



MAIDSTONE MODEL ENGINEERING SOCIETY

Summer 2021

www.maidstonemes.co.uk

President - Geoff Riddles

Maidstone Model Engineering Society

Summer 2021 Newsletter

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Your Committee

The committee exists to serve the club, to look out for the clubs interests and to make decisions on behalf on the club and its members.

Each committee member has volunteered and been elected by the membership at the AGM.

We are your committee, if you would like a point raised, either write/email to Martin, or talk to one of us and we can raise an issue on your behalf.

Chairman - Tom Parham
 Vice Chairman - Chris Hawkins
 Secretary - Martin Parham
 Treasurer - Edgar Playfoot
 Press Officer - Luke Bridges
 Sue Parham
 John Hawkins
 Andy Bridges
 Chris Williams
 Jack Ruler
 Amy Dixon

Cover photo: Karl's Britannia 'Apollo' just after it's IMLEC run

Luke's Spot

Its certainly been an incredibly busy few months since the last issue!

As you'll read, we've been here there and everywhere, and still managed to plan, host and run IMLEC for the first time too with many lessons learned, knowledge gained and plenty of ideas of what to do next time.....

Not covered elsewhere are two of the smaller outings - to the Bluebell for the 60+1 event and to Brent Hudson's railway in Cambridgeshire.



As seen above, ground level running is a completely different thing. Rakes of scale wagons and coaches, signals, points, different routes, slower but no less challenging. The Brent House Railway really is a fun place to play. A full double track mainline with loops and yards plus a branch line and full terminus. This was my second visit, and next time, hopefully I'll be able to take some stock of my own to add in to the train.

For anyone who hasn't experienced ground level running, or who like me a few years ago was scepticle of the driving position or the appeal of slower running. Then all I can say is this, spending a day at Brent's is completely incomparable to a day at the park - it's a different experience entirely.



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

Next up on the list (although not in chronological order) is the Bluebell's 60+1 event where a few of us were invited to run a portable track in the loco yard.



Again, portable tracks aren't for everyone, indeed pole reversers are a bonus and I'm not saying its something I would do every weekend. But as a change and for a different challenge I am always up for it. Portable tracks have the additional challenge of having to reverse under load and with a train full of passengers but without smashing into the end stop of buffers, careful attention to the brake and finding a mark on the ground or a nearby building being used to gauge stopping distance.

For every portable track I've run on (mostly Ally Pally for the Polly Owners Group) the loads have inevitably been heavier than normal too, be that heavier trollies or maximising passengers per train to keep the queue down with only a single train on the line at once.

Again a different challenge, only short burst of power, more coasting, more stoppage time, but those bursts of power are quite high demand to get a heavy train moving in the opposite direction again reasonably quickly.

Trojan (opposite) makes a portable track a piece of cake and quite fun only being stocky 0-4-0 and not having the reach of a tender, but the weight makes her steam and sound brilliant.

From the view opposite the gradient is deceiving, the yard we were in is quite steep at this point, with the "station" at the top. Certainly made her work on the climb back up.

More lengthy visit notes are provided for the bigger trips out - and I thank the authors of those articles for providing them. Open days or visits are a good sociable and enjoyable event, even if visiting without an engine, and I really do encourage all to try and get to one or two per year and see the hobby outside of the club and Mote Park.

As I write this I think I've recovered from IMLEC and am now looking forward to my upcoming marriage to Amy (yes, a steam engine will be making an appearance for the big day!). I am really proud of what we achieved with IMLEC, as Tom will mention later, but we achieved a first IMLEC for us after the hard 18 months we've all been through and for those that attended, I hope it was a reminder of past times, and optimistic of what will be again - indeed we have had many messages and feedback that would agree with me! Thanks to Jeremy Lewis, Bernie White and Roger Vane for help with Teas and Coffee and for anyone who made or donated cakes - they all went down very well!

That's it for me this time - well a bit more later on - I feel a workshop update and maybe a 3d designed and printed wagon based on an oddity from Scunthorpe Steel Works.

At the park - since spring

General Works - Jack Ruler & Chris Williams

Strimming had been done around the track. The station fence had been painted. The fence in the steaming bays had been repaired. The clubhouse windowsills had been varnished. It was found that the roof repair had been damaged by crows pecking at it.

The KM would be sent a report on the new roof, to let people know that had made donations, that it had been completed.

An air leak had been repaired on the steaming bay air line.

Household and Catering - Sue Parham & Amy Dixon

The Scouts had been contacted for the IMLEC catering. Which they provided on the Saturday and Sunday of IMLEC.

Public Running - Sue Parham & Chris Williams

There was still a shortage of volunteers for station staff. It was agreed to continue with Social Distancing but stop cleaning trolleys every lap.

Safety - Tom Parham & John Hawkins

The engine lift had been modified to prevent feet being trapped when using the lowering foot pedal.

