the engineering department of the GPO. This went well, his interest in Meccano impressed one of the interviewers and he started a two year training period in January 1940; he stayed with the GPO and BT for 48 years. He worked on all sorts of equipment including overhead lines, exchanges, long distance amplifier and repeater systems and postal machinery including Stuart Turner petrol/electric generator sets. The area covered was from Maidstone all the way down to the coast. Despite wartime conditions work was carried out to a high standard. Many of the tasks involved military installations, including the

auxiliary units, tank regiments and airfields. Kent was in the front line and he recalled being up a telegraph pole on the coast when he heard an aircraft; he said the first thing he thought was "is it one of theirs or one of ours".

In 1943 Ken's father was made stationmaster at Kearsney near Dover, so Ken had to commute to work each day. This involved travelling through Dover, which was often being shelled and bombed. Once he was allowed to ride in a train of empty stock being moved out of the danger area by a C class loco; the train was stopped specially at Kearsney to drop him off. On another occasion all trains had been stopped so he walked up the railway line as it was safer than the road, due to tiles and slates sliding off roofs; his father saw him coming but turned his back so he did not have to reprimand him for trespass.

Ken started to accumulate tools during the war although they were very difficult to find. His father moved to Penge in 1946 and Ken set up his first workshop there. He managed to purchase a small lathe and started on a 2½" gauge Dyak. Time for model engineering was limited as he was now lodging in Ashford. He had not done a lot of machining and Sparey's book 'A Man and his Lathe' was invaluable, as were the articles by LBSC, Duplex and George Thomas.

In 1947 the family moved again to Shepherdswell and the workshop went there. About this time he joined the Ashford & East Kent Model Engineering Society. One of the members showed him his 3½" Drummond lathe, at this time made by Myford, and in due course he purchased one, the Dyak chassis was sold and a start was made on the 3½" gauge Schools class using LBSC's Rodean design.

Ken met Joan, who was a telephone operator, in 1946 and they were married in 1951. They bought a house in Hythe Road, Ashford, and a workshop was built in the garden. They had two boys, Richard and Graham.

As time went by, he met other local model engineers such as Sid Herbert, Roy Donaldson and Reg Holdstock. He completed the Schools, which was named "Dover". He had added a lot of detail from his observations of the full size locos and he was persuaded to enter it into the 1958 'Model Engineer' competition, where it won a bronze medal. During his visits to his

mother's relatives in Yorkshire, he took an interest in North Eastern locos which resulted in him building a 3½" g. 0-8-0 Netta.

The family grew up and Ken and Joan moved into a larger house where he built a 'proper' workshop of wooden construction, lined and insulated. He purchased a Myford 'Super 7' and made many modifications. He also built a Cowell milling machine.

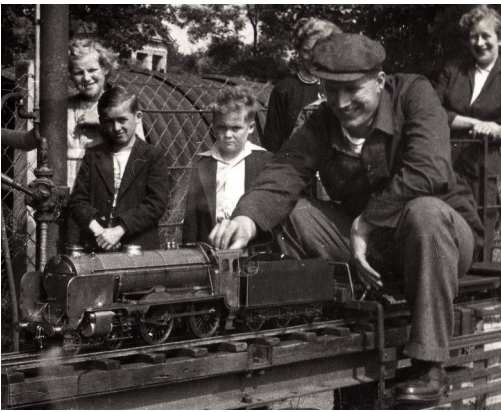


His next model was a 5" g. 0-4-0 Ajax, finished in 1973. He always looked to achieve the best standard possible and decided that the valve gear looked wrong. He therefore borrowed a technical book on the subject from Ashford library (which they had to get from the British library) and redesigned the gear. He had become friends with Jim Ewins who was very keen to improve the performance of miniature locos and Dad discussed the overall design with him. Consequently he fitted radiant superheaters and enlarged the firebox. The

result was a wonderful locomotive which has run many miles at Maidstone, New Romney and many other tracks around the country.

