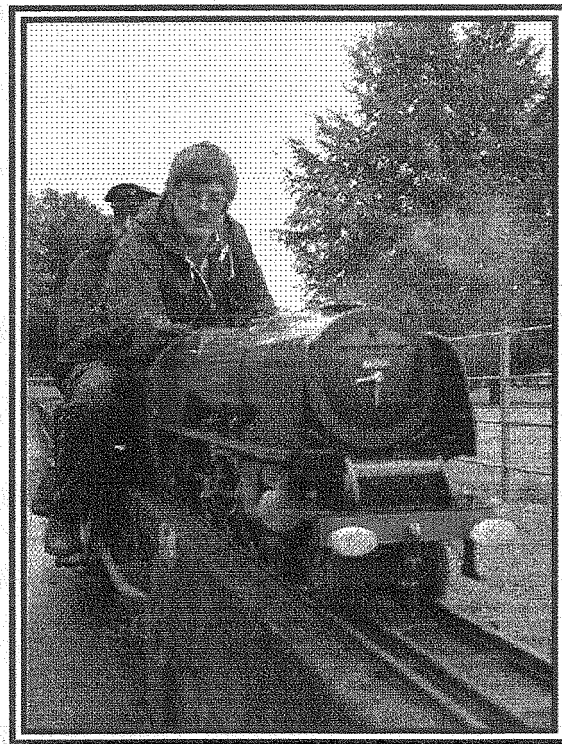
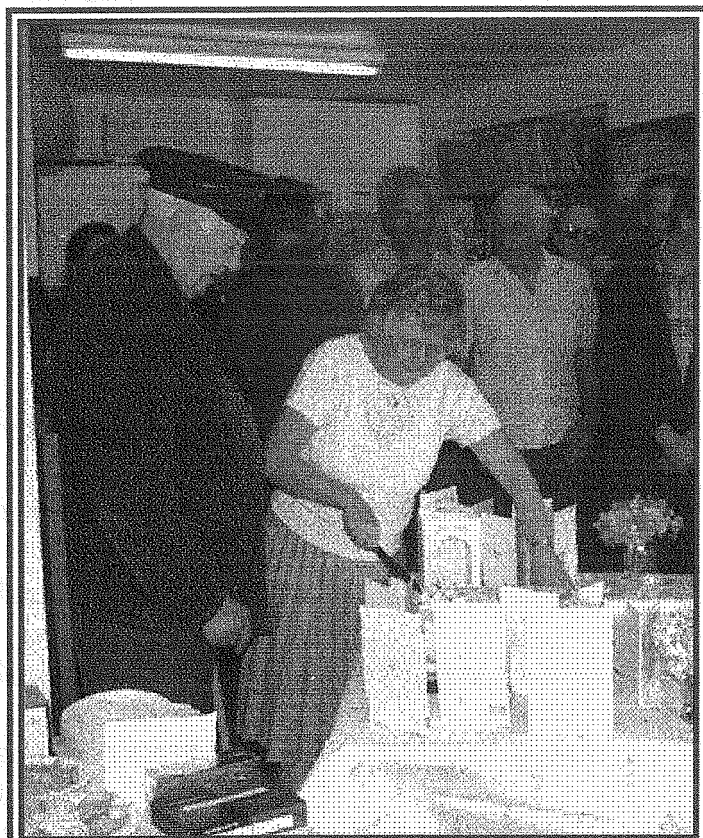


MAIDSTONE MODEL ENGINEERING SOCIETY.



Newsletter - Xmas 94.

DIARY DATES 1994 into 1995 -THE YEAR AHEAD

Now is the time to mark the details on your new calendars and in your new diaries so that you don't forget!

