



# MAIDSTONE MODEL ENGINEERING SOCIETY.



**NEWSLETTER - SPRING 1996.**

## Chairman's Report for 1995

Once again 1995 has been a successful year for Maidstone Model Engineering Society.

We have had a few new members join over the last year, some who have had projects on the go for years and some who are new to the hobby and are producing some outstanding work. It is very encouraging to see that our hobby is still on the increase but unfortunately not in the junior section!

Public running has also gone very well but as usual it is down to a small band of members who attend most weekends to do most of the work. The club does rely on public running to keep the subscriptions low and to provide for the facilities that are available to ALL members. I would therefore make a plea to everyone to try and make an effort to help out some weekends. Even if you do not have a loco capable of passenger hauling, there are still jobs that can be done in helping with trucks and passenger loading for example.

As I have said before , even if you can only make tea, please still attend whenever possible!!

The committee are fully aware of the problems caused by restricted access to the park but feel that the current arrangements are the only viable solution due to the VERY limited number of keys that have been made available to the society.

Whilst on the subject of public running, I would also like to stress the need for safety where the public are concerned. We have had a couple of instances last year where hot cinders have burned clothes and skin.

It is an unfortunate fact of life that people are becoming more litigious, so we must all take extra care in the forthcoming months.

The Friday night meetings have also been very well attended over the last year, with the Fish & Chip and Bits & Pieces nights being particularly popular events.

It can be a bit of a problem trying to provide a variety of entertainment for the Friday nights , so if anyone has any ideas for any future evenings please have a word with Sue or any other committee member.

Various club visits and other activities are arranged throughout the year but like public running days they are not normally well supported. Again I would urge members to make an effort and raise the profile of our society amongst other clubs as it can be very rewarding making new acquaintances at other venues.

Finally I would like to thank all members who have helped in maintaining the success of Maidstone Model Engineering Society over the last year and hope that 1996 will be as prosperous.

Adrian Gurr 1/3/96

## SUE'S SPOT

### DIARY DATES 1996

Friday May 3rd : An Evening with George Barlow  
Friday June 7th : Bits and Pieces and Fish and Chips  
Friday July 5th : Evening Run and Barbecue - bring own food (and barbecue if you have one )  
Saturday July 27th : Visit to Sutton Club (via a pub lunch as usual )  
Friday August 2nd : Evening Run and Fish and Chips  
Friday September 6th : Guest Speaker  
Sunday September 22nd : Duke of Edinburgh Award Scheme Youth Fair  
Friday October 4th : Natter Night  
Friday November 1st : Video and Crumpet Night  
Friday December 6th : Bits and Pieces and Fish and Chips

All evening meetings commence about 7-30 p.m. and on Sundays and Bank Holiday Mondays a committee member is present by 11 a.m.

We are endeavouring to arrange more convenient access for our members to the park and will let you know the new arrangements, if successful, in due course.

Please note that all events are posted on the Club Noticeboard and regularly updated ( we are trying to arrange a visit to Fawley Hill Railway ), also any items of interest and for sale.

Next issue will be the Christmas Edition ( unless there is much to report before then ! ) so closing date for articles PLEASE is Friday December 6th.

I am sorry to report that we have lost another member - Ken Rose died at home on 2nd January. He had seemed to be recovering from a stroke. Our condolences go to his family and friends.

Thanks to all the contributors this time -Sam Ludford for the cover ( you will note that the Council finally did remedial work on the tree behind the Clubhouse ), Adrian Gurr ( Chairman ), Roger Stagg ( almost wrote us a book ).....and where was your article?!

You will see that the Club now has a new set of second hand carpet tiles, thanks to NatWest Bank. Various bits of maintenance are still ongoing around the Clubhouse area, but nothing serious. Our first charity run of the year was on April 28th in aid of Imperial Cancer Research. We have been asked to become involved in the large youth fair being organised in the Park on 22nd September, which is being held to celebrate the 60th year of the Duke of Edinburgh Award Scheme ( we understand the organisers are hopeful that he will accept their invitation to attend ). Nothing definite has been confirmed yet but we may run all day and also put on a display of models. Please keep an eye on the Club Noticeboard for details nearer the time.

See you soon and have a super summer safely in steam !





