



MAIDSTONE MODEL ENGINEERING SOCIETY

Summer 2018

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Maidstone Model Engineering Society

Summer 2018 Newsletter

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Luke's Spot

Another summer is upon us and we have been having a very busy year at the park so far, most Sundays the steaming bays can be full with an array of engines, some regulars some not so but all great to see.

It has been a good busy year so far, some good days at other clubs and some still to come, a good IMLEC weekend, and making a start proper on my tiny Northumbrian, Trojan is running well albeit a recurring lubricator issue and Polly has come apart ready for an over-haul.

Now that Trojan is running well, Amy has been having a go and getting to grips with steam (not sure what dad is doing?) and hopes to be passed eventually.

You'll notice there's now a featured model article, if you would like to nominate your model, loco or otherwise, then feel free or maybe suggest a model you think should be featured. There's also a chairman's corner that hopefully will become a regular item.

Any suggestions or comments, good or bad, always welcome and photos gratefully received. Remember this is your newsletter, I just put it together and print it.

Lets have a great summer, and good steaming.



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And like our public page at facebook.com/maidstonemes

Chairman's Corner

Well, where's the time going? As I write this we've had an incredible couple of weeks with the weather... so good in fact that I had a fire to put out under the track yesterday... I can't remember that happening for a while... but what else has been happening?



The site is looking great, with constant maintenance. Pete needs a lot of praise for constantly maintaining the track, and (forgive me if I've misunderstood the painter) Gus who is gradually repainting the guard rail. Bernie has been living up to his name with the white paint brush and the list of contributions goes on. There's always bits to be done, the Wednesday gang are the unsung heroes who make Sunday's more relaxing before public running.

The season is going well so far, and thanks to an amazing effort from Dave we've got a full list of traffic controllers for the year, although we've still got a few slots for money takers and loader, don't be shy it's great to have a bit of help from anyone who can spare a bit of time occasionally. A massive thanks goes to all those who have been helping out so far and have their names down already. Another thanks goes to those who have been wearing out their locos for public running it is appreciated, and I can't remember the last time I've seen so many locos at the club so regularly... we've even been struggling for bays at times, so I'd like to make a polite request to bunch up in the mornings and share bays or move to the sidings if appropriate for electric locos if necessary. There's plenty of track for everyone to have a play, it just needs a bit of thought in the bays sometimes to help make everyone space.

Just this week we had a fantastic talk from Andy Hardy about progress with the new P2 and an update on the current status with

Tornado, his presentations always go down well! I for one am looking forward to another talk at some point in a year or two.

I'm hoping that the weather holds out for the August club night, an evening run with fish and chips collected to order. I for one am looking forward to a fun run which is always quite pleasant in the summer evenings, I hope a number of you have the same feeling and we have a track full...

Another thing to look forward to is August in general... a trip to North London club on the 8th follow the week after by a visit to the KESR organised with guided tours of the C&W works at Tenterden, and the engine sheds at Rolvenden, not to mention a ploughman's lunch on the train... all for £25... bargain! More info elsewhere in this newsletter... A club visit to Sutton club the week after that (18th), a lovely little club with gauge 1, 3 ½, 5" and 7 ¼... let us know if you fancy coming, it's an extremely friendly club on their own site.

We would be happy to organise visits to other clubs or places of interest... if you would like, just let me know where and I will do my best to make the arrangements. I am slowly trying to arrange a little trip for a few to a small garden 5" railway just in case it's not there much longer. It's a nice place playing with trains, shunting and signal-boxes. Worth a visit even if we only do it once just to experience that side of the hobby, especially when it pretty close by, unfortunately the owner hasn't been well so arrangements have been tricky to make.

That's probably enough for me now, and thanks for sticking with me if you got this far... I look forward to seeing every single one of you around the club.

Happy training...

Tom

At the park

General Works - Jack Ruler & Maurice Knott

A new Hose Reel has been purchased to replace the old one which had failed because an internal leak had completely rusted through the return spring. the new one is slow to feed in when the very high water pressure at the Park is turned on (John Hawkins and Jack). Please be patient with feeding it in slowly - if it 'sticks', back off a little and then feed again; we have some suggestions for a cunning plan to get round this problem....

The white lining in the steaming bay has been renewed by Bernie now he has mostly finished painting the clubhouse windows and doors externally. He has followed up on a suggestion to add white patches on the ends of the steaming bay rails as several of us have scars from walking into them?

