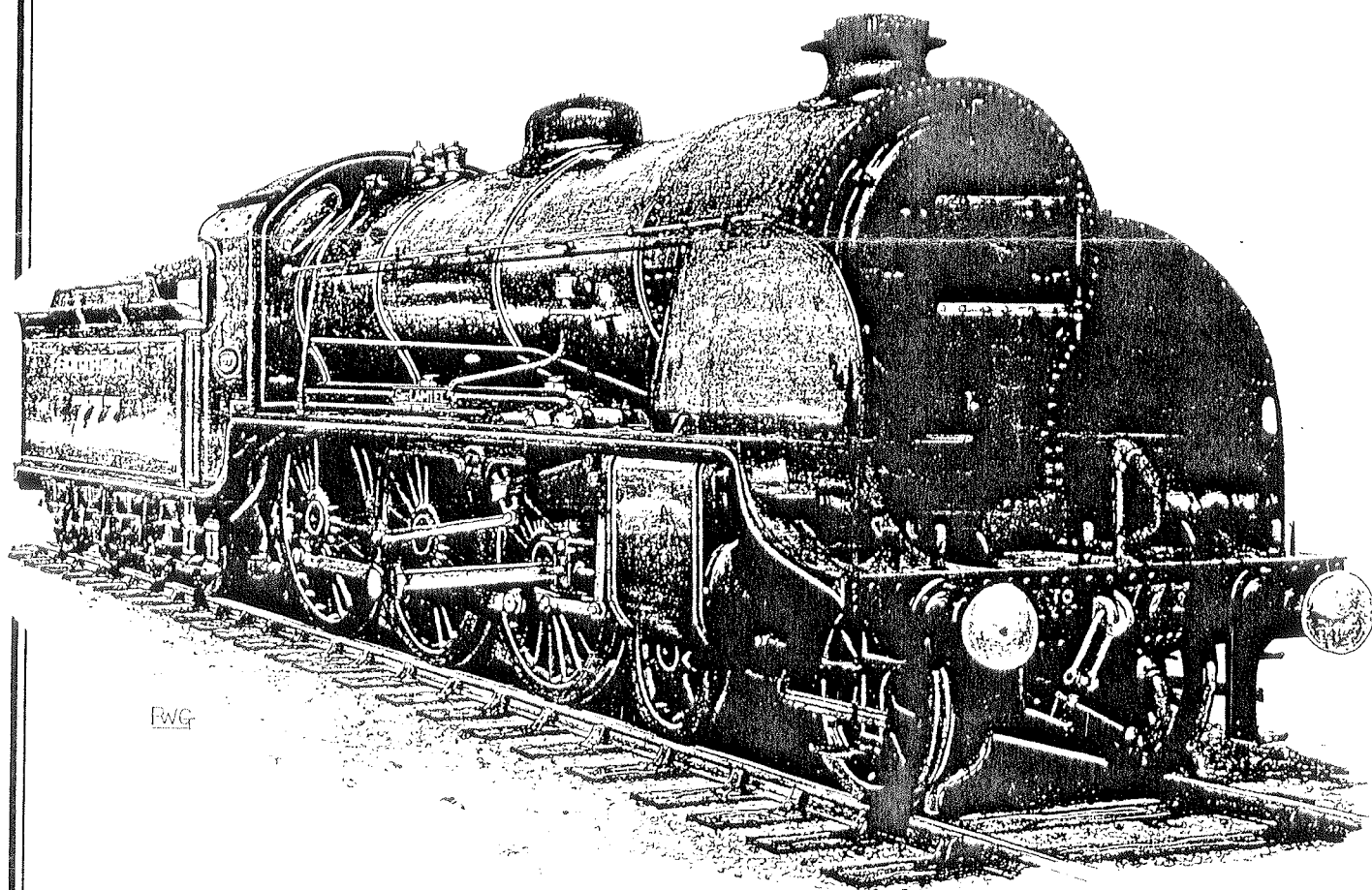


MAIDSTONE MODEL ENGINEERING SOCIETY.