1994

Monday December 26th - Boxing Day Run

1995

Friday January 6th - Video Night

Friday February 3rd - An Evening with George Barlow

Friday March 3rd - Annual General Meeting

Sunday March 26th - First Official Public Running Day of the Season

Friday April 7th - Guest Speaker (possibly Bluebell Railway)

Friday May 5th - Bits and Pieces and Crumpet Evening

Friday June 2nd - Evening Run and Fish and Chips

Friday July 7th - Tidy Up Evening

Saturday July 8th - Possible Local Club Visit to Mote Park

Friday August 4th - Evening Run and Barbecue

Friday September 1st - Evening Run and Jacket Potato

Friday October 6th - Natter Night

Sunday October 15th - Last Official Public Running Day of the Season

Sunday October 22nd - Club Coach Trip to the Midlands M. E. Exhibition

Friday November 3rd - Video and Crumpet Evening

Friday December 1st - Bits and Pieces and Fish and Chips

Tuesday December 26th - Boxing Day Run

End of another year! All dates correct at time of going to press, although meetings MAY be subject to alteration (e.g. if we have six foot of snow then George may not be able to make it in February) but the noticeboard in the clubhouse will always have up to date details and so will further newsletters.

THE SIMPLEX SAGA - SORTING OUT THE DETAILS

The platework of the Simplex has very little adornment as originally designed, so a bit of cosmetic surgery helps to give character. Lines of rivets can give large areas of platework some interest if done neatly, or can be a source of criticism if done haphazardly or grossly out of scale. The expanse of Simplex's side tanks can be relieved by the addition of riveting along the edges and maybe where imaginary internal baffles are fitted. $\frac{3}{64}$ " R.H. rivets look about right, spaced at 0.2" apart. For the edges a simple drilling jig can be made from a 4" length of $\frac{1}{2}$ "x $\frac{1}{2}$ "x $\frac{1}{8}$ " steel angle bolted to the lathe cross slide at the required height and advancing 0.2" after each drilling. In this small size, prior spotting with a small centre drill is advisable to ensure a straight line of holes.

Water balance pipes running across the cab floor to the rear bunker tank were considered simple to make but unsightly, therefore an alternative had to be found. Single mitre elbows were made from 5/16" dia. hard brass tube run tight underneath the footplate with 2 bolt flanges at the front end and short lengths of rubber tube connecting to drop pipes below the bunker tank. 'O' rings were used to seal the joint between flange and side tank, the 2BA brass fixing bolts also holding the tanks to the footplate.

Water supply to the axle pump was taken by drop pipe from the right hand side tank at about it's mid point. It's generally accepted that for any pump to work at maximum efficiency, the suction side piping should be kept to a minimum length and be of larger bore than the discharge piping. This will reduce the effects of pipe friction and in an ideal situation ensure a full bore flow to the pump inlet. As the axle pump was of the double acting type with two inlets, a separate pipe to each was run from the drop pipe. To save wasting copper pipe it's recommended to firstly bend up the actual route of a pipe using stiff wire and check that the ends are coincident with the centres of the connecting points. This wire is then used as a template when operating the tube bender and very little copper pipe should end up in the scrap bin. For those without a tube bending tool, a compact one was described in M.E. No.3636 dated 4 July 1980.

Axle lubrication arrangements must be settled before the boiler is finally erected in the frames otherwise access becomes severely restricted. Two small reservoirs are shown on the Simplex G.A. mounted at the front of the side tanks. Routing oil pipes to the leading and centre axle hornblocks is quite straight forward, but a supply to the trailing axle positioned behind the ashpan is not so easy. It was decided to provide a third oilbox just for the trailing axle and support it from the reverser stand. As a protection from the ashpan debris an inverted U shaped shield was fitted over the trailing axle between the horns and attached to a crossbar bolted to the keeper plates. The tops of the horns were drilled $\frac{1}{8}$ " and a short length of hard brass pipe inserted to line up with the oil holes in the bearings. The two oil supply pipes were then run before the cab floor was cut to shape.

The oilboxes were bent up from thin brass sheet with hinged lids and a note on the making of the hinges might be of interest. A piece of small diameter hard brass pipe was soldered along the edge of the box and alternate sections carefully cut out with needle files. Similar treatment for the lid with the opposite bits filed out. Matching hard brass wire for the hinge pins can usually be obtained from the same supplier as the pipe.