The strip lights in the Coal Store have been completely replaced with LED versions (John Hawkins and Jack). The manufacturer's "average life" prediction gives a life expectancy of about 250 years at our present rate of useage, so we are saving up for the replacements....

Chris Williams, with occasional helpers, has continued with the 'gardening' of the station area and also some strimming around the track to finish off the bits left by the council men.

Gerald, Les, Dave Arnold and Jack have been attacking the fir tree stump in the steaming bay with chisels, chain saw and an axe to remove enough of it to permit rebuilding of the low retaining wall which was made unstable by the tree roots.

Household and Catering - Chris Williams

The club lunch is being organised for next year, at the Grangemoor

Public Running - Dave Deller

We are now okay for traffic controllers, just a few short on fare collectors.

If anyone feels they would like to take a turn at fare collecting or loading, please contact Dave Deller.

Permanent Way - Dave Deller and Peter Kingsford

Gerald and Mike P have continued with the painting of the guard rails and are just over half way round.

We have started on patching up minor damage to the concrete beams supporting the track. A bit over a year ago Maurice and Jack did a trial using an SBR and mortar mix, which is widely used in industry. The trial seemed very successful and Pat Callahan has been busy making special mortar float tools and shuttering to make the repair work quicker and easier; we are currently trialling this method of applying the repairs.

The dip at beam 50 has been repaired

Fuel - Tom Parham

A new batch of coal had been collected, a good sign of having a good number of engines regularly on a Sunday is that we are getting through it and may need another batch soon.

Club Locos - Tom Parham

Enterprise - Lubricators are still being investigated and looked into

Gertie - Running well

SNCF - A new clutch has been purchased, work is in progress to fit the engine, fit the clutch and couple to the hydraulic pump

Rolling Stock - Andy & Luke Bridges

An issue had been reported for a club trolley and Grahams trollies, Grahams were found to catch the brakes on the height difference between the siding and the traverser but run freely on the track, the club trolley wheels may need attention.





Edgar works on his new boiler

Featured Model

This is the first in a new series of articles featuring models built by members at the park, not just locos, road vehicles, boats, clocks, stationary engines or anything that fits the model engineering banner. We start with a well travelled engine, with a lot of club history that was tucked upright in a workshop until very recently.....

Duke of York

Loco Fact File

Builder - R. Milliken

Year Built - 1976

Wheel Arrangement - 4-8-2

Total Weight - 400 lbs

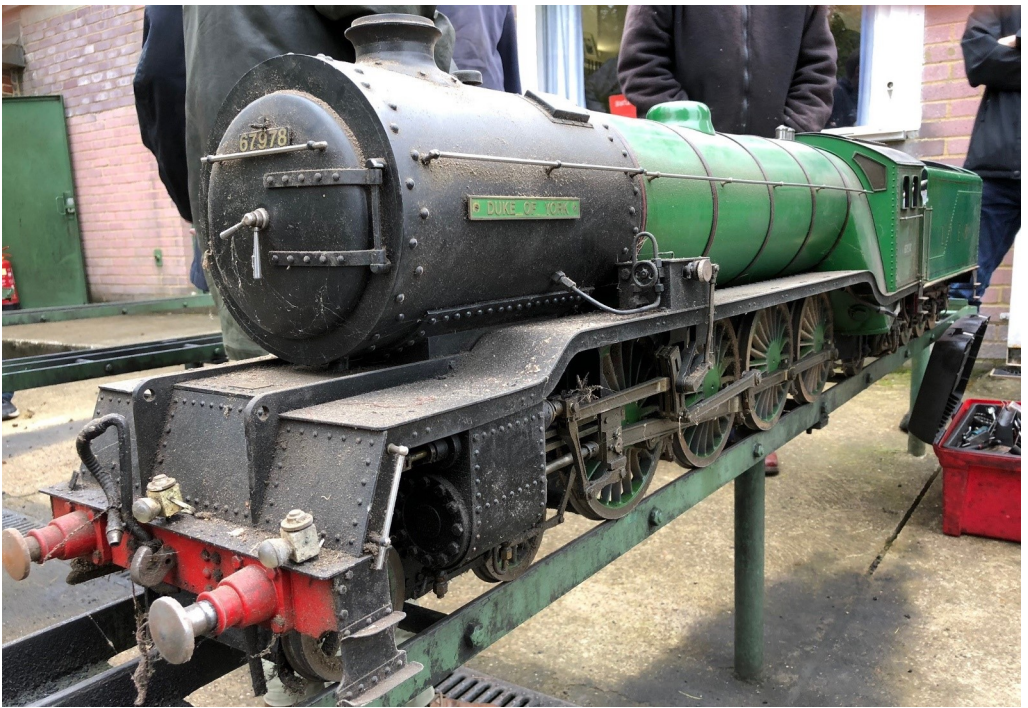
Length - 7' 3"

