

The News Sheet

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The Chairman's Notes

You may have noticed that I have failed to attend the Sunday morning working parties recently; I could almost hear Mike Collingwood and Mike Chrisp muttering that 'the blighter would do anything to get out of doing work in the cold!' Anyway you may be pleasantly surprised to hear that I was not residing away from Barnet at Her Majesty's pleasure but was actually a guest of the National Health Service in Barnet General and Saint Bart's Hospitals. I am now, thankfully well on the way to full recovery.

As many of you know I had been suffering from chest pain and I was ordered to submit myself for a stress test at Barnet General Hospital. It turned out to be a sort of rolling road along which one runs ever faster up an ever increasing gradient rather like the sorcerer's apprentice only without the buckets of water. I failed miserably. At that point I realised that I had done the medical equivalent of falling head first into a threshing machine. Before I knew where I was I had an angiogram (a sort of dynarod exploration of the heart) which was quickly followed by ECGs, chest x-rays, blood tests by the dozen, lung function tests, and carotid artery examination. The grand finale took place a few days afterwards in the form of a triple artery bypass in Saint Bart's. Four days later I was rather unceremoniously put out on a street called *Little Britain* in a bruised and bewildered state but free at last from that chest pain!

One reason for telling the above tale is to encourage those amongst us to seek medical help if suffering in the same way as I was. I was quite prepared to put up with the pain as I was absolutely scarred stiff of the implications of an operation. Now it is all over I can reassure you that it is not that bad after all and it does give us a few more years to live. So don't hold back, there are too many folk in their sixties going up to start steaming in the clouds as it is and I wonder sometimes if it were not for the grace of God it could have been me! So don't delay; go for advice.

We should all be proud as hell about our National Health Service; the medical and nursing care is second to none and the standards are those that I thought we had left behind years ago. One patient that I had the privilege of visiting recently will concur. He was Frank Dell and he was not in for a routine vasectomy! At this juncture I would like to say a big '**thank you**' to Frank on behalf of the Society. For a long time now Frank has made the teas at evening meetings at Headquarters completely at his own expense. Unfortunately his sight has prevented him from carrying on. The mantle has now been taken up by another unsung hero; Ron Thorogood (Thanks Ron). But over the years Frank has performed many services in the

name of the society not least being Chairman in that very difficult time some years ago when all sorts of acrimony pervaded the Society. Thank you Frank.

Colin Bainbridge phoned me the other evening to say that he will no longer be able to be the custodian of the T-shirts and polo shirts that adorn our overweight bodies. It is some time since Colin initiated the scheme, designing and getting models to display the garments and badges. The fashion houses of Paris and New York were nothing compared to the cat-walk at Colney Heath! Colin still has stock and the accounts and would like to hand over the whole business to a worthy member of the Society. The task is not onerous as not many shirts are left. I understand that the remains are not of very standard sizes, so perhaps we should have a recruitment drive to get members of only those sizes! If the job is for you please give Colin a phone call; he will be very grateful. And thank you Colin.

At last we seem to have had some cooperation with the stands at shows. Maurice Cummins does absolutely sterling work in the shows that he adopts, but it is quite understandable that he cannot do the lot. Perhaps we could have a New Year resolution that we all should support all the shows with our models and expertise whatever our persuasions; after all we are all in it for the fun.

I am very proud to be chairman of the NLSME and above all to enjoy the facilities it presents to us. There are many folk in the society who make it all possible by dint of their vision and hard work. We all enjoy our visits to headquarters whether it is to attend a splendid sale expertly put on by Mike Chrisp and his willing band of helpers, or to engross ourselves in the intricacy of video production, the slot car, American HO locomotive or the embankments on the OO track. We have all personally enjoyed those lazy summer Sunday afternoons at Colney Heath and those energetic cold winter Sunday mornings joining in with the camaraderie of the working parties which still have vacancies.

We all know, as a perceptive pop singer said on Radio Four the other day, that '**it is easy to pick holes in things but a lot harder to darn them**'. I am pleased to say that we have in the society plenty of folk to darn those holes and to keep the organisation thriving. Of course we could do with more members of that ilk and with patience I'm sure that we will get them.

A HAPPY NEW YEAR TO YOU ALL!

Ian Johnston

Secretary's Snippets

The Society has received an invitation from The Welling and District MES to attend their Open Days on 6 May and 23 September. The letter of invitation is on the notice board in the Coach at Colney Heath.

