

The News Sheet

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The Chairman's Notes

You will be almost as surprised as I am but I'm writing this from a hospital bed in Barnet General Hospital. Yes I'm all wired up for sound and other things that are not mentionable in a family letter, at the coronary care unit of the hospital.

On Tuesday this week I went, after a lot of prodding, to my local GP to remark about the chest pain that I had been getting for the past year. Before you could say George Stephenson I had been to have an electrocardiogram, blood tested and had a chest x-ray. An exercise test was organised and soon I was being stress tested on a sort of rolling road. Just when I was getting used to it, the whole thing was brought to a sudden stop and I almost fell off the end. The chap operating it said that I had had a heart attack and that my next stop would be the coronary care unit, and that I was not even to pass Go let alone go to Jail. In a matter of minutes I took up residence in the coronary care unit and in another jiffy I had been enrolled on the angiogram programme.

The angiogram unit is situated in what looked rather like the old time circus or fairground living and travelling caravan, except that it was grey. (Dibnah would have been pleased). But I dare say that a lot more fun was had in those caravans! I was met by a crew that looked more like North Sea fishermen and women than nurses and doctors; I think that with all the radioactivity and urine about, oilskins and lead vests were the order of the day. The only things missing were the SouWesters!

In the caravan I had to undergo an undignified procedure rather akin to a medical 'dynarod' examination up the groin. After which the consultant pronounced that a significant number of my cardiac arteries were blocked and that if they were not cleared soon then I could well be attending the next ME in the sky. So now in the space of four days my whole life has changed and I am now on the waiting list for cardiac surgery at Saint Bart's Hospital. On Thursday they will start working me up for the operation, rather like preparing to steam, I gather.

There is one aspect that I will readily concur with all my pals who have recently taken up transitory residence at the Barnet General Hospital, in that the standard of care here is quite superb. The staff are very caring and considerate at all levels and their competence is outstanding. So folks, I don't quite know what the future holds but I expect that you will be soon be informed by my good self or others when I am in a position to write again.

One thing is for certain the, Club is in good, competent hands while I am absent.

Good Health, look after yourselves and have a good month.

And of course a Very Merry Christmas to you all.

Ian Johnston

The Vice Chairman adds....

I am pleased to be able to tell you that Ian Johnston underwent a successful operation on Thursday 17 November. I am sure that we all wish him a complete and speedy recovery.

As a consequence Ian has temporarily stood down as chairman, which has resulted in me taking over the hot seat once again until he feels ready to resume, probably in the New Year.

Tony Dunbar

Secretary's Snippets

The Society has received copies of the 'Aylesbury Link' from the Vale of Aylesbury MES, and 'The Coupling' from the Bedford MES. Both of these News Sheets will be available in the coach at Colney Heath.

tending the Halloween evening. It was felt that perhaps this event should be ticket-only for members and their friends. If you have strong feelings on this subject, why not write a letter to our Editor, stating your opinions.

Concern was expressed at the recent Council Meeting over the considerable numbers of the public at-

David Harris

The November General Meeting

By OMAH

Ian Johnston introduced our 'speakers' for the evening, The Video Group. On the table was the raffle prize, a very nice clock donated by Ron Thoroughgood. Ron has also volunteered to do teas from January; he said he had started as a tea boy so he might as well finish. (Not literally we trust!) Thank you to Bert Mead for a gift of three books for the Library. Ian mentioned that Julie Robson was undergoing a course of chemotherapy at Mount Vernon hospital and that we wish her well. Also in considerable discomfort was Beryl Collingwood who is suffering from a bout of sciatica.

(It is ironic that Ian, who is always so quick to alert us to the ailments of others, should himself be struck down with a heart problem and is, as I write, in hospital. I am sure we all wish Ian all the best.)

Dave Lawrence began by hoping that we would all be entertained by their presentation, though there had been a bit of a delay due to 'burning-in' some collective DVD's. 'Burning-in' in this context meaning the transfer of information from some source to a DVD via a Laser beam. Dave gave a brief history of the group back to some years ago when he joined them as the Hornsey Methodist Church Cine Section. After some changes of venue Dave suggested to the Council that they joined North London as a section which they did, until the gradual advent of video taking over from film and they then became the Video Section. There was a display of film cameras, and looking at them and thinking of the original cost and the beautiful mechanisms and know-how within them it was a bit depressing to think how little they are worth today. Sadly the numbers of the membership have declined, mostly due to ill-health and, in some cases, death. At the moment they are down to six but still seem to be very active. Changing to video is very easy from the point of taking shots but editing can be something of a problem. Although there are many programs available for doing this via computer it is not quite as easy as the advertisers would have one believe. Andrew Lawrence has managed to get his head round it and is available to help those with problems; (I noticed his name on the credits of some of the films shown.)