## **OFFICERS OF THE SOCIETY:**

- President: A.H.W.Payne Esq. (Jack) Maidstone 757545.  
38 Oxford Road, Maidstone, Kent. ME15 8DJ.
- Chairman: A.Gurr Esq. (Adrian) Maidstone 631647.  
56 Egremont Road, Madginford, Maidstone, Kent. ME15 8LX.
- Vice Chairman: G.Kimber Esq. (Graham) West Malling 845931.  
4 The Stream, Ditton, Maidstone, Kent. ME20 6AG.
- Secretary: M.N.Parham Esq. (Martin) Maidstone 630298.  
9 The Landway, Bearsted, Maidstone, Kent. ME14 4BD.
- Treasurer: P.A.Roots Esq. (Peter) Maidstone 758599.  
97 Tonbridge Road, Maidstone, Kent. ME16 8JN.
- Press Officer: Mrs. S.Parham (Sue) Maidstone 630298.  
9 The Landway, Bearsted, Maidstone, Kent. ME14 4BD.
- Committee Members: Bob Hodgkins, Sam Ludford, Don Paterson,  
Geoff Riddles, Chris Williams, John Winsor.



## **NEW MEMBERS**

Paul Rolleston, Handyman from Maidstone, building a "Speedy"

and

Adrian Sweet, an Architectural and Industrial Model Maker from Maidstone, with various model making activities

***WELCOME TO MAIDSTONE MODEL ENGINEERING SOCIETY***

## RED IS BEST ?

Perhaps a question for Jack Payne with his illustrious Red Five.

Boadicea the Britannia commenced its active life inactively with an inability to make enough steam to even get halfway round the Maidstone track without a blow-up. With advice from Graham Kimber, a new blast pipe and petticoat pipe were manufactured, with the result that except when the tubes became blocked because of the sheer ferocity of the blast, it simply steamed too well. Attempts to calm it down by removing the superheater, led only to filling the smoke box with grit, turning the driver's face black and complaints from a few passengers.

Despite being a 3½" gauge locomotive and the lack of adhesion on the Maidstone oil impregnated aluminium track combined with a little of nature's sky sent lubricant, it was often possible for two trolleys to be the name of the game. She was a fast locomotive as witnessed at a wholly unofficial evening race run around the track, with a past chairman's refreshment brewing locomotive. Unfortunately although six-coupled, the leading and trailing trucks reduced the available adhesion and wheels travelling at over twice the speed of the locomotive were not unusual on the uphill sections. The overall result was to make the life of connecting rod and coupling rod and valve gear bearings relatively short and their replacement became an annual task. Lack of lubrication brought about by a failure of the ratchet drive lubricator whilst employing incandescent superheaters did not benefit the piston valves and after six years it became increasingly obvious that a major overhaul, including removing the wheels from the axles to replace the main bearings was going to be necessary, unless the work load was reduced to a more reasonable level.

A Don Young Crab had been under construction since shortly after Boadicea was commissioned and on this the running chassis is complete with the exception of around 50% of the valve gear, rods etc. The boiler was in the chassis and the tender completely painted and lined when domestic upheavals at the end of 1986 brought all model engineering activities to an end for some 12 months. After this period it was difficult if not impossible to continue with the Crab and accordingly it remains in the same state.

With revised family circumstances and a new (but derelict) home at the end of 1987, a workshop was constructed in the garden, the remnants rescued from the previous workshop were installed and with the approval of the new domestic engineer, a 5" Manor to the relatively simple Martin Evans designs was produced. With the fictitious number 7830 it was named "Offham Manor" after the Village Manor House. It steamed apparently well passed its boiler test without problems but it would not go. It went home, disappointingly to be set up on a stand in the garage with the intention of running it under increasing load from the brakes until, what I felt sure was the tight spots, became bedded-in.

Unfortunately it would never start without a little dangerous assistance to the coupling rods, when it ran with all the finesse of a square wheeled farm tractor. Eventually, it did seem to free up to some extent and attempts to run it up and down a small length of track in the garden found it needed help to go forward, although it was relatively happy in reverse.

The help of Graham Kimber was willingly offered and following a quick inspection the problem of a moved eccentric was found. A simple case of re-positioning the eccentrics on the link motion, simple that is if it were possible to remove the eccentric straps without removing the boiler. So a simple job became a major dismantling and reassembly exercise which revealed that the socket grub screws were obviously never fully tightened as both eccentrics are quite loose and had rotated on the axle. New valve setting, were aided by spotting the axle before screwing in the locking screw and securing it with some Loctite. No more troubles here except for a piece of wood that became lodged between the eccentric arms towards the end of last running season but that is now repaired. Since these notes were first penned, the CI grate has fallen into two halves, so another boiler lift is required.

