



MAIDSTONE MODEL ENGINEERING SOCIETY

Easter 2019

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Maidstone Model Engineering Society

Easter 2019 Newsletter

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Luke's Spot

Over the first weekend of April, while away for a weekend in Somerset I witnessed and enjoyed seeing a 40+ year old see and experience full size steam engines and everything that a heritage railway has for the very first time. Until then the person in question had only ever experienced steam on the RHDR which while impressive in its own right doesn't prepare you for the size and presence of the full size thing. This particular person and her other half reverted to excited children as soon as we entered the station, taking photos of everything, wanting photos in front of the engine and station. All the way along the line was asking question as to why things happen, what was being passed between the engine and the signal box, what all the signals mean, the different noises the engine was making and why the smoke wasn't always white and wispy but sometimes grey and thick. Being involved with this hobby and having a particular interest in "trains" in general you sometimes take for granted all the aspects listed above and look and see things without thinking about them, you forget what it all means to the casual person. To say she was bouncing around the station, gift shop, heading to the front of the train to see and be near the engine (An ex-SDJR 7f in this instance) is an understatement. She is already wanting to go back and do the full line in the summer to Minehead with steam all the way.

I had forgotten how much excitement and wonder anyone involved in steam and the whole experience can bring to someone not remotely connected to the hobby or preservation. To see how much joy it brought just made me want to get back to Northumbrian, finish her and let others enjoy seeing her run. And also to get Bantam Cock passed again, Trojan pulling passengers and get Polly overhauled and back working hard once more.

What we do as a club on a Sunday, what other clubs do all around the country is bring, in our own small way, a part of that excitement and wonder into a more manageable size and scale, up close and personal and in our case for only 30p a ride. Long may it continue.



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Chairman's Report 2018/2019 -

Tom Parham

This has been a year that has increased my pride in being involved in this club, not to mention the pride from having been appointed chairman for the year.

Firstly, I would like to let everybody know that just last Saturday morning, 2nd March, my Dad (Martin) had a mild stroke. He was discharged from hospital on the Monday afternoon, 4th March. He is making good progress but will take a few weeks to recover. He will probably be down the Park much as usual, but if you have any club business that you would normally ask him about, myself or Sue will be happy to help out in the first instance.

It was sad to have said goodbye to another couple of our members this year, but rest assured that the workshop in the sky has benefitted from the addition of Mick and Ray, but it is pleasing that each of them has a model that they built still within the club ready to steam on in their memories. On the flip side to this, it is pleasing to see a few new faces around the site.

I am increasingly proud of the unsung Wednesday gang who continue to look after the club site, with maintenance going on throughout the year. The current project is to fit a water supply to the other side of the track to provide refreshment to simmering locos over there, thanks to Dave and his merry men for leading this. This team is great as it not only means that we keep on top of everything, but it also means that the winter season has a lot less major work to be done, which allows us to consider slightly more major works as and when we think they are necessary, so I believe it important to give praise to them for everything that they do.

We have had a couple of major steps in our fleet of club locos, with Frenchie having had a new engine installed, as far as I am aware, the cooling issues that we had been having have been solved by some clever ducting to move air around inside the body where we want it to go rather than where it wants to go. It is ready for final loaded testing, and will hopefully see use pulling passengers at the start of the season. A massive thanks to Jack for all the hard work he has put into this, I am looking forward to it

seeing a reliable life once again.

Throughout the year the club Enterprise has had a few issues which we hope we are on top of now, with only a descale and a bit of testing to go.

We have also been gifted another steam loco by the family of a past member, a 3 ½" gauge black 5 'Doris', which Edgar is doing a fine job of re-commissioning for us, this has resulted in a more in depth rebuild than was initially expected, right down to re-machining the cylinder blocks, making and fitting new valve liners. I hope that this becomes a lovely loco to drive. As far as I am aware at the time of writing the majority has been painted, with just assembly and lining remaining. A well deserved huge thanks goes out to him for all of his hard work.

We had some great days out last year, with various open days and club visits, attended by a number of our members. It's always good to see the reaction to the standard of loco that we as a club take around to other clubs, and the amazement that they all run on a regular basis. We arranged a visit to the K&ESR including a behind the scenes tour by our own Andy Hardy. This gave a great insight into the workings of the railway and one main point of interest to me was the science and technology going into water treatment these days, and the benefits that it can provide, maybe something to investigate at the club one day? If anybody has any ideas of things that could be an enjoyable trip for the club then please do let us know, especially if you have some initial steps of contact and organising, we are willing to try to make these things happen.

From a personal note, I was particularly happy to have been awarded the Australian Award at the Southern Fed rally at Cambridge in September, a proud moment for me, to have my work rated among the names of some incredible engineers, a high number of which are Maidstone members, such as Martin, Bernie (the only person to have received it twice), Edgar and Richard (under the RMMES name). No other club appears anywhere near as many times and this is the first father and son to have both won it.

This leads nicely onto the coming year, as we will be hosting the event this year as a part of our 90th anniversary celebrations, on the 7th September. Put it in your diaries now, it should be a great event, well attended by other clubs from across the country. Any help that can be offered will be gratefully accepted, although we haven't made arrangements as yet to

know what is required, but there will be plenty to do to keep things running smoothly, the more helping means the less we each have to do.