Dave said that they aimed to make their films short and to the point, in the case of comedies there was usually a sting in the tail. The first example was "Cookery Know-How" starring Bill Douglas as a husband who thinks there is nothing to it and decides to cook a chicken as a surprise for his wife. His interpretation of the cookbook instructions was hilarious and, predictably, disastrous. Fortu-

nately his wife arrives with her surprise, a Chinese take away, so all is well, leaving us with a shot of the kitchen, looking like the Somme, which she has yet to discover! This was followed by "The Curly Bowl 1994" made by Mike Dwyer and the late John Old (a great loss, not only to the group, but to the Society as a whole). Most of us had seen this as rough-cuts but the finished item, with commentary and music, was excellent. The commentary was by Nicholas Courtney, whom some may remember played Lt.Col, later Brigadier Lethbridge-Stewart, usually just known as 'The Brigadier' in several episodes of "Doctor Who", notably in the Jon Pertwee period.

Next we had "Remember the Time?" for which two of the Tetherdown Players had been brought in. It was quite a simple, apparently domestic scene with a couple on a settee having a rather mundane 'do you remember' conversation about various happenings, most of which seemed to concern people of the type "he/she used to get very jealous", in a variety of situations. The punch-line came after he had made the cocoa, and we all assumed they were off to bed; he said "I'd better be off now dear, the wife gets very jealous if I'm out too late!" (Short and semi sweet.)

The next offering, from Dave and Andrew Lawrence, did not start off as a film but merely a scenic record of the annual kite festival at Hackney Marshes. Having viewed it they decided it would make a good subject titled "High Flyers". We were all amazed, apart from the excellent photography, at the incredible performance of the various classes of kites, all the more expert in view of the weather which was less than kind. "Holiday Time", "What a Classic", "The Civil Servant, followed, all excellent and much appreciated. The show ended with another film from the late John Old, "Tolgus Tin", taken at a tin mine in Cornwall, open to the public, and showing the complex, elderly, but still working machinery that refined the tin. The commentary was again by Nicholas Courtney whom I understand was an acquaintance. What a difference a professional voice makes to a commentary. (I was reminded of 1959 when some of us at Marconi Instruments formed a cine society, MICE, Marconi Instruments Cine Enthusiasts; one of my fellow founders was a chap called Mike Chrisp. Wonder what ever became of him? I mention this only because our experiences were so similar to the North London group, although we did not last into the video days.)

Yet another cracking evening as was indicated by their well-deserved applause.

Cover picture: With a grin indicating his delight with his latest acquisition, a 7¹/₄in. gauge de Winton 'coffee pot' locomotive, Peter Macdonald is seen here returning to the station after his first lap of the Tyttenhanger Ground Level Railway at Colney Heath. Built to a very high standard of craftsmanship, the engine was designed and constructed by Colin Maceke of the Bristol Society of Model & Experimental Engineers from whom it was purchased the day before this picture was taken! We look forward to seeing Peter with his new locomotive on passenger hauling duty next season.

Photo: Mike Chrisp



This stunning 5in. gauge LMS 4-6-2 Coronation Pacific was displayed by Paul Sanders (West Midlands).



Alan Crossfield (Lancashire) competed in Class 3 with his magnificent 5in. gauge Large Prairie 2-6-2T.

The Midlands Model Engineering Exhibition 2005

Mike Chrisp enjoyed his visit to The Fosse

Chris Deith presented his first Midlands Model Engineering Exhibition 27 years ago at the Granby Halls in Leicester back in the autumn of 1978. A good many North London SME members enjoyed their visit to this then brand new event and those still with us will probably recall the pall of thick black smoke which slowly descended from the roof as each day progressed – what an atmosphere!

From the Granby Halls, the exhibition moved to the Bingley Halls in Birmingham, then to Birmingham University, on to Stoneleigh and more recently to Castle Donington. This year, Chris was at last able to realise an ambition expressed from the earliest days of the event by mounting the exhibition in his own premises. Each of the earlier venues had its own special character and I have to admit that Birmingham University had been my favourite, despite the relatively small hall available for the event.

With its convenient and well organised parking, the Exhibition Centre at the Fosse was augmented by a splendid temporary but substantial structure erected adjacent to the permanent hall. Very pleasantly light and airy, this addition was furnished with a carpeted floor. It accommodated a good number of trade and club stands as well as a fine display of model engineering artefacts, a garden gauge railway and additional restaurant. It also gave direct access to a grassed area used by The Fosse Way Steamers and on which a 5in. gauge portable track was erected.

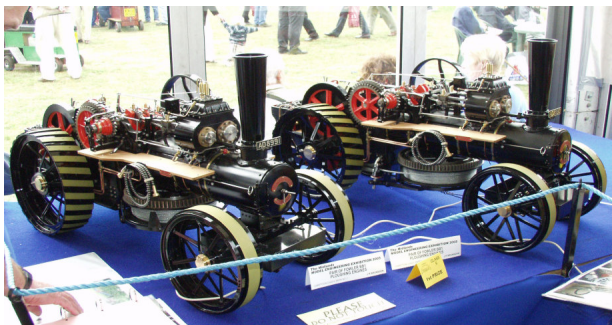
Seating and tables had been placed on temporary hard standing by the exhibition hall. On the day of my visit the

weather was warm and sunny and visitors could enjoy their own packed lunches or good wholesome fare available at reasonable cost from the restaurant. It is unusual and was a special pleasure to be able to sit in the afternoon autumn sunshine with a cup of tea and enjoy good conversation while watching the activities of live steamers and listening to melodious music playing on a well tuned small street organ.

