



MAIDSTONE MODEL ENGINEERING SOCIETY NEWSLETTER **SPRING 2005**



Ron's Gauge One 0-6-0 Project running at New Romney Open Day



Charles takes to the track after a successful boiler test of his Polly (built by the late Frank Deeprise), watched by Graham



Paul and his mum Iris take Paul's 8F for a run before public running starts



The difference a few weeks make: Dave's U-class at boiler test, watched by Roy, in March, and on the track fully completed and painted in early May, with Dave and his wife Sheila

Chairman's Report 2004/5

This has been a year of ups and downs. After many hours of design and construction work, our new carriage shed was at last up and running in time for our first running day of the season, which passed with great success. During the following week one of the many criminals who seem to inhabit Kent, decided that aluminium track would be better off in the back of his van and off to the scrapyards. This must have netted him all of £40. Not a crime of any consequence according to the police! This resulted in us having to spend around £1500 to replace the stolen track (500 ft. approximately). After a lot of hard work, many thanks to all concerned, we were up and running after about eight weeks. During this time we lost a bank holiday and several Sundays' revenue but thanks to the generosity of the general public and a donation from Maidstone Borough Council, we have gradually recovered most of our losses. The Southern Federation Rally, which we combined with our 75th anniversary celebrations, was a great success and the exhibition of models that we put on put some Model Engineering Exhibitions in the shade. The only disappointment was the low number of visitors. I think this was probably due to the number of events that now occupy our Model Engineering year. While attending various Steam Rallies, during the year, I notice that most of them, this year, require proof of personal third party insurance indemnity. This is available, through the Southern Federation Insurance facility, for cover up to £5,000,000, at very good rates. With the current trend for litigation, insurance cover appears to be a necessity, when attending shows and rallies.

All the best for the coming season.

Graham Kimber

March 2005.

A Philosopher's Tale passed onto us by Paul Rolleston

A Professor of philosophy stood before his class. He had some items in front of him on his desk. When the class began, wordlessly he picked up a large empty jar and proceeded to fill it with stones, stones that were about 2" in diameter. He then asked the students if the jar was full. They agreed that it was. So the professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly. The pebbles, of course, rolled into the open areas between the stones. He then asked the students if the jar was full. They agreed it was. The students laughed. The Professor then picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else. "Now", said the Professor, "I want you to recognise that this is your life. The rocks are the important things – your family, your partner, your health, your children – things that if everything else was lost and only they remained, your life would still be full. The pebbles are the other things that matter like your job, your house, and your car. The sand is everything else. The small stuff. If you fill the jar with sand first, then there is no room for the pebbles or stones. The same goes for your life. If you spend all your time and energy on the small stuff, you will never have room for the things that are important to you. Pay attention to the things that are critical to your happiness. Play with your children. Take time to get medical checkups. Take your partner out dancing. There will always be time to go to work, clean the house, give a dinner party and fix the blocked up waste disposal. Take care of the Stones first – the things that really matter. Set your priorities. The rest is just sand." But then a student stood up, walked to the front of the room and picked up the jar which the other students and the Professor agreed was full, and proceeded to pour into the jar, a bottle of beer. Of course the beer filled all the remaining spaces within the jar making the jar well and truly full. The moral of this tale is: - That no matter how full your life is, there's always room for beer.

DUTY DOG & STATION STAFF ROSTER PUBLIC RUNNING 2005

<u>Date</u>	<u>Traffic Controller</u>	<u>Fare Collector</u>	<u>Passenger Loader</u>
May 22			
May 29			
May 30	John Barrow		
June 5			
June 12			
June 19	Tony Jones		
June 26			
July 3			
July 10			
July 17	Tony Jones		
July 24			
July 31			
August 7			
August 14			
August 21			
August 28	Tony Jones		
August 29	John Barrow		
September 4	Wallace & Gromit (Mike & Roger)		
September 11			
September 18			
September 25			
October 2			
October 9	Wallace & Gromit		
October 16			
October 23			
October 30	Dave Deller		

A pretty poor show of volunteers so far, but well done to those who have committed themselves.

Public Running is generally between 2-30 and 5. Unless we have volunteers for ALL THREE POSITIONS we will **NOT** be able to run on these afternoons.

IT IS A PAIN HAVING TO FILL THESE ROLES ON THE DAY.

Check your diaries now to see when you're free. Thirty-six running days where the Club could earn much needed funds for maintenance and future projects. Or nobody bothers, the Club gets zero, and before long, ceases to exist. Your choice. Any member can cover one of these posts, no excuses. And if everyone did, you would only have to do it once, and be proud to have done your bit.

The list is maintained on the noticeboard by the door in the Clubhouse. Head Honcho of the list is committee member John Hawkins telephone 01795 478204, who will try and ensure we have sufficient volunteers. If you have volunteered but cannot make it for any reason, please let John know, and try to fill a slot another time. And you should be happy to do ANY of the duties – not just Traffic Controller - you can arrange to share with someone else if, say, you only want to do an hourly stint.

YOUR CLUB NEEDS YOU.

PLEASE DO YOUR BIT!

SCIENCE OR WHAT?

I am one of those chaps that, when reading M.E., skims over anything that looks highly technical, has formulae, graphs, or engine indicator diagrams etc. etc. Frankly, I just don't understand them at all. I leave the theory to others more qualified and just want to get on with construction and running of locos.

However, it struck me the other day that whilst we see engines described as having "an 1" and a quarter stroke with a 1" bore" or some such, we don't see engine capacity in ccs like you do for infernal combustion engines. This led me to thinking why and would an engine's capacity give a more understandable piece of information as to its performance, and comparability with another of a different size. That in turn led me to think how is the capacity arrived at. Back to the dreaded scientific calculations!

Now, is the capacity calculated by taking the swept volume of the whole cylinder when the piston is at bottom dead centre, or the area left at the top of the piston at T.D.C. just before ignition, then multiplied by the number of cylinders in that particular engine? What happens when an engine, possibly has, say 3 cylinders, with the third cylinder of a different bore and stroke (if that's possible). What about a compound engine? I am sure someone out there will elucidate for me. (Just watch my eyes glaze over when you start to get all technical.)

Let us take a simple example (that is more my style). An engine with a 1" bore and a 1½" stroke would have a swept area (for one cylinder) of $1 \times 1\frac{1}{2} = 0.7854 \times 1.5$ (i.e. the area of a circle of 1" diameter x perpendicular height = volume of a cylinder) = 1.178 cu. ins. or 19.3 ccs. (Someone really ought to check my maths.) Which appears about right.

A cylinder of 1.5" bore and 2" stroke seems therefore to have a capacity of $1.7671 \times 2 = 57.9$ ccs. Quite an increase in capacity for a relatively apparently small increase in cylinder size.

Another point strikes me here. Consider the valve chest; I'm talking slide valves here, as I know very little about piston valves. Is the volume of the chest the same as that for the cylinder it feeds? This is the first point that the steam has an opportunity to expand, yes? Probably why valve chest pressure gauges read slightly lower than that for the boiler (if in fact this is the case). So it too could have its swept capacity measured in ccs. Consider, a small regulator opening gives a small injection of steam to the valve chest, whilst a larger regulator movement admits a larger volume (am I right?), but both lots of steam are initially at the same pressure. By now you can see why I get confused by all the theory.

The next point that bothers me is the size of the cavity on the underside of the valve block itself. I believe LBSC said that for a 3½" engine the depth of the cavity should not be more than about 1/32". With a cavity of roughly ¼" square, its volume would appear to be in the order of 0.002 cubic inches or 0.03 ccs. Going back to our first example above, how can it discharge 19.3 ccs in one stroke.

Now do you see why I am getting confused, particularly if my maths are right, which they could well not be. I know we are talking about volumes and discharge of expanding gases at various pressures and temperatures and I have probably got it all wrong.

Would some kind soul please put me straight but please, please make it simple.

Vic R.