Newsletter - Spring 1994.

LIST OF EXPIRED BOILER CERTIFICATES

NAME	MODEL	EXPIRED
MR P.CARPENTER	5" GAUGE 0-6-0T SIMPLEX "W.NORTON"	15/09/92
MR N.F.CLARK	5" GAUGE 0-4-0ST SWEET PEA	28/09/93
MR C.E.P.DARLEY	5" GAUGE 0-4-0T "BAUDOT"	09/11/93
MR T.GREGSON	5" GAUGE 0-6-0T BUTCH	22/07/91
MR T.GREGSON	5" GAUGE GWR 2-6-2T	30/06/92
MR T.GREGSON	3" SCALE ATKINSON STEAM LORRY	30/06/92
MR A.E.GURR	3 1/2" GAUGE 0-6-0T ROB ROY "SIOUXSIE"	28/12/93
MR L.HULBERT	VERTICAL STATIONARY	15/09/92
MR N.KING	5" GAUGE 0-4-0ST SWEET PEA	30/04/91
MR N.KING	3 1/2" GAUGE 4-6-0 DORIS No.4771	08/07/91
MR R.J.LINKINS	5" GAUGE 2-6-0	07/07/92
MR P.MARTIN	5" GAUGE 0-6-0T SIMPLEX	03/08/93
MR P.MARTIN	3 1/2" GAUGE BLACK FIVE	05/10/93
MR A.PROBYN	5" GAUGE 0-4-0 "DIXIE"	26/05/92
MR E.PURSEY	3 1/2" GAUGE NE 4-4-0 "MISS TEN TO EIGHT"	19/10/93
MR E.PURSEY	5" GAUGE LMS 0-6-0T	19/10/93
MR R.R.STAGG	3 1/2" GAUGE 4-6-2 BRITANNIA "BOADICEA"	10/06/91
MR C.THORNDYCRAFT	5" GAUGE 0-6-0 SPEEDY	19/08/91
MR C.THORNDYCRAFT	5" GAUGE D CLASS 4-4-0 No. 737	24/08/93
MR B.WHITE	3 1/2" GAUGE JULIET 0-4-0T	25/08/93
MR M.WREN	3 1/2" GAUGE 0-4-0 "TICH"	23/02/93

LIST OF BOILER CERTIFICATES EXPIRING THIS SEASON

NAME	MODEL	EXPIRY
MR J.BARROW	5" GAUGE SIMPLEX 0-6-0	26/09/94
MR D.BUTCHER	5" GAUGE 0-6-0 POLLY	11/04/94
MR N.F.CLARK	5" GAUGE 2-8-4T "DHOLPUR"	11/07/94
MR N.F.CLARK	4 1/2" SCALE BURRELL TRACTION ENGINE	11/04/94
MR F.DEEPROSE	5" GAUGE 0-4-0 "POLLY 2"	11/04/94
MR P.KINGSFORD	5" GAUGE 4-4-0 MAID OF KENT	22/08/94
MR J.LARKE	5" GAUGE 0-4-0 MAXITRAK SWALLOW	13/06/94
MR F.LAROCHE	5" GAUGE 0-6-0 3F	12/09/94
MR J.LEWIS	5" GAUGE 0-4-0 SWEET PEA	03/05/94
MR K.P.LINKINS	5" GAUGE 0-4-0T "JOAN"	13/06/94
MR M.N.PARHAM	4 1/2" SCALE ROAD ROLLER "BARBARA"	01/06/94
MR A.H.W.PAYNE	3 1/2" GAUGE 0-6-0 FOWLER TANK	23/05/94
MR M.STARNES	5" GAUGE 0-4-0 RUBY	01/05/94

IF YOU HAVE A BOILER ON THIS LIST THAT YOU NO LONGER USE AND DO NOT WANT
RETESTED, PLEASE LET THE SECRETARY KNOW SO THAT IT CAN BE REMOVED FROM THE LIST

[illegible]

<<<NEW MEMBERS>>>NEW MEMBERS<<<NEW MEMBERS>>>NEW MEMBERS

We welcome the following to the society:

Iain Gisby, from Rainham, a salesman who has a part built Tich and is interested in Engineering Restoration;
and

Len Read, from Sheerness, a tool maintenance fitter, who is interested in live steam and radio controlled boats and cars.

