

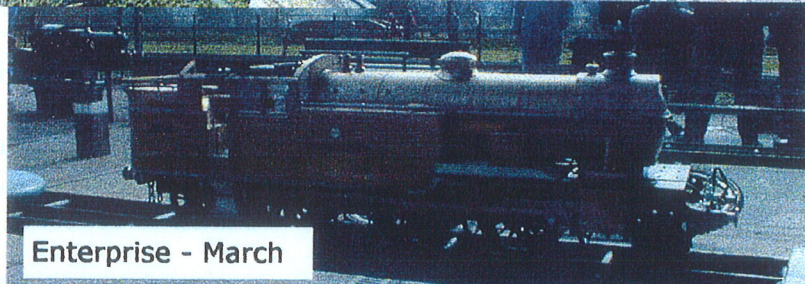
MAIDSTONE MODEL ENGINEERING SOCIETY NEWSLETTER



Tim gallops Gertie - Boxing Day 1999



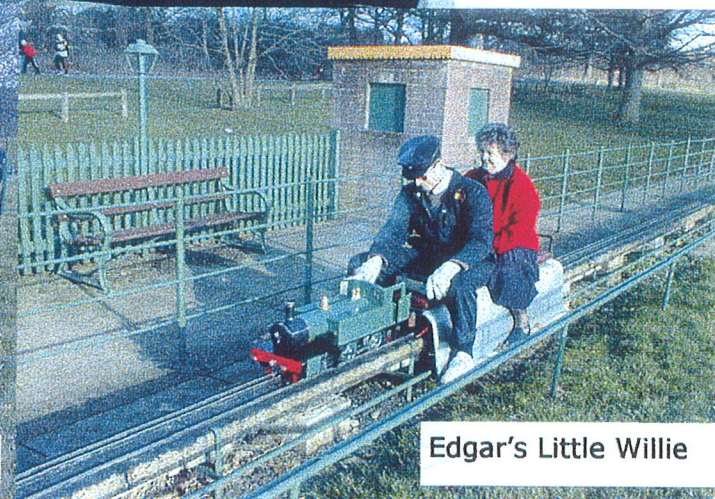
New Concrete in the steaming bays - Winter Works



Enterprise - March



JB - first running day 26.3.2000



Edgar's Little Willie

SPRING 2000 EDITION

SUE'S SPOT

Welcome to the first newsletter of the millenium/century/year. Let me whizz through the diary for you:



Sunday June 4 we will have a ceremony for the Club Loco as it officially starts its service for us. It is hoped Les Bryant, who arranged for the donation of John Wheeler's chassis to the society, and John Wheeler's widow, will be able to attend. If we say 2pm it will be just before public running, there will be champagne on hand, and as it also happens to be my birthday that day (21 again!!), I better provide a cake as well. June 18 we do our bit for the Maidstone branch of the Imperial Cancer Research fund, taking donations from the public for rides.

Saturday July 8 we are having a day for those steam road vehicle members who might sometimes feel neglected, so come along and join us. No locomotives please, then we can use all the steaming bay space available for steaming up tractors, traction engines, cars and lorries of all shapes and sizes. Something a bit different for everyone to enjoy. Starting at 11am.

August sees our usual trek to Sutton via a magnificent pub lunch for an enjoyable half day out. If you'd like to join our convoy and meal, please let us know. We have yet to receive any details of this proposed model festival at August Bank Holiday, we will let everyone know via the club noticeboard/club nights/website once we hear, if we are to be involved.

Winter saw us reconcreting part of the steaming bays to improve services, and doing some repainting, which is an ongoing task, so don't stand still too long when you come to the Clubhouse unless you want to be green (or gloss white). We have got some new bookcases coming to store all the Model Engineers we have, and there are loads more magazines coming. JB is still tied up with binding some of these, thanks John.

So spring has sprung and instead of more free time I find myself with two houses, two jobs, two cats and two newsletters to look after. So much for early retirement. Thanks to my contributors this time: David Chalk, Roy Coomber (via David Fenner), Dave Deller, Edgar Playfoot, Jeanne Starnes, Mick Starnes for copying the majority of colour bits for us, and not forgetting the Other Half, for the Boiler Tests and helping when me and the computer/printer fall out.

That's it for now, another newsletter August time (can you wait that long?). I'm off to go and get a boiler test. See you soon.

Happy Steaming and Happy Easter,

Sue
x

MMES BOILER CERTIFICATES EXPIRED OR EXPIRING THIS SEASON

NAME	MODEL	EXPIRES
MR R. ATFIELD	3 1/2" GAUGE TICH	03/10/00
MR J. BARROW	5" GAUGE SIMPLEX 0-6-0	17/10/00
MR D. BUTCHER	5" GAUGE 0-6-0 POLLY	22/03/00
MR D. CHALK	4" SCALE BURRELL COMPOUND	10/07/00
MR N.F.CLARK	5" GAUGE 0-4-0ST SWEET PEA	07/05/96
MR P. CLARK	5" GAUGE 0-4-4T	05/05/98
MR P. CLARK	5" GAUGE STANIER 8F 2-8-0	13/06/00
MR N.F.CLARK	5" GAUGE 2-8-4T "DHOLPUR"	30/08/00
MR C.E.P.DARLEY	5" GAUGE 0-4-0T "BAUDOT"	05/05/98
MR D. FENNER	5" GAUGE SIMPLEX 0-6-0T	06/12/99
MR A.E.GURR	5" GAUGE LNER 2-6-2T	28/03/00
MR A.E.GURR	STEAM TUG	18/04/00
MR G. HAINES	5" GAUGE 2-6-0 ASHFORD	12/04/99
MR G. HAINES	5" GAUGE 0-6-0 "SIMPLEX"	12/04/99
MR G. HAINES	3 1/2" GAUGE S15	19/04/99
MR G. HAINES	5" GAUGE SR RIVER	28/02/00
MR R. HARMAN	5" GAUGE SWEET PEA	09/05/00
MR R. HARMAN	3 1/2" GAUGE ROB ROY	03/10/00
MR R. HUDDY	5"GAUGE 0-6-0 POLLY	27/06/00
MR G. KIMBER	5" GAUGE 0-4-0 "COFFEE POT"	14/10/97
MR G. KIMBER	5" GAUGE 0-4-0 "WREN"	27/06/00
MR P. KINGSFORD	3 1/2" GAUGE 0-6-2 MONA	28/03/00
MR P. KINGSFORD	5" GAUGE 4-4-2 JERSEY LILLY	02/05/00
MR P. KINGSFORD	5" GAUGE 4-4-0 MAID OF KENT	29/08/00
MR M.KNOTT	5" GAUGE 2-6-2T FIREFLY	14/10/97
MR J. LARKE	3 1/2" GAUGE 0-4-0 JULIET	15/02/99
MR J. LEWIS	5" GAUGE 0-4-0 SWEET PEA	28/05/96
MR M.A.LISTER	MINNIE TRACTION ENGINE	18/11/97
MR P. MARTIN	VERTICAL CROSS TUBE BOILER	08/04/97
MR P. MARTIN	5" GAUGE 0-6-0T SIMPLEX	29/04/97
MR T.W.PARHAM	STUART TURNER UNDERTYPE	08/11/99
MRS S.PARHAM	3 1/2" GAUGE JULIET "JACK"	21/02/00
MR M.N.PARHAM	4 1/2" SCALE ROAD ROLLER	06/06/00
MR E. PLAYFOOT	5" GAUGE 0-4-0 SWALLOW	14/03/00
MR P. RANSLEY	5" GAUGE 0-4-0 "THE BUG"	03/07/00
MR J. RICE	5" GAUGE COFFEE POT	05/07/99
MR G. SPENCELEY	3" SCALE TRACTION ENGINE	13/06/00
MR G. SPENCELEY	5" GAUGE 0-6-2 ACHILLES	22/08/00
MR G. SPENCELEY	5" GAUGE 4-6-0 JUBILEE	03/10/00
MR R.R.STAGG	5" GAUGE MANOR NO.7830	17/06/97
MR M.STARNES	42" STEAM DRIFTER	06/12/99
MR M.STARNES	5" GAUGE SIMPLEX	14/03/00
MR R. VANE	5" GAUGE FIREFLY	05/09/00
MR B. WHITE	3 1/2" GAUGE JULIET 0-4-0T	04/06/00

M.M.E.S. BOILER TESTERS 2000

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 testers for the test.