Valve Gear - Walschearts / Gresley

Prototype - Originally Flying Scotsman

Grate Area - 54 sq.in

If you've been over the park recently you can't have missed a large green engine looking somewhat oversize with a tender you could lose a smaller loco in. When many of us first saw it, it had just been retrieved from the builders workshop where it had been for many years, gathering a significant coating of sawdust, cobwebs and probably one or two creatures calling it home.



Some members recall it running many years ago and an account of this loco was given in the Autumn 76 newsletter which has been re-included over the page. Below is a photo from when it arrived back at the club.

Needless to say its been thoroughly cleaned up and re-tested. Having driven it, it's a very capable engine running at full regulator on the reverser not lacking for power or traction. Its scale meaning a long reach to the controls over its large tender although not uncomfortable. After the re-printed old article is an account by Tom on its recent running and the engine in his ownership.



"FREE ENTERPRISE"

After some persuasion from our News Editor, here is a brief description of my 4.8.2. Duke of York.

My reluctance to write about anything I make is because there are infinitely better engines to be seen on any weekend, but as mine is larger it seems to get more attention. To illustrate this point, last weekend, at Colney Heath, I saw an 0.6.2. $3\frac{1}{2}$ " gauge engine run for the first time; a masterpiece of engineering, compared to my efforts, which attracted attention only from those able to appreciate the finer points and not the physical size.

However, Duke of York's principal dimensions are:- L.O.A. 7' 3"; three cylinders, 42mm.x $2\frac{1}{4}$ " stroke, conjugated slide valve gear. Weight, in working order, including tender, approximately 400 lbs.

Having built an 'AJAX' and a 'NIGE. GRESLEY', both of which are quite straight forward to construct, and in Nigel's case, a very capable machine, having hauled many thousands of passengers since it was built in 1971, I cast around for a new engine to make and I discussed the project with the family. Must have big wheels, says I. Must have a pressure gauge and water gauge that will not plummet downwards whilst discussing dresses in stations says my wife. Must not throw cinders, hot oil, hot water etc., out of chimney, have knobs which don't burn fingers and be green and bigger than Mr. Rix's 'Liberty' says Daughter.

An L.N.E.R. A3 was chosen though it would not be quite as big as 'Liberty'. Armed with a 10ft. length of 6"x3/16 B.M.S. I set to work and marked out an A3. At this time I saw a sketch in Brown's biography of H.M. Gresley, of a giant 4.8.2. rather like an extended A3. Just what I wanted, so, turn over frame steel, make room for another axle, more valve gear and cylinders forward a bit, and Duke of York was born. I tried to keep many features of an A3, correct trailing frames, cartazzi trailing axle etc., the interesting part being the 2:1 valve gear. The crankshaft, built up and Loctited together, the pin angles being 120° , 114° , and 126° , was comparatively simple, having no additional fixings. (A mock-up could not be shifted with 18" stilsons). The centre cylinder, being at 6° to the axis of the outside pair, meant that the inside valve chest had to be machined as a parallelogram with a 2" valve spindle guide and parts milled at 6° to the centre line, to keep it parallel with the outside spindles.

The two to one levers I made twice, the second pair from much larger section steel, because of the considerable flexing which takes place under load. This was discovered by supplying compressed air to the inside cylinder only. The engine would run continuously, but, in spite of twenty-seven small ball races, some flexing and lost movement could be observed. Though rather difficult to set, the valve events were adjusted satisfactorily, enabling a short cutoff to be obtained in either direction.

The boiler, which is a scaled up version of the A3 type, is rolled up from $\frac{1}{8}$ " and $5/32$ " copper sheet, and is $7\frac{5}{8}$ " over the centre cone, and weighs nearly a hundredweight. A large combustion chamber was arranged to keep the tube length down to 20". 21, $\frac{1}{2}$ " tubes are

fitted, and two sets of stainless steel superheaters, in two $1\frac{1}{2}$ " dia. flues. The firebox is $12\frac{1}{2}$ " long into the combustion chamber and has a $\frac{1}{2}$ " square foundation ring, leaving a grate area of 54sq.in. - 9"x6".