The exhibition was busy but the stands in both the temporary and permanent halls had been laid out to give good freedom of access to all. There was plenty of opportunity to enjoy and photograph the models and to chat with friends and colleagues. The EIM Workshop and a programme of lectures provided additional instructive entertainment for visitors wishing to explore the experts' knowledge or to extend their own.

For those interested in numbers and using the show guide as reference, 14 judges dealt with 69 competition models competing for 15 trophies. The display classes boasted 65 models, there were 44 trade stands, 43 club/society stands and demonstrations plus 33 Fosse Way Steamers. Doubtless these published figures differ slightly from the reality of the exhibition, but whatever, there was ample opportunity to buy tools, materials and the like and plenty to look at, examine and appreciate.

I thoroughly enjoyed my day at The Fosse and if for whatever reason you were unable to visit the new venue this year, you missed an excellent exhibition. For obvious reasons I can only include here a very few of the photographs taken during my visit, but I hope they provide a tantalising glimpse of the 2005 Midland Model Engineering Exhibition.



A superb pair of 2in. scale Fowler BB ploughing engines was entered in Class 6 by J. R. Brunsdon (Gloucestershire).



One of the Fosse Way Steamers, this 6in. scale Burrell Experimental Steam Tractor c1898 is by Eddie Lancaster (Bedfordshire).

GENERAL MEETINGS – CORRECTED PROGRAMME FOR 2006!

By Mike Chrisp

David Harris, our worthy Secretary, has drawn attention to an error in the schedule of General Meetings published last month. It concerns the date of the Annual General Meeting which was incorrectly shown. In recent years, the AGM has been held on the second Friday in May to avoid a clash with the Model Engineering Exhibition at Harrogate. Please note, therefore, that the 2006 AGM will take place on Friday 12 May and not as previously specified. For convenience, the full list of General Meetings for 2006 is shown below:

- 2 December 2005** A Pre-Christmas Social Evening.
- 6 January 2006** Bring & Buy Auction: Tools and Materials, etc.
- 3 February 2006** Keith Catchpole: Edwardian Phonographs.
- 3 March 2006** Down Memory Lane: North London SME through the years.
- 7 April 2006** Mike Foreman: A Holiday on the Footplate.
- 12 May 2006** Annual General Meeting.
- 2 June 2006** Malcolm Stride: Brush Electrical Engineering Co. Ltd.
- 7 July 2006** Forum: Soldering, Brazing and Welding.
- 4 August 2006** The Marine Section Entertains at Colney Heath + Barbecue.
- 1 September 2006** On the Table: Work in Progress.
- 6 October 2006** Colin Gent: The Merlin Engine.
- 3 November 2006** Three Wise Men: A Triple Bill.
- 1 December 2006** A Pre-Christmas Social Evening.

2 DECEMBER 2005 – A PRE-CHRISTMAS SOCIAL EVENING

Our Christmas Festivities will begin with this opportunity for members, partners, other family members and friends to mingle and chat while enjoying a Finger Buffet (bring your own fingers!) and accompanying liquid refreshment of both alcoholic and non-alcoholic varieties.

To get us into an appropriate frame of mind, this informal evening will begin with a few anecdotes and reminiscences to amuse, entertain and educate all present.

The meeting will be held at our Headquarters in Legion Way, North Finchley, 8 - 10pm.

6 JANUARY 2006 - AUCTION SALE OF TOOLS & MATERIALS

Following the success of last year's tool sale, this evening will feature a club auction of tools and materials, etc. I hope to keep the event light hearted and to provide opportunities to redistribute items no longer required by the vendor and to purchase the attractive 'stuff' brought by fellow members.

I hope by now you have found a sturdy box and begun to collect together for sale at this meeting all those tools and other useful quality odds and ends currently surplus to your requirements. I already have a selection of interesting items and the promise of more for disposal at this sale, so don't miss out, come and join in the fun with boxes full of more things for me to sell, and a pocket bulging with small change to finance your purchases.

We will be pleased to accept all the proceeds realised by the sale, but if you require reimbursement we promise only to retain a small percentage of the selling price!

The meeting will be held at our Headquarters in Legion Way, North Finchley, 8 - 10pm.

3 FEBRUARY 2006 – EDWARDIAN PHONOGRAPHS

Illustrated by colour slides and working phonographs, Keith Catchpole traces the history of sound recording as developed by Thomas Edison.

While he has kindly agreed to present this lecture, Keith is currently not in the best of health. A long standing friend of North London SME, Keith has entertained us several times down the years with several of his informative and entertaining talks. Deriving from his long experience as a teacher, Keith's fascinating evenings are always authoritative and presented in a very professional fashion.

The meeting will be held at our Headquarters in Legion Way, North Finchley, 8 - 10pm.

Next month: 'Down Memory Lane' - North London SME through the years.

News from the Loco Section of the Tyttenhanger Committee

Extension Project

The barbed wire has been removed and the old posts are coming out. Dead trees overhanging the fence have been taken away. The only other work in this area that can be done at this stage is:

- 1 Clearing **only** dead debris.
- 2 Repairing fences.
- 3 Clearing rubbish.