The Society has also received an invitation to attend the Malden and District SME weekend event on 7/8 October. If anyone intends to visit them, they would appreciate an advance booking. Contact P Pullen

David Harris

Treasurer's Report

It is nearly that time of year again so this month I need to announce the subscription rates for the forthcoming year. The rates have risen for Full, Old Age Pensioners and the majority of Juniors, as agreed by the membership last May. These become due on the 1st April, so to avoid the rush and to avoid receiving a reminder letter in June, get in early.

The rates for the year April 2006 – March 2007 are as follows:

Full Member	£52
Old Age Pensioner	£52
Country Member	£20
Junior	The greater of £6 or £1 per year of age (eg. 16 years old = £16)

We have two new members to announce this month:

John Crocker
Interests: Slot Car

Brian Hall
Interests: Marine, OO, General Engineering

Kieran Corcoran

General Meetings Update

3 FEBRUARY 2006 – EDWARDIAN PHONOGRAPHS

Illustrated by colour slides and working phonographs, Keith Catchpole will trace 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 a number of 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 and I am delighted to announce that Ron Thorogood, our new Tea Boy, will be on hand to provide welcome refreshment at around 9pm.

3 MARCH 2006 – DOWN MEMORY LANE

Our Society was founded over sixty years ago and has a fascinating history. Few, if any, current members survive those early days, but photographic and other records exist which can provide a fascinating glimpse at the past.

My intention for our trip Down Memory Lane is to bring together some early images and recollections for the benefit of those of us whose membership began not so long ago. The most obvious changes have been the moves between meeting rooms and the development of our facilities. I very much hope that some of our longer established members will be on hand to regale us with brief details of our ever-improving situation.

If you have anything to bring to this meeting in the way of film, video, slides, photographs, documents and/or reminiscences, please let me know beforehand so that I can attempt to organise the evening.

The meeting will be held at our Headquarters in Legion Way, North Finchley, 8 - 10pm when Ron Thorogood will be on hand to provide welcome refreshment at around 9pm. Many thanks, Ron.

Our next General Meeting will be on 7 April 2006 when Mike Foreman will describe his Holiday on the Footplate.

Mike Chrisp

Cover picture:

The two-truck Shay loco, class B, sitting in the sidings at Umgawa Mine on the HO Section's layout at HQ, during their Section afternoon on 28 December.

Photo: Nick Rudoe

Minutes of the Extraordinary General Meeting held on 13 May 2005

1. CONSTITUTIONAL CHANGES

1.1 It was proposed from the floor that Rule 3 be retained in its present form with no amendments. This was carried by a vote.

1.2 It was proposed that Rule 16 be amended to read:-

'The Chairman of The Society, or in his absence, the Vice-Chairman or, failing this, such a member of the Council as the meeting shall agree, shall preside at all meetings of the Council or The Society (except for the Tyttenhanger Committee meetings), and shall in the event of equality of vote have a casting or additional vote'.

1.3 Guidance notes for Committees. The proposed amendment was agreed.

TYTTENHANGER COMMITTEE

The 'Tyttenhanger Committee' will be made up of the Section Leaders (or in their absence a representative of the Section) of each Section using the Tyttenhanger site plus five members chosen by the Locomotive Section Leader.

The Committee will elect the Chairman of the 'Tyttenhanger Committee' from the Committee membership.

The Tyttenhanger Committee' can co-opt on to the Committee any member that they feel is necessary as long as the majority of the Committee's membership agrees.

The Committee oversees the Tyttenhanger site and buildings; they must oversee and regulate the Society tracks, pond, locomotives, rolling stock and ancillary equipment and to arrange activities in connection therewith.

To have the power to spend the revenue raised at the Tyttenhanger site including monies raised by Birthday Parties, as agreed from time to time with the Council.

2 SUBSCRIPTIONS

The Treasurer outlined the need to keep the Society's finances under proper management, particularly with regard to the increased costs of the News Sheet, possible HQ rent increases, (the review by Barnet Council is well overdue), HQ repairs (particularly the roof), as well as possible expenditure on the fencing around the additional land at Colney Heath. He proposed that the Society should consider a completely new approach to our subscriptions, ie £52.00 per year (£1.00 per week) for all full members, £20.00 per year for Country members, and £1.00 per year, per year of age, for junior members. There was some strong discussion and remarks at these proposals. However, it was proposed by Mike Chrisp and seconded by Mike Foreman that these proposals be adopted. Carried by a vote.