[illegible]

DIARY DATES SUMMER 1994

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Monday May 2nd Club Celebration
Friday May 6th Hot Dog Night and Evening Run
Friday June 3rd Barbecue and Evening Run
Friday July 1st Outdoor Bits and Pieces Evening
Friday August 5th Fish & Chip Night & Evening Run
Saturday August 6th Visit to Sutton Club
Friday September 2nd Tea and Crumpet and Evening Run

The gate is manned from 7-15 until 7-45 on Club Nights.

RUN THROUGH:

Firstly, the Club Celebration. I wasn't too accurate last newsletter, was I, day right, date wrong, and the Society has been going 65 years. Sorry folks for confusing you, the celebration is on May Day which is Monday May 2nd. There will be a buffet lunch and a drop of the fizzy stuff, it will be nice to have a bit of a party before we start running. If anyone would like to bring some food to add to the buffet please let me know by 28th April so I can judge what we need accordingly. Club will reimburse you if requested. As you all know, we are really celebrating our President's Golden Wedding Anniversary so please come along to wish Jack and Joy all the best (they may have a slight inkling this is what we are really having a party for, but we're keeping it quiet till the day).

May Club Night and we're into the Evening Run Season to make the most of the light evenings and to unwind after a stressful week (mine usually are anyway). Hot Dogs are on the Club, but you will need to bring your own grub to Barbecue on the June Club Night. July Club Night is an outdoor Bits and Pieces Evening so we can display models, and parts thereof, on the steaming bays - weather permitting, of course. Have your tea first with this one though.

August Club Night we'll be doing the fish and chip run as well as running the engines. The day afterwards, Saturday August 6th, is our annual visit to Sutton Club. To the uninitiated, this trip is made via the nearest pub and a roast lunch, it is really an enjoyable day. The Gauge One Society have also been invited to Sutton that day so we will be able to see their models too. Do let us know if you wish to come along so that we can advise Sutton of the numbers and give you all the relevant details.

Last but by no means least, September Club Night will be the final summer evening run and what's more there will be crumpet as well. Can't be bad. See y'all!

SUE'S SPOT
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I was about to say here comes summer but as I type this there is snow on the ground outside even though it is April. Back to the thermal underwear, it will not deter those who want a ride.

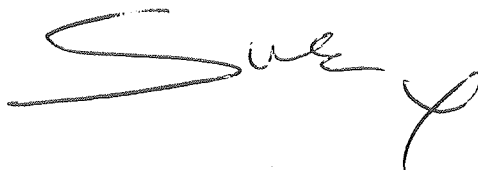
Still plenty of work to do on site so all volunteers welcome. A touch of repainting to the outside of the premises would be welcome, not to mention the guard rail which really is similar to the Forth Bridge I suppose (once you've finished it is time to start again). More paving slabs to be laid where the passengers disembark, these are ready and waiting in the trolley store. Also fresh beams to be cast as we have none in reserve now, this is a big job to be undertaken once the weather is a bit better, even though we should only need a couple or so. Dillwyn's Concrete Team have only a few more track supports to erect, (34 to be precise) they have done sterling work during the last few months and will probably have this job finished next winter. We are also sorting out a fresh drainpipe and guttering, which will not be vandalised so easily (we hope) as we are lucky if the plastic type lasts more than a few days. What I wouldn't do to the little dears if I got hold of them.....still, I digress. All the various works to be done Sunday mornings as there is of course public running on Sunday afternoons. The gate is manned between 11 and 11-30 on Sundays.

As Graham says in his Chairman's Report, Safety is of paramount importance to us all. So I would just emphasise that we should all be alert, and extra vigilant where the public are involved. You never know when someone is going to try their luck, especially if they think insurance cover is held.....

