

# Malden's First War-Time Exhibition

By G. F. TONNSTEIN

I THINK I am correct in saying that everyone who visited the Malden and District Society of Model Engineers' Exhibition over the Whitsun Holidays was surprised, both at the number and the variety of the exhibits shown.

The exhibition, which was well supported by the local Borough Council, who included it as part of their "Summer Entertainments" programme, was opened by the Mayor of Malden and Coombe (Councillor Fred McGhee) supported by the Mayoress, the Chairman of the Entertainments Committee, the Town Clerk, representatives of all the departments of the Council, the President of the Malden Society (Mr. G. F. Goodchild), and the Chairman (Mr. C. J. Lock).

## Live Steam Locomotives

Some idea of the show can be gained from the photographs which accompany this article. Notice the "Passenger-Hauling Locomotive" stand; upon this and its overflow stand were no less than 26 locomotives of from 2½- to 5-in. gauge, many of them being firm favourites on the Beverley Park track. It should be noted that, due to "maintenance work" and other reasons several well-known locomotives were unable to be included in the show.

There were two "Rainhills" (Messrs. A. Headech and S. Wraight), an 1858 L. & S.W.R. 2-4-0 job "Leeds," by Mr. R. J. P. Mew, Mr. L. V. Chandler's famous 0-6-0 tank of 1867 vintage "Marquis," two Ivat Atlantics by Messrs. W. Closier and H. Brookman, two L.M.S. Moguls by Messrs. L. V. Chandler and L. S. Pinder, and Mr. R. C. Marshall's two famous locomotives "Beverley" and "Mustang," which are well known to all MODEL ENGINEER readers. A locomotive that attracted much interest was Mr. S. C. Wraight's 2-6-0 American type wood burner, which was next to his better known 4-6-6 tank "Mabel," also of American practice, Mr. J. Hawker's "Midge," Mr. H. Lowe's 2-4-2 rebuild, and Mr. Mew's 4-4-0 L. & S.W.R. Drummond cover most of the 3½-in. gaugers.

Of the 2½-in. gaugers, Mr. C. Aldham's G.W.R. "The Great Bear," which told on its accompanying card the history of the first Pacific type locomotive ever built and run in this country; Mr. W. Joyner's "Lady Ethel," and Mr. W. Haywood's "Eton," both 4-4-0's, deserve mention.

The Society's interest in larger gauges were indicated by Mr. Hopkin's 4¾-in. 4-6-2 tank, and his 5-in. 4-4-0 G.N.R. locomotive, together with a fine 5-in. single-wheeler "Lady of the Lake," by kind permission of Mrs. Bryant.