I couldn't finish this without expressing my gratitude to everyone involved in putting the stand forward at the London Model Engineering Exhibition at Alexandra Palace this year, whether loaning models, setting up the stand, manning throughout or packing up, every single one of you made me proud to be a part of the club, and to have been voted 3rd best stand was a great honour, on only our second ever appearance at a major exhibition, well done to all of you. What was even more rewarding was that we did not repeat a single exhibit from the previous year (a fact that I would like to repeat if possible), I can't wait to see what we put forward next year. Let me know what you would like to show next year, it isn't too early to tell me what you would like to display, I have started making a list... or even if you would like to be prodded closer to the time to decide later on, remember that part built exhibits gain as much interest (if not more) than completed models. On a final note it was great that a photo from our stand became the magazine cover photo following the show for the second year running!

So, I look forward to another prosperous year for the club in 2019, it is quite an achievement to have reached the 90 year milestone, I can't wait to see how much more we have developed by our centenary!

Happy building and steaming!



At the park

General Works - Jack Ruler & Maurice Knott

The ticket office window frames have all been repaired. The trolley traverser wheels have been greased and a large collection of pine needles cleared, it now runs much smoother. The engine traverser has been upended and muck cleaned from around its wheels and lubricant added, it now pushes along almost effortlessly. A water supply has been installed in the sidings, the tap should be put out as a matter of course. Thanks to Dave Dellar

Household and Catering - Sue Parham & Chris Williams

Thanks are given to Mrs Riddles for arranging the successful annual lunch at the grangemoor.

Public Running - Dave Deller, now Sue Parham and Chris Williams

The boxing day run was most successful.

Safety - Tom Parham & John Hawkins

Permanent Way - Dave Deller and Peter Kingsford

The track is running well and the guard rail was receiving attention and paint.

Fuel - Tom Parham

We have a good supply of fuel.

Club Locos - Tom Parham

Enterprise - The boiler has been descaled.

Gertie - Gertie is running ok, thoughts have been turned to her gearbox

SNCF - The engine replacement has been completed and test run,

the electrical panel has been renewed, and cooling for the engine has been installed. The aging battery has also been replaced.

Doris - Currently being painted by Edgar. The cylinders have also been re-bored and tidied up.

Rolling Stock - Andy & Luke Bridges

The rolling stock has all been inspected, some wheel sets have been found needing turning or new tyres fitting which has and is being carried out. A reminder that all trollies used for carrying the public must be inspected, assigned a stock number and recorded in the log, if this in the case for your trolley, please see either myself or Andy Bridges or if neither of us is there, then any committee member can also do this for you. Please check the log for inspection date and if trollies have been signed off as OK.

Other

It was discussed that a Gauge 1 and 32mm track should be investigated as a means to attract more members both to the club, but also to play times and Friday night meetings. This will be looked into both in terms of layout and security. If you have any ideas or opinions in how this can be achieved then please let one of us know.

Running List / Traffic Controller

A reminder that anytime a loco, steam or petrol or electric , is going on the track, then it should be recorded on the running list. This includes Wednesday play times, Friday evening's and Sunday mornings. The list is not just for public running. It is there so we know who has been on the track on any given day and with which engine. Outside of public running, the trolley does not need recording or a spark arrester need to be fitted.

Southern Federation Rally

The southern federation rally will be held at Mote Park on Saturday 7th September at which time we will also be holding out 90th Celebrations.



Chairman's Corner - Tom Parham

Well here we are at the start of another running season, and as I write this we have just finished our first couple of runs, and how good it feels to see engines running around the track again. This year sees our first with a water supply on the inside of the track at the sidings, this should prove to be very useful at times.



John has compiled the numbers from last years running for us, and it would appear that we had a total of 313 running turns on the track in 2018, with the greatest number of turns going to myself (34 outings across 4 locos), Jack Ruler (26 outings between 2 locos) and Paul Clark (25 outings across 5 locos). The locos with the most turn on the track were Martins P2 (21 outings), Jacks Lucky 7 (20 outings) and Andrews Lochwood (19 outings). A more impressive statistic is probably that a total of 51 different locos ran. I wonder how these numbers differ next year?

It should be noted that we should make sure that every time a loco goes

onto the track it should be put on a running list for that day. This is regardless of whether it is a Sunday afternoon or a Friday night. However, outside of public running hours it is not necessary to record the trolley numbers or for a spark arrestor to be fitted.

With public running starting, I have been asked to remind you all that we are always looking out for volunteers to fill the duty list, as without money takers, loaders and traffic controllers we are not able to run. It would always be good to see more people around in the afternoons; I know that I for one would welcome a couple of spare drivers on site to be able to take my loco while I have a break, also it can become a lonely place once the gates shut and those with locos are cleaning up, and then left with the task of closing up the clubhouse as well.

A quick thanks to all that helped out at Detling this year, we put on a pretty impressive stand as always, I had intended to write a quick article about the show, but alas time hasn't permitted this... maybe I'll have time by the next newsletter, although with poor weather on the day I didn't venture out too much.

Looking forward, we have a few dates in the diary of note, I know they'll be in the diary, but here goes. We are looking forward to greeting the scouts once again after a couple of years break. It's great to see this group of young people sowing an interest and getting involved. Set the date in your diary for the friends and family day in memory of Peter Roots, on the 29th July, a chance to bring others along to have a go and learn what it is we do at the club.

As many of you will know or have read elsewhere in this newsletter, dad had a mild stroke last month, he's doing really well, but as a result of this we will be dedicating a charity run on the 26th May to the Stroke association. Please let as many people know as you can, as always it would be nice to be able to make a reasonable donation to this charity that has not only a current interest to the club, but also a number of our members have been effected by this condition over the years.