Lubrication of the axle pump eccentric was provided by mounting a collection gully on top of the sheave held in position by a short length of $\frac{1}{8}$ " dia. pipe pushed into the oil hole. A small bore copper pipe supplied oil from a spare connection on the axle oilbox to a point just above the gully when the eccentric was at it's highest point of rotation. The set up was then adjusted until the gully caught all the oil drips as the pump oscillated.

The tall chimney of the Simplex poses a few problems for the novice, firstly how to hold the raw casting for the initial machining. A solution devised was to make a split sleeve short enough to fit between the top and bottom flared ends, and with an outside diameter slightly larger than the casting at the chimney top. The split sleeve was then secured in position on the casting with a single screw type hose clip, leaving sufficient length of sleeve to hold in the 4-jaw chuck. Having bored out the centre of the chimney, it was then a simple operation to mount on a mandrel between centres to machine the outside. Attachment of the chimney liner to the smokebox was a near disaster. Following instructions, attempts were made to silver solder the liner into the smokebox with the result that the box (rolled from brass sheet) started to deform. Before irreparable damage had been inflicted the operation was abandoned and everything, including self, allowed to cool down. A circular brass disc was made to fit the chimney liner and curved to match the inside of the smokebox. After silver soldering the disc to the liner, the assembly was riveted into position with csk. rivets. The chimney itself was also fixed to the smokebox with csk. rivets, soft solder being used as filler where required.

Footnote!

A quick and acceptable chequer plate surface for the cab steps can be made as follows: A strip of soft aluminium about $\frac{1}{32}$ " thick is hammered on to an old coarse file, imprinted pieces are then snipped off as required and stuck to the steps with Araldite.

John Barrow

OFFICERS OF THE SOCIETY:

- President: A.H.W.Payne Esq. (Jack) Maidstone 757545.
38 Oxford Road, Maidstone, Kent. ME15 8DJ.
- Chairman: G.Kimber Esq. (Graham) West Malling 845931.
4 The Stream, Ditton, Maidstone, Kent. ME20 6AG.
- Vice Chairman: A.Gurr Esq. (Adrian) Maidstone 662672.
47 Blythe Road, Maidstone, Kent. ME15 7TS.
- 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.Gurr. (Sue) Maidstone 630298.
9 The Landway, Bearsted, Maidstone, Kent. ME14 4BD.
- Committee Members: Bob Hodgkins, Peter Kingsford, Don Paterson,
Geoff Riddles, Chris Williams, John Winsor

THE CONTINENTAL FAREWELL

BY RUGER STAGG

A Government order of 1905 permitted an extension of the railway at Dover to a new maritime station in Dover's Admiralty docks. The station served its purpose through the generations as the termination point for the continental boat trains and the trans-shipment of passengers, freight including in earlier years, passenger stock, originally through to the Port of Boulogne but subsequently to Calais, Ostende and Zeebrugge.

At Dover Maritime one could watch the departure of original and rebuilt Navy Pacifics, pulling the Pullman coaches of the Golden Arrow as well as the green Bullied coaches of the normal continental boat trains, until their replacement in 1959/60 by the BR Mark 1 4CIG multiple electric units. It could be an emotive experience, standing alongside the docks watching all those people who had come from across the sea, which as a young boy and youth, seemed as far away as Australia. Regrettably it was not as interesting as watching them struggle out of Folkestone complete with bankers, up a hill that looked as steep as a flight of stairs!

As time passed, Dover Marine was re-named Dover Western Docks, to distinguish it from the Eastern Dock from which now 95% of the cross channel traffic, with the exception of the hovercraft, depart. The coming of the Channel Tunnel, whether it will ultimately be successful or not, clearly heralded the end of Dover Marine with the virtual cessation of over water cross channel freight wagon shipment. It was hardly surprising therefore when British Rail published the notice announcing the closure of Dover Western Docks and a withdrawal of all services.