NEW MEMBERS

We welcome the following:

Philip and son Howard Goacher of Maidstone, Philip is a brewer (I'd just like him to know samples are always welcome here) and Howard is one of our few junior members, so he is especially welcome;

And

Peter Evans of Kennington, Ashford, a railway quality control manager, who owns a 3" Maxitrack Aveling and Porter tractor;

And we welcome BACK

Colin Edwards of Maidstone, retired, model making activities a 4" McClaren Traction Engine. Now Colin was Secretary of the Society in 1969, so it's really nice he's now found time to return to us. It's never too late!

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A NOTE ON HOW TO BECOME POPULAR IN THE CLUB

Bring yummy cakes and make the tea.

Volunteer for station duties.

Tell all the chaps what a wonderful engine they've built and how clever they are.

Admire the ladies and tell them they're beautiful and shouldn't be expected to do such menial duties as washing up – you'll do it.

Clean and tidy the Clubhouse.

Well, I'm sure you can all think of many more!

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CONGRATULATIONS ARE IN ORDER TO:

Ron Attfield who married Shelagh on Easter Saturday, proving that romance is never dead – why should weddings just be for youngsters! It was lovely that when they set off for their honeymoon in Venice on the Orient Express a few days later, the train went past our Club Site, so various members were able to wave to them.

And

Steve and Lisa Hopkins, proud parents of Baby Adam, who arrived on 6th April 2005. There is no truth in the rumour that Granddad John Hawkins will have him firing a locomotive before he's able to spoon food into his own mouth. Or is there?!

John Winser 1927-2005

John was born at home and lived in a loving, caring environment all his life. He first showed an interest in making things at a young age when he joined his junior school Meccano club. His father was a keen photographer and very interested in making his own wireless sets, starting with simple crystal sets (no kits in those days!). This rubbed off on John, whose interests included model aircraft and kite making. Later his interests included model boat building, motorcycling and, much more importantly, model engineering.

John driving his locomotive Lochwood – (picture by JB, who now owns the engine, still working well passenger hauling.)



At school he always had good reports and, when he was twelve years old, he went to a technical school in Croydon. He did well there meeting up with Bill Carter a member of the staff and a doyen of the Society of Mechanical and Experimental Engineers. At a later date John joined this society and remained a member for the rest of his life. On reaching the age of fourteen, he started work as a messenger boy with the G.P.O. Under protest (he wanted to join the power side) he stayed there until joining the Army in 1945 as a craftsman in the R.E.M.E. Here he was trained as an electrician and saw service in the U.K. and Egypt. On going back to civilian life, he returned to the G.P.O. and was able to transfer to the power side. Here he worked hard and studied at evening classes to pass examinations to enable him to reach the rank of an Assistant Area Engineer.

In 1971 he left Croydon to live in Rainham together with his mother. This was, in part, due to his interest in sailing. This interest arose after a visit to the Boat Show in 1962. We bought a small sailing cruiser. This caused considerable surprise in the family, but we had many pleasant days out in the following years until deteriorating health caused John to pull out.

After retiring from B.T. he spent much more time in his workshop and enjoyed being a member of The Maidstone Model Engineering Society. During the public running season he was a regular attendee on Sundays with his locomotive "Lochwood". It was on one of these days when his locomotive was derailed and his fall resulted in a broken shoulder. Unfortunately, he never recovered the full use of his arm again and that was a blow to many of his activities. By the end of 2002 he was in need of care help in his home and eventually he decided to move into a nearby care home. He moved in on January 17th of this year. A week later he died, a sad day to all his friends and relatives.

Peter Martin
February 2005.

5" GAUGE MODEL OF HARRY WAINWRIGHT'S D CLASS 4-4-0

I had a brainstorm a few days ago, which coincided with the remarkable change in our weather temperatures. Less than two weeks ago I was shovelling snow and shivering in sub zero temperatures, now I am cutting grass in my shirtsleeves and perspiring in high teen temperatures.

Anyway, about the time of this dramatic change in our weather, I was getting a bit bored with my present project and on the spur of the moment decided to strip down my 5" gauge Wainwright 'D' which I acquired a little over two years previously.

The engine runs fairly well but a bit ragged with an irregular exhaust beat. I have wanted to try and improve this but have been reluctant to strip it down in fear of spoiling the paint finish. However about a week ago I suddenly decided to strip it down and thoroughly check it over. There are also a few other minor modifications I intend to carry out. Including trying to make the steam reverser operative.

A couple of days later I had the engine in pieces and cleaned up. On dismantling the valve gear it was immediately apparent that the valve timing was incorrect as the valve travel marking on each of the valve faces was not symmetric to the ports. The valve gear is Stevenson's and the vertical slide valves are sandwiched between the two cylinders. The pistons and cylinders are bronze with soft packing to the pistons. I think the engine has had little use, as nowhere is there any amount of wear. The pistons are a bit on the sloppy side – about 3 thou all round – but I think this is mostly as built, not wear. The bores are parallel and round. I could hone the cylinders and fit new larger pistons but I don't think it is bad enough for this. I expect I shall fit a pair of bronze piston rings and also leave the soft packing in the middle, which is in good order.

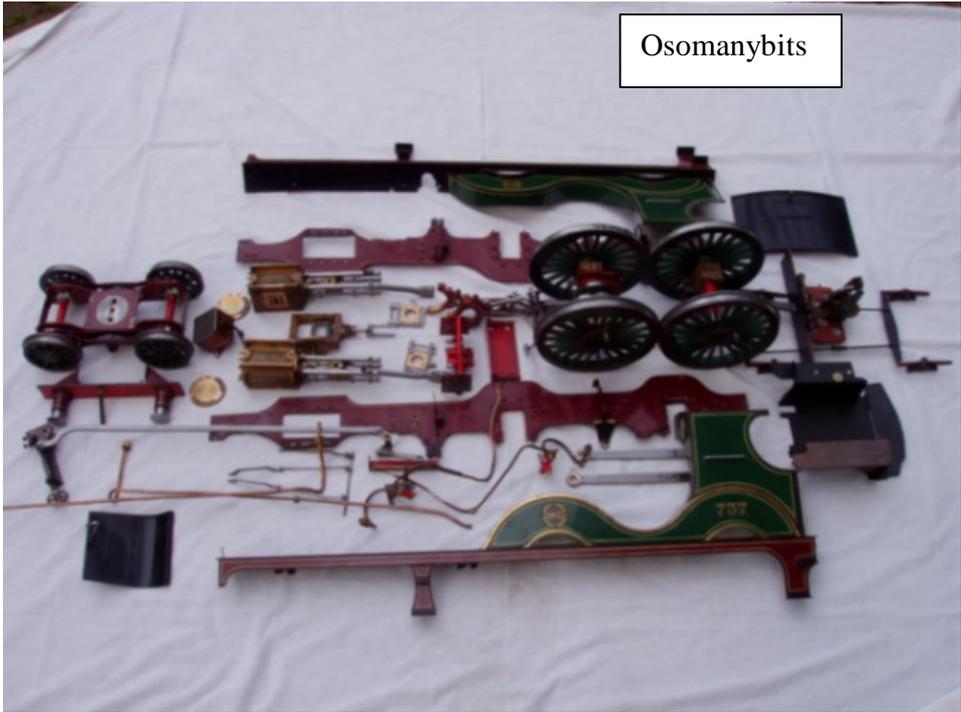
After doing a bit of cleaning and polishing of the components in their dismantled state I thought I would have a go at resetting the valve gear. I temporarily re-assembled the chassis and mounted the driving wheel together with one cylinder and associated valve gear. This enabled me to view inside the steam chest and the working of the valve. I spent at least half a day trying to reset the valve. First I equalised the valve movement then adjusted the eccentric cam but I just could not get equal openings and at the right time of the stroke.