All work has to be agreed and organised in the proper manner.

All members are urged to follow the group and work as a team.

Winter Work Parties

Come and join in. **9.00am Every Sunday Morning. Tea Break 11am.**

YOUR CLUB NEEDS YOU

There are still unallocated jobs to be done that are very important.

Mainline

- 1 Anti-tip rail installation. (started)
- 2 Rail replacement. (started)
- 3 Replacement of sleeper 67/68. (started)
- 4 Tunnel needs attention.
- 5 Additional whistle sign near last signal before station.
- 6 Assess position of signal just after tunnel
- 7 Concrete slab in front of carriage shed. (started)
- 8 Carriage lifter maintenance, bigger wheels suggested. (started)
- 9 All passenger cars maintenance. (started)

Mainline steaming bays

- 10 Traverser adjustments.
- 11 Hydraulic bed maintenance
- 12 Blower sockets replacement where required.
- 13 Airline blower lines to be installed.
- 14 Surface maintenance.

Cuckoo Line

- 1 Bridge mound removal. Lift up section installation. (started)

Ground Level Line

- 1 Ground level station steaming bays and station canopies. (started)
- 2 Turntable stop fixings to be completed.
- 3 Wall finishing touches.

- 4 Power supply.
- 5 Gate width restriction posts and relocate signs out of line of sight of mirror.
- 6 General inspection of existing ground level track, checking gauge and clearances of points and track, correcting of any issues found.
- 7 Re-lay and edge loop around cuckoo line.
- 8 Proceed with extension from toilet block.

Extension Project

- 9 Survey additional land. (started)
- 10 Remove old posts. (started)
- 11 Clear new area of **only** dead debris.
- 12 Repair fences.

General Site (existing)

- 1 Car park, grass, drainage, holes. (started)
- 2 Car park organisation, posts & dividing ropes.
- 3 Gutters cleaned on all buildings.
- 4 General tidy up, behind workshop, next to toilet, move old rail to behind tunnel.
- 5 Oil store roof replacement/ Make & locate Coal Bunker?
- 6 Tree pruning.
- 7 General painting.
- 8 Toilet, woodwork painting.
- 9 Decoration and removal old sink of coach. (started)
- 10 Rabbit damage, fill in holes. (started)
- 11 Power feed for the garden railway.
- 12 Driveway potholes.
- 13 Extra donation points/suggestions.

Thank you to those who have come so far. I cannot emphasise enough how important this work is for the ongoing success of our club. So come along, take part, and get to know fellow members. Do your bit!

Notice

As agreed by the Tyttenhanger Committee:
ALL CARS ARE BANNED FROM THE SITE DURING THE WINTER!

This is for the good of the poor grass condition. Any necessary car visits need to be agreed with beforehand.

All members are urged to honour this.

Events

The October talk by Chris Vousden on Terminal 5 was excellent and left us all with an impression of

how vast this construction site is. Thanks go to those who put in considerable effort towards the Halloween evening. There was a large number of the public that turned up and although we made a good return, we do need to decide how we organise next year.

1 Friday 16th December 8pm Loco Section meeting; talk by **Robert Candish on RHDR** at HQ. The multimedia presentation has been especially prepared for the Society so let's give Robert a real Christmas welcome. The evening that will be enjoyable, interesting and instructive for all. Robert worked at the RHDR for many years.

2 Friday 20th January 8pm Loco Section Meeting; **An evening of slides**. We all have slides taken years ago that we can talk about, so bring them along. Now that we are in the computer age, I think that we are in a position to scan those cherished photos to show on the silver screen so don't be reticent. Not too many slides of old flames please unless of course they happen to be of the steam-powered variety!

3 Friday 17th February 8pm Loco Section Meeting; **Members talking**

Adrian
Loco Section leader

FOR SALE

1. Vertical Mill and Drill - APTC RF25 - table size
23" X 7½"
Very little use, good condition
£350 o.n.o.

Contact: Bob Gamble (Dunstable)

2. Stationary engine in working order; Stuart Turner 501 model. With meths burner, hand pump, condenser, lubricator, pressure gauge

Mounted on wooden base; circa 1930
£300 ono

Contact: Michael Franklin

3. APEX Pillar Drill for sale £35; a bargain for the beginner!
Very accurate, properly engineered, heavy construction. 9" throat, 1/4" chuck
Dimensions W 12" D 2ft 7" H 2ft 3"

Good pedigree - past owners built 3½" Doris and 5" B17 using it!

Contact: Grahame Ainge



Dick Payne relaxes behind his GWR 2-6-0 4300, during the Halloween evening on 29 October.

Photo: Owen Chapman



Halloween again; Mike Foreman concentrates on his VI class 2-6-2T tank loco while his passengers enjoy the ride.