The date for final closure was set for 23rd September 1994, to mark the event and with the co-operation of the newly privatised Railtrack and the South Eastern Train Operating Company, it was agreed that a final continental boat train would be run, steam hauled from Victoria to Dover and return. Unfortunately the RMT signalmen's strike of 23rd September virtually scuppered the whole arrangements at the last minute but in the spirit of co-operation that would have been unthinkable twelve months ago, before privatisation, the whole event was re-arranged for September 25th, despite the difficulty that on that day engineering works at Herne Hill had closed the direct link from Victoria to the old boat train route. With the assistance of the South Central Train Operating Company, the steam routing via Clapham Junction and Crystal Palace to Beckenham junction was agreed.

By coincidence, during a visit to Didcot a few weeks previously, for the purpose of taking photographs and measurements of one of the two Kings as an aid to the King currently under construction, revealed BR Pacific No. 70000 Britannia on shed, seen for the first time since it was clambered over many years ago at Ashford, Carnforth and Peterborough for notes and dimensions during the construction of the Britannia Class 70036 Boadicea. Everyone will know that a loco laying dead without a fire always appears "down in the chimney" and although clean and in relatively good order, No. 70000 had obviously been well worked.

Britannia herself never worked the South Coast lines and the most notable member of the class to run the continental boat trains was No. 70014 Iron Duke.

At 9.15am on Sunday 25th September, a Class 47 freight diesel pulled the eleven maroon coaches of the Flying Scotsman Services, restored circa mid 1950s, set of BR Mark 1 coaches into Platform 7 at Victoria, guarded on the platform by other than the passengers themselves, more police than bystanders. Within a few minutes Britannia, repainted, re-named and re-numbered as Iron Duke, reversed on and coupled up to the train. With the locomotive being situated right in the station throat, the narrowest part of the platform, the police presence effectively kept away virtually everybody except those situated in coach K, next to the tender, where, fortunately, we were seated.

The locomotive stood there, blower hard on, raising a column of thick black smoke way above Victoria and with both safety valves lifted just on the edge of the station canopy. Two firemen, one young, one who fired the real Iron Duke when it was last in Victoria, the driver and the footplate inspector attended to their jobs in the cab and the driver, deciding to open the cylinder drain cocks and leave them open, deluged everything and everybody in steam, putting an end to all further photography on what was a foggy and overcast but warm September morning.

At 9.32am to the second of the schedule departure time, in a shriek of whistling, the Iron Duke virtually stormed out of the station and proceeded to race a Sussex coast EMU up to Eccleston Bridge. The EMU passengers seemed unable to believe their eyes and there was hardly one who was not on their feet with the windows down, looking out.

The driver had obviously been picked not only for his skill and route knowledge but for his showmanship and each station was approached, as indeed was any bridge or bystander, with the whistle fully open.

Slow progress was made through Crystal Palace due to a late running preceding suburban unit and it was not until the main line was re-joined after Beckenham Junction, that the driver had the opportunity to show his skills. The only slow down was for a signal slack at Sevenoaks but Tonbridge was passed at 75mph and by the time the sidings at Folkstone were sliding past the window, 10 minutes of the eighteen minute delay up to Beckenham Junction had been regained. Slowly and on a constant whistle, the train pulled in to Dover Western Docks, re-re-named Dover Marine, amid the TV cameras and the videos and cameras of several hundred enthusiasts.

Arrival at Dover was five minutes behind schedule making two hours and three minutes from Victoria including the Crystal Palace diversion.

One hundred and fifty passengers had elected to continue to the continent. The remainder went on a circular tour of Kent using the same rolling stock but hauled by a preserved Class 71 electric locomotive E5001.