John Barrow. 31 Prince Charles Avenue, Walderslade, Chatham. 01634 863915

Dave Deller. 2 Hornbeam Close, Larkfield, Aylesford. 01732 841194

Graham Kimber. 4 The Stream, Ditton, Maidstone. 01732 845931

Peter Kingsford. 16 Cherry Tree Road, Charing Heath, Ashford. 01233 712086

Martin Parham. 9 The Landway, Bearsted, Maidstone. 01622 630298

ARRIVALS AND DEPARTURES

We welcome the following to the Society:

Dave Back, who lives in Maidstone and is building a Winson Foden Lorry and

Dennis Mortimer, who lives in Ashford and also belongs to Romney M.E.S.

+++

I am sorry to report (somewhat belatedly as we only recently found out) that Lionel Alexander died in August 1999. He had retired a few years ago to his property on the banks of Loch Ness, but still kept in touch with the Society, and was one of its Trustees. He will be sorely missed.

AMENDMENT TO THE SOCIETY BYLAWS FOLLOWING THE AGM 3.3.2000

11a now reads: Persons learning to drive must at all times be under the surveillance of a competent tutor until such time as they are judged as suitable to drive, by the committee. They shall not take members of the public as passengers.

The words "by the committee" have been added.

SUBSCRIPTIONS ARE NOW OVERDUE FROM THE FOLLOWING MEMBERS:

Charles Darley, Ian Gisby, Brian Harris, Bob Hodgkins, Andrew Hulse, Bob Marshall, Drummond Randall, John Rice, Robin Spencer and Martin Weeks.

Please complete this slip IMMEDIATELY and give, or send it, to our Treasurer Peter Roots, 97 Tonbridge Road, Maidstone, Kent ME16 8JN.

I enclose herewith the sum of £.....(£20 or £10 for retired members) as my subscription to Maidstone Model Engineering Society for 2000.

.....
Name

.....
Date

.....
Address

If you don't wish to keep your membership please let us know. We don't want to have to chase you!

THE CLUB LOCO - 5" Gauge 2-6-2T L.N.E.R. V1/V3 "John Wheeler"

Continued from November 1999.

We have now been working on the Loco for some 12 -14 months and are getting near to the completion of the project.

The next parts we had to make were the side tanks and cab, which are integral with one another. The cab sides and tank sides and fronts are of one piece, the front being curved through 90 degrees and "fitted" to the boiler diameter. The backs and bottoms of the tanks were bent from one piece of 16g brass sheet, this enabled us to gain clearance for the driving wheels and reach rod underneath, plus saving an awkward joint at the bottom/back. The ends were then fitted and the whole assembly was soldered to the sides and reinforced with 1/4 brass angle. There being no pump in either tank, the filler caps were soldered in the tops, which were bolted down.

Next came the spectacle plates front and rear. The front one was cut in one piece and a "boiler band" was silver soldered to the bottom, this covers the joint between the cab and boiler and allows for expansion, plus it gives the platework a neat appearance. The rear spectacle plate was made in two pieces and bolted to the bunker tank assembly. At this time, the window frames and portholes were made and fitted. We intend to glaze them later on.

Now we had to give some thought to access for driving. We decided to make the roof from 16g steel sheet and permanently fix it to the front, sides and rear. This gives a very strong structure and holds the whole assembly very rigidly. Access was obtained by cutting out the centre part of the roof and joining it to the centre of the rear spectacle plate. The hole then removed in one piece to give very good access to the controls.

Hand rails and the bunker tank fitting were then attached. The hand pump handle is located within the bunker tank and becomes available when the cap is opened (we hope we shall never need it). Detailed scale items, lamp, nameplate etc. were then fitted to the platework. Before the cab floor could be made all of the pipework to the injectors, valve and whistle had to be finished. This presented no great problems, everything being near to one another, also included is a "whiff" of steam to the dummy whistle on the cab front. The cab floor is basically three pieces of sixteenth inch steel plate fitted very closely together, bolted in situ, and held down by one centre bolt. We have not yet decided whether to plank the floor, it depends on the finished fit. At the same time a drain valve was made and fitted in the cab floor and connected to the bunker tank, thus allowing us to drain the water tanks at the finish of a run.

The loco was now 95% completed and ready to test steam in order to check all the connections, particularly under the smoke box, before painting. It was taken to the AGM on 3rd March 2000 so that members could see the progress to this date. The Sunday directly afterwards in the afternoon after the committee meeting, the boiler and tanks were filled with water and the fire was lit. Steam was quickly raised and one or two minor leaks showed on fitting and pipework. These were fixed during the following week.

The following Sunday we steamed up again and completed the steam test successfully. The Loco was then oiled up, put on the track and completed the first lap non-stop. All the drivers present who wanted to try it then drove it, having one lap each (*of course I did -Editor*). There were no problems for anyone, except that the right hand lubricator linkage needed adjustment.



Peter Kingsford and Paul Clark look on as Dave Deller tries the engine at the track

Back in the workshop we stripped the engine and completed the outstanding jobs - brake and spring adjustment, fitting of guard irons etc. This brings us up to date, basically all we have to do now is paint it. The Loco will be finished in black, with some red lining.

It has taken 18 months to complete the project and I would like to thank all the members involved with the making of items for the locomotive, supplying various items and including some materials. You have indeed made it a lot easier for Paul Clark and myself to finish.

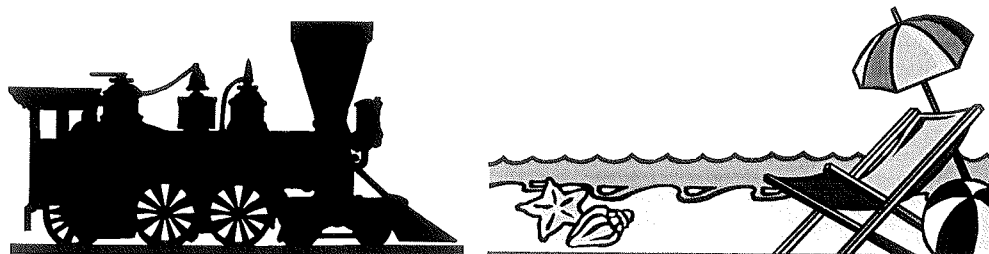
I hope all members will use and enjoy our Enterprise.

Dave Deller
April 2000.

ROLE OF HONOUR:

OUR GRATEFUL THANKS TO ALL WHO CONTRIBUTED TO THE BUILDING OF THE LOCO:

Ron Attfield, John Barrow, Adrian Gurr, Roy Harman, Dilwyn Herbert, Rex Huddy, Peter Jackson, Tony Jones, Graham Kimber, Peter Kingsford, Mick Lister, Bob Mannering, Martin Parham, Tom Parham, Edgar Playfoot, Geoff Riddles, Paul Rolleston, Mick Starnes, Roger Vane, Mike Wallace, the late John Wheeler and especially **Paul Clark** who has given two nights every week in helping construction. The most thanks must go to **Dave Deller**, the "foreman" of the job who has given so much to this project and kept us all updated. *Editor.*



HOLIDAY JUNE 24 - JULY 1 2000.

MAIDSTONE M.E.S. AND FRIENDS - WANT TO JOIN US? WE ARE STAYING AT A HOSEASONS SELF CATERING CARAVAN PARK CALLED THE ORCHARD CARAVAN PARK AT STOKE BLISS IN WORCESTERSHIRE. IT IS 15 MILES FROM THE SEVERN VALLEY RAILWAY AT BEWDLEY. WE WILL BE TAKING OUR ENGINES SO WE CAN HAVE A RUN AT WORCESTER, HEREFORD, KINVER AND BIRMINGHAM TRACKS, AS WELL AS HAVE TIME TAKING IT EASY AND VISITING THE LOCAL SITES (OR PUBS). THERE ARE 15 OF US GOING SO FAR AND WE PLAN TO ENJOY OURSELVES.