He then went on to build a 5" g. Black Five. He had seen and admired the full size locomotives at Bridlington & Scarborough. The model was based on works drawings and measurements taken from full size locos; it took some 22 years to complete. Following this he rebuilt the Schools, adding extra detail and replacing much of the valve gear; he said he was a little horrified at the poor quality of some of the original work but it had been built with very basic equipment. When the rebuild was finished it ran better than ever. The Harlington Locomotive Society held a Maunsell rally in 2007 and the loco steamed for nearly 5 hours - it was then over 50 years old.

Ken and Joan came to the opening of the track in Mote Park in 1951. He ran the Schools there in the 1950s and later joined the society.



He purchased his first car in 1959 and was then able to come to the club much more frequently. He worked on the track extension in 1963 and then many of the improvement projects in the 1970s; many Sundays during the winter were spent at Mote Park. The projects included the anti tip rails, the new steaming bays and complete relaying of the track. In 1974 he did most of the work on the bogies for the club trucks; his workshop was often filled with cutting oil fumes at this time.

Ken joined the Romney Marsh society in 1995. He made many friends, especially though his model engineering. In the early days several of them helped him to develop his skills and solve problems; later in life he in turn helped other people. He enjoyed travelling about to other model engineering societies, preserved railways and generally to places of interest around the country and abroad. He was one of the judges at the 'Curly Bowl'



Competition held at the Romney Marsh track in 1988. He was also the judge for IMLEC at Gravesend in 1994. He was proud of what his children and grandchildren achieved. When he was 87 years old he drove a full size steam locomotive under the direction of his grandson John. He had a wonderful memory about all sorts of things, not just railways and model engineering, and was still keen to know what the family had done up until very recently.



The Heritage Transport Show

Andy Bridges

The Heritage transport show was held on Saturday 2nd April at the County show ground Detling. There were many various types of transport on display. Vintage motor cycles, tractors, fire engines, military vehicles, many makes and model of car, a traction engine and of course buses, lots of buses. There were also models on display rc trucks & diggers. There was also the 16mm society kent area group and Tonbridge MES also had a stand. Maidstone MES (our stand) was present and we put on a very good show of models including a Thames sailing barge and a Humber barge. We even



had a fully operational articulated rc truck and a wonderful display of part built through to fully finished operational steam Locomotives. A part built 2-inch scale traction engine and a 4-inch scale traction engine complete with road signs barriers tools and of course a small brazier complete with kettle this was all topped off with the signal gantry with lights showing a sequence of changing states.

The tables and gantry were set up on the Friday afternoon but the models didn't get set up until the Saturday morning.

Saturday morning arrived and anyone displaying a model had to be at

Detling to get everything set up before the show got underway and as usual everybody mucked in and soon the stand was set up and ready. With everything in place refreshments of tea, coffee or hot chocolate were made available thanks to Sue and her secret kettle.

The building which we were in also had the 16mm society opposite us. Lots of cars and vintage bicycles in there too. Before the show opened there were people visiting our stand and taking photos. Ten o'clock came and the show opened and there was quite a lot of interest all day. As there was a fair amount of us there to look after the stand and talk to people and answer any questions we were also able to have a look around the rest of the show and get something to eat.

Outside there was a 7/4-inch steam loco giving rides on a short piece of track this could have done with being longer. Then there was a full size traction engine and several scale traction engines driving around. There were lots of buses (to many for me) cars, trucks and stationary engines running pumps or generators. I quite like the stationary engines.

Back inside there was also trade stands selling all sorts of things. I could not help myself and bought some more tools. I think I'm drawn to shiny things!! The weather was much warmer this year than last year so having a look around the show was very enjoyable and for free. The radio controlled articulated lorry was lifted onto the floor and taken for a drive around the two adjoining halls with a 3 1/2-inch gauge pony and bogie on the trailer.



Four O'clock arrived and it was time to pack up all the models tables and the gantry and head off home it had been a good day hopefully to do it all again next year.

Thank you to everybody who provided models finished or part built and helped set up and to Sue for the refreshments throughout the day.



Other bits and pieces....

Re-fuelling point



Notice that bylaw number 3 has been revised to read as

Petrol locos may only be re-fuelled in the designated re-fuelling area on the carriage siding with a fire extinguisher nearby.