Those continuing passed through the customs area and boarded a number of preserved London Transport Routemasters which were conveyed to Calais on the Stena Challenger, then provided transport within Calais itself. The buses returned on the Stena Cote d'Azur and encountered problems with HM Customs and Immigration, who seemed to have adopted a pre-conceived idea that one hundred and fifty adults

travelling to spend an afternoon in Calais on 40 year old buses obviously had an ulterior motive. We returned to Dover Marine and the carriage set now reversed stood at the buffer stops with the E5001 at the buffer stops. A few minutes later Iron Duke reversed onto the head of the train, gleaming in the moonlight and glow from the open firebox door.

After coupling up, around 15 minutes was spent increasing the Kodak share price and at 7.45pm exactly, on a continuous whistle, the train drew out of the station followed by E5001, amid cheering crowds and Dover Marine, (Western Docks) closed permanently.

Despite having been well filled by the great British breakfast on the down journey and some topping up in Calais, we managed to force our way through the five course dinner on the return journey but there could be little doubt that nobody was enjoying this day more than the driver whose hand was almost permanently on the whistle as we passed each point dead on time. A friend who was on Paddock Wood Station reports that he heard the whistle for ten minutes before the train arrived and then for another five or six minutes after it had passed through. The driver given his head and the apparent lack of preceding blocked paths from Tonbridge onwards, made up time and as we pulled back in to Platform 7, with the whistle screaming even in the train shed, we were 16 minutes ahead of schedule.

Up to now steam on the main line in the South East has been almost non existent, several small operations have taken place such as Folkstone Harbour to Folkstone Central when the power has been switched off and last year there were two successful rail tours out of Waterloo but only after dark. What was not publicly known, was that on the 24th September, Clan Line with her new air brakes had hauled the VSOE Pullmans to Portsmouth and back. Eighteen trips with this set are booked for 1995. The continued concern of trespass by an ignorant few among the enthusiast fraternity has generally dictated that the electrified lines were out of bounds. This tour was without incident perhaps due to the lack of publicity but there was little if any trespass on the railway itself. Further tours are planned and if it remains successful we may find that we have competition for whistles at Mote Park.

FOR SALE SPOT

Drummond Flat Bed Lathe S C B G on stand with 240 volt motor. Chucks 3 and 4 jaw.
Many tools.

Price £800. Telephone 0227 773042.

Model Railway Base Board.

6' by 4' Sundeala Board fixed to timber frame.

Hornby 00 gauge track fitted including 4 points and crossover.

Price £20. Telephone 0622 630298.

NEW MEMBERS

We welcome the following lads (who are also members of New Romney Club).

Simon Batten of Littlestone who is a mechanical fitter, model making activities
are steam locomotives,
and