IF YOU WOULD LIKE TO GET MORE DETAILS/COME, PLEASE CONTACT THE SECRETARY OR EDITOR.

OFFICERS OF THE SOCIETY 2000:

President:	Peter Chislett
Chairman:	Geoff Riddles
Vice Chairman:	Graham Kimber
Treasurer:	Peter Roots
Secretary:	Martin Parham
Press Officer:	Sue Parham
Committee:	John Barrow, Dave Deller, Peter Kingsford, Edgar Playfoot, Mick Starnes and Jeanne Starnes.

(Jeanne replaces Sam Ludford who has work commitments.)

YOUR NEWSLETTER & INTERNET ACCESS

We endeavour to print the newsletter three times a year, in April, August and December. Therefore please submit any articles, or anything you would like to be included, to the Editor (that's me, Sue Parham) by the first Friday (Club Night) of that month. Well, anytime really - but these are the cut-off dates to aim for. Articles can be hand-written or preferably typed, pictures can be included. Or, of course, send everything via E-mail to secretary@maidstonemes.co.uk or send on a 3 1/2" disc. If you would like to be contacted by e-mail from the Society about forthcoming events, then please send us your e-mail address.

Please note that the Maidstone M.E.S. Website can now be found at www.maidstonemes.co.uk

DIG A HOLE AND BURY IT by Ed Nutter

Having been in the building trade all my working life, one should be used to meeting the unexpected. However, during the recent building of a granny annex, duly equipped with 3 tonne mini digger and a dumper, foundation trench lines were marked out and the foundation trench excavations commenced with confidence and enthusiasm.

Now the ground conditions in my working locality being commonly sandy clay to sandstone, the statutory depth of one metre seldom has to be exceeded.

All underground drains and services had been ascertained and by mid morning, my mate and I were progressing well. We had completed the foundation trench excavation to one end of the extension together with several metres to the long side. We were now confident we would complete all the foundation excavations that day, I therefore arranged for the building inspector to call next morning followed by ready mix concrete in the afternoon.

After a brief pause for refreshment, we got to work again in earnest. Within a few minutes after excavating another metre of trench I felt the digger bucket hit rubble. Just an old soakaway, I thought. The rubble extended below the one metre depth of the trench and I knew the building inspector would not allow the new foundation concrete to be poured on to old workings. So I drove the digger bucket deeper. We passed 5' deep, then through 6', then 7', 8' then 9' deep, which was the maximum depth the digger could reach. Still the rubble was going deeper, now we had water to contend with, so pumps had to be got in.

The position of this old pit could not have been worse as it lay between the external wall foundation and two other foundations trenches which were to be dug at 90 degrees to the main external wall trench, to support internal load bearing wall structures. This meant that all these foundations had to be taken to virgin soil at a depth equal to the rubble pit. Depth still unknown.

Clearly we were now faced with a great deal of additional work together with the problems of water, soil and rubble disposal.

The building inspector and concrete were cancelled and inquiries were made for a larger digger. In the meantime I decided to dig the machine in by creating a pit for the digger to stand in, thereby increasing the digging depth.

I started taking the trench deeper, 10' passed, then at 11' we struck virgin soil.

The house we were extending was built in the seventies by my firm. I am quite sure that the foreman at the time almost certainly having a JCB excavator on site, probably doing drainage and final external works, decided to bury the bricks and blocks left over rather than have them carted away.

I can just imagine him instructing the JCB driver— 'dig a hole and bury it'!

His decision certainly caused us a great deal of difficult extra work, extended the job by some two weeks and cost my client several thousand pounds extra.

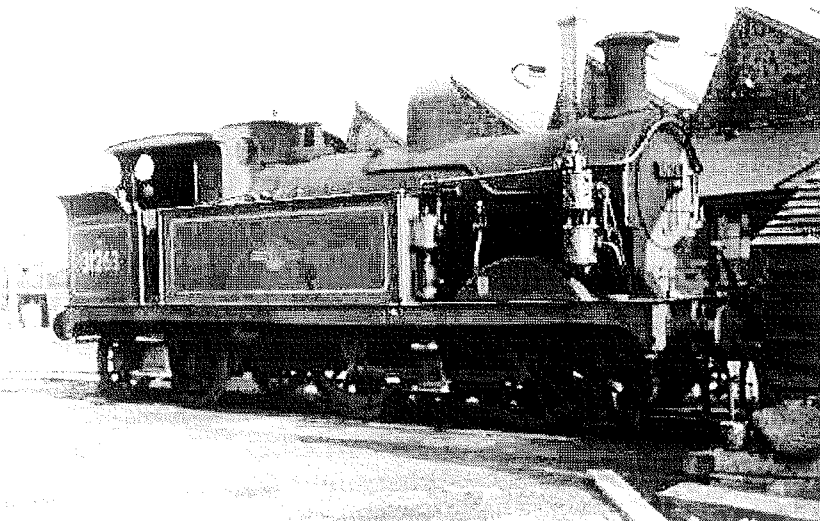
I can't take the foreman to task as he too is now buried!

Working with H Class Tanks at the West

By Roy Coomber

During my 45-year railway career at Tunbridge Wells West motive power depot, I had the pleasure of working with H class tanks that were stabled and serviced there. My first encounter was in 1945 when firing in No. 1 link. If our engine (at that time a 13 class) failed at Victoria the replacement was the station pilot, often H tank No. 1005 (later to be stabled at Tunbridge Wells West for some years). We were not too keen on them at this time, because it meant firing the opposite side to our 'Brighton' engine, and the lack of room in the cab caused a few bruised knuckles.

The load was usually 6 or 7 coaches which was quite heavy for these engines over the Oxted line, and water was a problem, having to be taken at East Croydon and Oxted. Stewart's Lane depot turned out these engines and at that time had only the best Yorkshire hard coal, so steaming was fairly free.



The start from Victoria was hectic with the sharp climb over the river to Battersea Park. Only three parts glass of water could be carried for fear of priming, and slipping was also a problem. It was full regulator and about 40 per cent cut off and all systems go - injector on soon after starting, and even the second one at times.

It was the same on the uphill climb from Sanderstead to Oxted tunnel and again from Lingfield to East Grinstead, and although some time was lost, on the whole these small engines put up a pretty good show. They usually returned on a lighter train or even light engine when the 13 was repaired. At this time we often had an H class on the Tonbridge - Brighton service and of course with just a 3-set it was easy working. Tonbridge men did most of these turns and really knew how to handle these engines, having been brought up on them. On the last train up from Brighton they often made up the fire with large knobs of coal (known as 'having a knob up'), this took them to Tonbridge where on arrival they did not need coal, to the delight of the coalman.

During 1949 two H tanks, Nos. 31182 and 31016 were sent to Tunbridge Wells West for working the pull-push service, which then consisted of just two turns, early and late. They could time these 2 car motor sets with ease, all on the first valve or half regulator opening, being very economical for coal and water, easy to oil up and maintain. When M7s replaced them it was a very different story and nearly led to a strike.

We also got H tanks on the Cuckoo line. One duty was a Redhill to Eastbourne turn, working down in the morning and return with the 5-45pm evening train. The load was made up of 4 bogies and 1 or 2 vans and well loaded with people returning from work or a day at the seaside.

I well remember having No. 31310 for several days on this turn and really put her through her paces. It was very heavy going all the way from Polegate to Heathfield and as we crossed a down train at Horam we were often glad of those few minutes to recover before the 1 in 50 climb up to Heathfield. There we took much needed water, and often the smokebox was red-hot half way up the door. In the summer a good few wayside fires were started.

I was lucky in having a good mate who could fire to these engines and entered into the spirit of trying to keep time with a heavy load up this difficult road. The water level in the boiler had to be watched very carefully, as it was very easy to overfill on the down gradients and to run it too low on the up. This was when the risk of dropping a plug in the firebox was very great on going over the hill and down the other side. The worst places for this were the sections Rotherfield - Mayfield - Heathfield with gradients of 1 in 50 both directions.