I carefully scrutinised the valve gear components and suspected the expansion link. Although the lengths of the forward rod and backward rod are identical an error in the making of the expansion link had introduced a variation of about 50 thou on the rod lengths. I tried shimming the rods to try and eliminate the 50 thou error but was still unable to get a good valve setting. I made a new expansion link and after fitting I was able to set the valve with equal openings and with the correct cycle. I don't think the other expansion link is so bad but I will replace this also.

I would not have expected this error to make such a fundamental difference to the valve setting. This experience will make me very careful in the making of valve gear components in the future.

It seems such a shame that a little carelessness on this one component spoilt the running of this engine, which generally is so well and carefully made. It must have been such a disappointment to the builder having spent so very many hours constructing and tending the engine. I realise that with the machines many of us have nowadays the making of an expansion link with a mill and circular table is very easy. I suspect that the offending links in this engine were hand made.

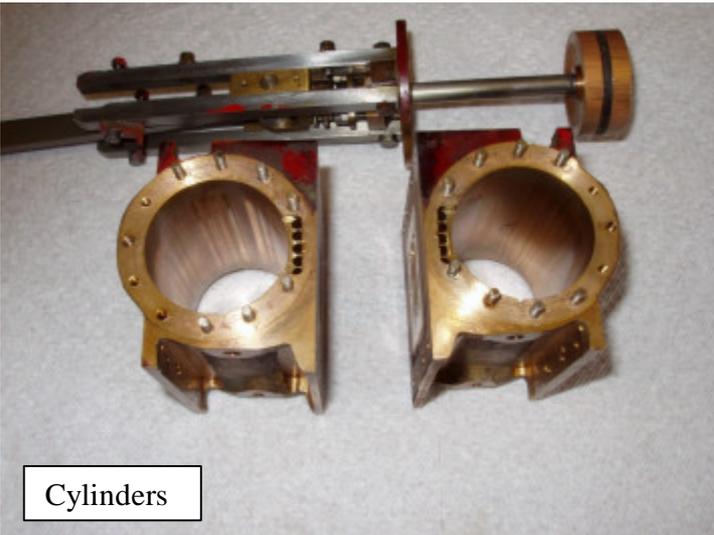
This model, like the full size, has a steam reverser, which I think the builder intended to work, but appears to have been abandoned in favour of a screw reverser. The screw reverser alone has been very cleverly designed and built.



Osomanybits

I have been wondering why the builder abandoned the steam reverser. I have rebuilt the reverser, which is extremely powerful, and I think easily capable of moving the valve gear. I first suspected that the travel was insufficient which I managed to increase by reducing the depth of the steam and lock pistons. I now think it could have been the poor valve timing which may have overloaded the reverser locking cylinder.

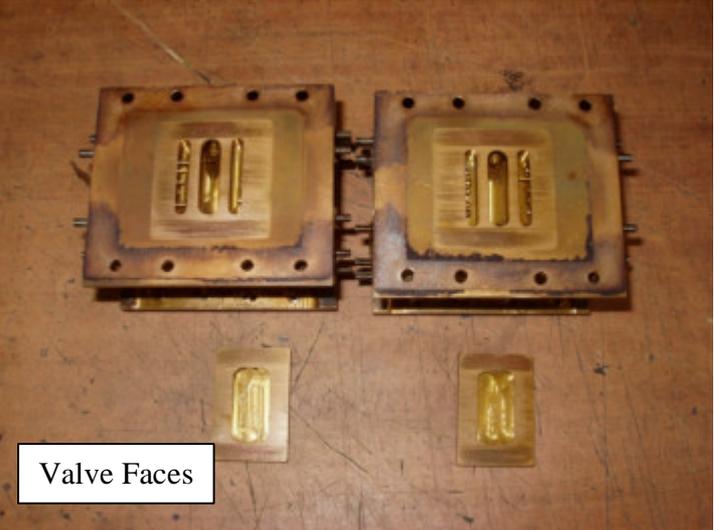
I intend to change all the watercock hand wheels, which are difficult to grip and make the cab roof hinge up in order to make driving a bit easier. I am now looking forward to reassembling the engine and hopefully a much improved performance.



Cylinders



Expansion link



Valve Faces

Mertwitt's Bit

Your occasional contributor Mr. I. Mertwitt has been assigned (in addition to his other heavy responsibilities) as Catering Officer for the current year. It should be stated straight away that no responsibility for the quality of the victuals supplied shall be accepted. In the rare case where a complaint is lodged, it will be referred to the Complaints Department where our newly refurbished cell has suitable equipment installed to deal with the matter. It will be noticed that the Club now has another donated microwave oven with simple controls that even us thickies should be able to operate. Any suggestions for a variation to the victuals supplied should be placed in the donation box together with a donation to cover administration costs. And now what you have all been waiting for:

Mertwitt's 15 minute meal

SWEET AND SOUR CHICKEN

(A simple meal made difficult for busy Model Engineers)

Ingredients:

500g (about 1lb) skinless chicken breast fillets
500g jar Uncle Ben's sweet & sour sauce (with or without extra pineapple)
1 cup basmati rice (or 2 cups if you have an adventurous friend who is eating with you)
1 dessertspoon corn oil.
Hot water.

Equipment:

Frying pan
Gas or electric hob or campfire if cooking alfresco. Microwave oven (optional).
Casserole dish with lid if using microwave, otherwise small saucepan.
Sharp knife, scissors, or hammer and chisel.
Large wooden spoon or stick.
1 fork (for eating), optional + 1 for a friend if you have one.
1 plate (for yourself) + 1 for a friend + 1 for the dog (essential).

Procedure:

Wash hands (optional) or wipe with cleanish rag. Cut chicken into small lumps using knife, scissors, or hammer and chisel if frozen and you are in a hurry.

Heat a little oil in the frying pan and add lumps of chicken, turning over with the spoon or stick until pink changes to whitish (the meat, not your hands).

Add sweet & sour sauce and stir well.

Reduce the heat and simmer while you get on with the rice. Put the rice in the casserole and add enough hot water to cover the rice by about ½” if cooking one cup full, or pro rata if two.

Place in microwave and cook on high power for 5 minutes, after a quick stir with the stick, cook for a further 2½ minutes. If using a hob, cook the rice in the saucepan making sure it doesn't boil dry. By this time the chicken should be done, so chuck it all on the plate and eat.

Note:

The quantity of chicken should be sufficient for two people unless you are particularly piggish, then you should have bought more to start with.

J.B.

Bon appetit.



M.M.E.S. Committee 2005-2006

(Or who to blame when things aren't going as well as you'd like)

Officers:

President: Peter Chislett Chairman: Graham Kimber Vice Chairman: John Hawkins

Secretary: Martin Parham Treasurer: Peter Roots Press Officer: Sue Parham

Committee Members:

Ron Attfield, John Barrow, Chris Giles, Peter Kingsford, Tom Parham, Edgar Playfoot

WHEN THE BALLOON GOES UP

(Make sure you are in the basket)

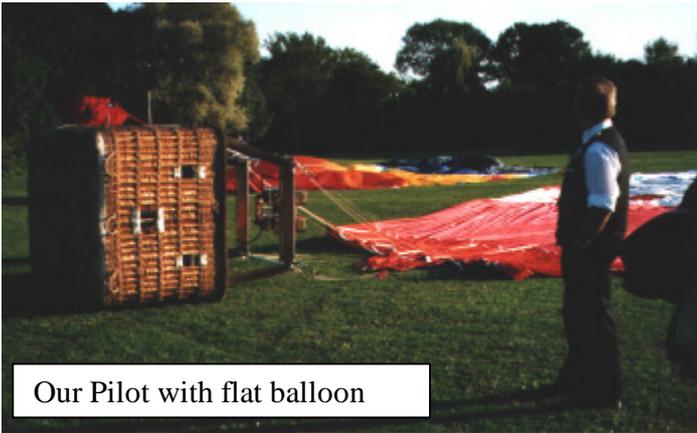
A balloon flight is one experience that you should try before becoming too decrepit. Although there are no strict upper or lower age restrictions, physical state of the body may limit participation. If you are too arthritic to dash to the basket when given the signal and get your leg over (the side of the basket), you could be left on the ground with the others waving goodbye. Also, children less than about three feet tall wouldn't see much when in flight unless they looked through the hand holes in the basket sides.