Does anyone have a nice picture of the late Mr and Mrs Wallis they could let the Club have? We wish to put this in The Gallery, as we call it, in the Clubhouse, of those club members who have done a lot for the Society and have now passed on to that great workshop and track in the sky. We already have a picture of Mr W but it would be nice to have one of them together now Mrs W has joined him.

Thanks to all the contributors this time being John Barrow, Geoff Gregson, Peter Jackson, Graham Kimber, and Mike Dean from Sutton Club who kindly let me reproduce his drawings. Closing date for next issue.....well, just let me have an article any time. The sketch on the front cover is by Peter Graves, a Nat West Manager who kindly gave me some copies of his drawings a few years ago, and I'm running out now! So I would appreciate some cover drawings/pictures/cartoons even to hold for the future.

It just remains for me to say to you all take care, have a good summer and see you anon,

A handwritten signature in cursive script, appearing to read 'Sue', followed by a large, stylized flourish or 'x' mark.

## A RIDE ON THE PHILIPPINE NATIONAL RAILWAY

by Peter Jackson.

Ferdinand Magellan discovered The Philippines. A local chief, Lapu Lapu disposed of him. Conquered eventually by the Spaniards, The Philippines became a Spanish colony until 1896. Then it reluctantly became an American colony. An independent republic since the late 1940's, this group of volcanic islands, subjected to typhoons and earthquakes has developed a culture all of its own. The extreme politeness one meets everywhere is a by-product of the "extended family". The term family is taken to mean cousins and cousins of cousins. With large numbers of children (Ate Amor, my sister in law has nine children) it is not wise to be rude to anyone. After all, you could be related. Old people are treated with great respect. Kuya Enting is the only family member older than myself, so I come in for lots of fuss and attention from a bevy of the most beautiful women you could ever hope to meet.

Personal cleanliness is given a high priority and this comes to a head on June 24th each year. On this day, the feast of St John the Baptist, a wife's duty (so my wife tells me) is to strip her husband and wash him all over in honour of the saint!

One of my (hundred or so) cousins, hearing that I am a railway enthusiast, decided to take me to the agricultural section of the University of the Philippines. To reach our destination, the car was pointed in the correct direction and as soon as we reached unfamiliar territory we stopped and my cousin asked someone the way. Travelling in a series of loops and ever decreasing circles we arrived at a huge campus bisected by a narrow gauge British built railway line. A single track of gleaming metals stretched straight and level into the distant mist. Most of the students live in villages served by the railway and when I tell you that this part of the University has its own tropical rainforest (where it was raining), as well as plantations for all the tropical crops (where the sun was shining), you will see that the villages are a long way away from the main University buildings.

Invited to take a ride, I walked with the others of our party to the level crossing. This has warning signs, flashing lights, bells and all the equipment one usually associates with an American system. I could see no train. Just then two boys about ten years old thrust a contraption in front of us with cries of "Ito! Ito!" They had a bamboo platform on a wooden base, just spanning the track. A plain wooden seat with a back was screwed on top. Devoid of real wheels, it rested on four large ball races with four others touching the inside of the rails. No sooner had the wife and I climbed on board than we were away down the track. Standing at the rear with one foot on the platform, each child slapped the top of the rail with his other foot. I was relieved to see that they were wearing rubber-soled sandals. Determined to show the "Americano" how fast they could travel, they went at it with a will. Over a deep gully on a bare trestle bridge (one of us had her eyes closed and was clinging tightly to me), scattering the chickens as

we passed through a farm yard, we did not stop until we were well out of sight of the starting point.

"What", I asked, massaging a certain place, "do we do if we see a train?"

"Train? What train?"

"One of those things with a big diesel engine at the front".

"Oh we stop, get off and wait until it has gone. Don't worry, they only go slowly".

There can be very few trains which use boiled rice and dried fish as fuel but full marks to the children for their enterprise and for providing a useful service.