Anyway, I'm sure you have read enough from me for now, so get back in the workshop, or whatever interests you at the moment, and I look forward to seeing you all and having a chat at some point through the year.



I'll Tell You A Story - Brian Harris

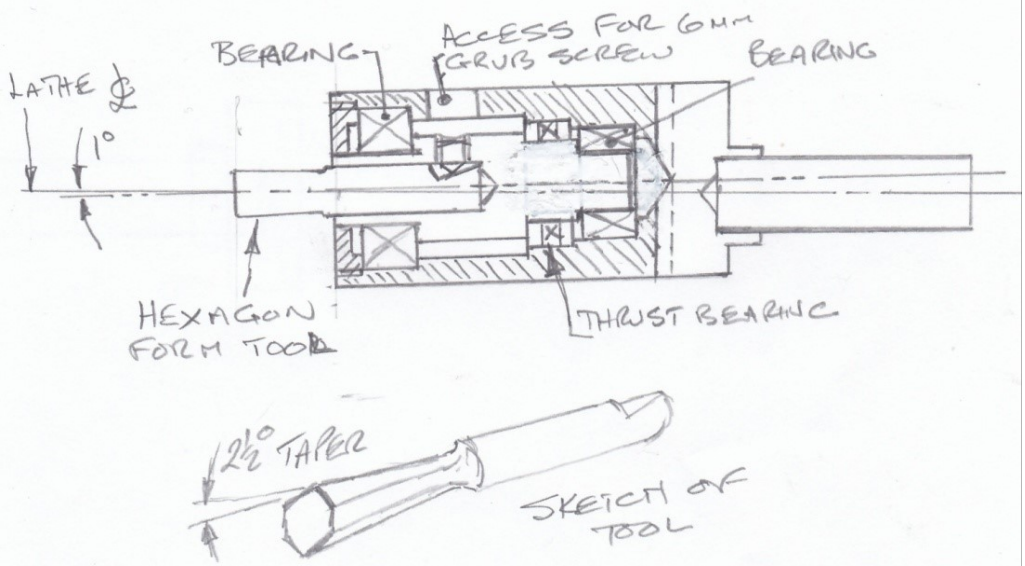
So I was running a tap down a screw cut thread in the lathe to accurately finish size it. Alright, it was a 1.5"x8TPI thread and I was finishing a chuck back plate. I had a 12" Bahco adjustable spanner to stop rotation, using the tailstock centre to support the back end of the tap, while winding the tap in, using the chuck key to rotate my 4 jaw chuck, and pushing with the tailstock.

There was an audible crack and the key went a bit floppy. The hex drive on that jaw was broken. Being half way through the next jaw was selected to finish the job but just at the end of the operation there was another crack but this time not a complete break.

After saying something like, "oh jolly bother", I dismantled the chuck and started to look for replacement parts. Two new jaw screws would cost in excess of £100. So I purchased a length of silver steel (19mm dia), set the back gears up to cut 8tpi (left hand) and made 4 off screws as identical as I could to the originals. The problem then arose, how to create the hexagon sockets in one end? After much searching of the internet, a rotary broach seemed to be the only option. I couldn't afford one of those either.

So I made one. The scrap box was raided and, for about £10, a 12mm and 10mm bore ball race, plus a 22mm od thrust race were purchased. A body was then machined, (3 jaw chuck), and a shaft to fit the three bearings. A retaining cap with a 20tpi thread to retain the bearing shaft assembly and finally the rear end surface of the body was milled at 89 degrees to its' centre line including a central .375"wide x .125"deep slot. A separate tail piece was then made with a corresponding tennon and a pressed and loctited .5"dia. silver steel rod, which would fit the lathe tailstock chuck. The sketch gives the general idea.

A cutter was then manufactured from a piece of silver steel hardened and tempered. It is hollow ground at the cutting point and flanks lapped on a fine diamond stone to sharpen the cutting end.



High speed tool steel would be better but I don't have a cutter grinder!

To set up the tool, assemble the two parts (the tennon should be a tight slide fit) and insert and secure the tool. Drill a hole (in my case 8.1mm for an 8mm AF hexagon) in a piece of bar in the chuck and give it a small countersink. Place assembly in the tailstock chuck with the tennon horizontal and move forward. Slide main part of tool sideways until the cutter fully engages the countersink equally all round. Clamp the two parts and remove from lathe. Drill two holes in the base part spot the body part. I used 2off 2BA cap head screws and permanent Loctite to assemble the two parts together. It is important any different tools are made the same length from the face of the body to the end of the form tool hereafter, to maintain the proper centering of the tool bit. To tidy up the assembly, the body was placed in the 3 jaw and the offset tail piece machined parallel and the size of the body.

Every Steam Fair Has One pt 2

Amy Dixon



So since the last time I wrote I have had a stressful time with renovating Jeanie, my sparkly purple engine.

The next task was to finish the nice gold accents on my boiler bands and put these on to Jeanie. Which proved to be a challenge. One benefit of a female doing this hobby. Nice nimble fingers, they were on and looked great. My engine was finally starting to take shape.

I have been working on the accents on the spokes for my 4 driving wheels that drove me ever so slightly insane. Firstly I tried using Humbrol enamel paint using a paint brush and trying to draw straight lines freehand.... Which obviously didn't work.