A boiler of this size is quite hard work for one person and requires an enormous amount of heat. A 150,000 btu. propane torch plus a No. 25 oxy-acetylene torch the ambient in the garage to about 150° F, at which temperature my wife, when called upon to hold one of the torches, developed the inconvenient habit of fainting, which wasted all those BTUs. Eutectic 1800 rod was used, in addition to 300 3/16 copper rivets, to stick the firebox together, as, having a higher silver content than Easy-Flo, it seemed the obvious choice.

When nearly finished, carrying 100lbs. of hot copper to and fro for pickling is an experience more suited to those of more masochistic tendencies than I. Eventually, left with a few weeps, effectively stopped with a 300°C paste called TinWeld, and a test of 200psi. attained, I embarked on the plate work, plumbing, etc. Some of the minor components such as drain cocks, with 17 levers, took a little fiddling, but by and large the worst was over.

A slightly oversize 3 wheel, high sided tender was constructed and the whole ensemble given a few coats of green cellulose, with some white lines here and there.

There are no pumps fitted to either engine or tender, total reliance being placed on two injectors for boiler feed.

I am aware that the complete outfit does not resemble any prototype and that it is considerably over scale, but my personal view is that the problems encountered in the design and construction of something somewhat unorthodox, is more interesting as a pastime than an exact copy of someone elses handiwork.

A miniature loco., to me, is an endeavour to create a complete machine from useless hunks of metal, (in my case drain covers and discarded bric a brac) an exercise which keeps me off the streets in winter and takes us out in the fresh air in the summer.

From a practical point, the engine is quite successful and capable of hauling six cars round KotePark with ease, and to the surprise of those with little faith in Loctite, none of the major bits have yet fallen off!.

Finally, to those members about to embark on their first model, my advice as a complete amateur is; 1. one does not need elaborate equipment, my total machine tool cost since 1970, when I started is £47; 2. be sure that you will not be side tracked, stick at it, build as big as you can and ask advice from the "professionals" in the club.

My new project is a $4\frac{1}{2}$ " to the foot traction engine, a new field to me and full of promise of new problems.

Ray Milliken

So, that was how the story of this loco started, however it's had a life of ups and downs... finished in '75, it started its life running round at Mote Park, and most likely visiting other clubs around England. However, after seeing an invitation to attend an international rally in Japan, it was packed up and shipped out... after its return it saw some more use before making way for the traction engine scene and having an easy life for a while... before an invite to a 10 year reunion in Japan, so it was brought out, tested and ran well so off she went again. Unfortunately the couriers were not overly sensitive with their handling and it returned to Rays drive in a van and the statement of "well chuck some sacks on the floor and push it out" Rays comments weren't exactly encouraging of this so they went away and returned in a more suitable vehicle with a tail lift...

and that was where her story paused for a number of years, being stood on end in her box for 31 years, having pressure gauges borrowed and injectors liberated for other projects...

Ray decided that he would like to stay in the club, and fortunately for me he said that he would like me to have it.

After collecting it from his house, first stop was the club to see what was what, and start to look at what work was necessary before it could run once again.

I won't go into the ins and outs here, but a week later, and spending every evening in the workshop, I had a boiler test completed and she ran beautifully for 3 hours. After telling Ray the good news, he said that he may be able to get to the club the following day. I steamed up early on the bank holiday Monday so that it would be going whenever he turned up, but unfortunately a pin dropped out of the centre cylinder valve gear just as he turned up. Since fixing that it was back to running well, and I have subsequently made a rose bud grate for it which seems to be working well so far. The only big(ish) job left for now is to renew the rear cylinder cover gasket on the left hand cylinder, and sort out the corresponding drain cock.

I feel extremely fortunate to have this engine which boasts so much history, and I am looking forward to many years of running her... maybe next years imlec entry?



The difference between then and now



IMLEC 2018 - Alison Bridges

Imlec 2018 (International Model Locomotive Efficiency Competition for the Martin Evans challenge trophy) took place on Friday 6th July until Sunday 8th July. This year the event was hosted by Birmingham Society of Model Engineers at their track in Hockley Heath, Solihull.