Alas, we did not get a chance to ride on the modern electric train which serves Manila. Like all commuter services, this one gets very crowded during rush hour. Perhaps it is best summed up by the exchange of letters quoted by the local paper.

Passenger: Travel into Manila is worse now than it was 1000 years ago.

Railway: This cannot be true. 1000 years ago, walking was the only means of travel.

Passenger: You can read in the Bible that Ezekiel journeyed into the city on his ass. I have never been able to do this as I always have to stand on your railway.

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#### HIGHLIGHTS FROM THE CHAIRMAN'S REPORT 1993-1994

The increase in fares introduced in 1993 has had a beneficial effect on our finances. This will give us more possibilities of improvements to our workshop facilities, clubhouse and track.

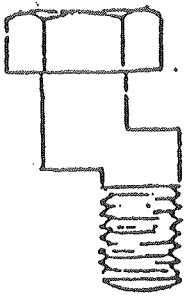
The downside of this is we will be liable to more tax next year but no doubt our "creative" Accountant will be able to hold this to a minimum.

1993 seems to have been the year of the "safety scare" and all the relevant legislation this has involved us with does not seem to me to have yet been fully resolved. The main theme seems to indicate that we will all have to be very aware of the safety aspect of all our operations in Mote Park, this means everything we do, not just running the railway. A case of a child or even a dog, with "ARC EYES" will cause us just as much grief as a runaway train - to this end, anybody who spots anything that could be considered dangerous practice, please bring it to the attention of any committee member around at the time.

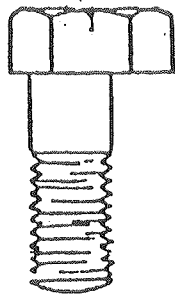
We need young members badly, HAVE A LOOK AT ALL THE OLD FOGIES IN FRONT OF YOU, but they must be able to "play trains" safely.

Finally wishing you all a PROSPEROUS AND SAFE 1994.