Permanent Way - Chris Williams & Peter Kingsford

There was damage to the rail at the bridge which would require a rail to be replaced.

The damaged track near the bridge had been straightened.

Damage to the top curve has been repaired by replacing a single metal sleeper.

Fuel - Tom Parham

Coal was now in stock.

Club Locos - Tom Parham

Please see blurb from Tom later on.

Rolling Stock - Andy & Luke Bridges

A trolley had been removed from the carriage store to allow the dynamometer car to be stored in its place. This has now been returned to the store following IMLEC.

Index of Articles

This has started to be compiled and will shortly be available online on the newsletters page of the website. www.maidstonemes.co.uk

Currently we are up to the end of the 1980's and adding more gradually.



Chairman's Report September 21

Its been a while since I've written a report for the newsletter at a time when activity at the club is close to a level that we would consider normal, and it feels good, although where do I start...

Although the virus has not gone away, and the world is not completely cured yet, we should accept that the virus is not going away completely for a long time, if ever. As a result, we should be looking towards returning to living our lives as best we can.

It has been so good on a personal level to be back at the club this year, with the club running almost as usual. For those that have not been able to get to the club I should mention that we have recommenced public running, with the queueing arrangements being modified to separate the drivers from the passengers, and only loading the second of double trolley sets, again to maintain distancing between the drivers and public. Originally, we were disinfecting the trolleys between each load of passengers, however with the last step from the government we have stopped the cleaning.

The last measure that has been taken is to be taking donations rather than fares, with all money going into a bucket with no change being given thus reducing money handling.

As for club restrictions, we now do not have any, although social distancing is still encouraged. At the time of writing, Friday evening meetings have restarted taking place at the club premises, so far with evening runs being the focus. I missed the last, however the previous two were such a pleasure to be at, not just because an evening run atmosphere is always enjoyable, but also because I hadn't realised how much I missed them. I am very much looking forward to more in the future.



I do understand that many of our members may well be in a vulnerable position with regards to their health, however I would like to take the opportunity to thank all that have been able to get to the club to help out with public running, although it has been evident that at times we are not back to our usual numbers. It is worth remembering that public running does take a lot of effort, whether as traffic controller, money taker, loader and even as a driver, however without sufficient people we would not be able to continue to run the club with our low subscription rate. As much as it is a chore being a part of public running, it is necessary to keep the club going as it currently is, thank you to those that help, and if anyone else can spare the odd afternoon then please do come down, any help is appreciated. This said, we should only be doing what feels right and comfortable, it has been a long journey for us all, with consequences that we may not feel the full effects of for some time, but I am looking forward to spending time with you all at the club over the coming weeks, months and years!

Lastly, I couldn't finish this without mentioning IMLEC, although I am being pressed for a report for the newsletter... (thanks Luke...) I was so pleased with how well it went, as always with any event there are no doubt things that we could have done better, or just differently, however it should not be forgotten that this was the first event of the kind that we have hosted and organised, and it happened to coincide with the easing of restrictions of an international pandemic... I think that we can all be very happy with how it went... massive thanks to all who were involved!!!

Looking forward to seeing you in person at the club

Tom.

Visit to the North London Society of Model Engineers at Colney Heath - Sue Parham

Background:

Almost every year, North London Track hosts a Saturday for those who have participated in the annual Brean Sands Week. The Brean Sands week originated back in the 1970s (I think) when the Pontins Holiday Camp at Brean Sands in Somerset hosted out of season weeks for various organisations.

There was one week for Model Engineers and Model Boats. The boating fraternity mostly stayed at the camp sailing their boats on the indoor swimming pool with various competitions etc. However, the model engineers ventured further afield, and ran their locos at several tracks such as Bristol, Cardiff, Yeovil, Taunton and West Huntspill. The holiday camp is still there but they no longer hold the one-week holiday for model makers. There is still however, a small band of model engineers, now a closed group, who continue the visits while based in Brean, but now stay at a caravan park. Martin and I, after a gap of over twenty years at the Brean Sands week, were invited to participate again at Brean in 2019 (which we attended and thoroughly enjoyed), so we wanted to meet up with the new friends we had made then as well as with the friends we'd made over the years, and hopefully we are doing the week this year (pandemic and clubs permitting).

North London SME is where those who have taken part in the past at Brean but no longer do so, and those that still do, meet up one summer Saturday each year. We now on occasions include Maidstone members on this day visit, as nowadays there are not too many of us. I guess you could say that the members from Maidstone that have done Brean Sands but don't go to this North London Day have given their visiting rights to other Maidstone members as fewer of us travel to other tracks now.

North London:

The 'Mainline' raised track is approximately half a mile in length (it feels longer after the extension that was done) for 3½" and 5" engines, and

their smaller 'Cuckoo Line' raised track is for 2½", 3½" and 5" engines and circles their boating lake. They also have a Ground Level railway for 7¼" and 5" engines, and a Gauge One track. I can never resist telling those that will listen, let alone those who won't, that the Mainline track is where I drove my Juliet called Jack into second place at LittleLEC, the equivalent of IMLEC but for smaller, lighter locos (there is a weight limit for the locomotives), a decade ago.