BSME have two kidney shaped tracks. A 1112ft dual gauge 5/7.25" ground level track and a raised 1044ft dual gauge 3.5/5" track. Only the raised track was used this weekend. The site consists of footbridges, a brick built double arched tunnel, stations, paved platforms, signal boxes and steaming bays. They also have a large raised club house and a male and female toilet block. Also at one end of the track is 180ft of track for gauge 0,1 and 16mm locomotives.



The first Imlec began at this track in 1969. For this years competition the direction of travel was reversed as one of their members was competing on Sunday.

We didn't attend the opening day on Friday but arrived early on Saturday morning and were able to see Fridays results. A 3.5" Bantam Cock from Chesterfield and District SME was currently in first place.

There were 25 engines listed to take part over the course of the



three days, 1-6 on Friday, 7-17 on Saturday and 18-25 on Sunday but 3 didn't take part.

For those unfamiliar with what running at Imlec entails I will give a brief explanation. Once your engine is on its bay an observer will be with you when you steam up your engine. You light it up on charcoal and keep it in steam on this and you are given a measured amount of 2lb of coal as you go on the traverser and as much water as you need. The observer will carry a second bag should you need





it. It's up to you how many passengers you want behind you. Some engines had 4 or 5 and one had 26. It doesn't matter how many people you carry as the competition is about how efficiently your engine works over the course of your half hour run. Once your engine is in steam you are coupled up to a dynamometer car. This is where an observer sits and measurements are taken. At the end of your run all the information is calculated along with how much coal you used to get a result which is then displayed for all competitors and spectators to see.

Back to our visit and as already mentioned we arrived early on Saturday morning (It cost us ten pounds each for the weekend!!!) and found a place to set up our chairs in the shade as it was a very hot and sunny day. A lovely smell of bacon was coming from the club house which we couldn't resist and so we enjoyed bacon rolls and tea provided by BSME members.

The very first engine on track (a 5" BR merchant navy from the Isle of Man) had to retire as he just couldn't get up the steepest part of the track which was 1:220 over 74 feet even after dropping nearly all his passengers. The driver did return to the track at the end of the day for another go but it went unscored.

The rest of engines for Saturdays run continued with only one having a derailment. He was allowed to have another go for which he did get a score.

The clubhouse was open all day for refreshments and it was very busy. If you wanted to stay for the evening they were also providing an evening meal for a small charge and the track was available for any visiting engines to run.

Sunday was another hot and sunny day with plenty of spectators. The engine in first place was still the 3.5" Bantam Cock.

The competition continued in the same way as those on Saturday. Last years winner, a 5" Britannia from Guildford was back to defend his title but was beaten into second place by a 5" BR Proposed driven by Lionel Flippance of Worthing and District SME. Third place went to the 3.5" Bantam Cock driven by Steve Eaton of Chesterfield. Third place was actually given to the 4th place engine a 5" BR SR U class driven by Glyn Winsall from Rugby MES. Apparently the Bantam Cock only won its 3.5" category and the others were in the 5" category. (very bizarre!!!) Prize giving and a raffle took place at the end of the day with the prizes being awarded by Diane Carney from Model Engineer magazine and Don Cooper, BSME president.

All the volunteers at Birmingham SME worked very hard to make this an enjoyable and successful event. Imlec 2019 will be hosted by Bristol SMEE.



A small loco - Northumbrian

Back at IMLEC 2015 at Nottingham, they had for sale a few bits and pieces. Tom bought some rob-roy parts, I bought for £2 an early but erected set of frames for a 3 1/2 Northumbrian. Northumbrian had taken my fancy from one of the first issues of ME I'd read when I got involved in model engineering in 2009.

A tiny little loco representing Rocket in its rebuilt form, essentially an updated LBSC Rainhill but more representing Rocket and how it appears now. An 0-2-2 its use was always intended as just a play-thing with 3 inch driving wheels and weighing in at a mind blowing 21lbs when complete. Definitely a small loco, the GA fits the whole loco and tender on one A2 page. This would be my first attempt at a loco from drawings having until now completed two kit built locos from Polly, a Polly 6 and a Trojan. This seemed like a fun one to attempt partly due to the low relative cost of a mistake in machining a part, a cylinder casting in gun metal at £14 and a driving wheel casting at £12.

Its now at a rolling chassis stage, pushes up and down freely with a lesson or two in how not hold jobs in a lathe during turning the wheel profiles.