This is already in effect and does cover initial fuelling of petrol engines from cold or empty. If the fire extinguisher is not out on the siding, it can be found hanging on the inside of the workshop door.

Birthday Boy



On the 16th July a surprise birthday bash was put on for Dr Richard Cook. Just take in that awesome cake!

Previous newsletters dating back to 1974 can be viewed online at maidstonemes.co.uk



Above: Keith driving on sunny day, where Pete off to?
Below: Lord President basking in the sun



BOILER CERTIFICATES EXPIRED OR EXPIRING BEFORE NOVEMBER 2016

MR P.BAXTER	5" GAUGE SIMPLEX	08/07/2015
MR A.BRIDGES	5" GAUGE POLLY VI 2-6-0	21/03/2016
MR N.F.CLARK	4 1/2" SCALE BURRELL	25/03/2016
MR N.F.CLARK	5" GAUGE 0-6-0 "BUTCH"	21/06/2015
DR R.J.COOK	5" GAUGE SPEEDY 0-6-0	20/06/2010
DR R.J.COOK	5" GAUGE SWEET PEA 0-4-2ST	11/04/2013
MR C.DARLEY	5" GAUGE SWEET PEA	08/04/2015
MR C.DARLEY	5" GAUGE POLLY VI 2-6-0	15/08/2016
MR D.DELLER	5" GAUGE LI 4-4-0	22/08/2016
MR P.EVANS	4" SCALE RUSTON & PROCTOR	03/05/2015
MR A.HARDY	5" GAUGE BUTCH	04/05/2014
MR J.HAWKINS	5" CR SINGLE 4-2-2 No.123	20/08/2012
MR C.HAYMAN	5" GAUGE HOLDEN S69	21/05/2014
MR J.HUTT	3 1/2" GAUGE 2-6-2 BETTY	02/08/2009
MR J.HUTT	5" GAUGE 0-6-2 "MONA"	27/04/2014
MR P.B.KINGSFORD	5" GAUGE SF PACIFIC	24/06/2014
MR P.B.KINGSFORD	5" GAUGE SOUTHERN QI 0-6-0	28/04/2016
MR M.A.LISTER	3" SCALE ATKINSON WAGON	20/04/2011
MISS J.OLD	4" SCALE BURRELL TRACTION ENGINE	06/03/2014
MR M.N.PARHAM	5" GAUGE "DUCHESS OF HAMILTON"	01/08/2016
MR M.N.PARHAM	5" GAUGE 4-2-2 STIRLING SINGLE	11/07/2016
MR C.PHILLIPS	5" GAUGE FIREFLY 2-6-2	09/07/2014
MR E.PLAYFOOT	5" GAUGE D CLASS 4-4-0	23/06/2016
MR E.PLAYFOOT	5" GAUGE MIDLAND SINGLE 4-2-2	02/06/2016
MR E.PLAYFOOT	5" GAUGE SIMPLEX "LITTLE WILLIAM"	16/03/2016
MR J.PUTTIFER	5" GAUGE AJAX	21/08/2013
MR J.PUTTIFER	5" GAUGE SIMPLEX 0-6-0	23/03/2014
MR P.SHEPPARD	5" GAUGE LBSC PANSY 0-6-0T	12/07/2012
MR P.SHEPPARD	5" GAUGE LNER BI 4-6-0	28/08/2013
MR P.SHEPPARD	5" GAUGE PUG 0-4-0	11/04/2010
MR G.SPENCELEY	3" SCALE BURRELL TRACTION ENGINE	12/08/2015
MR G.SPENCELEY	5" GAUGE 0-6-2 ACHILLES	28/07/2015
MR G.SPENCELEY	5" GAUGE 4-6-0 JUBILEE	10/10/2016
MR K.SPENCELEY	KRAUSS NARROW GAUGE 0-4-0	10/09/2014
MR M.STARNES	5" GAUGE SIMPLEX	16/05/2016
MR P.STEPHENS	5" GAUGE 0-4-0 AJAX	04/05/2015
MR R.VANE	5" GAUGE FIREFLY	08/07/2015
MR J.WALKER	5" GAUGE POLLY 0-4-0	26/06/2016
MR B.L.WHITE	3 1/2" GAUGE JULIET 0-4-0T	24/09/2014
MR B.L.WHITE	5" GAUGE MERCHANT NAVY 4-6-2	21/07/2016

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

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

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



Why “Frenchy”?

