

# The News Sheet

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## The Chairman's Notes

On Tuesday last I had the privilege of accompanying our excellent secretary David to meet with a representative of the Water Board and a fencing contractor at the Colney Heath pumping station. The reason for the meeting was to determine the course of the fence that will extend the area used by the club for its activities.

That meeting and the subsequent discussion was probably one of the most exciting and promising events that I have ever had as a member of the Club. The area is now pegged and coned out and a report and request is w inging its way to the higher echelons of the Board. Now with a bit of luck and a follow ing wind, our dream may come true.

I must hasten to add that although I thoroughly enjoyed pacing out the proposed boundary with the little group, the fact that I was there at all was due to the foresight, perseverance and imagination of a great many members of the Club including Donal. The planning goes back years and in fact I can remember receiving letters about it moons ago when I was a locomotive section leader.

The club as a whole will no doubt wish to be involved in some of the planning for this exciting project, but it will naturally be up to the Locomotive Section Leaders to plan and collate using the expertise of the members. I'm sure that they will think long and hard before setting things in concrete, so that future generations can look back with pride at our achievements.

As an aside, I know most of the Club members by face, I know many by name, but I have little knowledge of what we all do in civilian life. It occurs to me that we should have some sort of register of our other areas of expertise so that we could consult those with the appropriate skills from time to time to help in projects (with their consent of course). If you work for MI6 we will keep quiet about it, honest.

I do hope that the other sections do not feel left out by these exhilarating developments. The area at Colney Heath is **for us all to enjoy** in whatever way we wish. Whether it is just to meet friends, to have a picnic with the children, to roar up the gradient behind a powerful seven and a quarter inch locomotive or to sail peacefully on the lake it is all there. We will soon have what could be one of the finest Club

sites in the land and we should all take advantage of that in recognition of the foresight of those that came before us.

By the way back at Head Quarters, Dave Lawrence is still looking for an assistant or assistants to help in the refurbishment of the book cases and the lecture theatre in general. Perhaps some of you could help him out; his phone number is at the back of the News Sheet after Nick's latest joke.

\*\*\*\*\*

### Peter Shewry.

Although Peter was nominally a member of the OO section he lived in the spirit that he was a member of the club and not just of a section. He lived out this belief for many years by preparing teas and coffees in the coach for us all on Winter Sunday mornings. He was often seen at Fetes helping out in the best ways he could, considering his disabilities. Peter was a consistent attendee at the Wednesday evening bashes of the OO section.

As you all may know Peter suffered from diabetes with all its complications and struggled on to help us out in whatever way he could. We were all amazed at his courage in attending to help out on cold Sunday mornings when many other mortals with the same condition would have stayed at home or even been in a hospital ward.

We will all miss Peter and especially his excellent cups of tea served with a unique brand of humour that only Peter could express.

We express our deepest condolences to Peter's family.

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Have a good month.

*Ian Johnston*

### Note from the Editor:

The chairman wishes to add the following: "I have just found out that Peter was the unpaid cleaner at headquarters for years. He used to struggle from Potters Bar to HQ on a bus on Wednesday each week and clean when no-one was about. These wonderful folk are the unsung heroes of the club and the folk that change the club from being a good club into a

## Secretary's Snippets

The main item of news for this month is, of course, the formal acquisition of additional land from the Water Company. This is great news, as it will enable the ground level railway to be developed with many additional features. Although the Society does not yet know what costs are likely to be incurred, much of the old fencing in the Dingley Dell area can be re-used.

The Society wishes to express its gratitude to the Board of the Three Valleys Water plc for their positive support for this major project.

The Society has received notification of:

- 1 City of Oxford SME – 50<sup>th</sup> Anniversary - 23/24 July.
- 2 Guildford MES – Rally and Exhibition - 16/17 July.
- 3 Frimley and Ascot Locomotive Club Weekend - 12/14 August.
- 4 G Scale Society Model Railway Exhibition - 16 July.

The Society has received a copy of the revised Southern Federation Constitution and June 2005 News. All of these items will be displayed in the coach at Colney Heath.

The Open Day for the Chelmsford and Chingford MES on Saturday, 11 June, was a great success with 12 locomotives attending. The Society has received an invitation to visit the Chingford SME on their LNER Day, Saturday, 2 July. Invitation letters for this event are also in the coach at Colney Heath.