Our 2021 Visit

Photo by Sue Parham - Tom with Jinty and Martin with his Stirling Single

This year our trip was on Saturday 7th August (cancelled last year, as were so many events due to the pandemic). After a week of weather more wet than dry, with frequent showers, the weather forecast was not encouraging, with rain expected all day. For us, the weather forecast for our visit to North London was not a deterrent. It was raining hard when we left home and this continued for the entire journey, however we had a better journey to St Albans than many a time when the weather has been fine.

On arrival we decided to drink tea and chat while we watched the rain come down in the undercover area of their station. One brave soul, a Brean Steamer from another club, Keith, enjoyed having the track to himself with his 5" Britannia while we waited for the weather to clear.

The Maidstone contingent consisted of Tom and his girls, Martin and I, and Bernie who hadn't brought a loco but came in support. Tom had brought his Jinty, Martin his Stirling Single, and I of course had my Juliet called Jack.

At midday, the rain stopped. So, the Parhams steamed up. After a few rounds on the large, raised track, the Mainline, I picked Jack up (still in



Photo by Sue Parham - Emily at play on the 7 1/4"



Photo by Sue Parham - Jack being put to good use by Francesca

steam), his trolley and coal, and transferred him to the smaller raised track, the Cuckoo Line. I had to push the flowers out of the way that were overhanging the track, but Jack had it all to himself. On here my grand-daughters can and did drive Jack, going round on their own while I stood close by to ensure they were okay. Tom has trained them well to be careful, and we hope they will retain their interest in the hobby and driving engines as they grow up. In fact, Emily had the distinction of being the only person that day to drive on three railways - the 3½" Cuckoo Line on Jack, the 5" Mainline on Jinty and on the 7¼" Ground Level when our friend Dennis offered her a drive of his electric loco.

Tom and Martin enjoyed the Mainline for the afternoon and I was in steam almost 4 hours, the last Parham standing (or even, sitting down) as Tom was cleaning up and Martin was loading the Single into the car when I transferred back to the Mainline and chuffed back to the steaming bay with my trusty female assistants beside me. We had a lovely time, and I would on behalf of all of us there like to thank North London for their hospitality.

YOUR CLUB NEEDS YOU



Sue says:

We need station staff and traffic controllers to public run, as well as those that can passenger haul. We started public running in the middle of May this year, observing extra safety measures in relation to Covid, and these are still in place even though measures have been nationally relaxed. We have struggled to find members who will perform the necessary duties. If you have any questions, or any concerns about taking part, please come and see things for yourself and/or speak to a member of the committee.

If we cannot cover the positions needed for giving rides, we cannot public run, and if we cannot do this, it could lead to our site in Mote Park becoming at risk.

Club locos - Tom Parham

I would like to provide an update to the club loco situation...

If you would like to get involved with running any of the club engines (although Doris is the only one available at this time) please do, if you are not sure how to go about getting one of them out for use feel free to have a chat with myself, Jack or any of the other regulars who will be able to point you in the right direction to get you going on the track.

Frenchie

The petrol hydraulic loco is currently having a few issues with over-heating, which Jack is currently experimenting with options to rectify. It is hoped that this would be available for use before too long.

Gertie

This is currently being overhauled, the engine and gearbox I believe have been rebuilt and refitted to the loco. The wheel sets are currently being overhauled, with attention to treads, crank pins and bushes, before being returned to the loco.

Doris

The clubs 3 ½" black 5 has passed its boiler test, and is available for use. Due to loco shortages on the day that the test was completed, I used this for passenger hauling for the afternoon and am pleased to say that it is running well and performed admirably, it is a cracking little loco. I would like to encourage all to have a go, it is great fun!!!

Enterprise

Unfortunately, this has not been available for a while, we are working on this though. For some reason the clacks have been giving us issues, but as yet we are not sure why. It will be available for use as soon as we can sort the issues and get it tested.