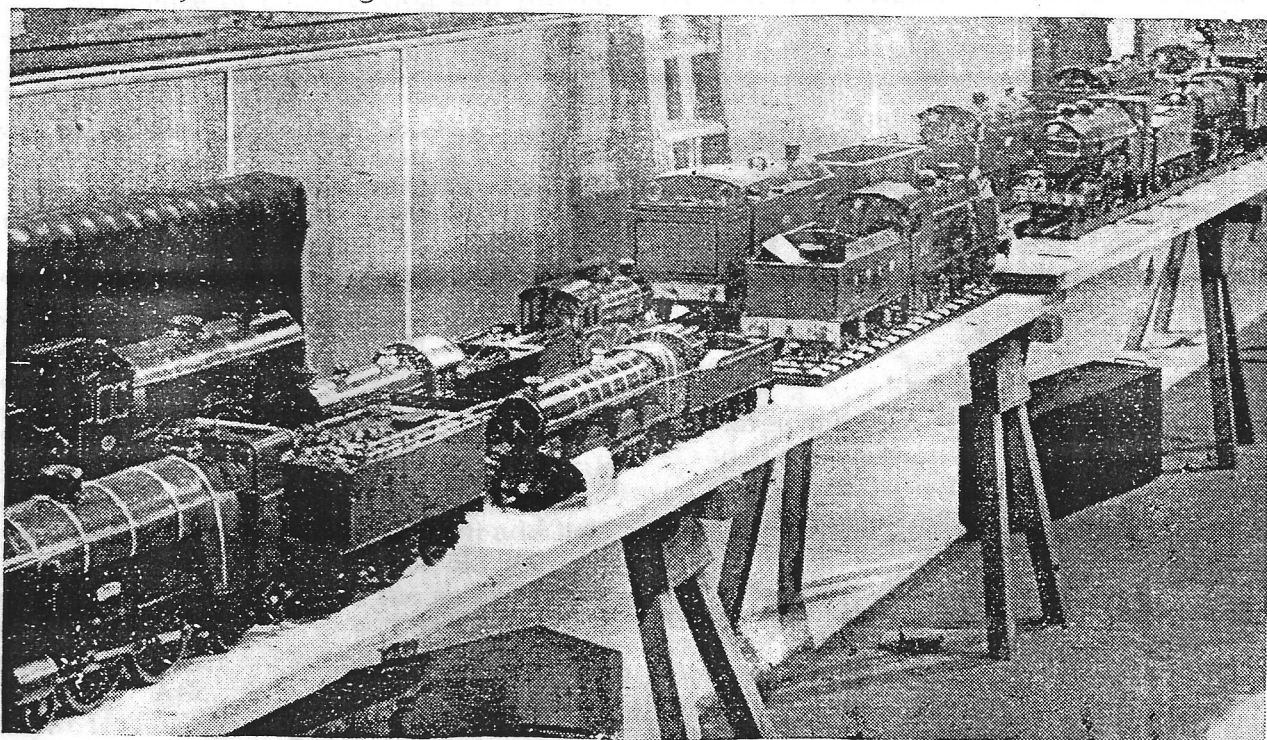


Photo by]

The passenger-hauling locomotives.