The axle boxes provided my intro to milling and reaming, tapping and threading.

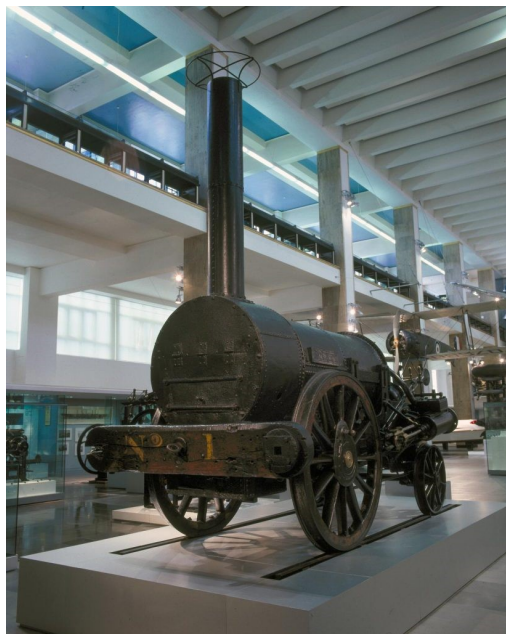
This won't be the quickest build even given its diminutive size with only an hour or two per week to get in the workshop.

Stephenson's Northumbrians were an evolution of Rocket locos, having the firebox now fully integrated into the boiler, a smokebox the full diameter of the boiler, the cylinders at a lower angle, plate frames with buffer beams and a proper tender. All previous Rocket locos were semi-rebuilt into Northumbrians however retaining their original boilers albeit with smokeboxes on the front. This is how Rocket now appears in contrast to the Rocket replicas that can be

seen, as below.



The pace of loco development at the time was rapid, later in the same year (1830) that the Northumbrians were produced the Stephenson works had developed the Planet locos.



From 1829 to 1830 locos had gone from Rocket to what can be recognised as a conventional loco laid out in manner now closely resembling pretty much every later steam loco.

These early engines are not to everyone's taste, and some question the point of building a miniature of them. To me they are fascinating, can be built relatively cheaply in little time and take up next to no space when complete (this is living on the sideboard).

You may see the chassis being towed round the track at somepoint, just for some peace of mind that I haven't made it 3 3/4" gauge.

I'll have an update and some progress to report on in the next issue.....



Gravesend MMES Open Day

A few of us attended the annual Gravesend Model Marine and Engineering Society invitation day on 23rd June.

Gravesend always provide a warm welcome, good running, good food and interesting mix of locos.



I tend to wait to be one of the last locos on track, when most people have had their runs and track is clearer for some continuous running, Tom had gone on slightly earlier and Paul and Norman were on in the morning.



There's a small tradition between me and Dad that as I'm on later in the day, this usually coincides with the afternoon BBQ, the standard

practice is for Dad to get my burger and hotdog and pass one at a time as I drive past, in the fashion of the Travelling Post Office's of old. I haven't dropped good food yet.



Winding around itself, their track provides a interesting contrast to our own out and back layout, standing in one place you are able to see most of the track and the action taking place.

This was also Amy's first attendance to a club open day and a particular loco took her interest for one very good reason, it was bright pink. The bottom end was a simplex chassis and running gear, a simplex boiler on the top although more in the style of a sweet pea narrow gauge loco.