Andrew Blackwell of St Marys Bay who is an engineer interested in anything
from 0 gauge to 7 1/4 gauge.

~~~~~

## YOUR NEWSLETTER

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 by the first Friday (Club Night) of that month. Well, anytime really - but these are the cut-off dates to aim for.

Thank you.

.....

## SUBSCRIPTIONS ARE NOW DUE FOR 1995.

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

I enclose herewith the sum of £.....( £5 or £2-50 for retired members ) as my  
subscription to Maidstone Model Engineering Society for 1995.

NOTE: Please add a further £1 to your subscription if you wish to be included in  
the personal accident insurance for 1995. To be covered by this insurance, you  
must ensure this is received by the Treasurer by the date of the A.G.M. on Friday  
March 3rd 1995, or it will be too late and you will not be covered.

.....  
name

.....  
date

.....  
address



# THE MAIDSTONE BOILER EXPLOSION

by Don Paterson

At about 3 am. on December 3rd. 1880, an Aveling and Porter traction engine owned by Messrs. Jesse Ellis & Co. of Maidstone, was hauling two wagons laden with manure through the town. She was typical of the period with a pair of spring balance safety valves fitted with ferrules and in charge of the driver, Moses Martin, steersman Frank Underwood and flagman Harry Reader out in front carrying the red flag.

The engine and wagons had reached a point in Mill Street where there were some builder's workshops on one side of the road, and a churchyard with St. Anne's Church on the other. Here it had been stopped for three or four minutes to re-light a lamp which had gone out, and it was just as it was starting again that an enormous explosion occurred. The steersman was killed and the driver and flagman were injured by flying fragments. The engine was completely blown apart and considerable damage was done to the immediate surroundings, but fortunately, owing to the early hour in the morning, nobody else was around, so that the personal injuries were confined to the men accompanying the engine.

The engine was only between three and four years old and was rated as an 8-horse with a single cylinder 9" x 12" and geared 1 to 16 for fast speed and 1 to 25 for the slow speed. According to Aveling & Porter's book of rules

issued for the use of engine drivers, the proper working pressure was 100 lbs. per sq. inch, and the spring balances on leaving the works were ferruled so that they could not be screwed down to give a pressure exceeding 110 P.S.I.

When the spring balances were found after the explosion, it was ascertained that the ferrules had been shortened so as to permit of a higher pressure being attained, while it appeared that the springs had at some time been found to be light, and had been adjusted by the insertion of a washer, the effect being that the balances

would only draw out 5/16" beyond the point on the scale corresponding to a pressure of 120 lbs. The safety valve levers were both fractured by the explosion, but new levers on being adjusted so that their centres exactly agreed with the old levers were put

in place, it was found that the shortening of the ferrules on the balances was such as to permit the safety valves to be dead locked.

At the subsequent inquiry Messrs. Aveling and Porter had prepared a model of the boiler for the use of the Court in which the lines of fracture had been marked on in red. It

was from this model that the two prospective views are shown to explain the manner in which the boiler shell parted.

An examination of the remains of the boiler showed that the plates were in good order, with no signs of furrowing or corrosion, nor, as far

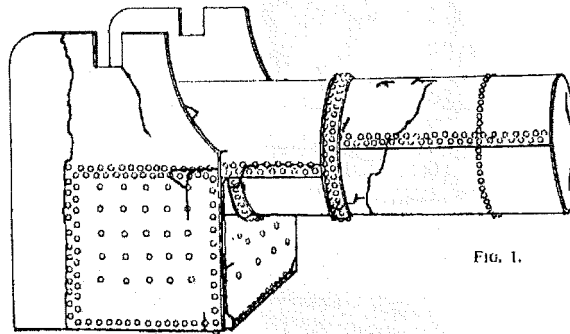


FIG. 1.

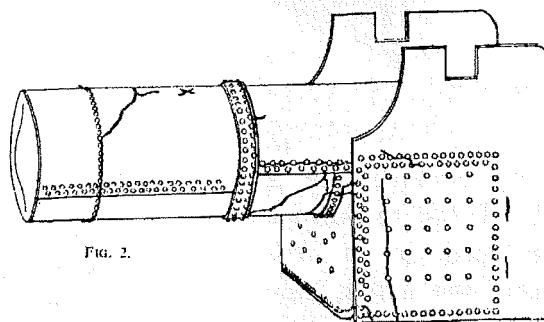


FIG. 2.

as the shell was concerned, any sign of local weakness. In the case of the firebox, however, the remains showed that there had been a serious crack in the left hand side plate of the wrapper. This crack, instead of being cut out and repaired with a patch, had merely been plugged by copper studs, of which no less than nine had been screwed in. Sample pieces were cut from the exploded boiler and tested by Professor A.B.W. Kennedy at University College Laboratory. Messrs. Aveling & Porter used "Tudhoe best best" for flanged plates, and "Monkbridge best iron" for their boiler shells. The tests showed that the quality of material of which the boiler was made was in no way at fault, and had nothing to do with causing the failure of the boiler.