Photo: Owen Chapman

The November Loco Section Meeting

By Roger Bell

The meeting was a 'Work in Progress' and the first to speak was David Harris who has completed a repair to his BR 0-6-0 class 8 battery electric loco. The loco was built to give him something quick to make and enjoy running, and it has now covered 75 miles. Whilst passenger hauling at the track a pin came out of the rear coupling rod (the one that acts as a pivot which allows the rear axle to move up and down); this caused the teeth to be torn from the drive gear fitted to the wheel. Unfortunately the wheel would not come off the axle; it was located in place by a roll pin which would not budge. In desperation the axle was cut in half, a new gear fitted to the wheel and a thick bush made to close limits to locate and secure the two axle halves together.



David describes the fitting of the new drive gear to his class 8 loco.

David's long term project is the 'Britannia', now in its eighth year. He described the steam brake valve; the plinth is fabricated from brass angle to form a 7/8" square box. The valve directs steam from the manifold to the brake cylinder, and in the brake off position, vents the pressure away which allows the single acting sprung loaded cylinder to return to its start position. Whilst it is a small item it has required much accuracy in its making.

Dick Payne spoke of the two 3½" g Mollie's he is rebuilding. A common fault with second hand engines is that one owner has first boded it up and then damaged it during an attempted repair. The bodge on this one was that having lost one of the stainless screws that secures the dome in place on the boiler it was replaced with a steel one; this corroded and an attempt was made to drill it out, but the drill wandered to one side making an elongated hole. The boiler was originally caulked with soft solder, so it was mechanically made good and again caulked by the same method.

Dick also bought along a 'D' type boiler for a 4-4-0 spirit fired 4¼" g loco; it has no tubes and a flat bottom. Water always covered the bottom of the boiler - one would fill it up and let it go - it probably operates at 30 to 40 P.S.I. Again it is screwed together and caulked with soft solder. The loco was built in 1906 by W. Martin & Co.; Dick hopes to restore it completely.

A point was raised that it is a Briggs boiler designed in the U.K. and popular in the U.S.A. on 7¼" g locos; the flat

plate over the fire is ¼" thick. They are easier and cheaper to make as they do not have the complication of a firebox.

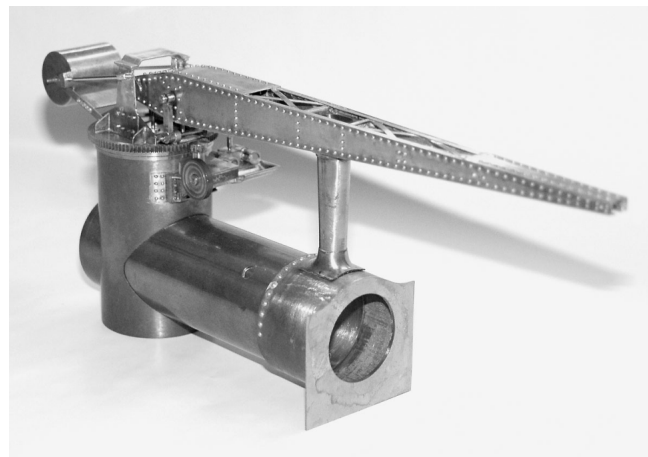
George Case then spoke of his progress on restoring the gauge one 'C1' Atlantic. It was originally built by Jubb Manufacturing of Leeds and Sheffield in 1915. It was originally meths-fired but was without a burner, and it runs like a sewing machine on compressed air. Other club members helped George out; a ceramic burner was fitted and a new boiler but it still would not steam satisfactorily.



George Case's refurbished 'C1' Atlantic

A new improved design boiler was obtained commercially for £200 and was built to order in three weeks. After a few adjustments to the smokebox draughting it will now haul a train of six heavy coaches for ten laps of the table-top railway without stopping; as George said 'it runs as good as new'.

The novel steam railway crane on the table was the work of Ian Clifft. He was bought a gauge one 0-4-0 kit of a loco, which at £210 is superb value. The Company he bought it from also gave him many spare parts, so many that he has nearly enough to use them to complete his crane. The wheelbase is the same on the crane as the loco. The original crane was built in 1902 by Hawthorn Leslie and was used in shipyards in Sunderland. It has no wind-



Ian Clifft's partially-completed steam railway crane, a type of vehicle one does not often see modelled.

ing gear; the jib alone lifts. There are three in preservation, in Newcastle, the Foxfield railway and Bressingham. The chimney is tapered one side and parallel the other; this shape was achieved by driving a wedge down the tube and then squeezing it from the outside. The jib rests on the chimney in its parked position. The 3/32" brass angle frame and the cross bracing on the jib were held together by 1/32" rivets which were a tight enough fit to hold it together without having to peen over the other side of the rivet; it was then soft soldered. A slewing engine slews the jib around; it was all very nicely made.

Alan Marshall has been a member for just over a year now and decided to build something quickly to have a loco' to



Alan shows off his class 10 loco.

roll around the track; he chose a 0-6-0 battery electric class 10 kit by Dan Jeavons. The original was built over a period of eight years during the 1950's and 1960's for shunting and passenger hauling. The top speed is 15mph or 25mph depending on which spec. one reads. The model is based on the one at Loughborough numbered D4067; it has a 24-volt motor on each axle and can be driven from the front or rear. The sound unit features a whistle, an engine tick-over complete with the diesel rattle sound, and follows authentically the various engine movements. Switches select the chosen electric head code lamp configuration. It even issues the characteristic puff of diesel oil during acceleration and deceleration, the oil being contained in a reservoir and fed by gravity. The smoke which is similar to disco smoke is blown out using a PC fan. The original had vacuum braking and pipes have been added to replicate this. The dummy brake gear is to be added next. The loco has been run successfully but has not run at the track yet.