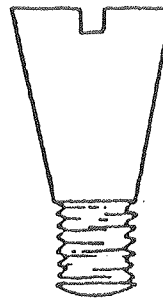
Graham Kimber



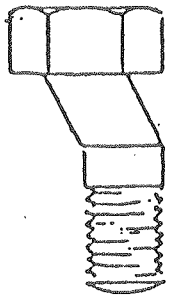
FOR MISMATCHED HOLES



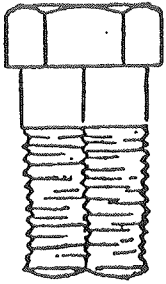
FOR HOLES TOO NEAR THE EDGE



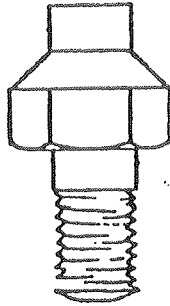
FOR HOLES COUNTER-SUNK TOO DEEP



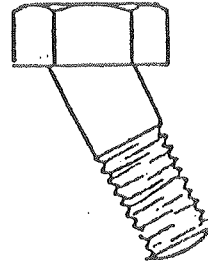
FOR HOLES DRILLED CROOK



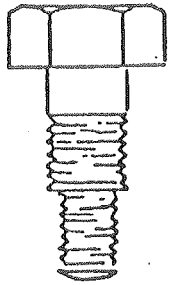
FOR DOUBLE DRILLED HOLES



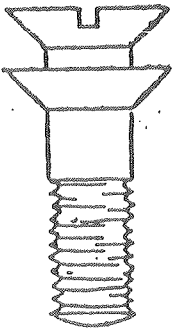
FOR HOLES COUNTERSUNK ON WRONG SIDE



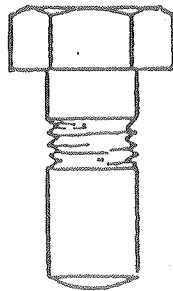
FOR HOLES NOT DRILLED STRAIGHT



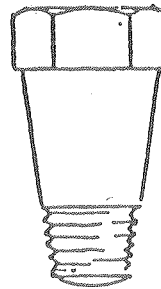
FOR STEPPED HOLES



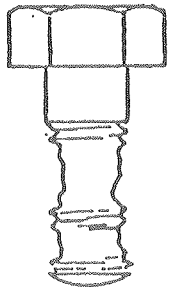
FOR DOUBLE COUNTERSUNK HOLES



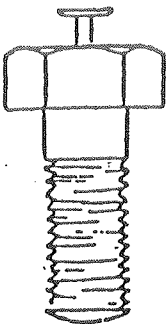
FOR SHALLOW HOLES



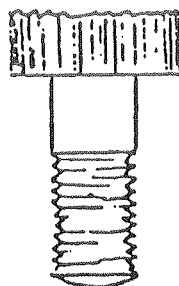
FOR TAPERED HOLES



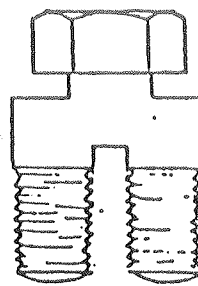
PRESTRIPPED



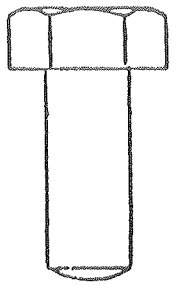
HAMMER HEAD BOLT



SERRATED FOR VICE GRIP



FOR REDRILLED HOLES



FOR THREADLESS BOLT HOLES

Regards, *Mike Dean* 16/1/94

## ONE WAY TO STOP . . . . .

No, not smoking, drinking or other vices - but how to achieve slowing down gradually and/or an emergency stop whilst driving on either aluminium or steel rail track, not always satisfactory with a sledge brake especially on greasy rails.

As the sledge brake system has attracted adverse comment and being banned on some tracks I have replaced it on my driving truck by a system based on the Capstan principle. "Old Salts" (sailors) know the principle well - a few turns of rope around a revolving cylinder produces a non-slip situation when pulled - on slackening off the rope a degree of slip can be achieved and controlled.

I have used a close-plaited nylon rope of  $\frac{1}{4}$ " diameter obtained from a yacht chandler, this is taken around the axles of the bogie - these are 1" diameter (smaller axles may have to be built up enlarge their circumference). Four turns around each axle, one end fixed, the other attached to the brake lever mechanism has been found to be most satisfactory in my case but do try more or less turns to achieve the gentle slowing down or immediate stop (to be avoided if possible so avoiding flats on the wheels. I discovered that more turns caused the rope to "grab" the axles even when only slight pressure was applied to the brake. I see no reason why with a rod connection to the rear bogie the same principle of the capstan could operate on all four axles operated from the one brake handle.

Geoff Gregson.

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SUBSCRIPTIONS ARE NOW OVERDUE FOR 1994 if you have not already paid. It is too late to include the personal accident insurance premium for this year now. Please send your subscription IMMEDIATELY to the Treasurer (£5 or £2-50 if an old codger).

This will be the last communication you will receive from the Society if you have not paid your subscription.

MAIDSTONE MODEL ENGINEERING SOCIETY - BYLAWS.

Bylaws of the Society are divided into two sections. SECTION A pertains to the facilities of the Society which concern members only. SECTION B applies to all who operate under the auspices of the Society. Current Bylaws under Section A are displayed on the Notice Boards in the Clubhouse and Coal Store.

SECTION B

1. All engines put into steam under the auspices of the M.M.E.S. shall have a current certificate, indicating that the boiler has been tested to a standard at least equal to that required by the Society's insurers.

2. Rolling stock used on the track shall:

a) Have flange and tread profiles which do not cause undue wear to the rail. Stock with a wheelbase in excess of 30 inches must be provided with bogies which swivel freely when under load.

b) In the case of driving trolleys, have a reliable braking system.

c) Have securely fixed leg guards and foot rests, so arranged so that any tendency to tip will be limited by contact with the guard rail.

d) Have a handrail and buffer at the rear, and during public running shall only be coupled to another vehicle if provision has been made to cover the resulting gap.

e) Be provided with couplings of a secure nature, and so arranged as to be incapable of being undone surreptitiously.