David Harris

Some History of the Society by Jim Robson

Back in the October 'Chairman's Notes' our Chairman asked some questions regarding club history. I can shed some light on some of the points that Ian raised, so here is my twopennyworth.

In the early days the society met at the headquarters

of the Barnet Gas, Light and Water Company, long before my time. When I joined in 1966 we met at St James's Hall in East Barnet Rd. We then moved to our first permanent headquarters at Church Farm. After several years we received our marching orders, as Barnet Council needed more storage space. We spent

a lot of time searching and looking at various sites and then Barnet Council offered us our current domicile. Many, if not most, viewed this building with horror. Fortunately there were those among us who were not so easily put off. After some rather lively, if not vitriolic meetings, we decided to go ahead. We are still here but the building and the contents are almost totally unrecognisable from the first viewing.

A younger David Jones was once a keen member of the railcar section and should be able to provide details on it. The cars ran at Arkley on a four-rail figure of eight track. The rail was similar to bullhead railway line and the car was kept in place by four upside-down miniature bollards known as 'zonkers'. There was a small gap in the rail at the start line to slide the car on, carefully, as it would already be running. The i-c engines were started by an electric motor driving a row of drums rather like the polishing machine that you might remember from those old shoe repair shops. You applied one of the driven wheels, carefully, to one of these drums and away the engine went, the noise was beyond belief. (One of the cars was on display at Sandown and occasioned much interest.)

I was not a member in the days of the Arkley track but did visit it on an Open Day as a member of the St Albans club; the railcars were in full cry and I did manage to get some 8mm film shots. The water company wishing to build a new reservoir on the site meant the Society receiving some three weeks' notice to remove the track and depart. They did, however offer alternative sites and Tyttenhanger Pumping Station at Colney Heath was selected. I believe that work

commenced in 1963, and I think it was up and running by 1964. I know that I went as a visitor in 1965 and 1966, and, possibly in 1964. As originally constructed the rails and sleepers were laid on tarmac which gave a beautifully smooth ride until a particularly hot summer caused the sleepers to sink into the tarmac. The track was subsequently relaid on top of a concrete skim as it is today. The rest is history. There used to be, and I hope still is, a plate fixed to the track by the steaming bays with the names of the main participants inscribed thereon.

The stained glass window made for the old workshop by Tom Luxford was destroyed in the fire which consumed the rest of the building. (I could be wrong, Bryan will be able confirm, but I thought that there was a second window made?).

The laminated wooden light masts were indeed obtained by Geoff Cashmore and were brand spanking new, including the metal sockets to go in the ground. Whether they came from the Lift Company of which Geoff was a director, or another with which he was associated I am not sure but I do recall him saying that they were surplus to requirement. The standard lamps on the station running platform were originally arranged to come from a London Council but the deal fell through; someone managed to acquire a pair of genuine railway lamps and there used to be a photo of them in their original setting. (Ron Price or Mike Foreman will be able to give further detail; I seem to remember that they came from Finsbury Park).

Jim Robson (Open to correction.)

The December Loco Section Meeting by Roger Bell

The topic for the evening was a presentation by Robert Candlish entitled 'Seven years on the "Romney, Humpty Dumpty" and a bit of its ancient history too'.

The Romney, Hythe & Dymchurch Railway runs between Hythe and Dungeness with stations at Dymchurch, St Mary's Bay, New Romney, and Romney Sands, a distance of 13.5 miles. It was first opened to traffic in July 1927 as the World's smallest public railway. It has a fleet of eleven steam locomotives and two passenger hauling diesel locomotives all built at one-third scale. They were all built to run safely at 25mph on track of 15.125" or 384mm gauge. Nine of the locomotives were designed by Henry Greenly and seven of those were built by Davey Paxman & Co in

1925 to 1927. There are also three permanent way locomotives. The total track length of the track is 23 miles including sidings and loops. Thirty-five permanent staff are employed.