Adrian thanked everyone for coming along and especially to those who bought their models and told us their stories.

After the heavy business of engineering, George Case on a lighter note told us the one about the chap and his dog waiting outside the cinema; the commissioner spotted them and reminded the chap that he was not allowed to take the dog in with him. The chap explained that the dog went everywhere with him and that they could not be parted; the commissioner offered to check how many were inside. A few minutes later he returned and said that as there were few in there he could take the dog with him. The film was a very emotional one, and during the performance the commissioner noticed that there was a tear in the dog's eye, he pointed this out to the chap, who explained that the dog was very emotional indeed and had been the same when reading the book.

(All photos by Mike Chrisp).

50 Years Ago By Grahame Ainge

In 1955 there was plenty of evidence of modernisation wherever one looked in Britain with house building still a priority and the government announcing plans for £1240 million to be spent on transforming the railways from steam to electric traction. Plans for the start of a motorway system were also laid. And whilst the BBC demonstrated colour TV at Ally Pally, commercial television started in September.

Life in the North London Society of Model Engineers was taking on a more modern flavour too, which we are familiar with today, with complaints in the News Sheet concerning the lack of volunteers coming forward to stand for Council and reminders that it was only a few of the membership who ever attended meetings and played an active role! There was a 'general

lack of enthusiasm amongst members.'

For example, an SOS was put out by Mr Raxworthy (leader of the Scientific and Research Section) for anyone to contact him if they were expert in electronics. It was in vain, however, because by May the Section was closed. The Secretary, Mr Ransom, appealed for a member to come forward to replace him since after six years he felt he needed a rest and the Council needed a fresh face and ideas.

On a brighter note, the new premises at Prospect Road, New Barnet, were beginning to take shape and it was announced that after March the use of St John's Hall 'will discontinue except for the Saturday runs of the Model Car Section.' The final departure from this Hall

was suddenly brought forward a little when it burnt down on the 6th March with the total loss of the rail car track! Fortunately the track was insured.

The premises in Prospect Road had been a pumping station which, now disused, the Barnet Water Company made available to the Society. After much cleaning up, a workshop was established in the building and later, as all meetings of the Society moved there, the place became known as Headquarters. By the AGM in May the building was fitted with the workshop taking the full length of one side, a hot corner with steam bench and braising hearth, a library and open section for meetings etc and a miniature railway corner with space for a layout.

Some readers may remember that at the end of 1954 the very professional appearance of the News Sheet was replaced with a roneoed edition published every two months. The reason for the change seemed to be economic and although at first it looked of poor quality, quickly it was restored to a respectable publication with plenty of news in it and was produced at a fraction of its previous cost.

The 00 Section started the year by scrapping their layout, which had been built in 1947/8, partly because of difficulties with its portability. Their new layout then began to take shape at HQ and meetings of the Section took place there every Tuesday evening although Frank Dyer, a well known and highly skilled railway modeller, resigned from the Section and Society.

Barnet Council were modernising too and an advertisement appeared in the Daily Herald on 14th March – “An eight-ton steam roller is offered for sale by Barnet Council. ‘Anyone who makes a good offer can have it’, said an official.” In working condition, it no doubt went for a song compared to today’s prices!

Again, planning started for an annual exhibition in Ewan Hall under a committee that included Cyril Drayson and Tom Luxford. Tom also gave a talk to the Society on *Stained Glass*, which was greatly appreciated with the reporter noting that, ‘there is no doubt of his craftsmanship and his skill in explaining his craft. In fact at 10pm his audience had to be removed, almost forcibly.’

At the April Loco Section meeting Geoff Cashmore was again elected as leader and Mr Marchant as reporter.

A number of locomotives were being constructed by Society members. Geoff Cashmore’s George V ap-

peared in ‘lash-up’ form in February at Arkley and at the July meeting of the Loco Section there was some good work on display, amongst which was Bert Mead’s connecting rods and crossheads for his 5” Maid of Kent, complete with castle nuts.

On the other hand some members were rather more destructive than constructive. One day when Ed Hobday was “tearing ‘em up” at Arkley with his *Antimeticulous* and a borrowed driving truck he overbalanced on a corner, taking the loco with him. Ed escaped injury despite a heavy fall and it was reported that “old *Anti* runs very well on her side and is now definitely a ‘continuous track type of machine’ showing a smokebox that goes ‘thataway”.

On 14th April Messrs Cashmore, Moon, Luxford and Chisnall gave a lecture and demonstration to the Osram Industrial Society at their headquarters in Hammersmith. During the evening, Tom Luxford and Dave Chisnall erected a few feet of track to operate Geoff Cashmore’s *Juliet* and amazed the audience when a truck-load of their heaviest members was hauled across the hall by so small a loco.