Jack Ruler

I mean the club loco which is commonly called by this nickname.

The proper loco designation is CC 70001 SNCF and the original was one of two prototypes constructed in France in 1965. Why was it modelled?

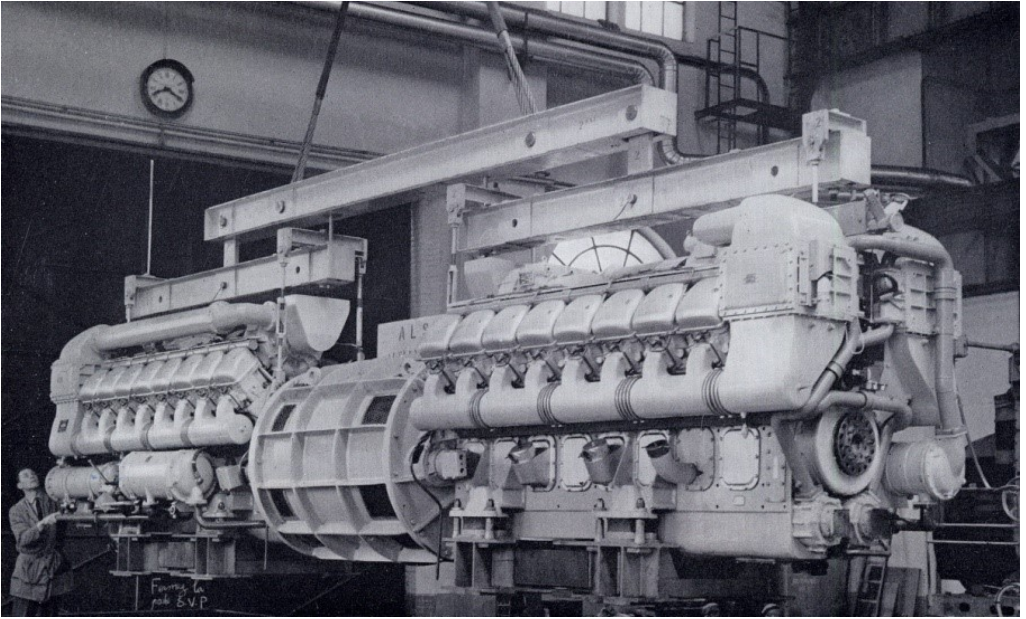


These were the longest SNCF locomotives made at 22.1 metres and (although there were only two in the class and they operated for less than 15 years) they are remembered for their unique position in the development of diesel power in the French Railways.

In the early 1960s in France the diesel engine development had reached an output of 3000 hp, but this was insufficient for their projected usage in railway locomotives. The proposed solution was to have two engines of 2400hp each in a single locomotive. Two styles of propulsion were to be tried; one pair of prototypes numbered BB 69001 and BB 69002 would be diesel-hydraulic with each engine driving a hydraulic motor on one of the two bogies. The second pair of prototypes numbered CC 70001 and CC 70002 would be diesel-electric with the two motors combining to drive a single alternator to provide power to the two electric motors, one on each bogie.

In the CC 70000 series, one diesel engine drove the armature of the alternator whilst the other drove the outer field windings in the opposite direction, so there was no stator. With each motor rotating at 1500rpm, the

alternator was effectively driven at 3000rpm and, with 6 poles to increase the frequency, it provided high power with excellent electrical efficiency.