*David Harris*

### Marine News

In last month's News Sheet I expressed my desire to organise a September regatta extending an invitation to local clubs. I am now pleased to be able to confirm Sunday 11<sup>th</sup> September as the date for this event. Visitors will be invited to arrive from 11.00 am onwards, giving John Morgan & I time to prepare the pool. Other offers of help during the day will be appreciated but I hope members will take the opportunity to join in and sail their boat (s).

Meeting other model boats enthusiasts is always a good way of picking up tips and a recent visit to our pool provides a splendid example of this. Water sucked up through the propeller shaft(s) of the boat or the rudder shaft is not an unusual problem. Members have seen me using a syringe to extract water from the hull of my battleship. Thanks to Bill Mason we have a solution, namely the use of PTFE (poly tetra fluoro ethylene) strip. The strip has to be reduced to the small sized diameter of our propeller tubes and drilled to the diameter of the shaft itself. Once fitted inside the tube, the piece of

PTFE strip effectively seals the tube and prevents water being drawn up. Bill assures me that any initial friction between the shaft and the PTFE strip is very quickly overcome and the propeller shaft turns smoothly. Bill has used this technique in the tug which I am sure many you have seen on the pool pulling and pushing the club tanker.

The tanker has been in dry dock having a refit over the winter period but is now ready for sea - many thanks to our dockyard team. The tanker has been renamed "Kay Sears" with a "Dundee" registration.

Thanks also to those members who are regularly scooping the surface of the pool – very much appreciated. The decision has been taken this month to treat the water to prevent the greening over of the water this summer. So, all we need now is some pleasant weather to enjoy a summer season on the water, or in the case of my submarine, under the water!

*Chris Platford*

#### Cover picture:

Brian Apthorp chats as his Thompson B1 No. 8308 "Klipspringer" simmers in the sun at Tyttenhanger.

# The June General Meeting

## By OMAH

(All photos by Mike Chrisp)

Mike opened the meeting by mentioning that Jim Macdonald had set up his track at Leighton Buzzard as part of the Herts Steam Clubs' annual steam rally and would be glad of some help over the next two days, particularly in the motive power department. (Apparently it was a great success in all respects.)

Ron Thoroughgood had brought some prizes along for a raffle but unfortunately we lacked, yet again, raffle tickets!

Mike then introduced our speaker, Derek Brown, who this time had not confined himself to the art of producing the drawings but had brought along a few practical examples, like a rolling chassis, which was lifted onto a table by several stalwarts. (I tried to push my way forward to assist but was just too late!) Plus several castings and patterns. All of these were part of the "Anna" project, currently being described in the "Model Engineer" magazine.

The project had its 'Genesis' some six years ago when a friend drew Derek's attention to a Manning Wardle 18in. gauge industrial loco that he thought would make a nice 7 1/4 in. model. Initial information from Manning Wardle was very sketchy and a lot of study of photos, etc was necessary to get correct dimensions and other details. Derek likes his drawings

to be perfect, so a fair amount of effort and time went into getting them to their present standard. Derek said that if the drawings are 'perfect' then the castings cannot fail to fit and all holes line up precisely.

The drawings, when in their computer program state, take the frames as their start point and as the loco is built up on the drawing each new section is given a 'layer' with a different colour for each, starting with a basic white. By this means any incompatibility or other error will be shown up as the layers are 'peeled'. Derek showed an example by temporarily changing a dimension in order to show the 'clash' this occasioned. He had already discovered a clash



*Pleased with the work of his friendly pattern maker and the quality of the resultant castings, Derek describes the substantial cylinder castings for Anna.*

where three holes for a stiffening bracket on the chassis clashed with the suspension; this was cured quite easily. The patterns were quite complex due to the various problems with the intricacy of the castings and forming cores etc.

The laser-cut main frames are extremely accurate; the holes are accurate and well finished, and it is very satisfying to offer up parts and bolts etc and have them engage perfectly. The drawings include several datum points for those whose milling machines do not have sufficient table travel to do the longer cuts in one pass. Derek passed round an expansion link with die block, which had been cut from gauge-plate by the wire-cut process. I can't ever re-



*Early in his address, Derek admitted that Anna's frames were just this long before he spilt a bottle of Baby Bio house-plant fertiliser on them!*



*Anna's frames are laser cut; here Derek reveals their size while praising their quality and accuracy.*

member feeling something with such an incredible fit; all that Derek had to do was to lap the die block in.