On arrival at Tunbridge Wells West Redhill men relieved us and the engine and train went on to Redhill. This was quite a hard turn for an H class and later when more became available a BR Standard class 4 took over this working. During June 1955 the Oxted line service was altered to cater for the growing commuter traffic and an hourly motor working introduced to connect with the Victoria trains at Oxted. The motor gang was made up to 8 turns and 5 M7s sent to cover this work. This turned out to be a disaster, as they could not cope with the long duties and quick turnrounds. Nobody could get on with them - they would not steam after about one trip and even the inspectors sent to show us how to work them lost time.

So half a dozen H tanks were found and replaced them. What a difference this made as they could cope with these turns so easily. M7s remained at Three Bridges and we did still get them from time to time but the hardest jobs were allocated to the Hs. These motor turns lasted 9 years, until January 1964, and during that time we had various H tanks at Tunbridge Wells West including Nos. 31005, 31263, 31278, 31308, 31517, 31518, 31519, 31520, 31521, 31533, 31543, 31544, and 31551. No 31308 was withdrawn in March 1963 and parts from her used to keep the others running - the last six H class left, namely Nos. 31005, 31263, 31518, 31543, 31544 and 31551. I remember 31263 was a very popular and good engine all through this period, as was 31518. No. 31263 had a very good front end, i.e. pistons and side valves, rode very well and steamed free. We did suffer towards the end with some engines riding rough, big ends knocking, axle boxes, etc. But 1263 came through it all very well, considering that repairs were hard to come by, withdrawals going on all the time and the diesels coming into service regularly.

The mileage covered by these engines was very high - in some cases over 2000 miles a week which was more than the Standard 4s were doing. A fitter transferred from St. Leonards said it was more than the 'Schools' were doing on the Hastings to Charing Cross service. With the lack of maintenance and shop repairs it was a remarkable performance by these sturdy little engines.

I will describe a typical duty, which shows what was achieved in a matter of an engineman's 8-hour duty. The day in questions was 23 February 1963 and the engine allocated was No. 31263. I booked on duty at 3-55am and began by preparing a Standard 4 tank No. 80143 for pilot or standby engine.

Then we prepared 1263 as follows. My mate, Fireman R Hollands, get the oil and tools from the stores and checked they were complete including 2 red flags and 12 detonators for use in emergency. He then made up his fire according to the amount of steam - in this case 60 lb., which was just right. This allowed him to level it all over the firebox and make it up with knobs of Welsh coal from the bunker, at the same time making sure we had enough coal for the duty.

He also checked the ashpan was clean and the smokebox door tight. The headlamps were trimmed, filled and lit and placed on the front of the engine, one top right, one bottom left, which was the headcode for Oxted via Edenbridge Town. A red light went on the rear, and he also lit the water gauge glass lamp. A bucket of beech was fetched and scattered evenly over the fire, which prevented the clinker getting on the firebars and made it much easier when cleaning the fire. This had to be done quickly and the



firehole door shut tight, as there were usually many minor explosions when the beech got hot. In the meantime I had been busy oiling up, starting at the rear of the engine and topping up the four bogie axle boxes, then climbing up over the big ends, oiling them and the four eccentric straps. Around the outside I oiled the connecting rods, then up onto the front footplate to oil the slide bars, piston glands and axleboxes, and the Westinghouse air pump situated on the side of the smokebox.

Next it was into the driving cab to oil the boxes there, also the front-end lubricator. I also tested the sands were working which my mate had filled up with the dry sand from the sandbin, tested we could create 21 inches of vacuum and we were ready to leave. I checked with the running foreman all was clear and moved off to the water crane and filled up.

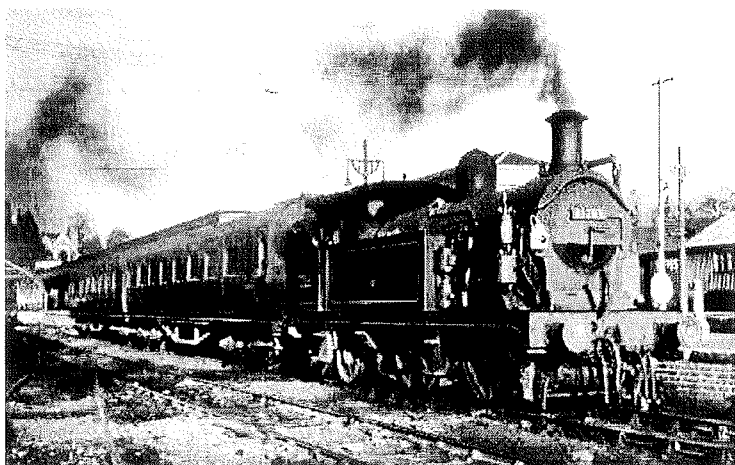
All this preparing of 1263 had to be done in just 45 minutes, so by now it was 5-40am - departure time from the loco yard. We then gave two blasts on the whistle to let the signalman know we were ready, and when the shunt signal went to all clear we proceeded to No. 4 loop siding and backed onto our 2-car motor set. The shunter was waiting and coupled up the pipes which were many on a pull-push set - back pressure, main storage regulator control, bell control, earth wire, steam heat and vacuum brake.

We then shunted to the arrival platform to await departure time, which was 6-06 am. It's now only 5.50 and time for the fireman's most important duty: make the tea. Once we leave Tunbridge Wells there will not be time for anything else so a can of tea will be most welcome, even if it does get a bit stewed.

When my mate returned, having already turned up on the Westinghouse air pump or 'donkey' as it's known amongst railwaymen, we are fully charged up ready to test the controls which together with the whistle (no two tone horns) and windscreen wiper are all worked by air.

Also we test the bell which is most important as this is the communication between driver and fireman - one ring to show regulator is going to be opened or shut, to be answered before making the move. On this morning everything is working fine. At this time on most of the pull and push trains we worked without a guard. But of course all the stations were manned, the platform staff attended the train and gave the tip to go at the right time. This we received from the station foreman at Tunbridge Wells and with a blast on the whistle I gently opened the regulator of 1263, who by now was raring to go with 160lbs steam, and we eased through the bottom crossover points and we were away. Open the regulator to halfway or first valve, notch up the reverser to 20% and we're on the way to Groombridge, our first stop. Past High Rocks or speed was about 50mph, so put on the blower and shut off steam. My mate already had his injector on, and by the time we stopped had 3 parts glass water and blowing off steam.

When we received the tip from the station porter, open up half regulator again and onto Ashurst, past Groombridge Junction and Ashurst Junction signal boxes with a cheery wave to both signalmen. Same procedure at Ashurst and 1263 would have to work a little harder up the bank to Cowden. Still on half regulator and about 30% cut off, she flew up the bank and timed this section with ease, steaming freely between 150 and 160lbs. On then through Mark Beech (Cowden) tunnel and coast downhill into Hever, by now blowing off hard at the safety valves with the fire-hole door open (nice and cheery on this cold morning). Must be running early as the station staff held us a minute, then away on the fast straight section to Edenbridge Town, where quite a few people join the train. Away again with the longest uphill section to Hurst Green, again half regulator would do and starting with about 40% cut off gradually work up to about 25%, and by then 1263 was really working well - a pleasure to listen to the beat of the exhaust at the chimney. Through Little Browns Tunnel a bit of slipping, so ease regulator, open sand valve, and let her find her feet, and open up again.



I worked the sliding firehole door for my mate as he fired and this helped keep the cold air from getting to the firebox. I opened the door as he fired and shut it when he turned round to get another shovel of coal. Sometimes we got out of rhythm and I shut it when I should have opened it and the result was a shovel of coal on the floor.

Approaching Hurst Green Junction, his distant is on so shut off steam and coast round the corner to the home signal which comes off as we approach. Open regulator, 1263 slips

slightly but we run into Hurst Green station with a minute in hand. Then away again up through Limpsfield tunnel, over the viaduct into Oxted right on time at 6-39am. We run right up, stop at the water crane, and fill up with water. We are due away again at 6-45; just six minutes to turn round.

I turn on the donkey (Westinghouse air pump) and proceed to the motor end, open up and we are away, empties to East Grinstead High Level where we arrive at 7-04am. Here we make a connection for the up and down Tunbridge Wells West/Three Bridges trains and depart at 7-11; a seven-minute turn round.