Almost three years ago it was decided to embark upon a Great Western King, I had read how Norman Spink talks of the Perrier drawings. Perhaps I was spoilt with Don Young's drawings, perhaps I am so used to looking at engineering drawings all day but these must represent the scrappiest set of poorly reproduced inaccurate drawings that I have yet to read (personal opinion only of course) and I am left sometimes to wonder what set of original works drawings these were produced from. There are fundamental omissions and without a considerable amount of work it is quite clear that the end results would be fundamentally lacking in the very detail that it suggests is there. Currently the frames are erected and wheels and axles ready for assembly, springs and axle boxes fitted and aligned and cylinders assembled, leaving only the piston valves to be honed. Various running board brackets, valve gear rocker supports and other items have been measured from the original at Didcot and installed. There is an awful long way to go.

The Britannia has retired, dismantled, cleaned, repainted and currently being re-lined, the domestic engineer, now wife, has decided that it should come indoors out of the cold. So why red? Britannia and Manor are both green as will be the King and the Crab tender is black.

ROGER STAGG

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In 1952 my Grandfather, day foreman at London Transport's Norwood garage, taught me to drive on Saturday afternoons on, double decker STL buses. By 1954 Saturday afternoons were constantly spent at Norwood garage parking the double decker RT buses, which by that time formed the virtual sole basis of the London Transport double decker fleet.

Construction of the RT bus commenced in 1939 and ceased in 1954 with over 7,000 vehicles mainly on AEC chassis of 7' 6" width but with a number of 7' 6" Leylands (RTL) and 8' Leylands (RTW). In October 1950 AEC chassis number 3882, was delivered to Park Royal body builders and mounted with body 5584, classified unit No. 0975527 bus No. RT2043 and registered LUC 291. It was delivered to London Transport in December 1950 and first licensed into service on 1st January 1951 at Streatham garage.

Some may be familiar with the London Transport overhaul system, which at four yearly intervals separated body and chassis which were then independently overhauled. Bodies being jig built were with certain minor exceptions interchangeable and as bodies took longer to overhaul than chassis, it was rare for a reassembled overhauled chassis unit to carry the same body with which it had arrived. In addition, in order to avoid continuously de-licensing and licensing vehicles during their overhaul period, London Transport had arrangements with the licensing authorities whereby a system of continuous licensing was adopted and thus, unlike any other vehicle where the registration number is related to the chassis number, the registration related only to the vehicle's stock number. Accordingly, if a bus entered the overhaul facility on a particular day then its identity would be transferred immediately to an overhauled bus that was due to leave the works on or around that day and accordingly its chassis and body number would change.

This happened to RT2043 on 29th March 1955, 1st January 1959 and on 26th November 1962, at which time it emerged with chassis 3757 new on RT 3932 in November 1950 and body 9164 from RTL 1337 of September 1954. It received a further four overhauls up to 1974 but these were all carried out at garages when it maintained its chassis and body numbers.

It was retired on 3rd October 1976 from Palmers Green garage and was purchased by toy manufacturers, Lesney Products, as staff transport.

Whilst the RT's only instrumentation is a speedometer, it does not feature an odometer and accordingly its exact mileage is not recorded but its LT records based upon its routes worked, show 1,326,000 miles at withdrawal.

After two years with Lesney Products the bus passed into private hands and little is currently known of this period of its history until 1986, when it belonged to a publican in Southampton who used it as a hospitality bus. By this time all of the lower deck seats had been removed and replaced by a bar and on the upper deck had been converted to a lounge. The rexine facings to the sides had been removed and replaced with panels of mock V jointed oak boarding, formed from melamine on a hardboard backing. The bus had been returned to its original London Transport red, with appropriate transfers but its distinctive rear end tail lights and number plate had been panelled over and replaced by a modern layout, including a pair of combination trailer lights.

This was its general somewhat run down condition with some broken glass and the destination blinds and mechanisms missing, when we acquired it in November 1994. I say we, as I consistently refer to it as Dawn's and my bus, that way I manage to stop at least some of her suggestions that as a post menopausal male I have gone completely off my trolley and should be confined to a mental institution.