*Such was the interest engendered by Derek's illustrated lecture that time was made available at the end of the meeting for members to study progress to date.*

### WANTED

COPY OF MODEL ENGINEER, NO. 4227, VOLUME 193, BELIEVED TO BE FROM 2004.  
£5 will be paid for a copy in reasonable or better condition.

Contact: **David Jones**

### FOR SALE

RECORD HEAVY DUTY WOODWORKER'S VICE

As new, never used, in original box

Length of jaws: 7 ins; max gap between jaws: 6½ ins.

Offers around £15, to:-

**Nick Rudoe**



*Little Daisy slept contentedly throughout the day*

## Mike Chrisp

describes an enjoyable day at the North London SME Tyttenhanger track site at Colney Heath in Hertfordshire.

Thanks to the kindness and generosity of the Directors of Three Valleys Water Company, North London SME members are particularly fortunate to occupy a delightful and well appointed club site in the grounds of Tyttenhanger Pumping Station near Colney Heath in Hertfordshire. Well away from public gaze, few miniature railways can be set in more idyllic surroundings. It is hardly surprising that some North London SME members are pleased to welcome fellow enthusiasts to enjoy these facilities with us and it was with

# DAISY'S DAY OUT

such feelings that David Harris and Mike Chrisp hosted a visit by members and friends of Chingford and Chelmsford Societies on Saturday 11 June 2005.

The early morning is an excellent time to enjoy the track site, so it was no real hardship to arrive early to prepare the facilities for our visitors. Everything was already tidy and in good order, so little needed to be done before our guests began to arrive a little after 9.30am. These early birds took the opportunity to explore the site on foot, much to the consternation of the wildlife which normally remains undisturbed until the sun is much higher in the sky. The quirky title heading these notes has been chosen because recently joined North London member Lawrence Steers spent much of the day at the track with our visitors. His six week old daughter Daisy clearly enjoyed her outing despite the fact that snug in her carrier with dad, she slept through most of it!

More visitors arrived, offloaded their locomotives and driving cars onto the steaming bays, signed the running book and discussed topics of immediate interest and

importance, including generally uneventful journeys to Colney Heath. Driving cars were checked for clearance across the template in the steaming bays and little delay occurred before the track became occupied.

First on was Ken Rainbird (Chingford DMEC) with his 5in. gauge Metropolitan Railway locomotive 'John Homden'. Linked with toothed belts and running on ball races, the bogies are driven by a transverse mounted Sinclair C5 motor, also via a toothed belt, powered by a pair of car batteries. Ken cut his own sprockets to suit the toothed belts. The design and construction of this locomotive owes much to material published in Model Engineer magazine and uses a controller originally designed by Mark Phillips. Painstakingly constructed in plywood, the bodywork was routed out on a milling machine and the locomotive detailed using information gleaned from photographs of the prototype now housed at Covent Garden. The locomotive took some 18 months to build and has been running for some 6 years.

It was good to welcome Keith Catchpole who has been a friend for many more



*Ken Rainbird with his 5 in. gauge battery electric locomotive.*



*Ron Manning steamed Mark Catchpole's GWR 57xx pannier tank engine*



*Brian Bourn's Atlantic had been built by Mike Fenn*



*John Smith has learned much from rebuilding his K4 Loch Long*



Andy Haresnape's unusual locomotive is fitted with a steel/copper boiler



John Dalton enjoyed a faultless run with Princess Marina

years than your reporter cares to recall! Many were the family holidays enjoyed in Plas Penbwl, his cottage close by the Ffestiniog Railway station in Porthmadog. Regrettably, Keith is not presently enjoying the best of health but that did not prevent him from discussing his son Mark's GWR 57xx pannier tank No. 5702. Purchased via e-bay, this well made locomotive had been built by Hancock and York of Bedford. Ron Manning (Chingford), who brought the engine into steam, explained that a little work on the valve gear to correct poor timing soon got the engine running, which it did with various drivers at the controls throughout the day.