They are there to be used, but if anything goes wrong with them just let us know so that we can get any issues sorted asap.

| | <u>NAME</u> | <u>MODEL</u> | <u>STEAM EXPIRES</u> |
|---------|-------------|----------------------------------|----------------------|
| MR S. | BATTEN | 5" GAUGE LNER D49 4-4-0 | 29/04/2021 |
| MR W. | BEETON | 5" SIMPLEX | 11/09/2021 |
| MR A. | BRIDGES | 5" GAUGE POLLY VI 2-6-0 | 25/02/2018 |
| MR L. | BRIDGES | 3 1/2" GAUGE 2-6-2 BANTAM COCK | 03/07/2021 |
| MR R. | CAPELL | 5" GAUGE 0-6-0 POM POM | 15/04/2021 |
| MR N.F. | CLARK | 4 1/2" SCALE BURRELL | 25/03/2016 |
| MR N.F. | CLARK | 5" GAUGE 0-6-0 "BUTCH" | 27/05/2018 |
| MR N.F. | CLARK | 5" GAUGE 2-8-0 NIGEL GRESLEY | 13/07/2020 |
| MR N.F. | CLARK | 5" GAUGE 2-8-0 FREELANCE NG TANK | 20/07/2020 |
| MR P. | CLARK | 4 1/2" ADVANCE ROLLER | 23/03/2020 |
| MR P. | CLARK | 5" GAUGE STANIER 8F 2-8-0 | 27/04/2020 |
| MR C. | DARLEY | 5" GAUGE POLLY VI 2-6-0 | 23/05/2018 |
| MR C. | DARLEY | 5" GAUGE STIRLING SINGLE | 18/07/2021 |
| MR C. | DARLEY | 5" GAUGE SWEET PEA | 10/10/2021 |
| MR D. | DELLER | 3 1/2" GAUGE BRITANNIA | 21/06/2017 |
| MR D. | DELLER | 5" GAUGE U-CLASS 2-6-0 | 29/05/2019 |
| MR D. | DELLER | 5" GAUGE 4-4-0 SOUTHERN L1 | 04/05/2020 |
| MR D. | DELLER | 5" GAUGE LNER B1 | 25/05/2020 |
| MR B. | DOUGLAS | 5" GAUGE AQUILA 2-6-0 | 18/07/2021 |
| MR A. | HARDY | 5" GAUGE BUTCH | 18/08/2019 |
| MR J. | HAWKINS | 5" GAUGE FREELANCE 0-6-0T | 03/07/2021 |
| MR A. | HULSE | 5" GAUGE 2-6-0 "LOCHWOOD" | 15/08/2021 |
| MR P.B. | KINGSFORD | 5" GAUGE 4-4-2 JERSEY LILLY | 12/03/2017 |
| MR P.B. | KINGSFORD | 5" GAUGE RIVER CLASS 2-6-4 | 12/05/2019 |
| MR P.B. | KINGSFORD | 5" GAUGE SOUTHERN Q1 0-6-0 | 14/09/2020 |
| MR P.B. | KINGSFORD | 5" GAUGE 4-4-0 MAID OF KENT | 24/08/2021 |
| MR M. | KNOTT | 5" GAUGE 2-6-2T FIREFLY | 18/03/2018 |
| MR J. | LEWIS | 5" GAUGE PANSY 0-6-0 | 25/05/2020 |
| | M.M.E.S. | 5" GAUGE LNER 2-6-2 "ENTERPRISE" | 19/06/2021 |
| MR T. | MEADER | 5" GAUGE 0-6-0 METRE MAID | 14/09/2020 |
| MR T.W. | PARHAM | 5" GAUGE GWR 0-6-0T 1500 SPEEDY | 01/06/2020 |
| MR T.W. | PARHAM | 5" GAUGE 4-8-2 "DUKE OF YORK" | 31/07/2021 |
| MR E. | PLAYFOOT | 5" GAUGE LNER B1 4-6-0 | 01/04/2018 |
| MR E. | PLAYFOOT | 5" GAUGE ROYAL SCOT | 26/05/2019 |
| MR E. | PLAYFOOT | 5" GAUGE PEPPERCORN A1 | 10/08/2020 |
| MR J. | RULER | 3 1/2" GAUGE PORTER 2-6-0 | 27/05/2019 |
| MR G. | SPENCELEY | 5" GAUGE JONES GOODS 4-6-0 | 18/05/2020 |
| MR G. | SPENCELEY | 5" GAUGE 0-4-2 LION | 01/06/2020 |
| MR G. | SPENCELEY | 5" GAUGE 4-4-0 SOUTHERN L1 | 13/07/2020 |
| MR G. | SPENCELEY | 5" GAUGE 4-6-0 JUBILEE | 19/10/2020 |
| MR M. | STARNES | 5" GAUGE SIMPLEX | 19/05/2019 |
| MR M. | STARNES | 5" GAUGE LMS 4-6-0 BLACK FIVE | 19/06/2021 |
| MR C. | SWIFT | 5" GAUGE B1 4-6-0 | 10/06/2021 |
| MR B.L. | WHITE | 5" GAUGE MERCHANT NAVY 4-6-2 | 31/07/2021 |
| MR L. | WHITEHEAD | 5" GAUGE JUBILEE 4-6-0 | 15/08/2021 |
| MR C. | WILLIAMS | 5" GAUGE 0-6-0 15XX | 05/09/2021 |

These models have steam certificates expiring this season or have already expired. Certificates that have been expired for several years are not shown.