The railway was built just as a whim by Captain J.E.P. Howey, a millionaire land-owner and former army officer, and miniature railway enthusiast Count Louis Zborowski who was considerably richer, even, than Howey. We saw photographs of the line under construction at the Warren in the summer of 1926 and views of Dymchurch station which were then adjacent to open fields. A photo was taken from a film by the wartime Ministry of Information of an armoured locomotive; it had four gunners and a driver and was the only miniature armoured train in the world. The line



*Hythe Station, dating probably from the opening year, 1927. The photo is of a now-impossible view of the station from Dymchurch Road, taken before a terrace of houses was built on the land in the foreground.. It is not possible to positively identify the loco, other than that it is one of the Pacifics.
Photo: RH & DR Association Collection*

had in fact been requisitioned by the War Department and was used extensively during the building of PLUTO (Pipe Line Under The Ocean).

On the management side, Henry Greenly was initially appointed as 'Engineer and Manager', but was replaced by Basil Dudley Bellamy who became 'General Manager'. Bob Hardie was traffic Manager until 1937. Algernon Gerald Basil Chaldecott was Works Manager, employed by JR engineering.

The railway has passed through six owners since 1925 and it is now an unquoted public company with a growing body of shareholders and is reasonably profitable.

The line was originally built to last only 40 years (Howey's life expectancy) and as such a mismatch of track was used. 700 tons of assorted rail came from the 'Western Front',

American 25lbs/yd and Belgian 12kg/m; this was used for the Hythe section. The lengths were also odd so the joints did not match which inflicts damage to the trains' springs. Softwood sleepers were also chosen. The Dungeness extension was built from 430 tons of the above rail plus FAB rail. The track today still includes the above rail and 25 lb/



*The Armoured Train..
Photo: RH & DR Association Collection*

yd BS Mines, 30 lb/yd BS Mines, Sierra Leone 30 lb/yd in varying lengths but at least all the joints are now parallel. The new hardwood sleepers are so hard that cutting them will blunt one's tools; these are good for 60 years. Cant has been applied to the track, the most severe being 2" or 7 ¼ degrees on the up line at Hythe which is adequate for 20mph running.

Various oddities can be found in legal documents concerning the track bed; perpetual wayleave at Dungeness means that should Dungeness Estate request access to mine ballast they could ask for the track to be moved to one side temporarily.

A rule book was started by Henry Greenly in 1928 but it was never finished. After a head on collision in 1950 one was written; it was revised in 1979 and again about 3 years ago. Due to health and safety legislation ash cannot be dumped on the line due to its acid content; it has to be taken away to be disposed of.

Robert then spoke of the block system working on double track; here open block working is used, operated by radio. The longest block section is Dymchurch to Hythe 4.8 miles or 18 minutes occupancy. Permissive block working is carried out subject to strict controls.

Block working on single track is by tablet and ticket working. There are three block posts, New Romney, Romney Sands and Dungeness. The longest block section Romney Sands to Dungeness is 3.1 miles or approx 14 minutes occupancy. Again permissive block working once permitted is carried out subject to strict controls.

Out of course events occasionally occur; a locomotive failure can lead to single line working on a double track. If the block radio fails, telephones are used in-



Southern Maid, built 1926, standing at Dungeness, 31 May 2003. Photo: RH & DR Association Collection

stead, which is quite costly.

The turntable pit was used as a blowdown area, but as luck would have it the position that drivers chose was over the main bearing of the turntable. This caused the bearing to fail and the locomotives had to run tender first for a while, which blows dust in the drivers' eyes.

On one occasion the locomotive Hurricane gave different readings between the two water gauges and after blowing them down it was wrongly decided that the higher reading was correct. Whilst in the station Robert was called over by the driver due to the awful noise from the firebox. On opening the firedoor it was seen to be white hot inside; a water gas fire had developed in which hydrogen and oxygen were burning on top of the coal fire. Robert smartly turned both injectors on and used a special long handled shovel (a chucking out shovel) to remove the fire whilst standing outside the cab.

Robert continued his presentation with a few passenger stupidities for our amusement; questions asked of the staff were:-

- 1- Is it safe?
- 2- Where's it go?
- 2- Does it come back?
- 3- Do you know there's a miniature railway just like this at New Romney?
- 4- How many wheels has it got?
- 5- Can I go without coming? (German tourist single ticket language difficulty).
- 6- What do you do in the winter?

For the future, things look bright; a major capital investment programme is underway, a new PW depot has been completed and a new loco shed is being built.