Bob Frost with his superb Bulleid Pacific locomotive and train

Next to negotiate the intricacies of the North London SME traverser to gain access to the 1300ft raised 3 1/2 and 5in. gauge track was Brian Boum (Chelmsford SME) with his 3 1/2in. gauge Atlantic No. 3287 which he has owned for some 5 or so

years. This locomotive had been constructed by prolific builder Mike Fenn who told me that it took him about 18 months to build some 22 years ago and has run since without overhaul or significant attention other than routine cleaning and lubrication. Mike confessed to a fondness for the 4-4-0 wheel arrangement which in his view resulted in an elegance not found with other configurations.

John Smith (Chelmsford) was close behind

Brian Bourn onto the track with his 3 1/2in. gauge K4, No. 3441 'Loch Long'. John had purchased this locomotive as a wreck about 3 years ago and has learned much in its rebuilding, an experience which I can understand from work done many years ago with co-owner Jim Robson to restore our 3 1/2in. gauge 'Iris' to running order. A member of Chelmsford SME for five years, John said he was still learning to drive this locomotive which he believes to be about 50 years old. The prototype was designed by Gresley for the West Highland line; this miniature is



Bob King's NZR Alco is a true articulated compound engine



Gavin Whitelaw bought this fine locomotive from Station Road Steam



Roger Bowring's 5in. gauge J39 is a stalwart passenger hauler

equipped with two cylinders and has no injectors.

Andy Haresnape (Chelmsford) ran his unusual 5in. gauge 0-6-2 Campbelltown and Macrohennish Railway locomotive 'Argyll'. Built by Andy some 28 years ago to Andrew Barclay works drawings and fitted with modified 'Simplex' valve gear, this engine is a regular steamer and is equipped with a copper/steel boiler which has been in service throughout this period. The outer wrapper, backhead and throat-plate are steel, the firebox, tubes and front tubeplate are copper while the firebox stays are monel metal welded into the steel wrapper and soft soldered into the firebox. Admitting to a keen enthusiasm for the hobby from an early age Andy explained how he met the late Ross Harrison at a school fete and still regards him as his hero.

Demonstrating his customary competence at the controls of a steam locomotive, John Dalton (Chelmsford) ran No. 2984, his 3<sup>1</sup>/<sub>2</sub>in. gauge engine to LBSC's 'Princess Marina' design. John's father Les described how in the early '50s he was one of a group of pals at Marconi Chelmsford which included Jim Westlake. Les had always admired Jim's 'Princess Marina' and was pleased eventually to have the opportunity to purchase it. Since then, John has 'worked it up' to the sweet running locomotive it is today, but Les did admit that he preferred the original pole reverser to the screw with which it now runs.

Enjoying the challenge of a run on the North London track, Bob Frost (Chelmsford) ran his 5in. gauge Bulleid Pacific 'Cunard White Star' together with some wagons and a brake van. His locomotive had been built by Kevan Ayling, completed by Richard Downs and finished by Bob himself who has also rebuilt it during the 14 years he has owned it. Notwithstanding that your reporter is a Bulleid fan, this locomotive is indeed a superb example of model engineering and featured many fine

details. Bob told me that he has recently fitted Clupet piston rings in all three cylinders which have improved its performance but that the steam operated cylinder drains are currently not as he would wish. A minor smokebox fault developed during the day but this did not prevent the enjoyment derived by those who had the pleasure of a tum at the controls of this fine engine.

May and Bob King (Welling) joined us for the day, Bob having brought his 5in. gauge version of a New Zealand Railways timber hauling locomotive. The prototype was built by Alco and has been rebuilt and runs at Glenbrook near Auckland, North Island in New Zealand. Bob started work on the engine using the information on a single drawing but with family resident for two decades in NZ, took the opportunity to visit and photograph the prototype to bring his version to a more realistic representation. Originally numbered 7, the full size engine was discovered in blackberry bushes in '75, was restored and now runs regularly as Glenbrook number 4. Having spent 4 years in the building, Bob has been running his unique miniature for 5 years.

One time member of North London SME before moving away from the area, the happy owner of 'Glen Loy' a 5in. gauge locomotive purchased from Station Road Steam, Gavin Whitelaw (Chelmsford) had a good run with his engine which ran well. Another 4-4-0 wheel arrangement to please Mike Fenn, the prototype was built at Haymarket and the model by a member of Edinburgh MES some 20 years ago. With no mechanical pump fitter, water is fed to 'Glen Loy's' boiler by means of two thankfully reliable injectors.