Conditions for balloon flights are quite critical, light breeze, cool air and clear visibility are required, and immediately before each flight, the balloon company will phone for an on the spot weather forecast which they have to pay for. In addition, a small test balloon is released and its flight observed. If an evening flight is chosen, then you must make a confirmation phone call in the afternoon, firstly to find out if the conditions are suitable and secondly where the intended take-off site will be. Even this confirmation will not guarantee a flight on that day, for as we all know, weather can change rapidly in England. Most balloon companies have several take-off sites, but it's probably best to choose one that is likely to take off locally, otherwise you might not recognise the scenery as it passes.

Hot air balloons work because the hot air inside the balloon is less dense than that outside, thereby giving lift. The balloon has a large volume of air inside so the temperature changes relatively slowly, giving quite a sedate ride. The flying season is usually April to October. Anyway that's enough preamble, so here's a first hand account of a typical flight.

We had chosen an evening flight in August, as hopefully the weather would be stable and daylight not too short. Our first attempt was aborted at the take-off site at the last minute because of increasing wind conditions. The following week we met at Kingsmead playing field, north of Canterbury Cathedral, and the conditions were ideal. On average the balloon basket holds about eight people, so our group was told where to safely stand and wait for the appropriate signal from the pilot. Several balloons were laid out at safe distances apart, belonging to different firms, for on this evening this take-off site was the most favoured.

A portable petrol-engined fan first inflates the balloon with the basket attached but laying on its side. As the balloon takes shape it also is laying on its side as there is no tendency to lift whilst full of ambient air. The fun really starts when the pilot ignites the burners, which are attached to a tubular framework above the basket, but this is all still horizontal of course. At this time there is a danger that the balloon fabric could be scorched, but everything seemed to be OK and the balloon began to lift. At the critical point the pilot signals and all eight passengers have to dash to the basket which is now turning from horizontal to upright, and this is when the leg-over bit becomes important. As a safety measure, one bottom corner of the basket is tethered to a Landrover coupled to a trailer that brought the balloon equipment. In a matter of seconds we were all aboard, the rope was released and we had lift-off.



Our Pilot with flat balloon



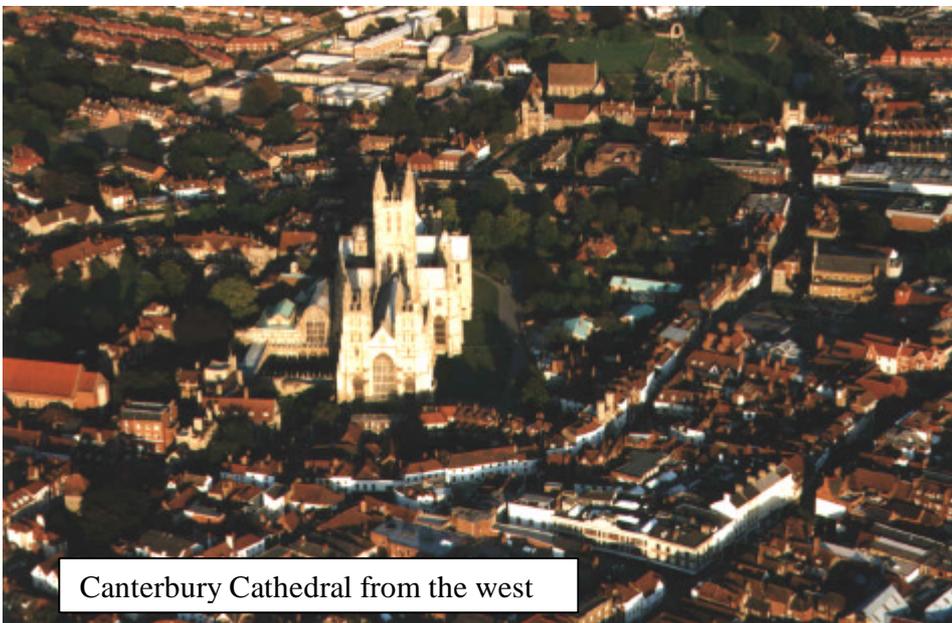
Pilot gets the wind up



A few seconds after lift-off



Chilham Church & the Village Square



Canterbury Cathedral from the west



Our Pilot at the controls

The first thing that becomes apparent is the silence, this being interrupted by the intermittent roar from the gas burners. Within a minute or two we were high above Canterbury Cathedral, and as we were now on the west side the whole building was lit up by the evening sun, a glorious sight.

Soon the Cathedral, Marlow Theatre, Westgate and other landmarks became like models as we drifted gently southwest. It's easy to forget to take photographs when all this is going on. One timid lady was almost too frightened to look as the balloon gained height, but the rest of us were clicking madly, not wanting to miss anything. For a while the flight roughly followed the route of the railway line towards Ashford with the villages Chartham, Shalmsford Street and then Chilham passing. A familiar sight of Chilham Church, Square and Castle was below where we had visited on several occasions at ground level.

During all this the Pilot was very busy, constantly referring to the maps, checking the instruments, operating the burners and speaking to the Ground Staff by radio. The Ground Staff were following the balloon by road as best they could, and from time to time the Pilot pointed them out to us.

Having left Chilham, the wind carried us towards Molash and Challock, while the railway and the river Stour turned south towards Wye. The next familiar landmark was the large green at Challock where the annual Goose Fair is held.

We asked the Pilot what he did when the season finished, his answer was "I usually go to Africa and fly balloons on Safari for a few months." He was obviously very experienced.

By now it was nearly 7 o'clock, unbelievably we had been flying almost an hour, and the daylight was fading. Time to think about looking for a suitable landing spot; meanwhile we passed over the Gliding School at the top of Charing Hill and a chalk quarry. As we gradually descended, the Pilot had to give an extra burst of heat to avoid us landing on the main road. We landed safely in a field quite close to the Pluckley road, but looking at the map now I can see how close we had been to the A20, M20 and the railway lines.

On landing it is the rule that you must not place a foot on the ground before getting permission from the landowner. This task of finding the landowner is the responsibility of the Ground Crew who hopefully by now had arrived. It is customary to offer the landowner a sweetener, like a bottle of plonk, but on this occasion the owner couldn't be located, leaving us unchallenged. It's helpful if the passengers can assist the Crew to deflate the balloon to save time, as it all has to be loaded onto the trailer before they open the bubbly to celebrate a successful flight. And what a memorable flight it was, definitely something to do if celebrating a special occasion.

Finally we were ferried back to Canterbury to be reunited with our boring cars, but well satisfied.

J.B

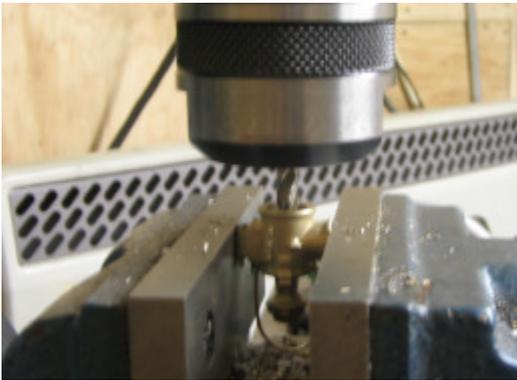
Working 5" Gauge Headlamps



Supplies necessary for either type of lamp.



The LED bent ready for soldering, left, and being soldered, right.



Lamp being milled for LED clearance.



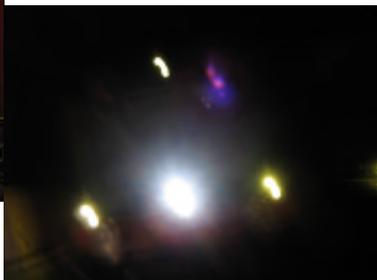
Complete with paper insulation ready to go into the lamp.