The evidence given by Mr Thomas Aveling makes interesting reading. He was described as the inventor of agricultural locomotives, one of which he exhibited first at Canterbury in 1860. His firm had made between 1600 and 1700 engines, which were now in all parts of the world. Every safety valve leaving his works was arranged for a working pressure of 100 P.S.I. but to prevent the men being inconvenienced by a few pounds increase of pressure, the spring balances were ferruled at 110 lbs. All the engines were passed by three foremen. He estimated the bursting pressure of the boiler that exploded at 500 to 600 lbs. but it would fail with a smaller pressure if applied continuously for a long period. He knew at once when he saw the ferrules that they had been cut down, and were certainly not in the condition in which they left his works. He was sorry to state that the

practice of removing the ferrules was a very general one with engine drivers, and had known a previous explosion of one of his engines from this cause. He had just recently after examining the remains of the exploded boiler, come across an engine passing the spot, both valves of which were locked. This engine belonged to Mr Bailey of Cranbrook, and he applied for a summons against him, but the town clerk declined to grant it. He considered that the men overloaded valves

from a desire to do all the work possible but were simply not aware of the risk they ran. He had seen a man on an engine who could not read the steam gauge, and when asked to mark 135 lbs. pointed to 60 lbs. This had led Mr Aveling to put a red mark on all his gauges at the working pressure. He considered that drivers should have certificates, and should not be allowed to pass through populous places without this license. He regarded the crack in the firebox as dangerous, and knew of no good firm of engineers who would have allowed such a system of repair to that which had been adopted. The cracked piece of plate

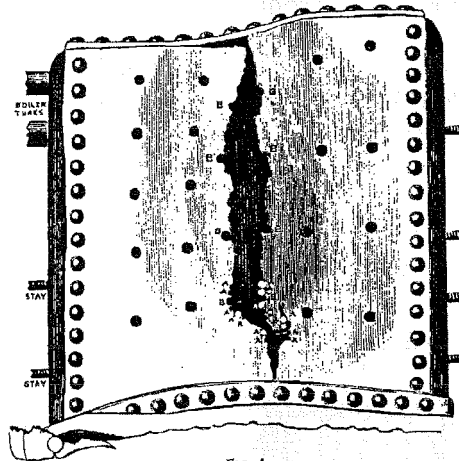


FIG. 1

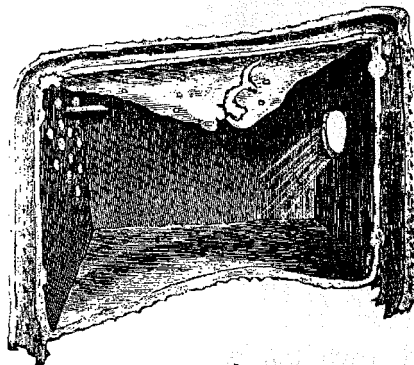


FIG. 2.

should have been cut out and a patch put on and secured by screwed studs or by rivetting if it was possible to get at the rivets. The stays should come through the new plate which should be of a good size, as small patches never stood well. Apart from this crack and 5 stays which appeared to have broken prior to the explosion, the boiler was in good condition. He had seen an engine of the same class as the one that blew up draw a load of twice its own weight up Star Hill, Rochester, but the road had been in good condition at the time. Judging

from the evidence that had been given and what had been said respecting the state of the roads, he was of the opinion that the engine had too great a load behind it at the time of the accident.

During the evidence it was stated that it was the practice at Jesse Ellis's establishment to wash out the boilers every two or three weeks and that the exploded boiler had been washed out about 9 days before it blew up.

At the conclusion of all the extensive evidence the Court adjourned for an hour, and then the Coroner proceeded to sum up, placing clearly before the jury the main facts of the case. The jury retired, and after an absence of about two hours, came back with the following verdict:-

1) We find that the deceased, Frank Underwood, met his death by the explosion of the boiler of a traction engine belonging to Messrs. Jesse Ellis & Co., which explosion was caused by an excessive pressure of steam, and that the excessive pressure could not have been obtained unless the ferrules of the spring balances had been altered. We also find that the ferrules had been altered by the orders of Mr Jesse Ellis, so that the men might be enabled to gain more steam.

2) We find Martin is guilty of culpable negligence in not examining the engine when he took charge of it, and that the safety valves were locked between Wharf Lane and All Saints' Church by being screwed down, but by whom there is no evidence to show.