This is a passenger train stopping at Dormans, Lingfield, Hurst Green and Oxted, where we arrive at 7-29. Again we run up and take water, then up over the top crossover and shunt to the down line where we pick up passengers off a Victoria train for the Edenbridge line. Departure time is 7-36am - another seven minute turn round - and now we run car first to Tunbridge Wells West and arrive right time at 8-14. After taking water during our nine minute turn round time we depart at 8-23, again via Edenbridge.

No. 1263 is suffering from a dirty fire now and is not steaming quite so freely, and on this trip I shall have to coast a bit more in order to have a blow up. She will run from Ashurst distant into the station and get a bit back ready for the climb to Cowden, again from Mark Beech tunnel into Hever. After a charge away, coast into Edenbridge ready for the climb to Hurst Green where we arrive with 120-lb. steam and half glass water. My mate is running the fire low ready for cleaning at Oxted, where we arrive a minute late at 9-04am.

We shunt over into the down bay platform and have one hour till we work the 10-04am to Tunbridge Wells West via Edenbridge. In this time the fire has to be cleaned, the lubricators filled, bunker trimmed and a drop of oil splashed around. After this we have time to have a sandwich and a fresh can of tea - our first break since 6am.

Having made the connection with the down London train, we depart at 10-04am and arrive at Tunbridge Wells West at 10.36 where we detach from our train in the bay platform and proceed to the loco yard for a full disposal and preparation, coal and water. It was our job to leave the engine ready to work the 12 o'clock to Oxted.

At this time these engines were having water treatment so that the boilers were only washed out about once a month and the boiler blown down. This was done over a special pit situated at the water crane on the coal road. A blow down valve was attached to all the H class at the side of the firebox and was opened with a special key obtained from the stores. The idea was to have a full head of steam, boiler full of water and then just blow the water and dirt out until only about half an inch left showing in the gauge glass. The boiler would then be filled again via the injectors; this we did on our way down the coal road.

Having coaled, and cleaned fire and ashpan, we shunt to No. 3 road where I examine and oil up underneath. All I can find wrong is a piston gland slightly blowing, which the fitter adjusts. My mate wipes over the boiler front, seeps up, and she is ready for the back working commencing with the 12 o'clock Oxted, altogether doing another five trips.

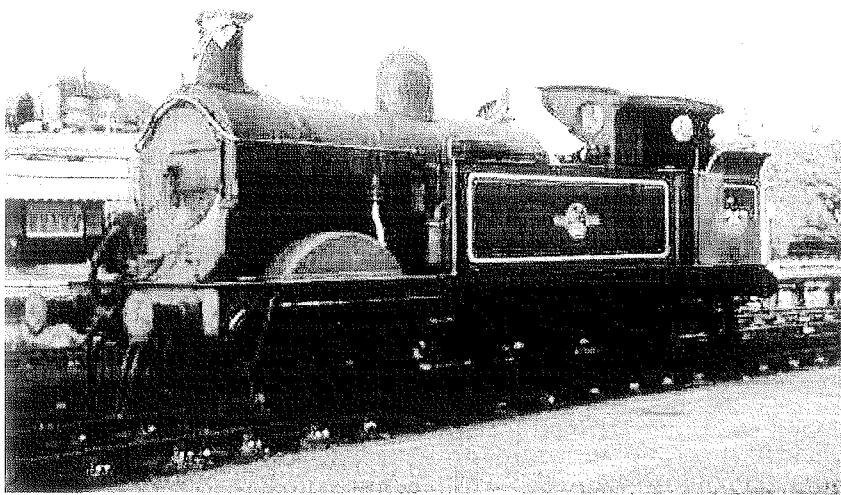
This then was a typical engineman's duty early turn, and we went home feeling a good day's work had been achieved, and a pleasant day with a good engine.

These motor turns were not confined to Tunbridge Wells via Edenbridge and Oxted. Some trips went via East Grinstead during the morning and evening rush hour traffic, also to Three Bridges with a trip out to East Grinstead and back before returning to Tunbridge Wells.

Another hard duty was the afternoon turn commencing with the 1-00pm to Oxted arrive 1-36; 1-42 empties to Hurst Green; 1-52 return to Oxted arrive 1-55. Then 2-04 passenger to Tonbridge; shunt train; into the loco to clean fire and ashpan, take coal and water, and oil up, all in about 45 minutes; then shunt train and work the 4-11 to Redhill - four bogies and van. Then it was into the loco yard and turn engine, grab a tub of coal and water, out again for the 6.09pm - four bogies to Tunbridge Wells. There we got relieved and the engine and train went on 8.47 via East Grinstead to Oxted and 10.04 back to Tunbridge Wells West.

These H tanks were sometimes called upon to do other duties, often deputising for a Midland or Standard class 4 over the Eastbourne or Brighton line. I have a photo of 31263 being double headed on the 3.39pm Tunbridge Wells to Eastbourne, where on arrival this engine worked the 5.49 back to Tunbridge Wells; this was owing to a shortage of class 4s.

They also did a spell of coach and goods shunting from time to time, and it was quite a sight to see one shunting the loco shed with two or three dead engines and trying to push them back into the various roads. We often had to put sand on the rail to enable them to get a grip, and it really set the sparks flying. Altogether the H was a very versatile and 'maid of all work' class of engine, very popular with all the men.



From this can be seen some of the heavy mileage and work recorded, be these engines in the last days of their life. As no major repairs were being carried out at the shops, anything that could not be done at Tunbridge Wells meant the engine was withdrawn. This was what happened in the case of No. 31308. But parts from her kept the others going with the result that we had the last H tanks at work, right up until the end of the motor service on 5 January 1964. This was a sad day for me - the end of a happy time spent in the motor gang.

These engines went away mostly to Three Bridges where they stood withdrawn from service and I was lucky enough to photograph Nos. 31005, 31263 and 31518 in February 1964. I was also lucky enough to purchase No. 31263's smokebox door numberplate.

So it was with great pleasure that I learned that 1263 was to be preserved. I have kept in touch with her ever since, with photos at Robertsbridge and on the Bluebell Railway - what a marvellous job they have made of her restoration.

I would like to thank my late workmate Driver F Diplock for his help in preparing these notes, especially in recalling the engine workings. I know he shared my views about the H class in general and 1263 in particular.

MY WORKING DAYS WITH HORNBY HOBBIES DURING THE LATE 1970s

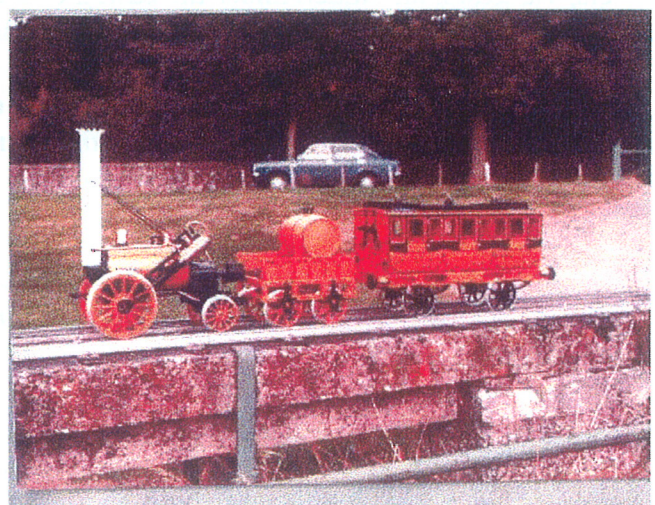
By David Chalk

I joined a team of four in which we had to produce a 3 1/2" gauge steam powered toy, the Rocket. Built to a cost limit, the toy had to comply with all the toy regulations, maximum working pressure of 20lb p.s.i. and no corners on any part under a .020" radius. It had to be fired by butane and run for approximately 8 to 10 minutes on one filling, pull one coach, and made and running within 3 months. The company treated this work as top secret.

So Off We Go.

There was a visit to the Science Museum for drawings etc. The first model, Mark 1, was running within 2 months. Remember that maximum pressure is only 20 p.s.i. so that it had to run or move at 15 p.s.i. and so we could not use any "O" rings on pistons due to the amount of friction.