View of sockets from above – and from underneath



Above: sockets unnoticeable.



Below: the nighttime display.



The finished line-up of lamps – looks like a Blind Date line-up.

Working 5" Gauge Headlamps

This all started when a member at my local track said to me jokingly, "Why doesn't that lamp work on the front of your loco?" So I went away and connected a small light bulb into it. However, the lamp is mounted on the running plate and used to hold it in the right place in order to get to the lubricator. This caused the wires to break as it is always getting manhandled. This was when another 'helpful' member said "You should put a small plug on the bottom of the lamp and mount a socket in the loco."

So, I set to work with a handful of L.E.D.s (Light Emitting Diodes - clack valves for electricity that produce light), a couple of plugs and sockets, and a few lamp castings, (being 20 I'm running out of time in life to make them myself).

This is how they were made.

The first thing that I did was to think long and hard, then go make a cup of tea and sit in front of the telly for a while. After working it all out I started. No fag packet or newspaper edge sketches here, I did this the proper way, straight from the top of my head. The plug has a thread on it, and as I couldn't find the right tap, I turned it off. Be careful not to grip it too hard in the chuck as it will crush and no longer fit in the socket. That's one for the bin already (I've only been out here 5 minutes).

Using a bit of brass from the scrap box, turn it to be a reasonable fit in the lamp bottom (easy for round lamps, but think about it for square type lamps), and drill a hole in the centre for a snug fit around the turned section of the plug. This could then be soldered together, being careful not to get too much of the plug hot, as it is made with plastic inside. Bend the legs of the LED back on itself so that it takes up as little space as possible, and solder onto the plug. On my lamps the long leg of the LED goes to the short leg of the plug. Then all protruding legs can be snipped off. It doesn't matter what way round you put the LED, because they are like clack valves, the battery can later be connected the appropriate way round. However, if the battery is already connected to the loco, connect the plug and find out which way it needs to be before you solder it.

Here I hit a small snag. Because the L.E.D.s I used were slightly larger than I would have liked, it would not quite fit in the lamp as it was, however there was only a small interference. So, off to the milling machine in order to remove some of the wall thickness. The lamp was easy to clamp in the vice pressing on the front shroud, and the bracket on the back. **Warning** I learnt from experience with this, the bracket on the back will crush, stopping the lamp being hung on a loco bracket. If you don't want this to happen then place a bit of material in the bracket to stop it compressing. Take out as little as possible, only in the places where interference occurs, until the LED and socket will fit inside. When fitting for the final time, I folded a piece of paper around the legs of the LED to make sure that they didn't 'short' on the lamp body. I tried to solder this into the lamp; however, it kinda ruined everything else by getting it this hot (think I'm gonna need a bigger bin), out comes the Loctite to hold it together (after making it all again).

Done. A first viewing down at the local club received much delight seeing it working (even though it was just loosely connected straight to a battery, after all it is winter and we all know how the engines don't come out too often). Although that one voice always sticks out from the murmur - "It's good, but lamps were never blue!!" (You know who you are - Pete!)

Back home and a few thoughts come to me. Remove the silver backing from the supplied lenses on a bit of emery cloth, and then tint the light in some way; some yellow paint on the back of the lens; a sweet wrapper such as Worchers Original to give the filter; or boiled sweets turned to become the lens. Then the last thought hit while looking for some yellow wrappers - yellow tissue paper. I felt that paint would block too much light, and couldn't find any plastic wrappers. Double thickness tissue paper was laid over the lamp, and the lens pushed in (some glue if necessary). This gave a good effect as it even looks yellow when not on, and gives an uneven look to it. The excess was just torn off.

The Sockets

Now knowing that the lamp idea worked, I decided to make more, and commit myself by mounting the sockets onto the engine. These were probably the easiest part of the process, theory wise anyway, helped by the loco being stripped for re-painting at the time. The sockets as supplied are complete with a thread on the top, this was 3/16"x32, and a knurled nut to suit. With careful measurements holes were drilled in the running boards so that the socket would be as close to the buffer beam as possible, the sockets were fitted, using the supplied nut as a locknut to ensure that the top was flush with the running boards.

A battery needs to be hidden on the loco somewhere (mine currently sits in the bunker) and wires run to the sockets. The L.E.D.s only operate one way around so be sure that all the sockets are wired the same way around, i.e. with the positive wire from the battery 'splitting' and going to the same connection on the socket, the other side of each being connected to a resistor and then to the chassis of the engine. Back at the battery the negative terminal needs to be connected to some part of the chassis as well. These may be unsuitable for the true scale modeller, however the hole of the socket could be filled with a plug mounted dummy bracket when not carrying a lamp.

Back down to the club with the engine for our Boxing Day run, and the surprise of the working lamps. Great responses from everybody, but another small voice overpowers all the rest, "I like it, but you're a bit limited for head codes not being able to have a socket on the smoke box door!" This time I had to turn to a bit of paper; this was too tight on space for the inspired, on the spot, manufacture. Having found the biggest button cell batteries that would fit in this diameter, I measured them and picked up the pencil.

Criteria - it must be self-contained; it must turn on and off (don't want a new set of batteries every week!). Easy! And so it was three pads of paper in the bin later (they got knocked in while looking for the pencil) I had a sketch of something that should work, and a few that definitely wouldn't. I won't give any dimensions, as they will be unique for any lamp size, battery size, and LED size. I don't want to mislead anybody. With a basic layout, all three components fitted into the lamp, making a new vent to be the switch, so that is screwed down to make the electrical connection. This left the job of filling the rest of the gaps with an insulator to create the right connections in the right places. Either PTFE or acrylic is suitable, and I happened to have a piece of PTFE about the right size.

The obvious thing to be the switch is the air vent, so I milled off the cast one only to find that when I tried to drill down, the centre pushed through, the top of the vent is just pressed in place.

A new vent was turned from brass and threaded, while the hole was tapped correspondingly. The plug was made for the other end, with two holes drilled in it to allow for it to be undone (just like safety valve adjustment).

The batteries and LED were held together and the connection made with scrap wire to check the LED was the right way round, as it can easily be switched around before it goes into the lamp body. Everything was put together; again paper was put around the exposed LED legs to prevent 'shorting' on the case. Once again tissue paper was used behind the lens.

Perfect.

No complaints about them yet (but the loco hasn't come out from hibernation again yet!).

Lamp castings are available from J. C. Tipton, or through Blackgates. Electronic components are available from stores such as Maplins. Maplin reference numbers JK00A for the plugs, and HF78K or HF79L for sockets (these vary from what I used). Ask to look at them and see what you prefer.

Tom Parham
March 2005.