[R. C. Marshall

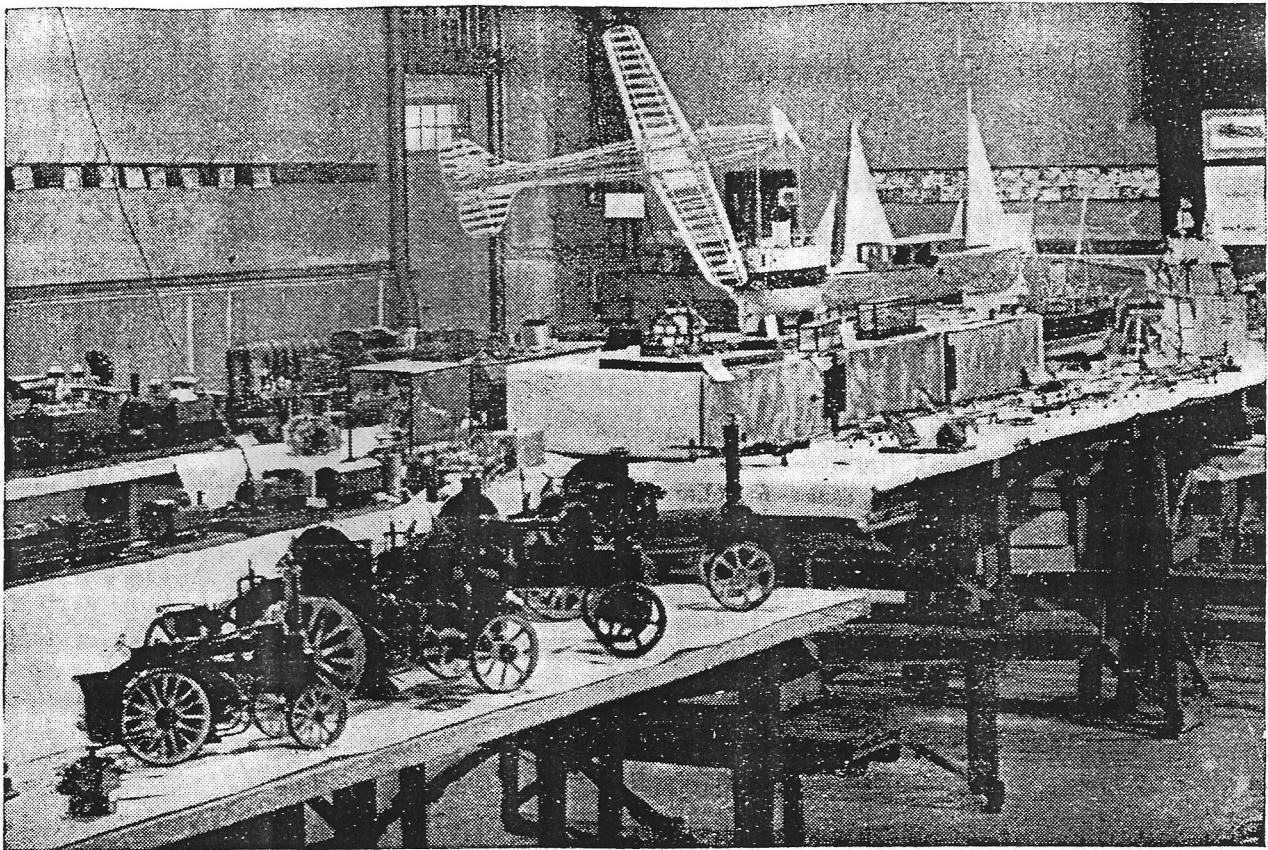


Photo by]

[R. C. Marshall

## Some of the other exhibits.

**Power Boats**

The power boat exhibits were not as plentiful as the locomotives, due mainly to transport difficulties, but the few which were on show made up for this deficiency by their excellence of construction and proved performance. Prototype boats included Mr. C. Aldham's cross-Channel steamer, Mr. F. G. Arkell's famous "Moraima III," with two complete petrol engine plants for post-war experiments, a finely fitted steam yacht by Mr. H. C. Cohen, an American type steam tug by Mr. S. C. Wraight, and a 5 ft. 6 in. steam coastal defence craft, "Comet III," beautifully built by Mr. A. Squire. The only semi-prototype boat was Mr. W. A. Woollacott's "M 14," which featured in several pre-war regattas. Hydroplanes were represented by Mr. L. S. Pinder's "Rednip IV," and close by this boat were two cases containing 8 cups and 5 medals won by this well-known series of boats.

Although not power boats, I will add here the five beautiful examples of old galleons which lent much colour to the show; these were Mr. F. W. Bontor's "Santa Maria," and Mr. F. Fuller's "John Cabot"; "Great Harry," "Ark Royal I," and his "Ark Royal II." There were also several yachts.

**Aircraft**

A nice round total of forty aircraft made up of two petrol-engined jobs (Messrs. F.

Bontor and Batten), a few elastic jobs, the best being by Mr. G. W. Harman, and hung from the roof of the hall. The rest of the exhibits were "solids" made to a fine degree of accuracy by Mr. F. W. Bontor and by Mr. B. Wright, the most outstanding of these solids being Mr. Bontor's large model of the Short Empire flying boat in section, showing all the internal fittings and equipment, and also the constructional details of the machine.

The other models covered almost every one of the better known war 'planes, and included trainers, fighters, bombers, red cross, reconnaissance and special 'planes such as the auto-gyro.

**Other Models**

Quite a war-like aspect was created by the large number of cannon on the centre stand, but the balance was upset by Mr. I. G. O. Brown with thirty-two 42-pounders, thirty of these being for a 100-gun ship now under construction. There were five petrol engines, quite apart from Mr. Arkell's two already mentioned; these ranged from 3.5 to 30 c.c., and were built by Messrs. F. Bontor, A. Squire, L. V. Chandler, I. Brown, and C. Aldham. A complete steam power plant for a boat, and several lathe tools were shown by Mr. R. J. P. Mew; whilst two duplex boiler feed-pumps, one being in pieces to show construction, were



exhibited by Mr. I. Brown. An old-time engine, actually built in 1847, but subsequently rebuilt by Mr. L. Pinches, retained all its old glory and made an impressive sight when demonstrated under compressed air. Several marine engines, including a big compound job by Mr. A. Temple, a "Mollyette"—a two-week job by Mr. Brown—a donkey-pump by Mr. L. V. Chandler, and many other suitable models, were also shown working under compressed air.