Sheppey - long time no visit - Luke Bridges



Photo by Sue Parham - Luke driving Trojan

Out of the clubs local to us - Sheppey, Gravesend and Tonbridge - Sheppey perhaps gets overlooked the most.

Their track is 3 1/2" and 5" raised on bar steel rail of a similar length to our own. Their site in Barton Point coastal park on a sunny day is wonderful running alongside a lake, a couple of tunnels and long flat sections. The far return corner is reasonably sharp and on a good gradient, but this proved no issue for Ben's King. There were a few Maid-

stone members in attendance and couple of Gravesend members too. Sue had a good run with Jack much to the apparent surprise of their members who had cable tied a notice to the 3 1/2" rail that apparently doesn't see much use.

This was my second visit to the track and the first with Trojan, having previously visited for a Polly Owners Group rally with our Polly 6, and even with a failing lubricator, ticked around all day until she started to suffer - and the grey clouds approached. I managed to get it off, blown down and in the car just in time to avoid the torrential rain that dumped itself on the track and anyone who happened to still be on the track **cough** Tom.....



Photo by Sue Parham - Ben driving his king

On my first visit, one of their members was wandering around most of the day adjusting the track constantly between trains as being on a marsh, it is prone to moving between laps when damp.



Photo by Sue Parham - Sue's Jack coming up to the first tunnel

It is not a track where you can just set the regulator and sit back, the undulating track, partly caused by the marsh land, and tight curves mean you have actually pay attention and drive the track, add into that blind bends and tunnels too!

Being so close to us - almost on the same road! - it seems a shame not to visit more as a few of us do Gravesend each year.

We were joined on track by a Speedy from Gravesend and one of

their own members "Rum Barrel" - yes you read that correctly although I didn't manage a photo.

There was much going on from Pirates "shooting" each other and Mermaids and us giving passenger rides all afternoon - it's a good light hearted fun, laid back and friendly club which I must try to get up to more.

They also have their own boating lake for the more water inclined of you!

Their website can be found at sheppeymodelengineering.co.uk along with their club diary and details of the Polly Owners Group Rally they are hosting next year.



Photo by Sue Parham - Tom and Emily leaving the second tunnel on Jinty

IMLEC 2021 at Mote Park - Tom Parham

I don't intend for this to be a full blow by blow account of the weekend, for that you'll have to look out for the Model Engineer articles...

Planning/preparation for hosting IMLEC has been ongoing for a number of years, after an increasing number of us were interested in being able to host this event. Previous thoughts were that there were a few issues with the location of the club and track that would make it unsuitable for IMLEC. A number of conversations followed with previous entrants of the competition, and the current council member who looks after the park. All conversations lead to a positive outcome. At an early stage, a small group were put together to organise the event, with mention being made in the newsletter for people who would like to be involved to come forward.

Initial planning took its time, with regular meetings (mainly at a mutually convenient location which often had catering facilities) to slowly start putting ideas together. Most of those of us involved also attended the previous two events to get ideas.

Fast forward a bit and we had sent out the advert for the event, a few applications came in, and then Covid-19 hit the world... that put a hold on everything including the IMLEC planning and indeed the event itself. We were promised by the ME editor that we would still be the host club for the following year.

Fast forward again and the world was not yet back to normal, quite the opposite with lockdowns still being in place over Christmas and into the new year... a number of discussions were held to decide what would be the best timing for this to go ahead, traditionally IMEC is early in July, however we felt that late August would be a suitable time to schedule for. Fortunately, as time went by, it looked like the correct decision had been made, since the final restrictions ended in July, although a lot of allowances and differences in planning were accounted for keeping Covid in mind.

Fast forward one more time (last one I promise) and we get to the Thursday of the weekend. A number of members arrived after work to start getting things ready for the following day, and a pair had volunteered to stay on site for security reasons, meaning that we could have the marquee set

up that day ready for the morning. During the day I had a message from Karl Midgeley, one of the Friday competitors, that he would not be attending since he had not yet recovered having had Covid.

Friday morning arrived, we were on site from not long after 7, getting things ready and making sure everything was set up in time for the competitors arrival. Unfortunately, not long after 8 we had the sad news that Karl had passed away in the early hours of the morning. This hit some of us quite hard, however Karl was a massive supporter of IMLEC, and the show must go on...

With staff in the steaming bays keeping an eye on everything, making sure competitors knew when they were expected and that they had everything they needed. Staff in the clubhouse keeping track of all of the competitors, making sure they were booked in and had boiler certificates checked, observers had been assigned and data was input into the spreadsheet to feed the scoreboard. A list of jobs had been created and filled in so we had water monitors, a time keeper, trolley organisers, passenger organisers and marshals around the track. Everything seemed to be in place.