3. Persons eligible to drive. Persons learning to drive must at all times be under the surveillance of a competent tutor and until such time as they are adjudged suitable to drive, they shall not take members of the public as passengers. Drivers under the age of 16 must have a passed driver sitting behind them who is able to reach the locomotive controls in an emergency and may only drive when no public passengers are anywhere on the track.

Assessment of competency to drive the public is to rest with the committee and persons desiring to qualify as passed drivers should apply in writing for approval by majority decision, the fact to be recorded in the minutes. The names will then be added to the register of "Society Members Permitted to Drive the Public as Passengers".

Passenger carrying by visiting drivers must be agreed by the "Traffic Controller" who will act on his own initiative. His decision to be final.

Persons unknown to the Traffic Controller or members present must not be allowed to haul the public.

Members of visiting Societies must be either known to the Traffic Controller, or be vouched for by one of the officers of the visiting Society, before taking the public as passengers.

The minimum age limit for driving the public as passengers is 16 years. On public running days between 3-00 and 5-00pm, the track shall only be used for passenger hauling.

Only a genuine learner may sit between the driver and the locomotive. Where a person is under 18 and neither a parent or guardian is a member of the Society, it is necessary for "a letter of permission to drive" to be obtained from a parent or guardian, to allow them to drive in any circumstance.

4. Traffic Controller. The Traffic Controller's duties are displayed on the Notice Boards in the Clubhouse, and he/she will:

a) On public running days, take complete charge of running for that day, and may not take part as a driver. It will be his responsibility to attend to Section 'A', and ensure the safety of the Society's equipment after public and private running, or to appoint somebody for the purpose.

b) On the occasion that other Societies visit Mote Park, a person will be appointed by the committee to greet their members, and to take the position of "Traffic Controller", and then act as per Section 4(b).

Actions taken by the Traffic Controller have the backing of the committee, and his/her decision is final.

5. Speed. No high speed runs are to be made:

a) When public running.

b) Through the station and steaming bay area at any time.

6. Boilers in steam. No vehicle or apparatus may be left on or near the main line unattended at any time, except that in the station area; fuelling, oiling and minor adjustments may be affected. Any boiler in steam left unattended for short periods must be in the steaming bay area. Those left for protracted periods must be kept under regular surveillance.

7. Passenger Carrying. All passengers must occupy a seat, and babies in arms are not permitted to ride on the railway. All passengers must face the engine and sit astride.

8. Signalling. All signals, fixed or hand, and warning boards must be obeyed as displayed for the time being.

RECOMMENDATIONS

All outlet pipes must be arranged to discharge clear of the rail and the public.

All locos with unguarded belt or chain drives may not run on the main line.

Engines which habitually emit hot sparks, should be modified to prevent this.

Those responsible for loading should ensure that the last passenger on any vehicle is not a young child.

Drivers who are forced to stop, other than in the station area, should take steps to ensure that any following driver is aware of the stoppage.

It is most desirable that drivers do their best to ensure that they do not impede the operation of other traffic, and necessary delays shall be minimal.

When passenger hauling on trains in excess of two trolleys, the guard, who must be over sixteen years of age, should occupy the rearmost seat, and this should preferably be equipped with a brake for his use.

A BEGINNERS EXPERIENCES OF STEAM LOCO BUILDING (cont.)

One of the advantages of building a freelance loco such as the SIMPLEX is freedom of interpretation of the original design. To this end the writer has photographed numerous variations at exhibitions over the past few years, this recorded information proving very useful later on when filling in the gaps in the official words and music. At exhibitions also there is an opportunity to ask carefully composed questions, remembering of course that although you appear pretty old and withered on the outside, you're still very green underneath.