Back to the drawing board I went. I sprayed my wheels black again and de-



cided to start again, using a ruler and paint brush, I had a lot of hope that this would be the way to crack my straight lines. Yet again, I was wrong. After a few short words with my lovely assistant and throwing one of my wheels against the workshop door, I decided to call it a night. After doing some thinking and talking with some other nerdy people I purchased a gold enamel paint pen which worked a treat! Using a ruler and my pen it was the best thing I had bought! I am so chuffed with my wheels and proud I had completed something that looks so smart.

I next purchased some more hub caps for my back wheels as I already had my front ones. These were chrome, very swiftly these were painted gold the same as my spokes and my boiler bands.

After my lovely assistant purchased a leaf spring for my front axle (early birthday present), it was time to put my wheels on and see how she looked! One word. GORGEOUS!

So now with my freshly purchased scuttle and burner she really looks the part and is ready for her first exhibition at the Heritage Transport Show.

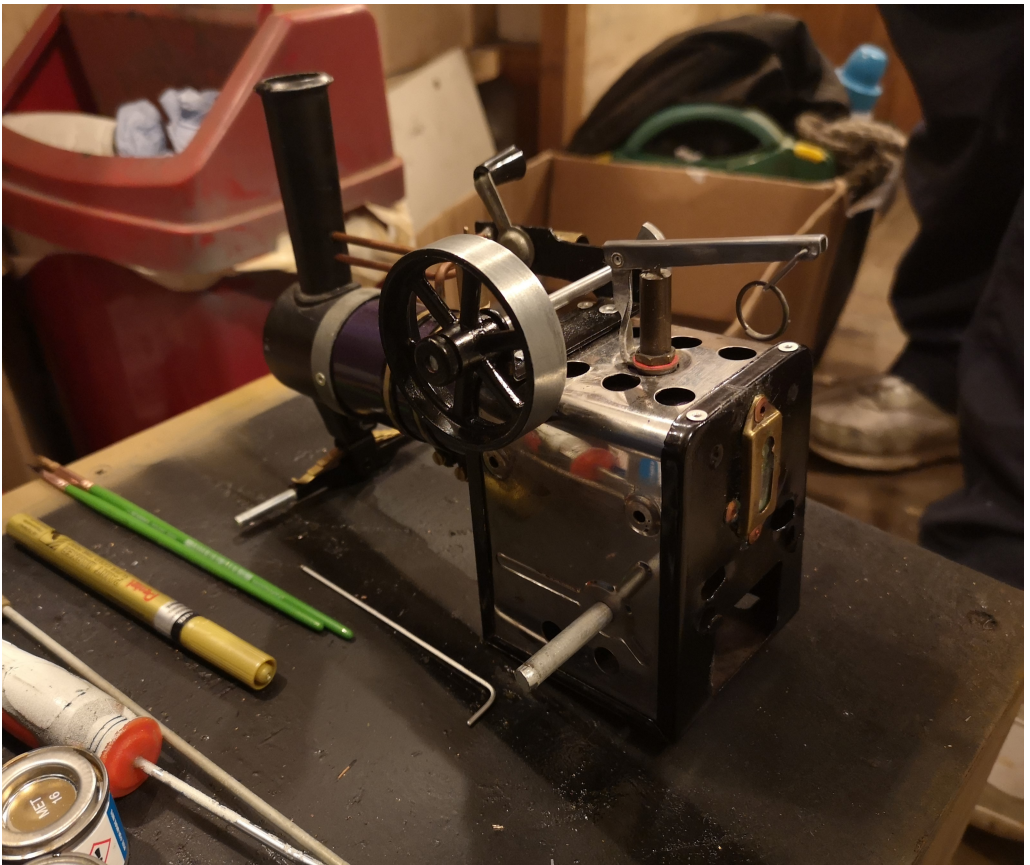
So on the 6th April the Heritage Transport Show happened. I was very nervous about exhibiting Jeanie, she is/was still a little rough around the edges but she is getting there; my pride and joy. I was nervous about showing my little engine to the rest of the club, in anticipation for the opinions, but there was no need to be! My little engine was steamed up 2 and a half times (the half because a member of the club blew her whistle for too long and washed out her fire!). So, what is next for my little steam engine...

Well on the agenda is; for my trusty assistant to build a new canopy (that is one job I do not even know where to begin!), put her on the air com-

pressor and see what her pressure is to see what motor will work best for her to be able to turn her into a showmans engine. Once I have tested what her pressure is when she is running, I can look all over the internet and look in awe at all the Showmans Engines and decide what lights I would like to run on my little engine, this sounds like such a chore!.. After that, will be the task of putting her canopy on, mounting the motor to it and putting the lights on. Another thing that I need to get is the her tyres so I can run her around on the floor using my driving rod, kindly donated to me from my trusty assistant!

Obviously, I will keep you all up to date with that is happening with my little purple monster in the upcoming newsletters and hopefully she will be nearly completed to display her at the Heritage Transport Show in all of her Showman's Engine glory, next year.