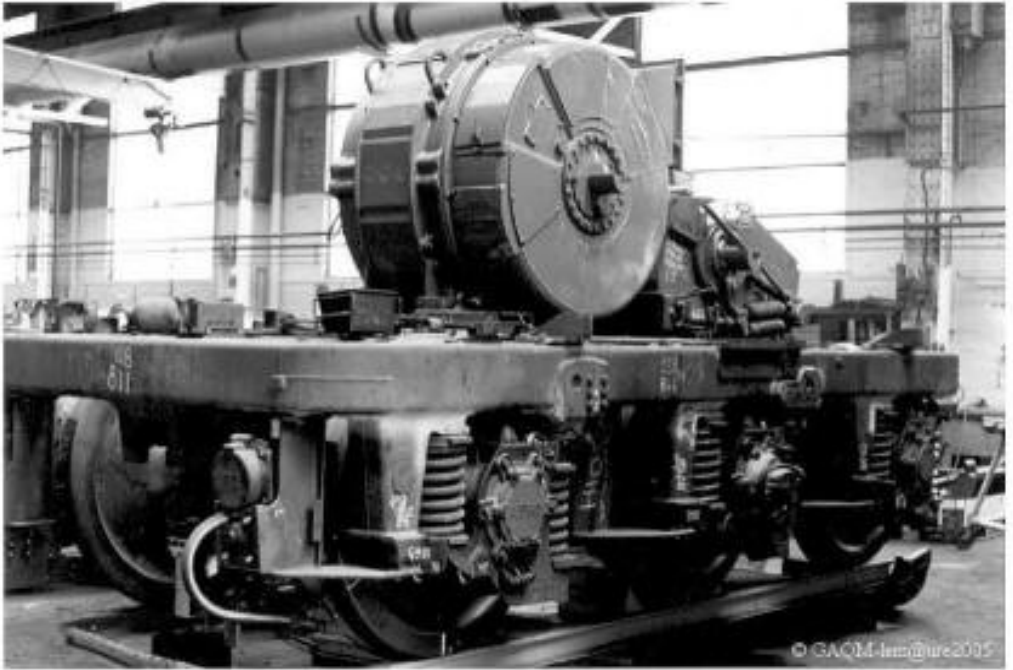
This is the power unit ready for fitting in the loco with the alternator between the two engines

The electric drive went to a single motor on each bogie and drove the three wheels through a two stage gearbox at either 85 or 140 km/hr to allow both goods and passenger working. The choice of gear ratio was to be carried out when the loco was stationary in the workshop, but 70002 was fitted with a system to allow the change to be made on the track. Unfortunately this was never made to work properly.

The livery was designed by Paul Arzens and the double arrow plus the broad white line between the driving cabins at each end made them very distinctive.

The locos were put into service in early 1966 and assigned to the goods depot at Chalindrey. Loco 70001 is recorded as achieving 26,840 km in June 1966 alone, proving it's good performance. Subsequently, they were used for a series of test runs on the Alps line between Grenoble and Veynes. They were also used for traction on the line Saint-Dizier – Chau

mont - Dijon and on the mineral water trains from Vittel and Contrexeville.



One of the bogies complete with the electric motor

Unfortunately they had frequent mechanical and electrical incidents, also in the case of a failure there was no way of operating on a single diesel engine and the synchronisation of the two electric motors was never fully resolved. By the late 1960s, other diesel-electric locos were in operation with a single engine of up to 4000 hp and a much simpler electrical system. Loco CC 70002 was retired in 1973, after a fire, having travelled 613,145 km and CC 70001 was retired in 1983 after 1,224,531 km.

Their history as the first successful mainline French diesel locomotive, their very visible 15 year service, plus their size and appearance have earned them an enduring place in the memories of French railway enthusiasts and in France you can still readily buy 'O' gauge models of them (I saw one for sale when I was in Noyelles-sur-Mere this April).

What of our model? It is commonly called Frenchy but the more informed members call it "Fast Frank", which I took to be "Fast Franc" because it is a

model of a French loco. However it appears that both interpretations are correct because, although the 'currency' pun is valid, the loco was constructed by MMES member Frank Deeprise so the nickname is in his honour

It was produced by Frank in the mid 1980s, just after the prototype was retired, and ironically it has the system of hydraulic transmission used in the competitive BB 69000 series locos, although with a single petrol engine in our case. The engine drives a hydraulic pump to pressurise the system and the driving controls then adjust the flow of hydraulic oil to the two motors, one on each bogie.