BOILER CERTIFICATES EXPIRED OR EXPIRING BEFORE SEPTEMBER

MR. J. BARROW	5" GAUGE 0-4-2 LION	13/05/2005
MR. D. BUTCHER	5" GAUGE 0-6-0 POLLY	22/03/2000
MR. P. CHISLETT	5" GAUGE 0-6-0T TERRIER "ROLVENDEN"	21/04/2003
MR. D. DELLER	3 1/2" GAUGE 2-2-2-0 WEBB COMPOUND	03/05/2005
MR. D. DELLER	3 1/2" GAUGE 2-6-2 BANTAM COCK	29/07/2005
MR. D. DELLER	3 1/2" GAUGE BRITANNIA	26/08/2005
MR. D. DELLER	GAUGE 1 D CLASS 4-4-0	27/09/2004
MR. D. FENNER	5" GAUGE SIMPLEX 0-6-2T	01/04/2002
MR. G. HAINES	3 1/2" GAUGE S15	07/09/2002
MR. G. HAINES	5" GAUGE 2-6-0 ASHFORD	24/08/2002
MR. G. HAINES	5" GAUGE 0-6-0 "SIMPLEX"	31/08/2004
MR. G. HAINES	5" GAUGE SR RIVER	03/08/2004
MR. A. HARDY	5" GAUGE BUTCH	23/08/2005
MR. J. HAWKINS	5" CR SINGLE 4-2-2 No.123	22/03/2005
MR. J. HUTT	3 1/2" GAUGE 2-6-2 BETTY	31/05/2005
MR. A. JONES	GLR 4" VERTICAL BOILER	14/12/2004
MR. P.B. KINGSFORD	5" GAUGE SF PACIFIC	12/07/2005
MR. P.B. KINGSFORD	5" GAUGE 4-4-0 MAID OF KENT	21/10/2002
M.M.E.S.	5" GAUGE LNER 2-6-2 "ENTERPRISE"	21/06/2005
MR. R. MANNERING	5" GAUGE SIMPLEX	05/04/2005
MR. M.N. PARHAM	5" GAUGE "DUCHESS OF HAMILTON"	05/07/2005
MR. E. PLAYFOOT	5" GAUGE GER 4-6-0	26/08/2005
MR. P. RANSLEY	5" GAUGE 0-4-0 "THE BUG"	03/08/2003
MR. G. SPENCELEY	5" GAUGE 4-4-0 MAID OF KENT	01/07/2005
MR. R. VANE	5" GAUGE FIREFLY	02/09/2002
MR. B.L.WHITE	3 1/2" GAUGE JULIET 0-4-0T	10/06/2002

If your model is on this list and no longer in use, or you have sold the model, then please inform the Secretary so that the record can be corrected.

Models that are not in use or are tested by other Societies are not shown on this list.

Members wishing to have a boiler tested by the Society to the Southern Federation Test standards, **MUST MAKE PRIOR ARRANGEMENTS WITH TWO** of the following for the test (in other words, please book an appointment!):

John Barrow	Telephone Number 01634 863915
Dave Deller	Telephone Number 01732 841194
Graham Kimber	Telephone Number 01732 845931
Peter Kingsford	Telephone Number 01233 712086
Martin Parham	Telephone Number 01622 630298

Kindly note that boiler tests will not be carried out during public running so please don't ask for a test between 2pm and 5pm on a Sunday or Bank Holiday Monday.

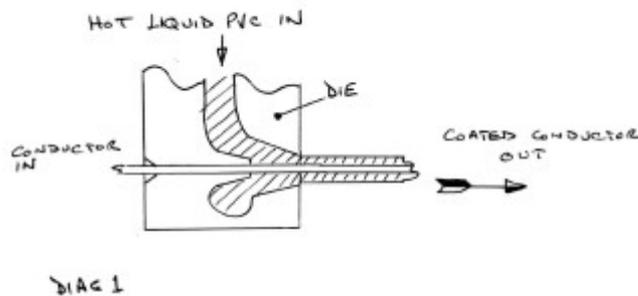
Thank you.

How Do They? By Brian Harris

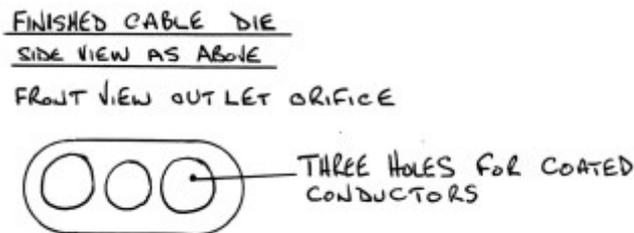
(in reply to the first question posed by Vic Reynolds in the last newsletter)

Electric Cable

During my self employed travels, (travails might be a better word!), I ended up at AEI Gravesend. In short Vic, yes, they do mould them by a system called Co- Extrusion. The conductors are drawn from electrical grade copper (or aluminium) to the required cross sectional area, or wound from fine drawn copper wire to the correct area. The conductor is then passed through a die in an Extruder: Solid, coloured, thermoplastic pellets, of PVC, are driven by a tapered screw feeder, (like the steam engine auto stokers so liked by our American cousins), through a heated nozzle into the die. At this point, it is a very viscous fluid that solidifies as the pressure is released. The wire is being pulled at a set rate through the die and this, linked to the feed rate of the extruder and the die orifice area gives a single, coated conductor.



Next, take two, three, or more, different coloured, coated (and cooled) conductors plus string (if appropriate) and pass them through another Extruder with a formed die, which is fed with White, Black, or Grey PVC. By the same method your finished cable appears. Cool, wind onto reels, and send to the wholesale outlet!



PVC is only “sticky”(non-slip is the more correct description) by virtue of its plastisizer content, which makes the material more, or less, flexible and has no inherent adhesive properties. Cable has a small amount, just enough to make it bendy. The plastisizer, however, is a volatile oil, which is not too compatible with the polymer. It tends leach out over time or at elevated temperatures. The insulating coat then shrinks and cracks, hence the need for re-wiring after a number of years.

However, hot PVC will bond to cold PVC by heat fusion. To prevent this, a release agent is used. In the past something like Zinc Stearate or even French chalk was dusted on between layers. (Remember the white powder when you cut back a cable end?) Nowadays the one shot, do it all, release agent is Silicone, which can be incorporated into the PVC granules during manufacture.

Any help?

LEST WE FORGET

With the 60th anniversary of V.E. Day just passed (8.5.2005), the number of people still alive who remember the Second World War is dwindling. My Mum and Dad were asked over thirty years ago by my sister's American pen friend if they could send an account of what life was like for them in the war for a school project, which she read to her class. This is a copy of some of their experiences. (Look, when you're editor, you can put in what you like! I just thought some might be interested!)

My War Experiences By Mary Oliver

I was eighteen years old when war broke out and I had always been terrified of a war with Germany. The raids started to be continuous in the glorious summer of 1940, and although bombs were not dropped every time there was always the constant terror as the German planes roared overhead on their way to London. Here in Maidstone we were in the direct line of fire. So many of them passed over here night and day we were lucky if we got two hours sleep some nights. Looking back, we wonder how we existed in those terrible years with so little sleep and very little food (nothing to what some put up with in occupied countries of course). The air raid siren was installed only a few doors down from the dairy farm cottage where I lived (in Pantony's Lane off Boxley Road, Maidstone), so the noise was very wearing.

I was a shorthand typist for the Maidstone Electricity Works at the time, an "essential industry" and it was assessed as a reserved occupation for the first year or so, reviewed every six months for calling up purposes. I joined the Fire Service, and working full time plus twelve hours duty during the night left me feeling fairly whacked. We had the very first Doodlebug (pilotless aircraft that roared over with a flame flaring from its tail) come over our house at 9-30 on June 14th 1944 (I think it was). That, and the many more that followed, lost us a great deal of sleep, and I can see it in my mind now, as it roared in a straight line over our house and my Granddad's house next door.

I always cycled to work, thankful for my bike, as it felt safer than being on a bus. I knew I could dive off my bike into someone's house if I could not make it to or from work before another lot came over. I used to list in my mind whose house I would rush to in an emergency while I pedalled, thinking "Well, I could get to Mrs So and So's house", listing all the people I knew on my route. Very often I would get to work and find we would have to spend the whole day in the air raid shelter. Like the day the Germans went over the town bombing indiscriminately anything, anywhere. On this particular day they were aiming to destroy Maidstone Bridge, which our offices were right beside, the Gas Works being the opposite side of the river. As we made for our shelter, which took a few seconds to get down, I can still see in my mind the walls of the well-built electricity station going in and out as if made of cardboard as the bombs dropped. A good many men were killed in the shelter opposite, and we were very fortunate to get out alive. During this raid, a bomb very narrowly missed my house, my mother and an aunt sheltering in a cupboard at the farmhouse, which saved them from being cut from the glass of the shattering windows.