Four partly built locomotives deserve mention: one a 5-in. gauge Atlantic by Mr. Hopkins, two 3½-in. gauge 2-8-2 jobs for heavy duties, the first being an American type by Mr. S. C. Wraight, and having real "Bill Massive" proportions, the other being a close relation to "Mustang," and being built by Mr. F. Ford. The last was a new 2½-in. gauger by Mr. F. Watson. I might as well deal with the smaller gauge locomotives now that I am on the subject. Mr. A. H. Druery's G.W.R. 4-4-0 Bird Class "Lapwing" (gauge "1") in steam, and Mr. F. G. Arkell's and Mr. C. J. Lock's gauge "1" models using "Alnico" magnets were all very impressive; whilst Mr. C. G. Wright's series of L. & S.W.R. locomotives, including an Adams "G6" and an original Drummond "T14," and Mr. R. J. P. Mew's L. & S.W.R.

Drummond "M7" tank were examples of painstaking care for exact detail.

There were four model traction engines, one by Mr. R. W. Moss being in ¾-in. scale, and the other three in 1¼-in. scale by Messrs. H. Barnes, E. Baughen and A. Temple. Mr. H. Barnes has driven his, recently, in Beverley Park alongside the Miniature Railway there.

How models can be put to unique purposes was clearly shown on one of the stands; here a series of small models consisting of a car and trailer, a lorry, several ladders, steps, trestles, bricks and sundry building material were shown with a painted background. With these, Mr. R. C. Marshall started to make a film, "Building a Bungalow," and several sections were completed before the war stopped further progress. On the same lines, was a complete model swimming pool by Mr. F. Bontor; here, however, the object was different, for this model was built as a "visible plan" of a pool contemplated by Mr. Bontor. It was used extensively by the workmen employed on the actual full-size job, and helped to get the plans passed by the local authorities, the model being complete with all buildings, flower beds, waterfall, and even the floodlights. Another of Mr. Bontor's unusual