Photos from Martin



BOILER CERTIFICATES EXPIRED OR EXPIRING BEFORE OCTOBER 2018

MR A.B	5" GAUGE POLLY VI 2-6-0	25/02/2018
MR L.B	3 1/2" GAUGE 2-6-2 BANTAM COCK	05/05/2017
MR N.F.C	4 1/2" SCALE BURRELL	25/03/2016
MR N.F.C	5" GAUGE 0-6-0 "BUTCH"	27/05/2018
MR N.F.C	5" GAUGE 2-8-4T "DHOLPUR"	24/06/2018
MR N.F.C	5" GAUGE 2-8-0 FREELANCE NG TANK	15/07/2018
MR C.D	5" GAUGE POLLY VI 2-6-0	23/05/2018
MR D.D	3 1/2" GAUGE BRITANNIA	21/06/2017
MR A.H	5" GAUGE D CLASS 4-4-0	25/03/2018
MR M.J	3 1/2" GAUGE LMS 0-6-0 4F	22/07/2018
MR P.B.K	5" GAUGE 4-4-2 JERSEY LILLY	12/03/2017
MR P.B.K	5" GAUGE 4-4-0 MAID OF KENT	03/05/2017
MR P.B.K	5" GAUGE SOUTHERN Q1 0-6-0	09/05/2018
MR M.K	5" GAUGE 2-6-2T FIREFLY	18/03/2018
M.M.E.S.	5" GAUGE LNER 2-6-2 "ENTERPRISE"	31/05/2018
MR M.N.P	5" GAUGE 4-2-2 STIRLING SINGLE	11/07/2016
MR M.N.P	5" GAUGE GWR 28XX 2-8-0 No.2889	15/04/2018
MR E.P	5" GAUGE MIDLAND SINGLE 4-2-2	02/06/2016
MR E.P	5" GAUGE PEPPERCORN A1	10/04/2017
MR E.P	5" GAUGE SIMPLEX "LITTLE WILLIAM"	22/10/2017
MR E.P	5" GAUGE LNER B1 4-6-0	01/04/2018
MR J.R	3 1/2" GAUGE 2-4-4 LUCKY 7	29/07/2018
MR G.S	3" SCALE BURRELL T.E	12/08/2015
MR G.S	5" GAUGE 0-6-2 ACHILLES	23/07/2018
MR G.S	5" GAUGE 4-6-0 JUBILEE	30/09/2018
MR J.W	5" GAUGE POLLY 0-4-0	26/06/2016
MR B.L.W	5" GAUGE MERCHANT NAVY 4-6-2	06/06/2018

Surnames have not been included to comply with GDPR but you should be able to identify yourself from your initials.

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

Boilers with certificates expired for more than 3 years are not shown on this list.

Please contact testers in advance of the test, it has become habit by some that this can happen on the day although this shouldn't be the case.

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



Caption time, send in your best



Next issue

- Featured loco
- Northumbrian continued
- Back to the future

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

Sutton Club Visit

Martin has just arranged a trip to Sutton Club on Saturday 18 August.

Traditionally we all meet at the nearby Harvester (The Plough, Sutton Common Road, Sutton) for lunch together at midday. We then will all arrive at the club at the same time after lunch. Parking is limited so it will be good if we can car share where possible. There is ground level 5" and 7 1/4", raised 5" and 3 1/2", and Gauge One tracks available to run on during the afternoon.

Please let our secretary Martin know if you will be attending.

K&ESR Visit

We have a visit organised to the K&ESR with a tour of the Carriage and Wagon workshops at Tenterden and the Loco workshops at Rolvenden along with a ploughman's lunch on the train.

Tickets are £25 including the full return trip on the railway.

Starts at 12:00 for the carriage workshop tour, then the 13:15 train to Bodiam and return with lunch, 15:00 tour of Rolvenden sheds and workshops, then back at 16:25 to Tenterden.

Please let Martin know if you wish to attend.

MMES DIARY DATES 2018/19

Wednesday July 18:	Wednesday Playtime run.
Friday August 3:	Night Run plus Fish & Chips at £6.00 per head.
Saturday August 4:	MMES visit to North London
Saturday August 11:	MMES visit to K&ESR
Saturday August 18:	MMES visit to Sutton, 2pm onwards
Wednesday August 15:	Wednesday Playtime run.
Friday September 7:	Night Run and Bits & Pieces Evening.
Wednesday September 19:	Wednesday Playtime run.
Friday October 5:	Quiz Night 7-30pm.
Wednesday October 17:	Wednesday Playtime run.
Sunday October 28:	Last Public Running Day.

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

Friday Evening Meetings are for members and associate members (their families), occasionally for members' friends, and for those who intend to join the society.

Donation minimum £1 per person for Friday evening meetings, unless otherwise stated for food if you are eating what is advertised for the Club Night.

Wednesday Playtime Runs generally start around 10-30am and finish early afternoons.

Events listed will only alter if an unforeseen situation means change is essential.

Some open days/exhibitions/events in 2018/2019

Thursday 23 - Monday 27 August:	Great Dorset Steam Fair
Saturday 15 - Sunday 16 September:	Miniature Steam Weekend, Amberley
Friday 22 - Sunday 24 September:	Llanelli Autumn Rail and Road Rally
Thursday 18 - Sunday 21st October:	Midlands Model Engineering Exhibition
Friday 18 - Sunday 20st January 2019:	London Model Engineering Exhibition