Returning from the exhibition one is either fired with renewed enthusiasm to do greater things or so completely depressed after witnessing a standard of work that is personally unachievable. Either way, at this time some motivation is called for if any significant progress is to be made. Allocated workshop time is valuable and it's so easy to fritter this away unproductively because of insufficient preparation (e.g. material shortage), lack of experience or basic indecision. These problems are somewhat lessened after the first loco has been completed, the raw material stock has increased, essential tools have been obtained and tolerances for various machine fits are becoming familiar.

After the initial lathe purchase with standard equipment, operations are severely restricted without an independent 4-Jaw chuck and a vertical slide for light milling work. So these two priority items are put at the top of the shopping list and once acquired will become indispensable.

Meanwhile back at the bench the Simplex chassis is gradually collecting dust and rust on unprotected parts, taking on the appearance of a miniature relic from Barry Island. Apart from air temperature changes causing condensation on large chunks of metal, anyone who suffered A2 Thermodynamics will remember that products of combustion from a naked flame include a considerable amount of water vapour, which adds to the rusting problem. From this aspect an electric convector heater is preferable to Calor gas or paraffin for heating the workshop.

Brakes are one of the optional embellishments for Simplex, mentioned but not detailed in the original instructions. The chassis would look a bit plain without these items so it was decided to fit them based on the Super Simplex details which were currently being serialised in the M.E.. There's often a snag of course and in this case the close positioning of the leading axle to the cylinders ruled out fitting brake shoes in front of the leading wheels. The simple solution taken was to fit brakes to centre and trailing wheels only as they are basically cosmetic and would only be used for parking.

An iron casting set for the cylinders and pistons was purchased next, but work postponed until instructions had been studied several times and a sequence of operations decided upon. The boring bar method of machining the cylinder bores seemed the most 'lathe friendly' after feeling the weight of a raw casting and anticipating the momentum of this plus an angle bracket bolted to the faceplate of the Myford. Everything went well until the penultimate cut revealed small blow-holes from what previously had appeared to be blemishes in the surface colour. Expletives were selected at random from a vocabulary reserved for such occasions as this, then advice sought on what acceptable options were now available. A decision was made to fill the holes with an amalgam of Araldite and iron filings after thoroughly degreasing in and around the cavities.

The cylinders were mounted on a mandrel held in the 4-jaw for the finishing cuts on front and rear faces. The mandrel of composite construction, consisted of a short length of steel pipe as core which the chuck can get it's teeth into, with a soft aluminium wrapper around the protruding part held in place by csk. brass rivets. The aluminium was of sufficient thickness to allow a cleaning up cut to cylinder bore, the $\frac{1}{2}$ " closest to the chuck being finished progressively larger by a few thou' sufficient to jam the cylinder on for light skims.

The Simplex builder is faced with making two sets of Walschaerts valve gear, a task which at times seems endless. From silver steel, several sets of sleeves were turned up, hardened and used as filing guides to finish off all the link ends. As assembly of the motion progressed, some modifications had to be done to increase clearance and prevent binding at the end of travel at various joints. Setting up the offset of the return cranks was simplified by means of a specially made positioning jig located from the axle centre. The last component of the valve gear for writer to tackle was the screw reverser. The reverser nut of phosphor bronze claimed the first broken tap on this job. The $\frac{1}{4}$ " whit. L.H. thread proved too much for the C.S. tap, so much so that after repeated jamming sessions it snapped off with a sickening 'ping'. A replacement tap, this time H.S.S. cut the thread effortlessly and restored a certain degree of lost self confidence.

The motion and cylinders, all made and assembled, now raised one big question, a milestone obviously reached by all loco builders --- WILL IT WORK ? An adaptor was made to suit a borrowed air brush compressor and the hose connected to the steam inlet on the valve chest. Copious oil was squirted in every possible nook and cranny and then the moment arrived to switch on the compressor.

After several years labour, (part time of course), the satisfaction of seeing the mechanism burst into life for the first time cannot be adequately described. A characteristic of the steam engine that is immediately demonstrated by the model, is high torque at low engine revs., even on modest air pressure. At the moment one can only guess the performance when supplied with about 80 psi steam, but watch this space -----.

John Barrow.

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