Roger Bowring (Chingford) enjoyed a run with his 5in. gauge J39, a locomotive which looks every part the workhorse which the prototype undoubtedly was. It was thanks to John Dabson that Roger was originally able to purchase the engine which has been finished and 'breathed on'



Ryan Manning with the Ride on Railways battery electric tram engine

by our own John Shawe. It has been running for 10 or more years and reflects its full size performance by providing steering service as a passenger hauler on its home track.

The Manning family (Chingford) ran their 5in. gauge tram engine built from a Ride on Railways kit. This battery powered locomotive was equipped with a very large bell which certainly drew attention to its presence! Ron Manning has already been introduced to readers of these notes; also participating in this outing were Ron's son Chris and his two sons Ryan and Dean, all of whom gave a very good impression of enjoying their day out!

Our guests were able to enjoy ideal weather for their visit to Colney Heath and all expressed their pleasure and appreciation of the effort made to entertain them. Writing on behalf of David Harris and myself, we are very much indebted to David's wife Jan and his sister Judith together with Rita and Ron Thorogood who spared no effort in the preparation and dispensing of a splendid selection of food and drink throughout the day. We are also grateful to the North London SME members who attended at various times during the day to help out and to make our visitors feel welcome – especially little Daisy!

It can be recorded that the first North London SME Visitors' Day of 2005 at the Tyttenhanger track was a great success, a good time was had by all, and we look forward to the next such event, scheduled in August. As a tailpiece, I must report here part of a conversation with Keith Catchpole during the day. He asked me if I knew why our tracks are known as 'miniature railways'. Prompted by my puzzled expression, he continued with the explanation: 'because the fun starts the minute you're on board the train!' Say it to yourself aloud if you don't follow.



# A Life in the Merchant Navy in the 1950s

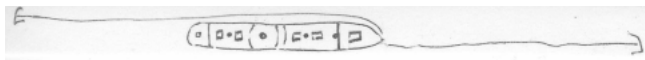
## Part 2

By Ian Johnston

Palambang was our next port of call. Here we unloaded our cargo of oil drilling machinery and food into lighters that lay along side. Little did we know that the *bone fide* lighters had been high jacked and that we had loaded the whole lot into lighters that disappeared into the night never to be seen again. After that it was a series of ports one after the other with only a few hours spent at each. The names Semarang, Tjeribon, Tegal Pascuran, Probolingo, Banjuwanji Balik Papan and Macassar all seem exotic, but to us they were just names on the chart. As in most cases, visually they were just distant lines and smoky smudges on the horizon from which lighters appeared to take or deliver cargo to us. Most of the coast had been mined by the Japanese during the War, and we could only go into special swept areas. Not quite like the coast that Conrad knew so well.

Soon the ship was loading as fast as it could for the

ship could then swing to each anchor in turn according to the tide. Sounds easy, but in a turbine ship rapid movements were very difficult, so both engineers and crew had their work cut out especially in that extremely hot and humid climate. Bottles of ice



*A sketch showing the disposition of the anchors when moored in the Klang River.*

cold Anchor Beer were the order of the day once everything was fast and the 'Finished with Engines' rung on the telegraph.

Belawan was our last loading port in Indonesia. Belawan is situated on the Northern tip of Sumatra. Here miraculously law and order broke out; we were to load Deli tobacco for New York in the number four hold tween decks. Dutch supervisors arrived with chosen stevedores and a lining of baled kapok was put round the sides of the deck for insulation. The bales of tobacco were placed precisely in the central area. It was said that the freight on this precious cargo would pay for the whole of the voyage. When loading was complete, new tarpaulins were stretched over the hatch and lead sealed by these amazingly corrupt country, how they got away with it I just don't know.

Then it was goodbye to the Malay States and Indonesia and we were off on the journey to USA via Ceylon and Suez. This route had been purchased from the Roydon's Indra Line about fifty years before, but I understand was never very successful financially.