Then 6 prototypes were built, experimental boilers with cross water tubes within the main flue tube were made, but we had to stop due to cost and production problems. All tooling was made for assembly, and production die casting tooling, for boiler ends, wheels, frame name plates, slide bars, chimney base, tender wheels axle boxes, firebox, gas supply fittings etc.

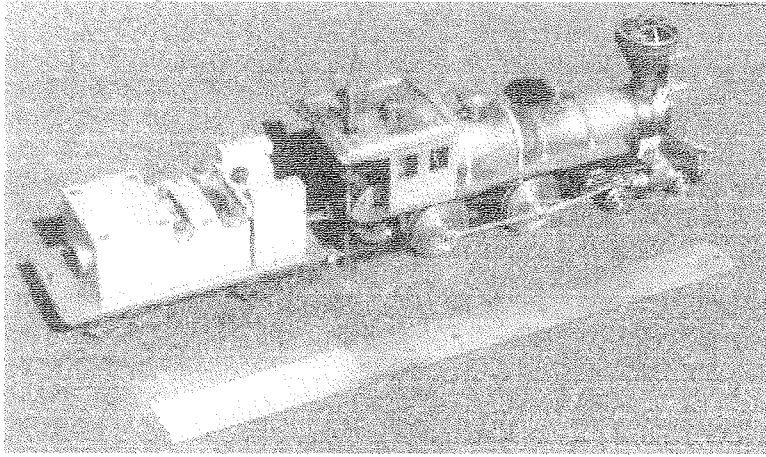


At Mote Park - Dave is the one on the left

We took three straight off the production line and ran them at Mote Park on a Monday morning. We decided that we would have to do away with the boiler insulation, as people would soak the insulation when filling. We then asked the director if his loft was insulated at home, because we had 3000 pieces of insulation in the warehouse going spare.

Once in production it was handed over to P.I.D. - Product Improvement Division. They made some improvements to the burner, but that's about all. Of course, we did make some cross tube boilers which then carried more water, also double butane containers in the tender which gave 15 minutes running time, and a better performance.

I was then working on my own as my mates had to work on scalextric and the "00" gauge railways. It was a time when Zero 1-control systems for the railways were being introduced. I was asked to build an "O" gauge steamer. It had to be a 4-4-0 American tender loco, Virginia type, butane fired. Because of the small outside cylinders I decided to make a single cylinder oscillator in the cab with flywheel. Reverse was by gears.



The butane gas supply was at low pressure as I made a regulator within the tender so that it supplied a low-pressure flame via a tube with slots in it along the full length of the boiler. Running on our test track it could pull thirty-two "0" gauge trucks, because that's all we had. To see it running was very satisfying.

The next job was to build an "00" gauge steamer, butane fired. The "00" gauge had a simple oscillating engine hidden under the smoke box, 1/4" bore cylinder, driving the front set of driving wheels, via gears, all hidden under the casing of a L.M.S. Pacific Coronation Scot. The burner was fitted in the tender, firing direct into a tube within the boiler.

Can you imagine when the loco got underway and came to the first bend at a fair speed; a possibility that it might turn over and with the burner still giving a fair flame, it could soon catch a carpet alight. Not really suitable for a Christmas morning toy!

The Next Job

I was asked by the director to build a model steam powered Traction Engine. So I asked, to what scale? He just said "make it cuddly!" so we agreed on 3/4" to the foot, so that it would be in keeping with The Rocket.

Of course, it had to be a showmans engine. So off I go, thinking of Burrell. I had a friend who had some works drawings. I started to think that this must be easy to construct but look right. I decided to go for a soft flame, as in the '0'-gauge loco with a regulator within the tender to control the butane gas supply. Of course it must have twin cylinders and the beauty of this traction engine is that the cylinders are as hot as the boiler.

I decided to make the connecting rods straight on to the pistons, like a car engine, but single acting. It overcame the problem of having the friction of an end cover, plus seal, plus cross head, slide bars etc. Having a hefty flywheel with the cranks set at 180 degrees all was well.

The steam was regulated to the cylinders by a rotating hollow valve on top of the cylinder block, which in turn was driven from a crankshaft eccentric. Reverse was done with gearing. It had plenty of power to run a dynamo on the front for several bulbs along the roof.

I remember the first test run was in the snow. I set the front wheels on a radius and round and round she went. Directly the Sales and Director heard it was running they had a meeting about it. They estimated the cost of production against the possible number they would sell. They did not like the cost of producing the wheels with all those crossed spokes, which were right, my hollow valve on top of the cylinders, or the manufacture of the crankshaft (no CNC machines in those days).

I then worked on new products such as electronic cars and spacecraft, and scalextric cars.

WINTER IN CANADA. By Jeannie Starnes

Part One

We left England on the 6th of March at 11.30am. We leave on time and soar up into the sky for our long flight to Vancouver. The Air Canada aircraft is very comfortable, and after the safety demonstration they put a film on for our entertainment. Our flight is good. It was a bit bumpy over Scotland, and also when we flew over the Rockies, but nothing too bad. We made good time and arrived at Vancouver 12.30pm Canadian western time. It seems strange, all those miles and only an hour has passed. We have to wait for an hour before we can disembark as an aircraft is still at our gate. So they put a cartoon on for us to watch. Soon we taxi in and set foot on Canadian soil. It's freezing when we get outside to find the car we have hired. We phone the hire office and a man brings us our car, it's a Ford Taurus, a lovely new shiny car. We sign some forms and drive into the town to find our hotel. It doesn't take long to get there; we book in and crash out, as we are exhausted.

The next morning, refreshed, we walk into town and down to the harbour for a look around. There's not much snow here in Vancouver. The town is so different to towns at home, buildings that seem to go up forever. We go up the CN tower for a view over the town; it's fantastic you can see for miles. The town looks like toy town everything is so small. The ticket we bought to get up here entitles us to come back this evening and have a meal in the restaurant if we want. We decide to do just that. We have seen a sign for the sky train so we go and investigate. We find it and decide to buy a ticket to see where it goes. It travels on a raised track over the town and out into the suburbs. You get a good view of the houses and small industries, all very interesting. We go to the end of the line and back again. It's started to rain so we find our way back to the hotel to change for dinner at the tower restaurant. We order a taxi to take us, a hair raising ride through the evening traffic, and the driver didn't stop talking all the way there, we wouldn't have minded that if we could have understood what he was saying. We arrived safely at the tower and went up to the restaurant, very posh. We had a lovely meal and a slow change of scenery as the restaurant revolved; it took about an hour to go round once. We decided to walk back to the hotel, as it was a lovely night.

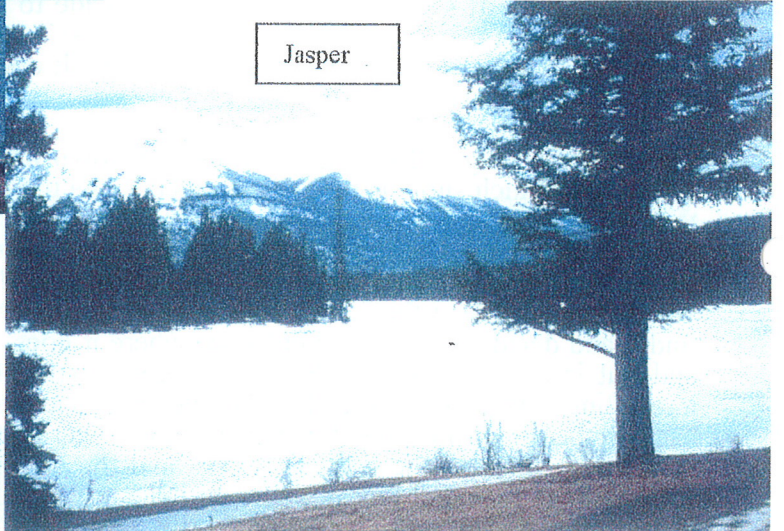
Next day we leave Vancouver for Whistler, we are going to visit Stanley Park on the way out. It's a marine park and we have been told it's worth visiting. We find it easily and it's very interesting. We leave Vancouver on route 99, which is a B road, and it winds up through the mountains, which are covered in snow. We have been told that the road is clear all the way through to Whistler, I hope they are right. The road is good but narrow, with snow piled up at the side of the road, a weird sensation. The snow flattens out on one side and there is a large lake and mountains rising up on the other side. We stop for refreshment then carry on to Whistler. We drive for ages without seeing another car. When we arrive we leave our overnight bag in reception and have a look round. There is an awful lot of snow and more is coming down. We walk to the ski slopes to see if anyone is skiing, there is, so we stand and watch them. It's getting cold standing watching them, so we go back to find our bag and see if our room is ready. We freshen up and find some food. The restaurant food is expensive so we go to the market and buy some provisions. We have a full kitchen in our room so I have no difficulty in preparing a meal. After we have eaten we wander round the village, looking at the shops; the things are pricey in the boutiques, probably because Whistler is one of the most popular ski resorts in Canada. It's very pretty with all the lights on. It starts to snow again, so we walk back to our room.