The competitors started to arrive, each unloading, checking in and getting going with steaming up at their own pace ready for their runs. All of which seemed (from where I was standing) to go smoothly. As if by some sort of magic everything seemed to run to schedule and we managed to get through the required 7 runs for the day all on time, if not early. One of the runs during the day was Andy Healey, Karls uncle, who drove Apollo (Karls Britannia) on Karls behalf with a load of passengers made up of the family. A touching tribute to Karl which on the day sent him to the top of the leader board, and was followed by a minute's silence. Unfortunately, we did have an issue with a weld breaking on the dyno trolley, however this was at the last run of the day. This competitor was offered a new run on Saturday, which brought proceedings to an end for the day. The trolley was repaired and put on charge ready for the morning while the necessary was packed away for the night, leaving a few people to run in the evening.

Saturday arrived, and once again an early start to get everything ready for the first run, this time with the benefit of the scouts being on site to provide catering for the day (and to continue for Sunday). From where I was, everything seemed to be going relatively smoothly, until one of the com-

petitors had turned up, but the loco he was due to be driving hadn't. A number of phone calls found that the owner of the loco was on his way, and eventually ended up at the wrong car park, so Alex went over to find him and provide navigation around town to arrive at the right place. In the meantime, his turn was switched with the entry after him. Another competitor was also running late, and was switched with the run after to give him a little extra time, however when he did arrive it was found that his boiler certificate had expired and as such he couldn't compete anyway. The days official running drew to an end with Robert Hurst having taken to the top of the leader board with an impressive run on his 7F.

At the end of the running, another broken weld was identified on the dyno car, fortunately this time it did not interfere with running. This was re-welded in the workshop ready for the morning. Much use of the track was made in the evening, I believe I counted 9 locos that were steamed up to play in the evening, which carried on late into the night, with the scouts providing dinner for those that had pre-booked a meal.

Another early start on Sunday prepared us for the final stages of the event. Unfortunately, the second run of the day was one of our own, Paul with his Duchess, and during what would have been his final lap anyway, the loco seized up at the top bend and had to be escorted back on top of a trolley. This produced a slight delay to the start of Billy Stocks run with his Britannia, which sent him straight to the top of the table, by a considerable margin. Another delay followed as the next loco retired (however later had an attempt at a run following rapid repairs in the steaming bays). Ultimately Billy could not be taken from his top spot, although Sunday did have some competitive locos running, with the top 4 finishing locos all being in the last 6 entries on Sunday.

With the final 8 locos running that day, a total of 27 runs had taken place over the weekend.

Once we were sure of the final positions, a short speech and prize giving brought the competition to an end for this year, after which we commenced with our Sunday afternoon passenger hauling, allowing competitors either the chance to join in with passenger hauling, or make a getaway for a potentially long journey home.

In all, I felt that the whole event went extremely well, and a massive

thanks goes to all who helped out in any way to make it all possible. It was a shame that we had to make certain compromises due to some concerns over covid, and as with any event its always easy to see things that could have been done differently, however for a first effort at this particular event, I was extremely happy with how it all went, and it has planted a seed to host again in the future.

Once again, a massive thanks to all who were involved in any way, you all made it possible and great!!!

Editors note - Scores still available at <https://bridges82.uk/imlec>

1st

Billy Stock
5" Br Britannia "William
Wordsworth"
2.2376%

2nd

David Mayall
5" GWR 15xx / Speedy
1.6132%

3rd

John Cottam
5" LNER P2 2006 "Wolf of
Badenoch"
1.4085%

Best 3 1/2"

Paul Tomkins
3.5" LMS Duchess 46239
"City of Chester"
0.2962%

Visit to Cutteslowe Park Miniature Railway - City of Oxford Society of Model Engineers - Ben Jervis

The City of Oxford Society of Model Engineer's existence dates back to 1946, with the so-called "Oxford & District Society of Model & Experimental Engineers". This group only lasted a few years, but many of its members re-appeared with the founding of the "Witney and West Oxfordshire Society of Model Engineers" in 1955, meeting regularly at the Technical College in Witney. This society ran trains on a portable track, attending various shows in the area, but was unable to locate a suitable site for a permanent track.



Photos by Andy Nash - Both 5", a Princess of Wales and Tom behind a Class 2

It was in 1955, when running trains (using their portable track) in the grounds of Blenheim Palace, that negotiations were had regarding the possibility of a permanent track on this site. An agreement was made, and a permanent track was put in place - the Duke of Marlborough becoming the President of the society for some years. After 6 months, volunteers had built their permanent track, the operation involving the cutting of some 4000 oak sleepers, the use of 25,000 screws driven by hand, the installation of water & drainage pipes, and two swing bridges! The railway ran for 27 years between 1960 and 1987, when the Blenheim Estate requested that the society run trains 7 days a week during the tourist season. This was not a task the society was comfortable to undertake, and thus the rail-

way had to be relocated.