3) We find that the crack in the firebox was not properly repaired and that Mr Ellis is guilty of great negligence in allowing the engine to leave his works in such condition.

4) It is the opinion of the jury that the drivers of traction engines should pass an examination as to their capabilities, and that they should be provided with Certificates of qualification, which they should be compelled to produce when asked to do so.

5) The jury recommended the compulsory use

of safety valves that are the least likely to be tampered with.

All the evidence and verdict of the jury were submitted to the Board of Trade, and it was stated in "Engineering" of December 31st. 1880, that..."The owners of the engine, Messrs. Jesse Ellis & Co., may congratulate themselves on their escape from more serious consequences, and we have no doubt that they and other engine owners will take the lesson to heart."

Actually, things were subsequently tightened up somewhat, but accidents still occurred. In 1905 an Aveling & Porter ploughing engine exploded at Rayham Farm on the Isle of Sheppey. In this case the barrel and outer firebox wrapper were blown apart, exposing the tubes and longitudinal stays still generally in position. This engine was also fitted with spring balance safety valves.

Jesse Ellis went on to develop the manufacture of his "Steam Motor Wagons" built between 1898 and 1907. He had set up his business as a road contractor and owner of steam rollers, traction engines and steam ploughing gear in the 1870's. His partner in this enterprise was Arthur Fremlin (the brewer), whom we must assume provided the capital. A limited company was formed in 1898 to manufacture his wagons. The subscribers, beside Jesse Ellis himself, included Thomas Lake Aveling and Richard Thomas Porter of Aveling & Porter Ltd. The company had quite a substantial engineering works, known as Invicta Works, down by the river-side at St. Peter's Street.

Unfortunately, the sale of wagons was not good enough to sustain the company and it was finally dissolved in 1914.

\* \* \* \* \*

## BOILER TESTING

THERE ARE SLIGHT CHANGES TO THE SOUTHERN FEDERATION BOILER TESTING PROCEDURES FROM 1ST JANUARY 1995. FOR DETAILS PLEASE SEE THE CLUB NOTICEBOARD - THE COPY OF THE REGULATIONS ARE ON IT BUT MUST NOT BE REMOVED FROM THE CLUBHOUSE.

KINDLY CONTACT THE SECRETARY IF YOU REQUIRE ANY FURTHER CLARIFICATION.

THE LIST OF BOILERS REQUIRING TESTS WILL BE IN THE EASTER EDITION OF THE NEWSLETTER.

---

GATE OPENING : Friday Nights 7-15 to 7-45, Winter Sundays 11 to 11-30 and Running Sundays and Boxing Days 11 to 11-30 and 2-00 to 2-30.

---

SUE'S SPOT

\*\*\*\*\*

Greetings one and all and welcome to my bits and pieces. The winter works are in progress around the club, two replacement beams done and another one or two to go, these are spares in case of need. Track supports are proceeding with only a few more to be done. The guttering has been replaced, let's hope it lasts a while now. The lights were recently smashed and these have been replaced (it's those little dears again). The Club is hoping to be able to perhaps arrange a visit from a local club or two in the summer, watch this space. Also we will be arranging a trip to the Midlands Exhibition later in the year so I shall be after your money around Eastertime if you would like to come.

Our second charity run of the year raised one hundred and thirty-three pounds for Children in Need.

Southern Federation News : There is a vacancy for Insurance Administrator for 1995, if anyone is interested in taking on this job please contact Brian Thompson the Federation Chairman (our secretary has the address if required).

May I thank my contributors for this issue being John Barrow, Don Paterson and Roger Stagg and of course Martin for setting up the cover printing, no expense spared and many hours, not to mention three quarters of a megabyte I'm told. I cannot promise a colour cover every time, but it is Christmas.

Cover pictures: Jack and Joy cut the cake at their Golden Wedding Celebration at the Clubhouse. Ben takes his first ride (he's the one who wouldn't leave his stick behind). And of course Martin and his Duchess, second in IMLEC 94.

Have a very Merry Christmas and a Happy New Year - may your lottery numbers come up trumps.