Mechanically it appears sound, its 9.6 litre AEC engine is limited to only 1,800 rpm flat out and it is de-rated to only 115 horsepower, whereas when used in normal commercial vehicles it ran up to 3,700 rpm and generated some 190 horsepower. In its de-rated form however, it has an exceedingly long life expectancy with a reputation for extreme reliability. The engine drives a Wilson pre-selective gearbox through a fluid flywheel and thence to a worm drive rear axle. It features air operated brakes and an air operated gearbox but has no power steering and no shock absorbers.

It can be a tiring vehicle to drive, particularly with the amount of cab noise and although the steering is fairly light on the move it is certainly not a ladies vehicle for parking or low speed manoeuvring.

The prototype, RT1, had a steel framed body covered with aluminium panels but the intervention of World War II determined that the construction of the following 149 of the first batch followed the traditional bus building practice, of being formed on an ash framed body. The attendant decay problems lead to early withdrawal although four of the original batch, including RT1, survive today in running order.

Although there were some variations during the early post war construction, due to a need to incorporate non preferred body builders, the bulk of production was carried out on jigs, utilising a steel framed body mainly consisting of channels which were infilled with timber fillets, onto which the aluminium panels were screwed and then covered with an aluminium strapping plate. Originally the roof was a one piece unit, a Jicwood fabrication, of laminated aluminium and plywood onto which were fixed front and rear domes. Because of the problems with subsequent repair, this was later changed to a four section moulding of Jicwood.

When acquired, a number of the body panels which had apparently been damaged in the period since its LT days, had been repaired by rivetting replacement aluminium panels over the top of the existing between the strapping plates, instead of removing the strapping plates and the damaged panel and re-fitting. In addition, side and rear advertisement panels had been fitted as large aluminium sections, rivetted into place. The only steel parts the external body framework were the small drip panels over the opening windows and several of these were corroded through.

The experience gained by London Transport in its modern (1930-1938) experience was that the most frequent form of damage was rear end collisions but although body work damage was limited to the area around the platform, an end-on impact with the chassis extensions frequently resulted in overall chassis damage or distortion which involved removal of the body and often the running gear components. For the RT bus therefore the concept was introduced whereby the chassis was curtailed at the spring hangers for the rear wheels and the body was supported on the chassis by fabricated sheet steel beams (risers), which were built into the main body framework between the driver and the passenger cabin and between the passenger cabin and the platform area. The platform was then built up from this member and supported from the very rigid structure above the lower deck windows and on the kerb side the platform suspended from this structure by the monkey pole.

This detail which was to save LT hundreds of thousands of pounds in accident damage, and indeed eventually become the standard for modern bus manufacture, was ultimately the reason for the demise of much of the fleet because of non-serviceability through activity of the tin worm, although the length of service of most of the vehicles was more than three times the design life and only the policy of one man operation caused the eventual withdrawal.

During the operation of the Aldenham repair depot when bodies were removed, rolled over, cleaned and repaired, any defect in the risers could be easily dealt with, although front riser corrosion was rare because of oil residue from the engine and fluid flywheel. The rear riser however, sandwiched into the wooden platform construction, was not only almost constantly wet and collected road salt etc, not conducive to the longevity of the sheet steel members from which the riser was manufactured. Early examples which were devoid of drain holes but did have holes to let the salt water in, were even more at risk especially for buses working from garages within a more provincial setting where road salt was more likely to be generously applied. Riser replacement on an inverted body was relatively simple and indeed any tendency towards corrosion could be seen and repaired before it became lace work.

When overhauls were transferred to garages however, bodies were only rarely removed and accordingly there was no attention to riser corrosion until it had reached the stage by which only replacement was possible. Repair with the body in place is difficult to say the least, necessitating removal of all body bolts, the jacking of the body off the chassis at the rear, the complete dismantling of the platform and battery boxes, the lowering and separating of rear springs and suspension, the removal of the rear chassis cross member, the cutting out and reinstallation of the replacement riser and then the reassembly. Not surprisingly, when rear riser corrosion was found, the vehicle was scrapped.

Unfortunately, the procedures for bus overhaul on London Transport buses required that the overhaul started from the front and thus the front axle, bearings, springs, steering, engine gearbox and rear axle would all be overhauled and/or replaced and then the vehicle would be scrapped because of rear riser rot. The bus was then stored at garage for up to six months until a number could be sold for scrap. When collected they would usually have flat batteries so two new batteries would be installed and the bus driven away, having travelled zero miles since complete mechanical overhaul and requiring only rear riser replacement and platform repair. Not surprisingly, many were repaired and sold on to new lives, both here and overseas.