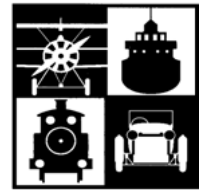
We thanked Robert for coming along and speaking to us; it was a thoroughly enjoyable evening and a superb presentation using 'PowerPoint'. I am sure it has whetted our appetites to visit the railway; in the meantime we can look at their website on www.rhdr.org.uk or view photographs taken of the locomotives at www.jrsromneyrail.org.uk.

To support the railway write to:
Romney Hythe & Dymchurch Railway Association.
New Romney Station, Kent, TN28 8PL.



THE NORTH LONDON SOCIETY OF MODEL ENGINEERS AT THE 75th MODEL ENGINEER EXHIBITION

Sandown Park Exhibition Centre 29-31 December 2005



Mike Chrisp writes

This being the first available opportunity to publish my appreciation, I would like here to express my sincere thanks for the generous support given by so many NLSME members who provided models, took a turn at stewarding, and helped transport models and stand materials for our Club Stand at the recent Model Engineer Exhibition held at Sandown Park Exhibition Centre.

Since the first exhibition in 1907 this event has been a London show; it is therefore right and proper that North London should be represented and this has been the case for as long as I can recall. My own first visit was made to the New Horticultural Hall in the early 1950s from where it moved to Central Hall, Westminster (1961), the Cora Hotel (1964), Seymour Hall (1968-1976), Wembley Conference Centre (1977-1987), Wembley Exhibition Hall (1988), Alexandra Palace (1989-1992), and the Grand Hall, Olympia (1991-1999), since when it has been at Sandown Park.

My twelve year association with Model Engineer magazine reinforced my view that NLSME should continue to be part of the exhibition, and I was pleased when our Chairman agreed with me. When Ian had to undergo major surgery, it was clear that he could not continue to oversee our part in the event and I felt obliged to pick up the traces. It has been marvellous to see Ian looking so well since his operation and we are

all very glad that he is able to participate in Society activities once more.

One of the pleasurable tasks which I undertook when employed by the company organising the event, was to judge the Club Stands. The basic criteria included the quality, variety and presentation of the models displayed, and the enthusiasm of the stewards. This year, the Home Counties Meccano Group was judged to have presented the Best Club Stand. The motion of the splendid Meccano models on the stand and the enthusiasm of the visiting youngsters fascinated by the display doubtless played a large part in this choice. However, I must admit that had I still been judging this award, there is no doubt in my mind that North London was unquestionably the Best Club Stand at MEX 2005.

It is a tragedy that the 75th Model Engineer Exhibition, which should have been such a very special event, coincided with a time when the Company was facing the financial difficulties recently reported in the national press and elsewhere. During the exhibition, it was clear that all involved had done everything possible at the time to make the show an event to remember and we must be grateful that MEX 2005 actually took place. I hope that if you visited the show you enjoyed the superb quality of the exhibits, and that you were proud of our Club Stand. I certainly was!

Loco Section & Tyttenhanger Committee News

Railway Development Project

The "Railway Development Group" has met twice. In November our first task was to establish parameters of gradients and curve radii for both ground level and possible raised track extension. Next we reviewed possible bridge locations and dimensions.



Part of our new land in sunshine on a frosty November morning.

Les went away and produced data based on my suggested extended route and bridge location for the raised track. The results proved that it is possible. Please come and see me if you wish to see this data.

In December, we reviewed this data and established that a significant structure would need to be created. We also believe that in the short term a loop around the mound could be created and used while future developments are materialising.

By the time you have read this, the Tyttenhanger Committee will have also reviewed the finding of the "Railway Development Group" and submitted in turn to the Council. We also hope to present our findings to members at the February Loco section meeting.

Winter Work Parties

YOUR CLUB NEEDS YOU
9am Every Sunday Morning. 11am Tea
Break.
Come and join in, many important projects
still to be started.



At least one of our workforce manages to keep his hands warm while at work.

Mainline



Routine maintenance of the raised track involves replacing decayed structural sleepers.



Work continues on installation of important anti-tip rails around the raised track



Two more panels of new rail for the raised track.



Raised track passenger cars undergo routine winter maintenance.



Movement of raised track rolling stock will be facilitated by the completion of these extensive earthworks.