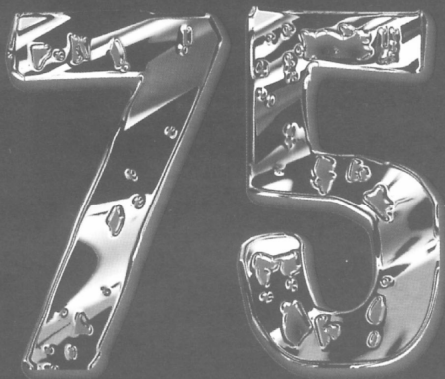
The portable track was much in use, being operated at least eight times at various fetes etc in the summer. Watford Model Engineering Society in 1955 had one of the finest tracks at Chipperfield and the NLSME and Romford Society of Model Engineers were guests at a running afternoon on Sunday 15th May where locos from 2 ½” to 5” gauge from all three societies were on display and in action.

Ted Moon wrote an interesting article for the *Complete Modellist* entitled *Reflex Copying of Line Drawings*. It was reproduced in the May/June News Sheet and he started the article:

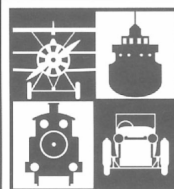
“It frequently happens that a modeller borrows a book in which he finds drawings of which he desires to keep copies for future reference There are several courses open to him:-

- a) To purchase a copy of the book.
- b) To ‘lose’ the borrowed volume.
- c) To let the required pages ‘fall out.’
- d) To make tracings.”

All these methods, he felt, had disadvantages(!) and he went on to describe how a modification of photographic contact printing can be achieved. Although considered simple and inexpensive in its day, the procedure was clearly a great effort compared to today’s photocopying. But routine photocopying was some way off in 1955 and although commercial copiers were being sold to industry from 1948 onwards it was not until the 1960s that they started to



THE 75TH EXHIBITION



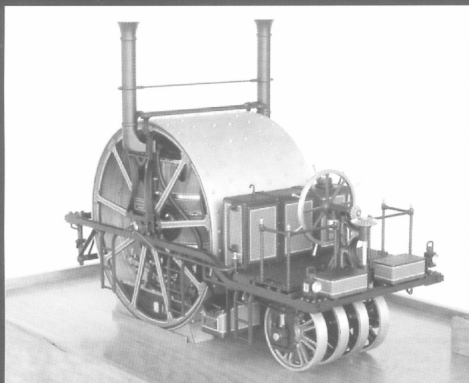
THE MODEL ENGINEER EXHIBITION

Sandown Park, 29-31 December 2005

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30.12.05 10AM TO 5PM

31.12.05 10AM TO 3PM

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|--|-------------|----------|---------|
| ADULT 1 DAY | £8.00 | £7.00 | £6.00 |
| CONCESSIONS 1 DAY | £7.00 | £6.00 | £5.00 |
| CHILDREN 1 DAY (From 5-15 yrs) | £4.00 | £3.50 | £2.50 |
| FAMILY 1 DAY (2 Adults & up to 3 children) | £18.00 | £15.50 | N/A |
| ADULT 2 DAY | £12.50 | £10.50 | N/A |
| CONCESSIONS 2 DAY | £10.50 | £8.50 | N/A |
| CHILDREN (from 5-15 yrs) 2 DAY | £4.50 | £4.00 | N/A |

* The advance ticket line closes 16th December 2005.

** Group bookings only available in advance. One ticket free per 10 ordered.

TICKET HOTLINE 0870 1295 040

WWW.MEEX.CO.UK

All attractions correct at time of going to press, but may be subject to change or cancellation.

The Society is committed to a stand at Sandown Park, and folk who would like to bring a model should make contact with Mike Chrisp.

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20th, 21st, 22nd
January 2006

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| Family Ticket 1 | £12.00 | £14.00 |
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| Family ticket 1..... <small>(1 adult and up to 3 children)</small> | £12.00 | <input type="checkbox"/> |
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NMRA Winter Meet January 2006

By Tony Dunbar

The North American Section of the Society is hosting this event on behalf of the British Region, National Model Railway Association (of the USA) on Saturday 21 January 2006. It will make use of the British Legion Club and our HQ.

Essentially it is a private meeting for NMRA members, their guests and prospective members, all of whom will contribute towards the hire of the Legion and a donation to us for the use of HQ. Any NLSME members who wish to attend will be required to pay the guest fee of £4 to gain entrance.

Those who do come will find, in addition to our Woodside terminal HO layout, a number of visiting layouts, traders and a 'bring and buy' area for bargain hunters! Catering has been laid on by the Legion, including a bar. Altogether it promises to be a good day!

Many of you will have heard of the NMRA in passing, and may wonder what it is all about (beside the social side). Currently it has 19,000 members from all parts of the world and was founded in 1935. The British Region (the first to be formed) was created in 1946 and currently has about 500 members.

It follows North American prototype practice, and over the years has been responsible for the development and publication of numerous Standards and Recommended Practices for the smaller modelling scales, ie Z gauge to Garden Railways. These have ensured complete interchangeability between the products of numerous world-wide manufacturers, to everybody's benefit. NMRA work on the Digital Command Control system is an example of this.