As mentioned earlier, RT2043 was in a somewhat sorry state when acquired but the past nine months have seen a lot of activity. Firstly the lower deck was stripped out of its sinks and fittings, only to reveal a lot more problems. The interior panels behind the fitments had gone, leaving the framework exposed and the coving panels forming the junction between the floor and the interior side panels had corroded away with leaks from the sinks. This had left the underside open to the elements from the road, and what a mess it looked! All of the remains of the coving was removed, together with the remaining pieces of side panels and the exposed framework was cleaned down and protected. New coving panels were rolled and fitted into place and ½" marine ply panels fitted to replace the interior panels; with the current non availability of rexine, finished with dark brown chocolate paint.

The floor was refurbished, fortunately most of the hardwood slats were still intact beneath the cork tiles. Replacement seat frames were successfully resourced but the upholstery itself was beyond recovery and the correct pattern moquette is only available at an unacceptable cost. Seat cushions and backs were therefore obtained in a variety of standards from fairly poor to nearly new, from the Routemaster refurbishment programme that has been going on in London. The main front bulkhead of plywood construction was found to be severely rotted and had to be cut out and removed. The rexine covered window surrounds were in recoverable condition and repainted in green and cream, separated by an aluminium cover strip. Window winder mechanisms were cleaned, polished and put back into working order with the exception of two, which require some more extensive workshop attention and some gear cutting, a job for 1996.

On the upper deck it was found that the decorative panelling used around the inner faces had replaced the original rexine covered boards and at this stage it was decided better to simply give these a coat of chocolate brown paint and refurbish the window panels. The cork tiles were stripped off the floor, which was found in reasonable condition underneath and although the seat frames were still in place, a set of RM squabs and backs was fitted similar to the lower deck. This left those seats that did not conform to RM standards in the upper deck, "lover's seat" and arm rests and the three side seats on the lower deck, all of which have been recovered in matching RM moquette. Interior works were completed by rubbing down all ceiling paint work and removing 25 years of cigarette smoke and re-coating in cream with a thin red band. Interior work was finished off with liberal applications of wire wool to the aluminium grab rails and seat frames which has left it acceptable rather than in an "concourse d'elegance" condition.

Externally the works were somewhat more extensive than was imagined originally, we thought that a few drillings out of blind rivets and liberal application of filler wet and dry and a coat of paint would put us on line, but when some of the panels were removed, there was found to be little underneath other than a jagged edge of what was once an aluminum panel. The only problem with the replacement of these is the removal of simply hundreds of screws in order to take off the strapping plates, followed by the panel edges and their subsequent replacement. There is little steel sheet in the external panels, the drip pans over the lower deck opening windows and the panels either side of the body at the front that contain the steps to driver's cab on the off-side and route number handle on the nearside. The off-side one is a small but difficult panel placed over a timber backing, which is an ideal place for the accumulation of water between timber and steel and surprisingly results in corrosion. This panel has currently been temporarily repaired but next year will have to be taken out and re-made.

The glazing to the front destination boxes was broken and water had been entering through here for some time, indeed as the actual detailing round here is dubious in any event, water probably always leaked in to a certain degree and the timber framework is in need of replacement and that again will have to wait a while; in the meantime the glass panels and sealing have been replaced in an attempt to stop further water entry, particularly as it drips in through the cab roof onto the driver!

The destination blind mechanisms are surprisingly complex pieces of equipment, each featuring around 60 2BA bolts and consist of two drives interconnected but with three wheel mechanisms in opposing directions to top and bottom rollers. Driven by sets of helical gears, a number of which were missing but there was at least enough overall to establish how it works and to provide patterns. I tried to cut new gears but it was too complicated for my limited abilities, so it fortunate that I was able to obtain enough spare parts so that the mechanisms could be re-built, although they still need full overhaul to get the various tensioner bars working correctly. The blinds themselves are rolls of linen onto which the various destination blinds, which are paper, have been stuck. Unfortunately the life of these is restricted, particularly if they have not been stored in ideal conditions and thus they are prone to easy splitting at the paper joints when the tensioner bars are lifted. They are thus very fragile items particularly near the ends of the reels and it is unfortunate that they would be so expensive to replace as one-offs. Currently the bus exhibits signs for a number 119A running to Bromley North.