By Easter 1988, after a year's worth of planning and construction (plus a name change to the City of Oxford Society of Model Engineers), the Cutteslowe Park Miniature Railway was opened in Cutteslowe Park, just north of Oxford. The society celebrated its 50th anniversary in 2005. The site has a raised track, which caters for 3½" and 5" locos, with a ground level track for 5" and 7¼" locos, the latter of which has been recently extended out into the park grounds. Both tracks are fully signaled with automatic 3 aspect LED signals, which provides a more authentic driving experience. However, things could get a little slow if a driver got caught chatting whilst sat in the station, causing quite a tailback if the track is busy!

The City of Oxford Society of Model Engineers held an open weekend at the Cutteslowe Park Miniature Railway between the 23rd & 25th July, and a small handful of Maidstone members were in attendance. Tom Parham was in attendance for the whole weekend from Friday through to Sunday, with Alex Linkins, Andy Nash and myself attending on the Saturday. Tom



Photo by Ben Jervis - Driving view of his King

had brought along his trusty Jinty 0-6-0, which sounded wonderful going around their track. Alex Linkins had brought along the BR Standard 2 2-6-0 tender engine built by his father, Richard Linkins. This loco was in steam for several hours and

went about its work effortlessly. Sadly, my BR Blue King only made it around a few laps before I discovered that the trailing wheels on the bogie kept derailing. Despite having to come off the track, it was great to get chatting to some new and familiar faces and have a laugh as well - isn't this what it is all about? Interestingly, I happened to bump into the man who had originally painted the loco in blue for the previous owner - it's a small world! Andy didn't bring his loco (3½" Romney inspired A3 "Spitfire") as it was having some remedial work carried out at the time, but had the opportunity to have a go on Alex's loco.

Other locos in attendance on the Saturday included a maroon Duchess, a BR Green Jubilee (ex-Kingscale, but heavily re-worked and super-detailed), a Midland Spinner and a couple of battery powered Class 52 "Westerns". It was great seeing the variety of colour around the steaming bays in the morning. Brian Remnant was in attendance, operating his 7¼" gauge slate wagon, powered by a small petrol engine which gave it a great turn of speed. This provided much amusement! A saddle tank was also in operation on the 7¼" railway (the design of which escapes me at the time of writing), alongside a battery powered narrow gauge diesel.

Thankfully the weather mostly behaved itself throughout the day, despite a short sharp downpour later in the afternoon. Once the locos were packed away, we headed to the hotel Tom was staying at for an evening meal before making our way back down to Kent. It was a wonderful day, and we all had a great time. Our thanks go to the City of Oxford Society of Model Engineers for their hospitality - I'm sure we'll be back soon.

Photo by Andy Nash - Tom on board a Class 2



*Two trains both enter a
One way tunnel at different ends
Exactly at 9:00, but they both
Come out the other end unharmed 5
minutes later.
How is this possible?*

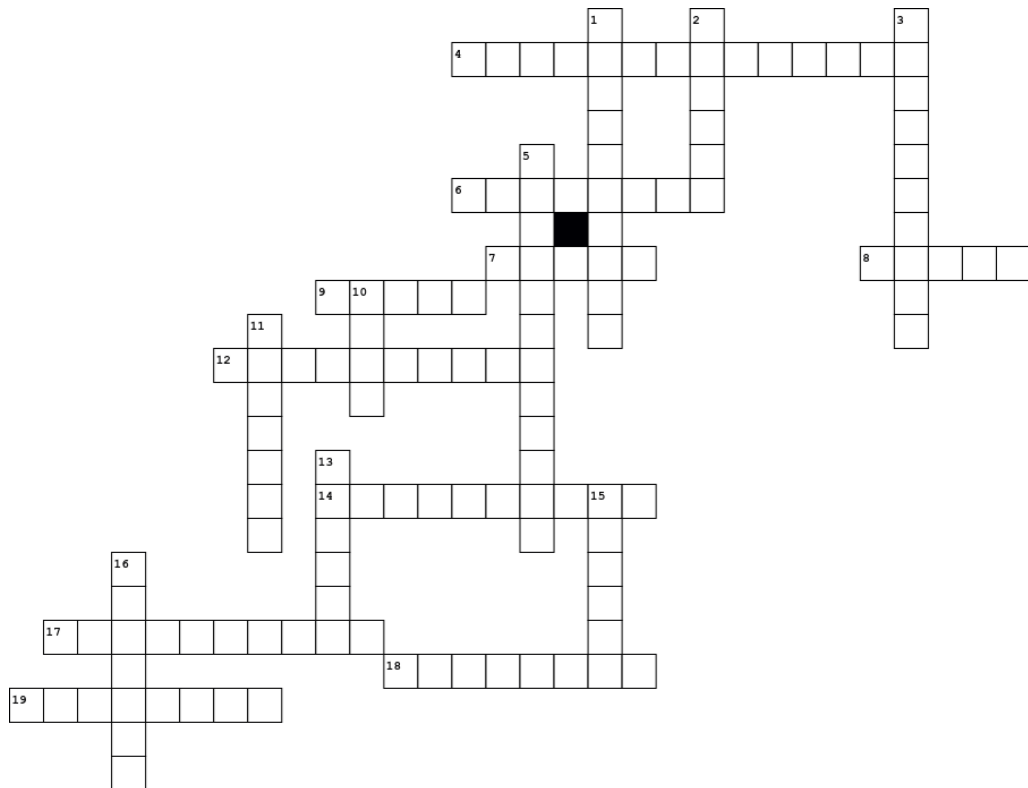
*An electric train
Is going south at 98mph.
The wind is blowing northeast.
Which direction is the smoke blowing?*