One of the bravest feat of our airmen was when they used to chase the Doodlebugs and try and bring them down or turn them around by getting underneath the wings of the Doodlebug in their plane and trying to tip them round. Unfortunately, this very difficult and dangerous manoeuvre was seldom successful as we hadn't got fast enough fighters to chase and keep up with them, only a very few Tempests. On one occasion I was by our old cowshed at the top of the field when I saw an attempt. We were terrified, but you simply had to watch, and after a long period of watching efforts in vain, the Doodlebug carried on its way towards London. Often they came down in our vicinity. We could not have anything on our mantelpiece like ornaments as the terrific vibration just shook everything off.

How lucky we were to come out of the nightmare in one piece.

My War By Alan Oliver 1919-2003

When a local anti-aircraft unit was formed in Maidstone, I, and many friends joined it in March 1939, as it was widely thought that the only way the Germans would reach us would be in their bombers, and we would be able to attempt to stop them.

On 24th August 1939 the unit was mobilised and we were deployed on high ground overlooking Chatham Naval Dockyard as their anti-aircraft cover. We waited for hoards of German bombers but nothing happened and we sat peacefully on our hill, frequently visited by family and friends, until early July 1940 when the first night air raids started. We were soon kept pretty busy, but I don't think we did anything to hinder the Germans. We were a light anti-aircraft unit equipped to deal with low flying aircraft, and nobody would call the bombers low flying – sometimes it was difficult to even see them, they flew so high! We did, however, get the occasional "hedge-hopper". The 15th September (now known as Battle of Britain Day) was memorable because of the number of R.A.F. Fighters in the sky – I have never seen so many. I spent about five weeks in London from the end of November in 1940 on a course. It was a bit loud, but in the evenings when off duty we would go to the cinema or a noisy pub and forget what was going on outside.

So my war went on its uneventful way with firing camps, courses, training, boring vigils on lonely gun sites in the most unlikely places ranging from the top of a slag heap at a Scottish Colliery near Glasgow to the end of a jetty stuck out in the Thames Estuary. And we rarely fired a shot. We had some combined operations training in the cold waters of a Scottish Loch and I had a spell of instructing others in the arts of movement and deployment. Then it was back to lonely gun sites until finally, some ten days after D-Day, when all was safe and quiet, a kindly US L.C.T. put me ashore with gun, gun tractor and men on a Normandy beach on a perfect summer evening. The lines of ships! I never knew there were so many ships in the world.

A few weeks, mainly inactive (where were the Luftwaffe?) in a large potato field on the edge of a forward airstrip with nightly but desultory and largely inaccurate German shelling, and then we were off to Cherbourg, following the US 2nd Army (I don't think we even saw a German aircraft the whole time). At this point we were happily attached to the U S Army, which brought an immediate improvement in our rations (steaks straight from the US at least once a week!). We were also introduced to such mysteries as PX, Camels, Luckies, Chesterfields etc as free issues. We didn't deserve them, as we weren't even earning our keep.

We were not unnaturally sorry to leave Cherbourg and rejoin the British 2nd Army for a quick dash up to the River Maas in Holland, in the wake of the breakthrough, to a place called Mook. Mook by name and certainly Mook by nature, it never stopped raining, our dug out sleeping quarters became covered ponds and we thought we would never be dry again. Still, we were so lucky compared to those in Burma and the Pacific. After various stops in Holland we arrived at one not far from the German border when we were dive-bombed by a squadron of P47s, no doubt getting their own back because we had sat and got fat on US rations in Cherbourg. However, we fired back at the P47s, they didn't hit us and we didn't hit them so honour was satisfied all round. From there it was over the Rhine and into Germany, just making the numbers up, until we finally stopped some distance inside what is now East Germany, east of a place called Schwerin. We then handed over to the Russians and moved back to the eastern suburbs of Hamburg to await going home, which I finally did in March 1946.

What are my thoughts, some years on? At the time, one was generally pre-occupied with what one happened to be doing, one was frequently frightened, more often bored, and very occasionally, uplifted. In short, nothing that has not been written and said many times before.

Something however was consistent. I, and many others, refused to believe that we could possibly lose the war. Even in 1940 and 1941 when Britain was alone, we couldn't see how we could win, but we had this very firm (and to the rest of the world, illogical) belief that we would get through. This is not speaking with the benefit of hindsight; it was very real at the time. It was not a question of "we're jolly good chaps and we're going to knock the stuffing out of those bally Germans." With the bombing, people became very angry with the Germans and knew they were in the war for real. It was, and still is for some, an anger that will remain until the generation that endured the war is dead, whatever the politicians may say. Not just for the bombing, but also for the whole rotten set-up that was Nazi Germany. We just cannot and must not forget, and some still blame the Germans who actively supported or acquiesced in the actions of the Nazis. Nevertheless, I was horrified at the destruction I saw in Germany and I regretted that in some respects the Allies had brought themselves down to the level of conduct of the enemy.

For my own part in the war I am not aware that I made the slightest contribution to the war effort. As for danger, the average civilian in South East England was, taken overall, in more danger than I was. So much for my high ideals of volunteering for the Army to defend freedom! In fairness, my experience was not typical. There were a great many men who really did fight and had a really rough time, no doubt there were a few who had an even easier time than I did. All in all, I hope the West keeps sufficiently prepared to ensure it doesn't all happen again.

I think my Dad typically played down his wartime experiences, and the terrors Mum experienced have never left her. We should all remember how lucky we are. Sue.

Computer Query to Computer Helpline

Female question:

"Last year, I updated from Boyfriend 5.0 to Husband 1.0 and noticed a slowdown in the overall performance, particularly in the flower and jewellery applications that had operated flawlessly under Boyfriend 5.0. In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5. And now Conversation 8.0 no longer runs and House Cleaning 2.6 simply crashes the system. I've tried Nagging 5.3 to fix these problems, but to no avail. What can I do?"

Helpdesk reply:

"First keep in mind that Boyfriend 5.0 is an entertainment package, while Husband 1.0 is an operating system. Try entering the command C:\I THOUGHT YOU LOVED ME and download Tears 6.2 to install Guilt 3.0. If all works as designed, Husband 1.0 should then automatically run applications Jewellery 2.0 and Flowers 3.5. But remember, overuse can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0 or Beer 6.1, which is a very bad program that will create Snoring Loudly wave files. Whatever you do, DO NOT install Mother-in-law 1.0 or reinstall another Boyfriend program. These are not supported applications and will crash Husband 1.0.

In summary, Husband 1.0 is a great program, but it does have a limited memory and cannot learn new applications quickly. You might consider additional software to improve memory and performance. I personally recommend Favourite Dinner with Wine 3.0 and Lingerie 6.9."



Newsletter editor on essential business

SUE'S SPOT

Greetings, welcome to the Easter edition of the newsletter. What? It's nearing the end of May and it's only just arrived? The post must be extra slow in your area. And my nose is now growing longer than Pinocchio's.....

So here's the bit where I cobble various news items together and try unsuccessfully to remember to put everything in that I should be including. Let me see, in what order shall we start... let's try a few sub-headings, works for me... starting with:

Safety

Galloping Gertie should be fuelled only before public running starts (and not after she's taken to the track and therefore has to be taken back to the steaming bay area mid afternoon for a top-up).

The gates should be up at all times and the public kept out of the steaming bays whenever work is being done either in the bays, or on locomotives (i.e. steaming up or cleaning up). Warning signs must also be displayed as and when necessary.

THE CLUB SIGNALS ARE TO PROTECT THE TRAVERSER ONLY. It is known that some members believe the signal is to protect a train that may be stationary on the line ahead – THIS IS NOT THE CASE. This club runs by line of sight – you need to concentrate on what is in front of you, and not rely on a green signal to tell you all is clear ahead. The red signal means the traverser is being used so you must definitely not proceed until the signal is green. But once the signal is green, it just means the traverser has cleared the track – not that any engine or coaches on the track has gone. Clear everybody? (Even though I'm sure there are some that don't agree, that is the way it is.)