The following day we have a last look at the ski slopes, then check out and start to drive to Kamloops, which is our next town to visit. The road is winding down through the mountains, as we drive down the snow thins and the air gets warmer. We drive through a place called Cashe Creek and we see a large pickup truck in the middle of the lake, with a tent pitched by it, and some people round a hole in the ice, fishing. It looks most odd. The views of mountains are fantastic as they rise up behind the lake.

Kamiloops



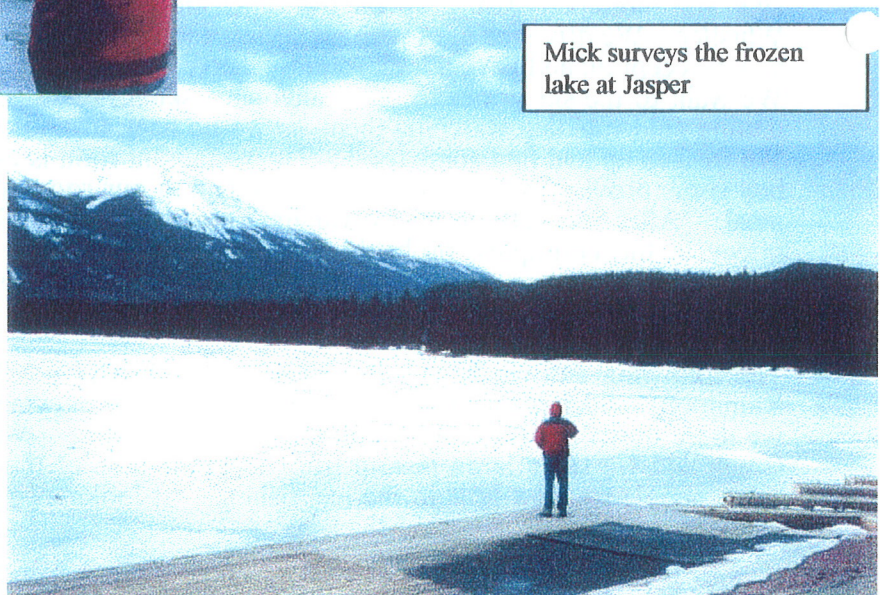
Jasper



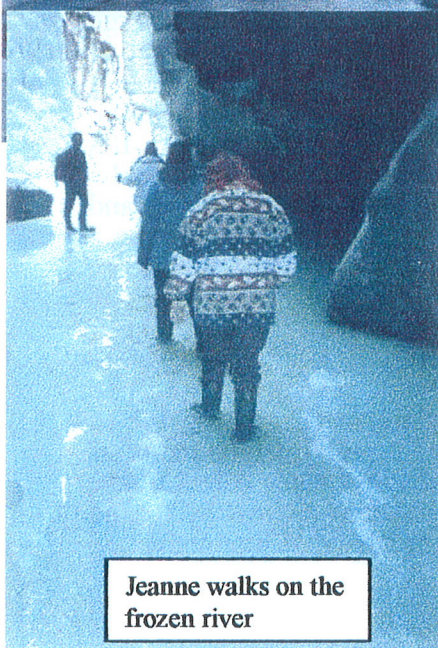
Mick at the hotel
in Whistler



Mick surveys the frozen
lake at Jasper



Jeanne walks on the
frozen river



We arrive at Kamiloops and the hotel, which turns out to be a motel, is on the outskirts of the town. We book in, then go to find somewhere to eat. There's not much here, only a petrol station, a Macdonalds and a couple of restaurants. We go into one and have a lovely meal; there's lots of it.

We leave Kamiloops today to go to Jasper, which is in the state of Alberta. We have to fill up the car with petrol, as we don't know where the next garage will be. We have to find highway 5, it's well sign posted so it was not too difficult. The scenery is spectacular, mountains on both sides, and the rail track and river beside us. There is a train on the track that goes on for miles. The river turns into a large lake that is frozen. The road winds up the side of the mountain; there is a sheer drop on my side and a sheer rock face on Micks. The river and railway have disappeared now. We drive for some time, then stop for some refreshment at a place called Valemont. While we have our snack we look at the map, it doesn't look much further to Jasper. The mountains seem to be getting higher and higher, you can't see the tops of some of them as they are covered in cloud.

We must be getting near Jasper as the speed signs are getting lower. We can see the town of Jasper spread out below us now. We now have to find our hotel, Mick sees a travel shop and goes into ask them to help us with the directions, they give him a map of the town and mark the road we want on it, very good of them. It doesn't take us long to find it. We book in; the hotel decor is very nice, all wood panelling and thick carpets, very plush. We rest, then have a look round the town. It's quite a large town with a lot of shops. We wander back to the hotel for dinner. After a good meal we retire to our room, the end of another day.

We are staying in Jasper for a few days so we can explore the area. We have to buy ourselves a pair of boots each, as the ones we have are not good enough for out here. We are going to Malign canyon today to walk on a frozen river at the bottom of the canyon. The minibus collects us at 2pm and we are issued with special thermal waterproof boots with cleats on the bottom. After collecting some people from another hotel, we get to the top of the canyon, there is a lot of snow and ice about and we are glad to have these special boots on. We walk along the edge of the canyon, across a bridge and down into the canyon. There is a handrail, which we are glad of. It's a very long way down and the icefalls are incredible, so are the rock formations. We are now in a cave and walking over the ice into the canyon. The ice is 8ft thick and under the ice there is a river, which is very deep. We proceed over the ice and see where the walls have been worn smooth by the action of the stones in the swirling water. The walls are covered in permafrost, which makes them sparkle. We have to walk in single file as there is about 9 or 10 inches of water on top of the ice, and the ice is not so thick here, our boots are just high enough. We have to walk slowly so the water doesn't go over the top of our boots. Now we are walking up out of the canyon over slushy snow. Our guide Murray leaves us now to take a short cut back to collect the minibus from the top car park. He has told us how to get to the lower car park and will meet us there. As we get there he drives in and we go back to the hotel exhausted. We go to our room and collapse onto the bed for a rest. After our rest we dine, then retire for the night.

We are both a bit stiff next morning after our strenuous day yesterday. We drag ourselves out of bed and massage our aching muscles. Then go down to the dining room for some breakfast. Today we are going to visit Jasper Park Lodge and Fort Point. Jasper Park Lodge is a hotel situated in a clearing in the trees, and chalets are dotted about amongst the trees and down to a large lake. All the chalets have bay windows that face the lake; it's all very beautiful. We can't walk round the lake very far, as the snow is too deep; they have cleared the paths round the hotel and chalets but not any further. We go back to the car and make our way to Old Fort Point. It's not far only takes 10minutes. The car park is a sheet of ice but it doesn't seem to affect the driving of the car. We get out of the car very carefully in case the soles of our boots are not as good as the car tyres; they're not and we nearly end up on our backsides. We make our way to the steps; it looks a long way up. The steps are wooden which makes the ascent easy.

They stop half way up and the going gets slippery, I have difficulty keeping my footing and my legs have still not recovered from yesterday's excursion, but Mick seems to be able. So he goes on, and I find a rock to sit on to wait for him to come back. The view is fantastic from my rock and I take a few photos. I just sit and enjoy the view and dream. A couple with a dog go by, then the silence returns; the silence is deafening if you know what I mean.