Position of signal just after tunnel (**being moved**)
 Carriage lifter maintenance. (**progressing**)
 Tunnel needs attention. (**not started**)
 Additional whistle sign near last signal before station. (**not started**)

Mainline steaming bays

Traverser adjustments. (**progressing**)
 Hydraulic bed maintenance. (**progressing**)
 Blower sockets replacement where required. (**not started**)
 Airline blower lines to be installed. (**not started**)
 Surface maintenance. (**not started**)

Cuckoo Line

Bridge mound removal. Lift up section installation. (**progressing**)

Ground Level Line



Slow but sure progress is being made on the ground level railway structures.

Power supply. (**progressing**)
 Proceed with extension from toilet block. (**progressing**)
 Turntable stop fixings to be completed. (**not started**)
 Wall finishing touches. (**not started**)
 Gate width restriction posts and relocate signs out of line of sight of mirror. (**not started**)
 Inspection of existing ground level track, checking gauge & clearances of points & track, fix issues found. (**not started**)
 Re-lay and edge loop around cuckoo line. (**not started**)

Railway Development Project

Survey additional land. (**progressing**)
 Remove old posts. (**progressing**)
 Repair fences. (**progressing**)
 Clear new area of **only** dead debris.

General Site (existing)



Professional at work!
The crew area of the coach gets a facelift.

- Car park, grass, drainage, holes. **(stopped)**
- Gutters cleaned on all buildings. **(progressing)**
- General tidy up, behind workshop, **(progressing)**
- Rabbit damage, fill in holes. **(progressing)**
- Car park organisation, posts & dividing ropes. **(not started)**
- Oil store roof replacement/ Make & locate Coal Bunker? **(not started)**
- Tree pruning.
- General painting. Toilet, woodwork painting. **(not started)**
- Power feed for the garden railway. **(not started)**
- Driveway potholes.
- Extra donation points/suggestions. **(not started)**

Events

Friday 17th February 8pm Loco Section Meeting, Members talk and after Tea an **update** from the **“Railway Development Group”**

Friday 17th March 8pm Loco Section Meeting, **Gordon Massey** shows stunning videos of his many visits of **Steam in China**.

Friday 21st April 8pm Loco Section Meeting, **Work in Progress** a further chance to show us what you were up to this winter. (Please let me know if you have something).

Sunday mornings 9am



Need any more be said?

Get up and come to the **Sunday morning winter working party. 9am.** Support your club!

Adrian
(Loco Section Leader)
loco.section@aknet.co.uk

(All photos by Mike Chrisp)

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FOR SALE

Magazines free to collector, to while away the time waiting for Spring to arrive. Why not settle down to a pleasant few evenings with an interesting read and forget the cold outside?

- Model Engineer* : 200 copies of the 1990s
- Engineering in Miniature* : 55 copies
- Aeroplane* : from 1955 to 2004

Aeroplanes at Amersham; *Model Engineers* at Garston/Watford

Contact: John Cattle

The December General Meeting

by OMAH

Not a lot to report at this meeting, even allowing for the fact that I arrived somewhat late. Sadly too late to hear Bert Mead’s contribution of early railway days and anecdotes. We arrived just in time for the first food and liquid refreshment break which was excellent, being provided by Jean and Mike Chrisp. After myself, and one or two other gannets had stocked up, we returned to our seats to listen to some of George Case’s early railway days, interspersed with some anecdotes of his days in the Special Constabulary.

Mike took an opportunity of mentioning the forthcoming ME Exhibition at Sandown Park. We have been allocated some 12 x 6ft. and hope to fill it, the main theme being the late Tom Luxford’s activities. Any exhibits and/or help will be gratefully received.

The last entertainment was from Mike, who had put a couple of TV items on DVD. Both concerned the Society. The first was the last in the BBC series “The Model Makers”, c1973, which was narrated by Bob Symes. It started at St Albans College on one of their Model Engineer class nights and showed various stalwarts, including the late Jack Calderbank and Derrick Dant. It then moved on to the track where even more notables, sadly largely ‘late’, including Geoff Cashmore, Bill Camp, Derrick and Nigel Dant, Ron Price, Dave Chisnall, Tom Luxford, Ernie and Clive Millington, and many more. There were some interesting travelling shots of Bill Camp on ‘Jupiter’, looking up from about the left-hand cylinder level, the camera mount for which was specially built by our own David Jones whilst working at the Beeb; his name appeared on the credits.