This is Frank at the controls of his loco

Frank Deeprise ran the Fairview Garage in Wigmore and was well practised in hydraulic transmissions in his working life. He was a good mechanical engineer and also a skilled woodworker. He made an excellent job of building our "Frenchy", both the hydraulic system and the wooden bodywork. It continues to give good service and is well liked by the members of the public.



When Joy asked me if I would say a few words today, I was honoured, although I found myself struggling to know where to start. I figured that it would be best to start by thinking about when we first met... although I couldn't, since I entered his life when I was born. He has just always been there. He was one of a group of members at the club who are as good as family to me.

I always looked forward to Graham turning up at the club, especially when I saw his car coming along the road and I noticed the trailer behind, knowing that meant he had an engine with him, because he would always give me the offer of a drive. In the earlier years this was after public running had finished, which progressed to passenger hauling once I was old enough. Once he had finished his lorry he would even let me drive that around, which was a privilege extended to very few people, whenever and wherever I saw him running it. He would even throw me the keys and tell me to take his kit car for a run around the park, just for a bit of fun.

As I got older I started to appreciate his skill as an engineer a lot more, I could easily see that he was a class above the rest, a I personally was in awe of his ability. He was revered by most and could offer kind and supportive advice to everybody on pretty much any subject that arose. That feeling was exaggerated even more when he brought bits of his latest project to show people... there was nothing that he couldn't make, and he knew it, although unlike some, he was extremely modest about his ability, believing that many were capable of the same with a bit of guidance from the right source. He was that source... there was no end to the advice and wisdom that he could offer, and the encouragement that he would give. However, when somebody reached the end of their ability he was always

on hand to help out, often taking bits away and fixing or remaking them by the following week; Generosity and kindness, with no hint of superiority... a true friend.

As I started to build my own family at home he would always ask about them before anything else, he'd always make the time to chat to my wife and daughter, and was even concerned when I didn't have the dog with me at the club. Others have told me that the same went for them too.

I for one don't think I ever had/took enough time to fully appreciate Graham the man, or indeed his models, I certainly haven't got enough pictures to do either justice, probably because I never thought that there would be a last time that I would see him or his work.

Graham was a man who would always be seen chatting to somebody, with a smile on his face, he will be sorely missed as a member of the club, and even more so as a friend. The only consolation that we can all take is that thanks to his involvement, both the club and all of our lives are significantly better than they otherwise would have been.

Goodbye Graham, forever in our hearts and memories. RIP.



MMES DIARY DATES 2016

Friday 2 September:	Evening Run & Sausages, Spuds & Beans £3
Saturday 3 September:	Canvey Club Visit
Wednesday 21 September:	Members Playtime Run
Friday 7 October:	Bits & Pieces & Bring & Buy Evening with Crumpets & Tea
Wednesday 19 October:	Members Playtime Run
Sunday 30 October:	Last Public Running Day of the Season
Monday 26 December:	Boxing Day Run 11am – 3pm Free Rides given

Friday Nights start around 7-30pm at the Clubhouse, evening runs a bit earlier.
Friday Evening Meetings are for members and associate members (their families), occasionally for members' friends, and for those who intend to join the society.
Donation minimum £1 per person for Friday evening meetings, unless otherwise stated for food if you are eating what is advertised for the Club Night.
Wednesday Playtime Runs generally start around 10-30am and finish early afternoons.
Events listed will only alter if an unforeseen situation means change is essential.

Some other dates that may interest you for your diaries in 2016:

- Saturday 3 – Sunday 4 September: Southern Fed. Autumn Rally at Guildford
- Saturday 10 September: Polly Owners Group Rally at City of Oxford S.M.E.
- Friday 16 – Sunday 18 September: Model Engineer Exhibition at Brooklands Museum, Weybridge, Surrey
- Friday 23 – Sunday 25 September: Llanelli & District M.E. Autumn Miniature Rail & Road Steam Rally
- Saturday 8 October: Welling & D.S.M.E. Open Day
- Thursday 13 – Sunday 16 October: Midlands Model Engineering Exhibition, Warwickshire Exhibition Centre
- Friday 20 – Sunday 22 January 2017: London Model Engineering Exhibition, Alexandra Palace, London