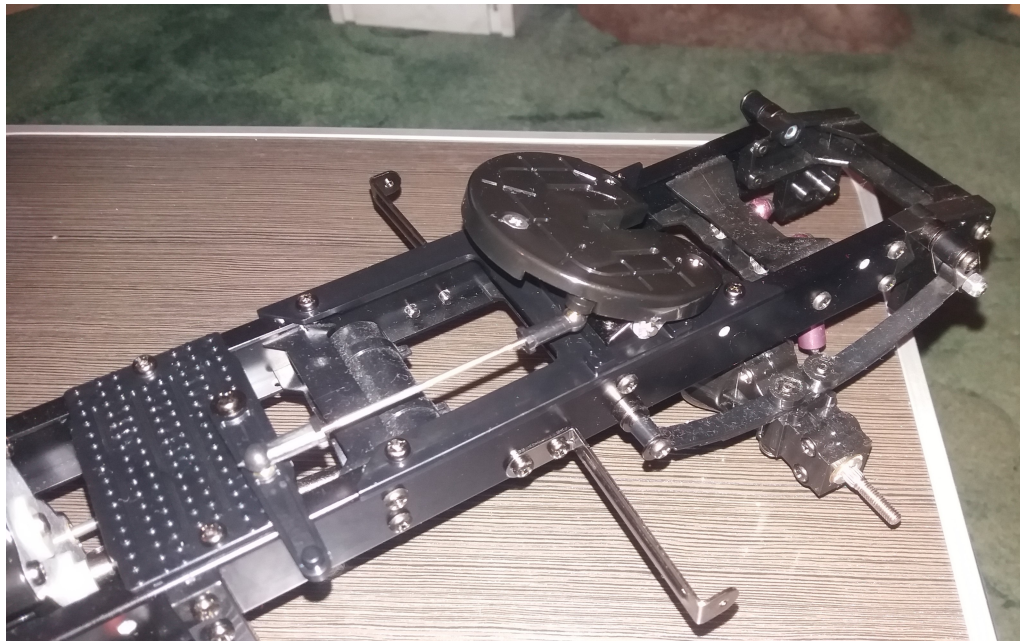
Now a question, where can I get labels printed for her canopy??



Building a Radio Control Volvo FH12 Truck pt 2

Simon Bridges

At the end of Part 1 I had just built and fitted the gearbox onto a Volvo FH12 which is being built from a Tamiya kit.



Next I continued with the fifth wheel assembly complete with release lever and fitted it to the chassis.

A flat platform was fitted just above the drive motor, this is to locate on rubber shock mounts the multi function controller or MFC. The MFC is an added extra which is a motor speed controller, a full light and horn controller and it is also this which produces the engine sound, reverser alarm, air brake sound and horn. When the MFC radio and receiver and all the lights are connected it looks a bit of a mess.

The wheels that come with the kit are chromed but I wanted the wheels to be black. Dad did an experiment to see if he could shot blast the chrome off because the wheels are made of plastic. It worked very well and left the wheel nice and smooth and all the detail intact. The wheels were then primed and painted black

and the tyres had their writing done with white tyre paint. When dry the tyres were fitted to the wheels and the wheels fitted to the chassis.

The next job was all down to dad, painting the truck. I decided it was to be orange just like my first truck. The cab, cab roof, bumper, mud guards, wheel arches and side panels were all cleaned and sanded. Then they were primed and painted. The cab was the worst bit as it was black on the inside.

The rear mud guards were fitted next which then allowed the rear light bars complete with lights to be fitted and all the wires to be routed to the front to the MFC.

The cab was built up with the loud speaker in the roof, all windows, air intake, wipers and front grill which we painted in the Volvo diagonal bars. The cab tilting hinge was then attached and the whole assembly was fitted to the chassis.

The front lights were assembled into the front bumper which was then fitted onto the chassis which hides the cab hinge. The light wires were routed to the MFC. Lastly the side panels were fitted in place and it was then time to connect the battery set up and test, all worked correctly. It was at this point we noticed that behind the cab there is a small deck plate which also holds the 5th wheel release but it leaves lots of gaps where you can see inside the chassis and doesn't look right. Dad suggested that he could measure draw and print a bigger plate with all the correct holes for the 5th wheel release and fixing screws on Luke's 3d printer. After the print was finished and the plate test fitted it was primed and painted black and fitted to the truck. The result was a much better appearance and inline with the side step

in the side panels. We have just taken it to the Detling Heritage Transport show where we drove it on the RC Truck stand.



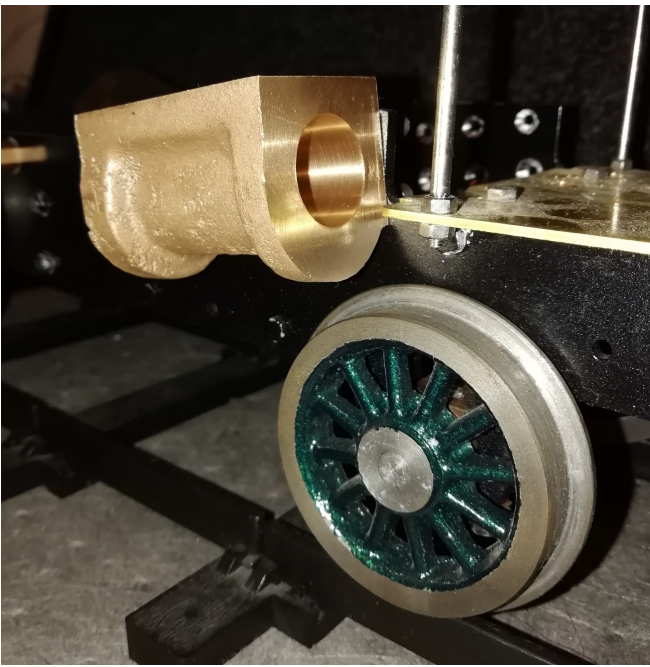
So, let me re-iterate why I'm building a Northumbrian.