The next film was a later ‘one off’ from the ITV series “Magpie”. The theme of this programme was loco building and running in situations of family co-operation. We had, at that time, quite a number of offspring, mostly male, driving ‘Dad’s engine’, but the team was looking particularly for a family where one of the offspring was building his own loco. We had a good turnout on the day, but one of the team having previously checked us out, only David Morgan was building his own loco, a ‘Rob Roy’. (We had four Morgan members ‘Dad’ Naughton, John, David and Ian, the youngest. In my opinion one would have been more than enough! As compensation we had, and have the Delectable Mum, Ena, for whom I had a more than somewhat soft spot, but enough of that.) After a general Magpie program intro we moved to the Morgan Menage where David and Ian were busy in the workshop. The interviewer eventually succeeded in getting them to explain what activity they were performing (normally you couldn’t stop them). We then, as in the previous film, moved up to the steaming bays where sundry folk were shown: Ron and Graham Price with “Pansy”, Tom Luxford and Ian Morgan with ‘City of London’, and others. The star of course, with a slight cheat, being David Morgan steaming up Mike Foreman’s shiny new ‘Rob Roy’. They then all steamed off, though I detected a slight look of anxiety on the Foreman features. We then viewed sundry locos to the background music of “Coronation Scot”. There are not so many of us that remember the making of these films, but it is nice to be able so say, “there’s old Fred etc.”

Altogether a convivial evening, our thanks are due to Jean and Mike for providing the comestibles, and to ourselves for consuming them. Mike wished us all a Happy Xmas and Prosperous New Year.

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A switcher loco at Umgawa Town, on the HO section layout at HQ.

Photo: Nick Rudoe

The January Loco Section Meeting by Roger Bell

The meeting was an opportunity for members to show their slides and videos.

Adrian Reddish had bought along a video of a 'birthday party' at the track which provided us with a continuous ride around the track from the footplate, taken in May 1998. The cutting of the cake completed this short piece.

Before he started his career at sea Ian Johnston served on a square-rigged sail training ship, HMS Conway. He was 15 years of age and this was in 1952; life on board seemed unchanged since the time of Nelson and the photographs captured it well.

The ship was all wood and one slept in hammocks slung from brackets attached to the ceiling. One photo showed an inspection of the cadets in bed, the senior officer holding an oil lantern as there was no electricity. The portholes had no glass in so when it snowed it was horrible. There were no lifejackets: one's hammock rolled up was one's lifejacket, which was maybe fine except when one's bed was made up. The hammocks were stowed away and tables and benches moved out for meals.

The washroom and toilets were called 'the heads' because they were at the bow of the ship. There was no sanitation and the waste dropped into the water.

The ship's boats were manually hauled up the side of the boat at night by everyone hauling on a pair of long ropes; there were no davits or power. Officers would watch closely to make sure each individual pulled his weight.

Climbing up the rigging was scary as the ropes one stood on were worn and moved about, and it was incredibly high. Much of the time seemed to be spent cleaning the brass work. One also learned knots and splicing. It was regarded a privilege to be selected for training on this ship.

Another of Ian's selection of photos came from a project he prepared whilst taking a history course; this was of the Commercial Road in London which was the M1 of the day. The road was 22 ft wide flanked each side with 7 ft wide stone ways, then granite paving 9 ft wide and finally 8 ft wide foot-ways. (At 70 ft that's about the same width as the M1 now?). The stone ways proved to be more efficient from a rolling resistance point of view for the horse drawn traffic.

Ian's final presentation of the evening was from his Merchant Navy career with Blue Funnel Line; he was on the *Agamemnon* which was built in 1929, and scrapped in 1963. It was 7,829 tons and could do 15.5 knots. The bridge was made from wood to not compromise the compass. The line had about 100 ships at the time.

The ship was converted for mine-laying during the war. A trolley with the mine rolled along a track on the deck; the trolley went down with the mine and acted as an anchor. The mines would be held at 30 ft below the surface and at 100-yard intervals. The ship had the largest engine of its day making it highly suitable for its task. The Doxford opposed piston oil engine had no valves; it was a turbo-charged two stroke diesel. There were two pistons in each bore, the bore being 2 ft diameter and the stroke 8 ft.

It was converted as a community ship in Vancouver for the forces for rest and recuperation during the war against Japan. This was short lived as after the dropping of the atomic bomb on Japan the war suddenly stopped.

The route that Ian was on for two years at the age of 22 was back and forth from Penang in Malaya to Victoria in Australia. We saw photos of the ship and places he visited on route.