There is no similar organisation in the UK, which has resulted in each manufacturer having his own standards or worse – Triang at one time had fourteen different wheel standards in production! To be fair there has been a vast improvement in recent years as production of British outline models has been transferred to Chinese factories which also make equipment for the USA markets all of whom use NMRA standards!

Wishing you all a Happy Christmas and a Prosperous New Year.

Tony D

Stop Press!

As I sit here at the computer putting the finishing touches to this issue, I am delighted to be able to inform you that our intrepid chairman, Ian Johnston, is back home after his operation; he has just phoned me to give me the good news! It appears that Ian is making a rapid recovery from surgery, and I am sure that all members will join me in wishing him well during the inevitable period of recuperation. We all look forward to seeing Ian 'back in harness' in due course.

Nick Rudoe, Editor

XX

F1 Latest

The Ferrari Formula 1 team fired their entire pit crew yesterday.

The announcement followed Ferrari's decision to take advantage of the British Govt's Work for the Dole Scheme and hire unemployed Mackem youths from Silksworth.

The decision to hire them was brought on by a recent documentary on how unemployed Sunderland youths in Silksworth were able to remove a set of car wheels

in less than 6 seconds without proper equipment, whereas Ferrari's existing crew can only do it in 8 seconds with millions of pounds of high-tech gear.

This was thought to be an excellent yet bold move by Ferrari Management, as most races are won and lost in the pits; Ferrari would have an advantage over all the other teams.

However Ferrari got more than they bargained for as , during the Mackem Crew's first practice session, not
(continued on next page)

📖 Dates for your Diary 📖

| | |
|---|--|
| Friday 2 December | 8.00pm General Meeting; Social Evening with wine and cheese; HQ, Legion Way, North Finchley |
| Tuesday 6 December | 8.00pm Tyttenhanger Committee Meeting; Loco Section Leader's house |
| Monday 12 December | 8.00pm Council Meeting; HQ, Legion Way, North Finchley |
| Wed 14 December | 7.30pm Open House with the HO Section, with wine and refreshments; HQ, Legion Way, North Finchley |
| Friday 16 December | 8.00pm Loco Section meeting; talk by Robert Candish on the RHDR; HQ, Legion Way, North Finchley |
| Wed 28 December | HO Section afternoon; HQ, Legion Way, North Finchley |
| Thurs 29 - Sat 31 Dec | The Model Engineer Exhibition, Sandown Park |
| Friday 6 January 2006 | 8.00pm General Meeting; Bring & Buy auction; HQ, Legion Way, North Finchley |
| Monday 9 January | 8.00pm Council Meeting; HQ, Legion Way, North Finchley |
| Friday 20 January | 8.00pm Loco Section meeting; members' slides; HQ, Legion Way, North Finchley |
| Friday 20 January | <i>Deadline for copy to Editor for February News Sheet</i> |
| Saturday 21 January | 10am - 4pm NMRA (BR) Meeting, hosted by the N American Section; HQ & British Legion Club; Legion Way, North Finchley |
| Fri 20-Sun 22 Jan | London Model Engineering Exhibition, Alexandra Palace |
| Tuesday 24 January | 8.00pm Tyttenhanger Committee Meeting; Loco Section Leader's house |
| (Note change of date to fourth Tuesday of the month) | |
| Friday 27 January | 8.00pm Workshop Evening; HQ, Legion Way, North Finchley |
| Friday 3 February | 8.00pm General Meeting; talk by Keith Catchpole on Edwardian Phonographs; HQ, Legion Way, North Finchley |
| Monday 13 February | 8.00pm Council Meeting; HQ, Legion Way, North Finchley |
| Friday 17 February | 8.00pm Loco Section meeting; members talking; HQ, Legion Way, North Finchley |
| Friday 17 February | <i>Deadline for copy to Editor for March News Sheet</i> |
| Friday 24 February | 8.00pm Workshop Evening; HQ, Legion Way, North Finchley |
| Tuesday 28 February | 8.00pm Tyttenhanger Committee Meeting; Loco Section Leader's house |
| ☆☆☆ | |
| Every Wednesday | Miniature Railways, British and American and Video Group at HQ |
| Every Thursday | Slot Cars Section at HQ |
| Every Sunday | Morning work parties at Colney Heath (start 9.00am). |

only were they able to change the tyres in under 6 seconds but within 12 seconds they had resprayed, rebadged and had sold the vehicle over to the McLaren Team for four dozen cans of Special Brew, a gram of Coke and a shifty at Coulthard's bird in

INNER STRENGTH

If you can start the day without caffeine or pep pills,
 If you can be cheerful, ignoring aches and pains,
 If you can resist complaining and boring people with your troubles,
 If you can eat the same food every day and be grateful for it,
 If you can understand when loved ones are too busy to give you time,
 If you can overlook when people take things out on

the shower.

NB: a Mackem is a resident of the City of Sunderland, a term which is steeped somewhat in mystery as to its origins.

you when, through no fault of your own, something goes wrong,
 If you can take criticism and blame without resentment,
 If you can conquer tension without medical help,
 If you can sleep without the aid of drugs,
 If you can do all these things....
 Then you are most probably the family dog.