Puzzles and fun bits supplied by Amy Dixon

G S Q Y J G S R E V A E L K V N N P J L B J P S
 F T S E M E A B W O R K M A N C P K M Z Q Y S B
 P A K L H R P H S R E F F U B G Y T E E D X T B
 B T C P I Y I L Z S E E R T J B J S E D S K E F
 R I A Z A S E L L J W W V R S F B A V I N S L R
 I O R K T S O X W Z L Q O E L L C L U L I L I E
 D N T L E K S L K U G G L T F A P L U P A R O I
 G Z E I Z L P E Y X Z R O S R F A A J U R D T G
 E W D K Z Q B S N D Y E E A A E N B X Z T Z B H
 S L P C A R R I A G E S H M Q M T L A O C L S T
 S K M Z R R K U J R E N S N T G L A A R I E N T
 T R R T V S C N V V A R X O D N O T W C R E I R
 I O F S H Y L M Y E C P S I T I C I D U T T A A
 M W U L U G T U G U T J A T A S O A Y G C S R I
 E K B E Y S I D F J E S Y A C S M X Z O E T T N
 T C B N F R I E G E C N K T O O O S B O L E R S
 A A Z N I R G G R T F I J S N R T L X D E A E T
 B R E U B J P T N F I A M S T C I E V S R M G C
 L T D T T P U O M A C R S M A L V C F S U T N E
 E V O O U N G N I P L T N O I E E R Y H A R E V
 F O S V A Q R H R N H S O K N V S A M E X A S T
 F U M I K U P V B O T P G E E E L P B D I I S Q
 P L A T F O R M S V H S A V R L H H K A D N A U
 U X O B L A N G I S Q P W W S G W X N J F L P S

| | | | | |
|-------------|----------------|------------------|------------|-----------------|
| Locomotives | Carriages | Coal | Bridges | Tunnels |
| Ballast | Water Tower | Toilets | Freight | Parcels |
| Passengers | Smoke | Station | Footbridge | Steel |
| Containers | Wagons | XPT | Trackwork | Workman |
| Trees | Tracks | Points | Leavers | Signal Box |
| Goods Shed | Freight Trains | Passenger Trains | Diesels | Whistle |
| Horn | Level Crossing | Signals | Buffers | Electric Trains |
| Steam Train | Station Master | Platforms | Timetable | Trains |

Answers to riddles
 Top: One enters at 9am, the other at 9pm
 Bottom: Its an electric train, there is no steam



Across

- 4. - tiny computer chip
- 6. - trapped gas
- 7. - a moving collection of wheels and axles
- 8. - straight light
- 9. - open/closed
- 12. - pretend real world
- 14. - stretchyness
- 17. - a hard limit
- 18. - they keep me rolling
- 19. - tiny electronic components with funny colours

Down

- 1. - release of heat from a fuel
- 2. - an aperature for escaping fluid, can go chuff
- 3. - a shaft for transmitting drive
- 5. - air moving over or around a body
- 10. - in between two wheels
- 11. - movement of air
- 13. - misspelled name, unit of temperature
- 15. - turning force
- 16. - un-straighten

MMES DIARY DATES 2021/2022

| | |
|--|----------------|
| Gravesend Invitation Day - In Memory of Karl | 25th Sept 2021 |
| Evening Run & Fish 'n' Chips (£7) | 1st Oct 2021 |
| Surrey SME - Leatherhead Open Day | 3rd Oct 2021 |
| Roger Vane's Quiz Night | 5th Nov 2021 |
| Boxing Day Run (provisionally) | 26th Dec 2021 |
| Polly Owners Group Rally at Sheppey | 11th June 2022 |

If you are not receiving these notifications, or would like them a different way, please let Tom know. If you would like assistance accessing the Zoom calls and meetings, also please let us know and we'll assist where we can.

Don't forget there is almost always someone at the club on Wednesday's and Sunday's even out of the running season, testing, having a play or doing maintenance work around the track and club site - or even just there for a cup of tea and a chat!

COVID-19

When attending the club, please remember follow all relevant guidelines.

Any persons attending the club must sign in using the sheet on the table inside the clubhouse.

We are watching the governments guidelines and will publicise any changes that need to be made, either imposing or relaxing restrictions.

Stay safe.