The bent panels have been filled, strapping plates sealed with mastic pointing but it would take an awful lot more to bring it up to a standard of excellence, particularly the replacement of the main side advertisement panels where the rivetted-over advertisement panels have left two rows of blank rivets to seal the holes. A coat of paint has now brought it all up to a uniform red, the finish is regarded as intermediate but has at least enabled it to be put on the road for some enjoyment before getting into a more detailed restoration.

The prototypical London bus always featured advertisements either side of the destination front and rear, advertisements down each side at upper deck level and one on the rear. Nowadays these are impossible to obtain and the costs of one-off printing prohibitive. If you want them, it is a case of sign-writing but we would not want to go to that expense, not at least until the final paint job is on.

There is not a lot of "model" engineering in this beast, virtually everything is too big for the Myford, although some bronze spring bushes have been made as well as such items as captive nuts and various fixings. Most of the spanners required, rather than being BA are BE (bloody enormous) and the old tool box, full of what I once thought were redundant spanners from the early days of motoring, have now made an enthusiastically greeted comeback.

Mechanically, it is a relatively simple vehicle, the engine essentially a slightly modified and up-graded version of the 1931 AEC 8.4 litre oil engine and probably the most complicated parts of it are the water pump arrangements, which send water in a non pressurised system to the upper deck heater and the method of taking fuel from the tank to the injector pump. The fuel pump runs from the gearbox and hence works only if the vehicle is in motion; it pumps the fuel via two filters to a header tank under the bonnet, thence via a shut-off valve and a further filter, it runs by gravity to the fuel pump itself. If you run out of fuel, filling the tank is no use at all as it matters little how much you crank the engine, because the fuel pump will not operate until you are on the move. Accordingly, as well as the well known diesel problem of getting air out of the pump lines, you also have to remember to fill the header tank first or you will be walking back up the road for another tank.

The pre-selective gearbox is a rugged and reliable unit which hopefully will give no problems in the reduced mileage that a preserved vehicle is likely to cover. The most complicated items are the air compressor that operates brakes from gearbox and the automatic chassis lubricating system, which works in a similar way to systems on railway engines, where every bearing is automatically lubricated from a central source. Whilst the system was probably very effective for a London bus, it is somewhat ineffective on a preserved vehicle. There are 41 separate lubrication points and each one is activated in turn by air pressure at each fourth break application. The complete cycle therefore takes 204 brake applications and the supply of adequate amount of lubrication was based upon statistical brake application information, taken at 16 applications per mile. This was attended to on country buses by changing the arrangement from every fourth application to every application but country bus applicators are simply not resourcable and thought has got to be given to a change to manual lubrication or a different method of operation.

Since putting her on the road, we have run a neighbour's wedding guests from hotel to church and return, a round London sightseeing trip for the local school and a Sunday public service from Sevenoaks to Tonbridge. At the start of September, with 37 passengers, we successfully covered an Historic Vintage Commercial rally from home to home via Bournemouth and Bath, overall nearly 500 miles; involving some 22 hours driving between Friday and Sunday evening.

It is all a very different challenge.

PS

SOME SUBSCRIPTIONS FOR 1996 ARE NOW <sup>OVER</sup>DUE.  
PLEASE NOTE THESE HAVE NOW INCREASED.  
ORDINARY MEMBERSHIP IS NOW £10 PER YEAR  
(O.A.P.S, UNEMPLOYED AND JUNIORS ARE £5)

I enclose herewith the sum of £        being my subscription for 1996

.....  
.....  
name and address  
.....  
.....PLEASE SEND TO THE TREASURER PETER ROOTS .

## BOILER TESTING.

### LIST OF BOILER CERTIFICATES EXPIRING THIS SEASON:-

<u>NAME</u>	<u>MODEL</u>	<u>EXPIRY</u>
MR J.BARROW	5" GAUGE SIMPLEX 0-6-0	24/09/96
MR D.BUTCHER	5" GAUGE 0-6-0 POLLY	20/08/96
MR N.F.CLARK	5" GAUGE 2-8-4T "DHOLPUR"	06/08/96
MR P.KINGSFORD	5" GAUGE 4-4-0 MAID OF KENT	27/08/96
MR J.LEWIS	5" GAUGE 0-4-0 SWEET PEA	28/05/96
MR K.P.LINKINS	5" GAUGE 0-4-0T "JOAN"	02/07/96
MR M.N.PARHAM	4 1/2" SCALE ROAD ROLLER "BARBARA"	25/06/96
MR M.N.PARHAM	3 1/2" GAUGE 0-6-0T ROB ROY "DOROTHY"	24/09/96
MR G.SPENCELEY	5" GAUGE 0-6-0 ACHILLES	27/08/96