1. It's tiny
2. No single part is expensive
3. Minimal hours to work on it

I'll be touching on all of these points in this article, starting with No 2. The single most expensive castings for Northumbrian are the driving wheels and the cylinders at £13 and £11 respectively when I bought them meaning that mistakes, re-do's and start again moments don't cost the earth to rectify or try again. Point in the case, the cylinders which I've made an attempt at.

Take 1 - In the lathe to face the front and rear faces, then in the mill to true the bolting face, valve face and bore. In theory relatively simple, in reality a steep-ish learning curve having never attempted anything with so many faces that should match and be square to each other. Needless to say by now that it didn't go to plan, no two faces were true to each other and the bore was only parallel to the bolting face. Now you could argue, and I did contemplate it, that it's all rectifiable. Only the bolting face to the bore really matter being parallel, but it does help if the bore is vaguely pointing at the centre of its matching driver..... It didn't quite. Also the valve chest was decidedly drunk leaning outwards, the bolting face holes weren't quite aligned, I'd forgotten to change the drill and drilled the valve chest bolting holes clearance in two of the 8 bolting holes.....

Take 2 - The other casting I had had already been in the lathe and ill to true up as above. Now to correct it and this time check the alignment of the job with the clock and to hold in the mill better. Lesson no 1 - Check everything twice, in all planes. Lesson no 2 - Three points of contact on an uneven surface works better than four. It went better this time. All faces being true and square to each other.



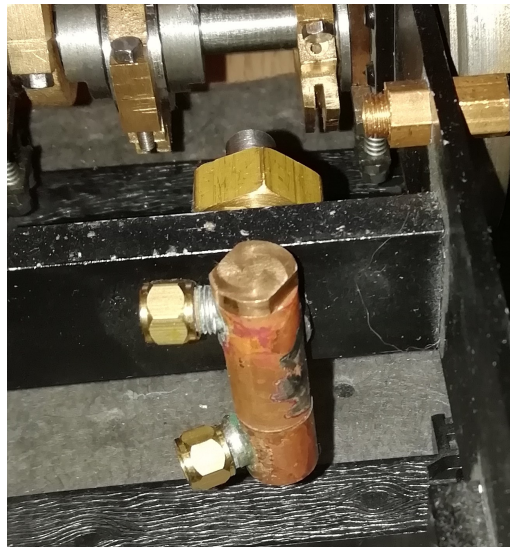
Onto the bore, spotted as before and drilled through in stages up to 9mm. Big enough for the boring head. Slowly in 5 thou cuts up to just shy of a whopping (and here comes point no 1) 11/16ths bore.

Flipped in over in the vice and drilled the 6 bolting holes 3/16 deep and tapped to 6ba. Done..... for now Point no 3 This sec-

ond attempt took me a week, in two stints of 2 hrs. That's the most tie for while ive been able to spend working and still managing to get bits made, which brings me to

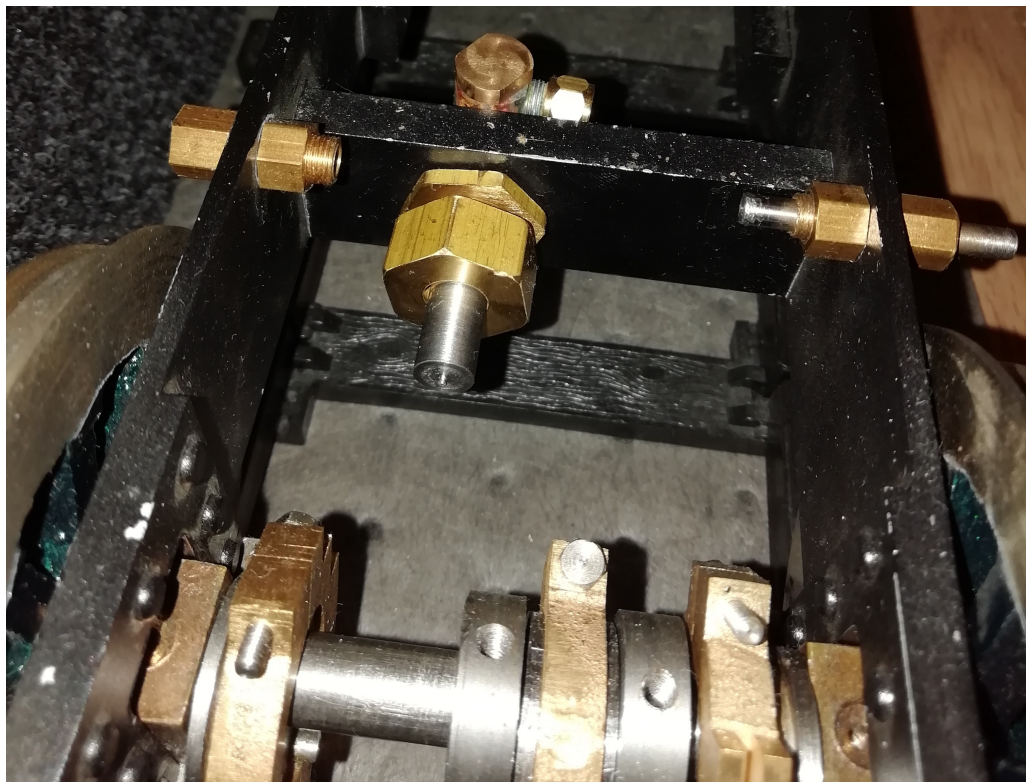
The axle pump.