Mick returns safely from his climb, he said it was slippery but the view was fabulous. He said he had taken some photos. We make our way back down and have a look at the river, which is partly frozen. There are some men fishing, but they don't seem to be having much luck. We reach the car and go back to Jasper. We park in the town and have a coffee to warm up. Now it's back to the hotel and lunch in the lounge bar. They have a large screen TV and we watch The Dukes of Hazzard while we eat. The chairs are lovely and comfortable and we both fall asleep watching the TV, embarrassing. We must have been asleep for about an hour. We go and freshen up and write some more cards. We're going into town for dinner tonight, as we saw a nice looking restaurant when we were in town earlier today. It's a nice evening, so we walk into town, find the restaurant and go in. There are a lot of people in there so the food must be good. We have barbecue ribs and potatoes, delicious. After we have finished we walk back to the hotel, have a drink in the lounge and watch ice hockey for a bit, then retire to our beds.

Today we are off to Banff. We pack, then go and have some breakfast. We load the car and check out. Highway 93 is the road we need; we find it and start driving through the mountains again. We haven't been driving for long when we come to a large archway and gate across the road. We have to pay \$16 to go through, as it's a national park. We pay up and drive on. The mountains are really high here. The weather is great this morning; the sun is shining with not a cloud in the sky. It makes the snow sparkle and everything is very bright, we have to put our sunglasses on. We stop at intervals to take photos. The sun is melting the snow, which is making the road very wet. We pass quite a few trails and places of interest but they are impassable because of the snow, a bit disappointing, but we did expect it. A bit further on we stop for refreshment. We are going to stop at Lake Louise which is on the way to Banff, as we have been told there is a fabulous hotel with a large lake. We wend our way through piles of snow, just enough room for cars to pass. They have signs up warning of possible avalanches and not to stop.

We turn off for Lake Louise the road narrows and the snow gets deeper. We arrive and park the car. The hotel is very big and so is the lake, the hotel is called Chateau Lake Louise. The hotel looks very much like a chateau with its minarets. We have a look in the hotel; it's very classy, a bit above our budget I think. There are a lot of oriental and Asian people about. We walk down to the lake, the view is fantastic. The lake is covered in snow and people are skiing on it. They have cleared a section for skating, and for us to walk out onto the lake. We walk out onto the lake and look back at the hotel. It looks like a scene from a fairy tale, with the chateau against the mountains in the background. After our walk on the lake we go to the car and back onto the highway. It's only about 70-80 kilometres to Banff, which shouldn't take long. There are two exits to Banff, and we are not too sure which one to take, we decide on the first, which turns out to be the wrong one. So we turn round and take the next. The hotel is on the main road and we find it easily. We check in and the receptionist asks us if we would like a loft room instead of the one we booked, there would be no extra charge. We said yes and asked what was the difference between the rooms, and he said that the loft room has two floors and a king size bed. We took our luggage up to the room. It has a small lounge downstairs and up the spiral staircase there is a bedroom with an enormous bed in it that could have slept four people.

After we'd unpacked, we took a walk into town; we passed a lot of hotels and restaurants. As we are staying at a motel we will have to find somewhere to eat, I don't think we will have any difficulty, as there are plenty of restaurants here. After a quick look round the shops we go and find somewhere to eat. We find a place that looks nice and go in and sit by the window. We have a lovely meal then wander along the road back to the motel.

To be continued

M.M.E.S. TRAFFIC CONTROLLER ROSTER 2000 ("Duty Dogs")

List by the door at the Clubhouse - please volunteer when you can by writing your name on it, or ring Chief Duty Dog Peter Kingsford **NOW** on 01233 712086 to get your name on the list and so do your bit for the Society!

ON PUBLIC RUNNING DAYS THE TRAFFIC CONTROLLER WILL:

1. ATTEND BETWEEN 2-30 AND THE END OF PUBLIC RUNNING.
2. ENSURE THAT THEIR NAME IS DISPLAYED ON THE NOTICE IN THE STEAMING BAYS.
3. ENSURE THAT THE SAFETY SIGNS ARE DISPLAYED.
4. CONTROL THE NUMBER OF TRAINS UP TO A MAXIMUM OF 8 AND ARRANGE CHANGEOVERS.
5. HAVE SOLE CONTROL OF THE TRAVERSER ENSURING IT IS OPERATED IN A SAFE MANNER.
6. CHECK THAT ALL BOILERS TO BE STEAMED HAVE A VALID BOILER CERTIFICATE AS SHOWN ON THE NOTICE BOARD, VISITORS MUST PRODUCE THEIR CERTIFICATES.
7. ENSURE THAT NO PERSON UNDER THE AGE OF 16 IS TO DRIVE THE PUBLIC UNDER ANY CIRCUMSTANCES.
8. NOT ACT AS A DRIVER.
9. ENSURE MAIDSTONE M.E.S. PASSENGER DRIVERS ARE REGISTERED AND THAT NON-MEMBER DRIVERS ARE KNOWN PASSENGER DRIVERS.
10. ENSURE THAT THE STATION IS SUITABLY STAFFED, PREFERABLY WITH:
(a) A PERSON TO SUPERVISE THE LOADING (b) A SECOND PERSON COLLECTING FARES.
11. ENSURE TROLLEYS AND COUPLINGS ARE CORRECTLY AND SECURELY ASSEMBLED.

May 1	Mick Starnes	May 7	Edgar Playfoot
May 14	Jeanne Starnes	May 21	Geoff Riddles
May 28	Roy Harman	May 29	
June 4	John Hawkins	June 11	
June 18	Adrian Gurr	June 25	Graham Kimber
July 2		July 9	
July 16		July 23	John Hutt
July 30			
August 6		August 13	
August 20	John Hutt	August 27	
August 28			
September 3	Adrian Gurr	September 10	
September 17		September 24	Wallace & Gromit
October 1	John Hawkins	October 8	Paul Clark
October 15		October 22	
October 29			

MANY THANKS TO YOU ALL – WE CANNOT RUN FOR THE PUBLIC WITHOUT A TRAFFIC CONTROLLER.

DIARY DATES 2000

Friday May 5	: Bits and Pieces and Fish and Chips
Wednesday May 17	: Members Afternoon Playtime Run
Friday June 2	: Evening Run and Hot Dogs
Sunday June 4	: Naming Ceremony of the Club Loco "John Wheeler"
Sunday June 18	: Charity Run in aid of Imperial Cancer Research
Wednesday June 21	: Members Afternoon Playtime Run
Friday July 7	: Evening Run with Pizzas and Salad
Saturday July 8	: Road Vehicle Day for Maidstone M.E.S. members
Wednesday July 19	: Members Afternoon Playtime Run
Friday August 4	: Evening Run and Barbecue (bring own food)
Wednesday August 16	: Members Afternoon Playtime Run
Saturday August 19	: Visit to Sutton M.E.S. (via lunch at the pub)
August Bank Hol. Weekend	: Maidstone Model Festival (details not yet known)
Friday September 1	: Evening Run and Jacket Spuds
Wednesday September 20	: Members Afternoon Playtime Run
Friday October 6	: Natter Night
Wednesday October 18	: Members Afternoon Playtime Run
Sunday October 29	: Last Public Running Day
Friday November 3	: Guest Speaker
Friday December 1	: Bits and Pieces and Fish and Chips
Tuesday December 26	: Boxing Day Run

All Wednesday afternoon playtimes start at 1-00, on the third Wednesday of each month between April and October.

All Friday night meetings start at 7-30 on the first Friday of every month, but on the Fridays there are evening runs these can start as early as you like, by prior arrangement with a committee member.

Please contact the Club Secretary for any further information.

Other known summer events in the area: Welling Open Day 6 May (and 23 September), Romney Open days 13/14 May, Gravesend Southern Fed. Rally and Open Day 20/21 May, Harrow Open Days 10/11 June, Harlington 17 June, Guildford Rally 15/16 July, Oxford Open Days 22/23 July.

That's all for now folks!