Tales of the Merchant Navy continued with Gerald Moore showing slides of his ship loading up with steel at Middlesbrough bound for Australia, a three-month trip. He was a greaser in the engine room.

Photos of passing ships were also of interest; Pretoria Castle was noted or was it Rhodesia Castle, it is called Zimbabwe Castle now. A Port Line boat passed by, 'rust buckets they were'. The latest Shaw-Saville boat had very graceful lines. 'That's a Star boat, English Star that one'. We saw photos from Aden, the Red Sea and Sydney Harbour, to name a few. At Port Alma the steel was unloaded alongside a 3 ft 6 ins gauge railway where a steam loco was captured.

Mike Foreman has visited the International Steam Meet at Sindelfingen near Stuttgart, where the Mercedes Benz factories are. Guests arrived from Australia, Belgium, England, France, Holland and Switzerland for the weekend. It was very busy; sixty locos were running.

The ground level track is about the same length as ours and in 3 1/2", 5" and 7 1/4" gauge. As well as passengers freight wagons were also hauled. Two bogie bolster tree wagons looked very heavy. A video of a complete circuit taken from the footplate of Mike's loco at break neck speed was exiting to watch. There were many variations of driving truck. Braking was by compressed air which was topped up at the station.

Mike closed the meeting and thanked those who made a contribution to an interesting evening.

The Society's Stand at the London Model Engineering Exhibition Alexandra Palace 20-22 January 2006



An unimpeded view of the Society stand before the punters arrived; note the organ of the Great Hall visible at the top left.

Photo: Nick Rudoe

TRACTION ENGINE BOILER TESTING

Spring is a time to prepare our various steam engines for their summertime activities and the Sunday morning of **19 March** has been allocated to inspect and test boilers for Traction Engines at the Colney Heath site. Please contact Brendan Corcoran or Terry Baxter for details.

📖 Dates for your Diary 📖

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 & after tea an update from the "Railway Development group"; 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
Friday 3 March	8.00pm General Meeting; Down Memory Lane - photos etc from the Society's earlier days; HQ, Legion Way, North Finchley
Monday 13 March	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 17 March	8.00pm Loco Section meeting; Gordon Massey's videos of Steam in China; HQ, Legion Way, North Finchley
Sunday 19 March	Traction Engine boiler testing at Colney Heath
Friday 24 March	<i>Deadline for copy to Editor for April News Sheet</i>
Friday 24 March	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Tuesday 28 March	8.00pm Tyttenhanger Committee Meeting; Loco Section Leader's house
Friday 7 April	8.00pm General Meeting; Mike Foreman: A Holiday on the Footplate; HQ, Legion Way, North Finchley
Monday 10 April	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 21 April	8.00pm Loco Section meeting; Gordon Massey's videos of Steam in China; HQ, Legion Way, North Finchley
Friday 21 April	<i>Deadline for copy to Editor for May News Sheet</i>
Tuesday 25 April	8.00pm Tyttenhanger Committee Meeting; Loco Section Leader's house
Friday 28 April	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
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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).

FOR SALE

Emco Maximat V10 Lathe, 5" centre height, and 25" between centres. The headstock mandrel is bored to a useful 20mm and 3MT. It has a two-speed motor, single phase (this was changed some years back, replacing the unsatisfactory motor and switching system). The new motor has a single lever to select the two speeds and forward and reverse. The geared headstock has a selector for four speeds, thus providing a good speed range of 8 speeds between 60 and 2500 rpm. No changing of belts or back gears! Heavy steel stand. The Norton type gearbox gives an instant selection of 24 metric threads between 0.25mm and 4mm. The leadscrew is only used for screwcutting and is in mint condition. The gearbox also gives a wide selection of feeds, both for the saddle and the cross-slide. These operate off the hexagonal rod, and not the leadscrew. Tumbler reversing gear.

Equipment: Original Emco three-jaw chuck, Saddle stop, which slips the clutch on feeding, normal Toolpost, Faceplate/catchplate, Micrometer Stop as an aid for screwcutting, Heavy back toolpost, two Centres. Spare toothed belt, User's manual and Parts List.

My late brother bought this lathe new, and sadly died shortly thereafter. I have had it since then, and it has had very light use indeed, with long periods when it was not used at all. This is a quality machine, made in Austria. I need the workshop space!

I am asking **£750**. Buyer collects.

This lathe can be seen in operation under power in St Albans, contact **Hubert**