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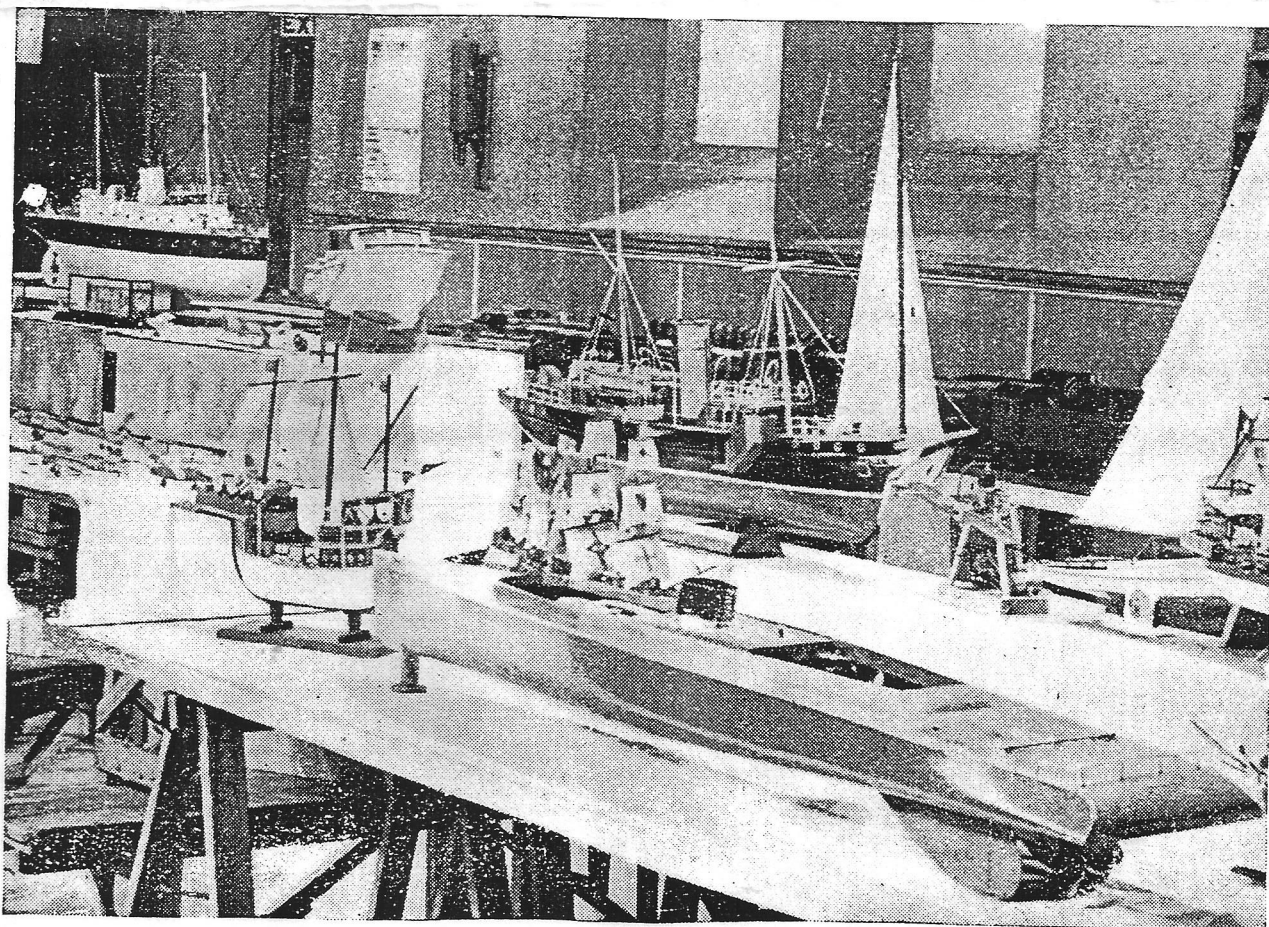


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Part of the boat section.

[R. C. Marshall

## Malden's Exhibition

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models, and one which brought much admiration from visitors, was of a country inn, quiet, yet full of profound beauty and nothing left out. It was built as a table centre-piece to go with a group of huntsmen bought by Mrs. Bontor.

Two electric master clocks, one by Mr. G. W. Harman, and the other by Mr. R. C. Marshall, and suitably exhibited on either end of a platform, were greatly admired; so, too, were the many water-line warships and liners which were used to fill up the inevitable "odd corners."

It was unfortunate that only two local schools were able to exhibit examples of their handiwork; but these two schools certainly showed that there is plenty of talent being fostered in Malden. The girls of the Malden Parochial School filled one wall with examples of their work, which would even do credit to a school specialising in this class of tuition. Boys of the Beverley Central School showed several models which also did them credit. The Judges spent many hours in conference before they were

able to reach a decision on the allocation of the awards offered by the society for children's efforts. As it was, however, every one of the youngsters (20 of them) received some award, so no one was disappointed.

The films shown in the cinema were, for the most part, standard "hair raisers"—short length talkies showing dare-devil episodes in the U.S.A. Every audience was thrilled, every programme was different! In striking contrast to the thrillers, Mr. F. W. Bontor (who was responsible for the cinema shows) showed extracts from his superb full-colour films of South Africa those of the Victoria Falls being particularly beautiful and very well received. A full commentary was given with this latter film. Musical items formed an agreeable background to the whole show each day.

The holding of the exhibition over the Whitsun Holidays proved, on the whole, very successful, but the weather, being hot, was against it; nevertheless, the show proved that, anyway in wartime, a Bank Holiday event of this nature can, and will, draw crowds. Transport was the greatest problem, and hundreds of models could not be brought to the hall.

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