### LIST OF EXPIRED BOILER CERTIFICATES:-

<u>NAME</u>	<u>MODEL</u>	<u>EXPIRED</u>
MR P.CLARK	5" GAUGE 0-4-4T	11/04/95
MR N.F.CLARK	5" GAUGE 0-6-0 "BUTCH"	30/05/95
MR N.F.CLARK	5" GAUGE 0-4-0ST SWEET PEA	07/05/94
MR F.DEEPROSE	5" GAUGE 0-4-0 "POLLY 2"	11/04/94
MR D.DELLER	3 1/2" GAUGE 0-6-0 ROB ROY	11/12/95
MR D.A.DELLER	3 1/2" GAUGE TICH	26/02/96
MR T.FRISKEN	3" SCALE ATKINSON LORRY No.2	26/07/95
MR T.GREGSON	5" GAUGE 0-6-0T BUTCH	22/07/91
MR T.GREGSON	3 1/2" GAUGE CONWAY 0-4-0	24/04/95
MR R.HILLS	5" GAUGE 0-4-0T NARROW GAUGE	19/06/95
MR R.HODGKINS	5" GAUGE 0-6-0 SIMPLEX No.1270	12/03/96
MR L.HULBERT	VERTICAL STATIONARY	15/09/92
MR P.KINGSFORD	5" GAUGE 4-4-2 JERSEY LILLY	02/04/96
MR F.LAROCHE	5" GAUGE 0-6-0 3F	12/09/94
MR A.D.LEWIS	5" GAUGE GWR 0-6-0 PANNIER TANK	20/03/95
MR R.J.LINKINS	5" GAUGE 2-6-0	07/07/92
MR K.P.LINKINS	5" GAUGE 4-6-0 CLASS 5	02/10/95
MR P.MARTIN	3 1/2" GAUGE BLACK FIVE	05/10/93
MR D.OSBALDSTONE	5" GAUGE GNR 2-8-0 "CONSOLIDATION"	05/06/95
MR A.H.W.PAYNE	3 1/2" GAUGE 0-6-0 FOWLER TANK	23/05/94
MR A.H.W.PAYNE	5" GAUGE LMS 4-6-0 RED FIVE No.5020	10/04/95
MR J.A.WINSER	5" GAUGE 0-6-0T "SIMPLEX"NO.5548	10/04/95
MR M.WREN	3 1/2" GAUGE 0-4-0 "TICH"	23/02/93

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

Boiler tests must be carried out by TWO of the following boiler testers, so please check that they are available before turning up for a test.

Graham.Kimber.	4 The Stream, Ditton, Maidstone.	W.Malling 845931
Peter Kingsford.	16 Cherry Tree Road, Charing Heath.	Charing 712086
Martin Parham.	9 The Landway, Bearsted.	Maidstone 630298
Don Paterson.	1 Westlawn, Little Ivy Mill, Loose.	Maidstone 743081
Jack Payne.	38 Oxford Road, Maidstone.	Maidstone 757545
Dave Deller.	2 Hornbeam Close, Larkfield.	Larkfield 841194
John Barrow.	31 Prince Charles Ave. Walderslade, Chatham.	Medway 863915

## MESSAGE FROM THE CHAIRMAN

It is with great regret that I have had to even consider writing this item.

Over the last two years we have had a number of “disappearances” from the club site.

The first was a one inch micrometer that was removed from the clubhouse, which was part of the sale of equipment for a widow.

The second has been a signal arm that was being prepared for use on the track and disappeared from the workshop.

The latest incident has been the THEFT of the M.E. and B.A. taps and dies from the tool cupboard. I am fairly confident in using the word “theft” as the EMPTY cardboard packets had been left in the correct place. This only came to light when we were looking for the drill chuck key, which has also gone “walkabout”!!

This sort of incident puts everyone who attends the club site under suspicion and leaves a very bad taste.

The taps and dies WILL be replaced as they were initially purchased for the good of the members.

Unfortunately, from now on all tools will be locked in the cupboard and accounted for whenever anyone wants to use them.

As always, the inconsiderate actions of the minority, affect the majority.

Adrian Gurr.  
21.4.96.