There is a casting available for this, which I've got but didn't use. The castings for Northumbrian are notoriously bad. Almost no one I've contacted has used them all successfully. The wheels aren't too bad, the cylinders aren't great, the valve chests like wise. Valve blocks are okay. The eccentric straps are close to being unusable but I did manage to get them to work. But, the axle pump as a raw casting is too small as supplied on every dimension



which led me and others to question if they had been sent the right part, which apparently we had. At £3 its not too bad just annoying, so following advice of others that had built one, it is now fabricated, the pump body from phosphor bronze, the fittings also, the caps and gland nut from brass offcuts lying around.

My next plan of action is the valve face, bolting holes and valve ports before drilling the ports through to the cylinder faces. Then the caps, piston and rod, then all still being well - the valve, cover and crosshead. The added complication coming up is the exhaust passage doesn't exit through the bolting side of the cylinder but because the cylinders are at the rear next to the firebox, the exhaust passage passes through the valve chest wall vertically, through the valve chest cover then along the side of the boiler. All good fun, oh and there's a boiler kit to make a start on too.



A lot of hard work, organising and effort - and more club news

Members should be aware that for a few years now we have been attending the Heritage Transport Show at Detling with a sizeable stand, numerous exhibits, and generally put on a good show well received by all. We have also now exhibited at the London Model Engineering Exhibition at Ally Pally, which we too have been well received at with a reasonably sized stand full and packed with excellent examples of all range of model engineering skill, time and effort.

This year we were awarded 3rd place in the club and societies trophy.



A fantastic achievement on only our second show. The quality of engineering, the range of models on display and the enthusiasm of the members that man the stand - we really do know how to do our

club proud. We have a good reputation as a club no matter who you speak to at rallies around the country, and by attending these shows we are only reinforcing that and reminding people why that reputation stands.

The committee's and the clubs thanks go to Paul Rolleston, for once again being our man with a van at short notice.

Which brings me on to.... Our 90th year!



Which ties in very nicely with us hosting the Southern Fed rally on the 7th September. We are planning to make a big song and dance about ourselves, plans are being made, and a list of jobs being drawn up. There is a list on the flipchart at the club of what needs doing, feel free to tackle this list. So far it includes jobs like - repainting, window sill protection, chairs in need of repairs.

Please check the calendar on the back for more dates and events at the club.

One final plea from me, I am aware I've been lacking on the funnies, wordsearch, crosswords etc in these newsletters, they are hard work to put together, and whilst I could re-print those from long ago, new and fresh is best. So if anyone feels like chipping in with anything they found online or whilst chatting amusing, or feels like being a puzzle guru, then do please send them to

luke.bridges@gmail.com or just put it in my hand if you see me at the club - Thanks :)

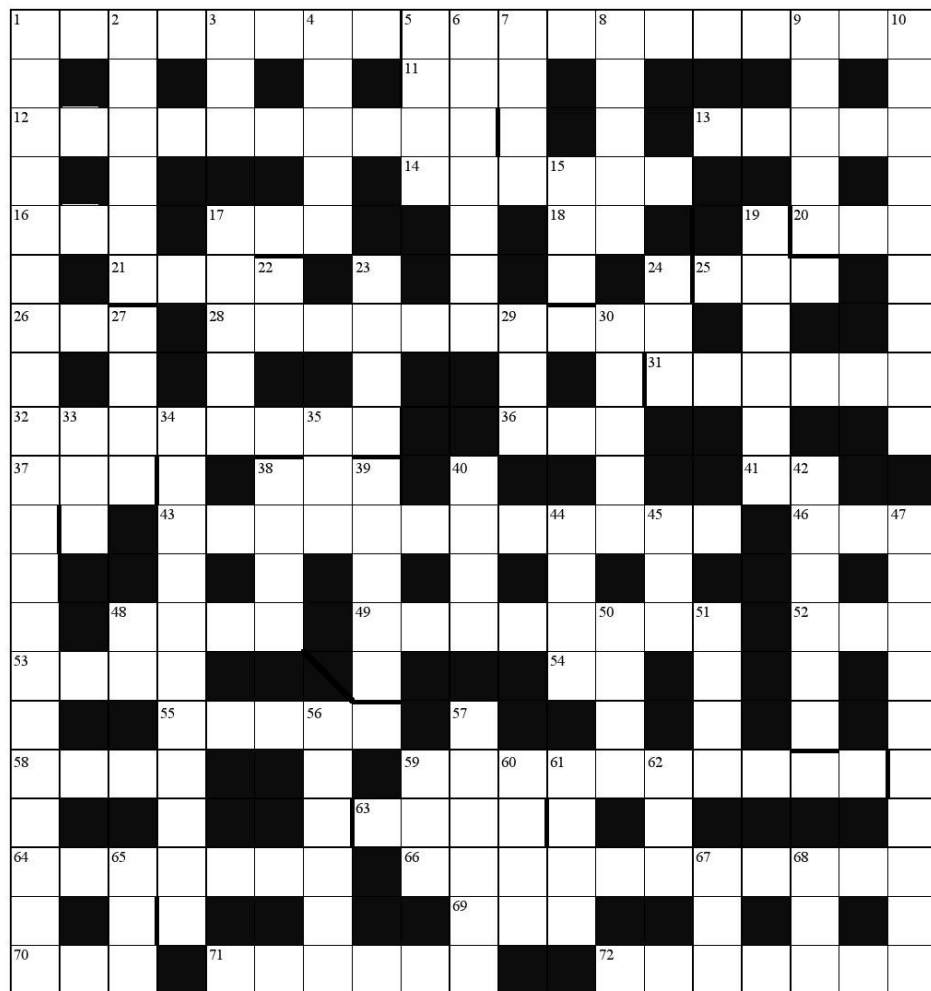


Are there any, dare I say ‘unusual’ locos in club that haven’t been seen in a while? Why not bring them down on a club night and spark some conversation.