Don't get *Shirty*. M.M.E.S. polo shirts (@ £22 each) and sweatshirts (@ £24 each) in navy blue are available to order. Please let me know. So far I have two orders, but the more orders I can send at one time, the cheaper it will be. I will send an order come what may at the end of May. For the more thrifty amongst you, Ann or Marie will sew on the club logo if you provide a shirt and a fiver.

Club Events To recap on the last few: The 2004 DVD shown on January Club night is available for purchase (£5 for a DVD, £2 for a video). The shared coach arrangement with Tonbridge club to the Ally Pally M.E. Exhibition worked very well, and our annual Grangemoor lunch saw even more members this year. The February quiz night found Paul Clark and his team win – no surprises there, even with a different team each year, Paul still does it! The March AGM was fairly speedy as usual. April Bring and Buy Anything Night was quite successful, May Club night of Bits and Pieces gave us plenty to talk about, sadly the fish and chip shop we normally use has changed hands and I didn't feel was as good as usual. Due to a mix-up there were double cheesecakes for pudding, but no complaints, we were all pleased to finish up the extra on the Sunday.

So coming up we have the first of the summer evening runs in June, and a first for us – a Family and Friends Day on 11th June. This means members can bring along their families and friends to see how it all works – and have a go, under strict supervision of course. The day will start at about 10am and finish about 5pm.

We have our own visit to Canvey Club on 20th August, they usually put on a wonderful spread just for us, so I'm first in the queue for visiting. We always have a good day there; we even enjoyed the torrential storm we had there last year! Must just mention the photo competition on November club night, there's plenty of good cameramen in the Club, so here's their chance to display what's captured on film – or card.

The topic is "Down The Park With The Trains", maximum of 3 entries per person, 5" x 7" pictures, matt or gloss, we all vote for our favourite, which will feature on the cover of the next newsletter, and will win a bottle of plonk. The more people who enter, the more choice we'll all have in deciding the winner.

Whilst on the subject of the *Newsletter*, closing date for articles is November 5th. This is so I can get the edition out a few weeks before Christmas instead of being in a panic with lots to do plus the newsletter just before Christmas. Well, that's the theory anyway. Many thanks to all our contributors, please, more! Anything else I should mention... public running going well so far (fingers crossed, touch wood), the playtime runs have started, don't forget the Club Nights, and it's fun visiting other clubs and meeting new people, and seeing other locomotives, trying other tracks, look, just enjoy yourselves!

Insurance is an increasing necessity in today's litigious world (pass the dictionary someone). More and more clubs, if you visit them, or attend rallies, with an engine, require you to have an individual insurance certificate to prove you are covered. See our Secretary if you want further details (sorry, don't know which rallies and clubs in particular). Also, the Club's Personal Accident Insurance, for which you pay £1 (or £2 if an old codger) has gone up, the Club is subsidising anyone who pays it at present, so next year the Club will increase your amount, probably to £1-50 (or £3), we'll let you know nearer sub time, as it is paid with your annual subscription providing it's in by the A.G.M. in March.

The Wednesday Gang continue to do us proud with their various works around the Club premises. The following items are still on the "*To Do*" List, indeed, dare I say a little facetiousness is creeping in:

Repaint Beam Numbers (actually, I think that one has been done)

Improve/strengthen shutter tops and repaint, and shutter frames

Keep Clubhouse clean and tidy and free of unwanted items (there was a four letter word instead of items, it began with c and ended with a p)

Replace missing rainwater pipe and guttering (ongoing activity as destruction is the vandals' regular hobby, this being one of their favourites. As are drinking sessions and leaving us the empty cans, bottles etc. to clear up.

They don't even invite us to join them!)

Improve fitting of, and repaint, ticket office door.

Lay paving slabs by new trolley store (yes, more)

Mend workshop roof

Paint anything that doesn't move

Ongoing Track and Trolley Maintenance

Roof for steaming bay

Water softener

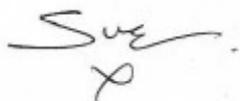
Plan future projects such as toilets, station, Clubhouse extension, Jacuzzi, heated swimming pool, new cooker, dishwasher etc... you get the picture!

Next, *Thanks* to the following:

Anyone who does anything for the Club, of course, but in particular this time:

Thanks to member Mick Starnes who acquired for the club several new tables, about 20 chairs and a slide projector with carousel for the Club, due to his firm moving premises. A donation was made by the Club to the Heart of Kent Hospice for these things as requested, a jolly good idea. Thanks to non-member Mick at the kiosk, who has given the Club a picture, and on a recent hot day sent free ice-lollies over to us. Thanks to Joy Payne for donating a microscope that used to belong to her late husband Jack, a former Club President.

Sorry for anyone who feels they deserve a mention but hasn't got one, glare at me at the Club and I'll remember next time (hopefully). Gosh, out of room! Have a happy steaming summer everyone,



DIARY DATES 2005

Friday June 3:	Evening Run & Jacket Spuds with cheese and/or Pat's Special Chilli
Saturday June 4:	Visit to Sussex MLS at Beech Hurst
Saturday June 11th:	FAMILY & FRIENDS DAY AT MOTE PARK
Wednesday June 15:	Members Afternoon Playtime Run
Saturday June 18-25:	MMES 5 th Annual Holiday - S.H.I.T. Week
Friday July 1:	Evening Run & Pizza + Salad
Wednesday July 20:	Members Afternoon Playtime Run
Friday August 5:	Evening Run and Barbecue (Bring your own food for this)
Saturday August 13:	Visit to North London Club
Wednesday August 17:	Members Afternoon Playtime Run – clockwise running
Saturday August 20 th :	MMES Visit to Canvey
Friday September 2:	Evening Run & Fish 'n' Chips + Pudding £5 per head
Wednesday September 21:	Members Afternoon Playtime Run
Friday October 7:	Guest Speaker
Wednesday October 19:	Last Members Afternoon Playtime Run of the year
Sunday October 30:	Last Public Running Day (British Summer Time Ends)
Friday November 4:	Photo Competition – Members decide who wins
Friday December 2:	Bits & Pieces and Crumpets
Sunday December 25:	Look, it's Christmas Day! I know it's Sunday, but nobody will be at the Club!
Monday December 26:	Boxing Day Run

ANYTHING ANYWHERE ELSE KNOWN ABOUT SO FAR:

May 21/22 Southern Federation Spring Rally the Open Day at Scunthorpe
May 21/22 Southern Railway Rally hosted by Surrey SME at Leatherhead
June 11/12 Harrow & Wembley SME Open Days
June 11/12 Cardiff MES 15th Welsh Locomotive Rally
June 11/12 Peterborough SME Ltd Open Days
June 17 & 18 Pollys in the Park at Bournemouth & DSME
June 19 Bournemouth & DSME Open Day
June 18/19 Canterbury Open Days & Silver Anniversary
June 18/19 Saffron Walden Rally Days
June 18 Harlington Visiting Clubs Day
June 25/26 Welling 60th Anniversary Open Days
June 25/26 Cambridge MES Two Day Rally
July 9/10 IMLEC at Northampton SME
July 16 Gravesend MM & ES Open Day
July 16/17 Peterborough SME Ltd 9th Miniature Traction Engine Rally
July 16/17 Guildford MES Rally
July 23/24 City of Oxford SME Dreaming Spires Rally
July 28-31 Canvey Open Days
July 30/31 Fareham Steam Railway Weekend
August 27 Birchley Railway Steam Up at Biddenden
August 27-29 Harrow & Wembley SME Open Days
September 2-4 Bedford MES Rally Weekend
September 10/11 Birmingham Locomotive Rally
September 17/18 Southern Federation Autumn Rally then Open Day at Reading SME
September 18 Saffron Walden & DMES Rally
October 8 Welling Open Day
October 15-20 Midlands Model Engineering Exhibition

All evening events start at @ 7-45pm. Please note that very occasionally events/dates may change, or be added. The Club Noticeboard Diary List is updated regularly. You may also visit the Club website at www.maidstonemes.co.uk. If in doubt, please check with us. But we don't claim to know everything!

That's all folks!