On the note of club nights, suggestions of topics or events to put on would be greatly appreciated by the committee. Thanks!

THE MAY 2003 CROSSWORD

By Roger Vane



ACROSS

- 1 Longest preserved railway in UK. (4, 8, 7)
 11 Of advanced years. (3)
 12 Provides guidance in the dark. (10)
 13 Guide. (5)
 14 Famous station could be a bench. (6)
 16 This body encompasses preserved railways (abb). (3)
 17 Part of a shoe. (3)
 18 These two letters could help you to find your way. (2)
 20 Who "Who dares wins"? (3)
 21 Doing this in the dark may provide an uncertain outcome. (4)
 25 Pea holder. (3)
 26 Helps you to surf. (abb). (3)
 28 Nominal rent for loco designer? (10)
 31 Smart in appearance or movement. (6)
 32 Southern loco. technical assistant with Swindon background. (8)
 36 Means of acquiring possession. (3)
 37 A place frequented by animals or fish, but is it true? (3)
 38 Rude turf. (3)
 41 Who set this crossword? (2)
 43 This pacific was a first (and only?) (3, 5, 4)
 46 To provide direction. (3)
 48 Small open vessel. (4)
 49 Atlantic Islands. (8)
 52 Local river. (3)
 53 Guarding the skies down under (abb). (4)
 54 This junior sleuth is short on letters. (2)
 55 Temporary cessation of hostilities. (5)
 58 Fictitious engine. (4)
 59 Northern city takes flight? (10)
 63 Flower. (4)
 64 Man of war. (7)
 66 Dickens of a rail crash here. (11)
 69 Raw material. (3)
 70 Edible tuber. (3)
 71 Aircraft named after a loco Foundry? (6)
 72 In use at 'Bits and Pieces' evenings. (7)

DOWN

- 1 Rebuilding from Caernarfon. (5, 8, 7)
 2 Controls the 'road'. (6)
 3 Prepare your machine? (3)
 4 Large member of deer family. (5)
 5 Half of a former Scottish County. (4)
 6 This part of the railway is fast asleep. (7)
 7 Set in order for publication. (4)
 8 One half of a famous partnership. (5)
 9 Nautical 'birds'. (5)
 10 One county in pre-grouping Railway. (9)
 15 This cat would like to drive your engine. (3)
 17 Morse may have used this long waxed wick. (5)
 19 Metallic law enforcement. (6)
 22 School subject. (2)
 23 'X' may mark this. (4)
 24 Finish. (3)
 27 Eccentrics may be said to be 'up' this. (4)
 29 Small horse or Ffestiniog feature? (3)
 30 The other half of a famous partnership. (5)
 33 Crude commodity. (3)
 34 Early rail speed record holder. (4, 2, 5)
 35 Water droplets suspended in the atmosphere. (3)
 38 Badgers would feel at home here. (4)
 39 Type of fishing net. (5)
 40 Means of propulsion. (4)
 42 Depressed land. (6)
 44 Brave. (4)
 45 Girls' name. (3)
 47 This city was once a leading centre for the manufacture of cotton textiles. (10)
 48 This degree may help you to see the world. (2)
 50 'Minor' spot of bother? (4)
 51 Pre-arranged combat. (4)
 56 Form of music. (6)
 57 London Underground station. (6)
 59 Help! (3)
 60 Close by. (4)
 61 A treatment for fabric. (4)
 62 Aromatic flowering plant. (3)
 65 Spirit. (3)
 67 Nomadic Mongol people. (3)
 68 Pulling this could whisk you off your feet. (3)

Answers in next newsletter.....

MMES DIARY DATES 2019

Saturday 27 April	Scouts Visit (Speak to Me)
Friday 3 May	Evening Run + Fish 'n' Chips
Wednesday 15 May	Members Run
Sunday 26 May	Public Running for Stroke Association
Friday 7 June	Evening Run
Wednesday 19 June	Members Run
Saturday 29 June	Peter Roots Family and Friends Day
Friday 5 July	Evening Run
Wednesday 17 July	Members Run
Friday 2 August	Evening Run
Tuesday 20 August	Mencap Runs, 10-12
Wednesday 21 August	Members Run
Tuesday 27 August	Mencap Runs, 10-12
Friday 6 September	Prep for Southern Fed Rally
Saturday 7 September	Southern Fed Rally + 90th Celebration
Wednesday 18 September	Members Run
Friday 4 October	Amy's Quiz Night
Wednesday 16 October	Members Run
Sunday 27 October	Last Public Running Day
Thursday 26 December	Boxing Day Run

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/Open Days in 2019

Saturday 11 May	Spring Polly Rally - Fareham
Saturday 22 June	Gravesend MMES Invitation Day
Friday 12 - Sunday 14 July	IMLEC - Leyland
Saturday 10 August	MMES Canvey Club Visit
Saturday 28 - Sunday 29 September	Llanelli Autumn Rally