*Ullyses leaving Surabaya in the swept channel bound for Tegal. The derricks are topped ready to load from lighters at Tegal. She looks about half full, which is not bad considering that she has at least six more ports of call before setting off for the USA. The photograph is taken from the bridge of Agamemnon in-bound for Surabaya in 1960. Agamemnon was built in 1936, and you can tell, by the low wooden bridge rail which was wonderful in the tropics but rather exposed in temperate climes.*

East Coast of USA. Rubber, rattans, timber, tin and sago flour seemed to be the bulk of the cargo. In Port Swettenham we made a running moor in the narrow River Klang; one of the ship manoeuvres carried out rarely these days, but in the fifties it was almost a routine procedure. One anchor was dropped and the ship steamed gently on against the current for about ten cable lengths when the other anchor was dropped. The windlass then hauled the first anchor in to about five cable lengths while the second anchor was paid out to five cable lengths and then all made fast. The

The fleshpots of the East were left far behind with our departure and the oh so carefully loaded Deli tobacco in Belawan. The grime and the dirt of the East was washed down with the fire hoses. The ship was to be painted in preparation for America. When queuing for white paint doled out by the lamp-trimmer I found out at this late stage of the voyage, that my nickname was 'Sparrow'. My, how my body has changed since! The monsoon seemed to have blown itself out and there was excellent fair weather to paint the ship. Naturally we had to help and I acquired a skill that

has stood me in good stead since. The mate 'Bar-tight Brown' never appeared on deck to see that we were doing the job properly. He relied on the boatswain implicitly and I think that he thought that he should not interfere. The result was that the job was done with panache and efficiency. One may be forgiven for thinking that, with a nickname of 'Bar-tight', it was something to do with drink. But not a word of it. It was because when we were making the ship fast to the dock, he would call out repeatedly "Get the ropes bar-tight, men". Just as innocent as that! Although I'm sure that he had a liking for Gordon's Gin because he looked rather like my Auntie Muriel, who had a similar taste, but not for ship's ropes, you understand.

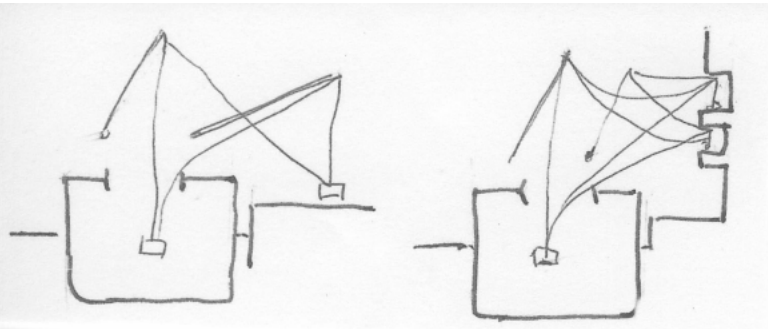
At Colombo we filled one of the deep tanks with about seven hundred tons of coconut oil. Gosh. Thousands of coconuts must have been squeezed to make that seven hundred tons! The ship was almost loaded to her marks by now; that is the freeboard of the ship was down to the Summer mark on Samuel Plimsoll's Load Lines. A short coasting trip was made up the West India Coast to top up with high value pepper and cinnamon. The ports of Allepy Calicut and Cochin were visited in quick succession. At Cochin some nuns came on board and tried to chat to the crew; as usual muggins was left to talk to them. Somehow or other they found my home address and said that they would send a present to my mother for a small consideration. I fell in with the idea and thought no more about it, thinking that it was just a way of getting money for their church.

Port Sudan in the Red Sea was our last loading port. The freeboard was greater now due to the weight of fuel that had been consumed since Colombo, so there was a chance for a bit more revenue and a deck cargo of baled cotton was loaded. I could not believe my eyes when the dockers all appeared to be 'Fuzzy Wuzzies'; great tall muscular men who handled the three-hundredweight bales with ease. Their hair stuck out at least six inches from their skulls and they had great bone combs to keep it all in place. On no account would they allow any photos to be taken of them. The agent's beautiful daughter took us for a swim in a local pool. I had never been so cold in all my short life; the extremely dry wind off the Red Sea evaporated the water off our skins, such that our body temperatures dropped so that we were almost hypothermic! By the way, the agent's beautiful daughter did rather better than getting a 'Sparrow' for a partner though. Much to my surprise I met her years later when visiting a sick family in Hadley Wood. She had married a ship's master

from Bibby Line and had settled in Barnet. She was, and still is, the proud owner of a prosperous perfumery in Whetstone!

The trip across the Atlantic was made in atrocious weather, so apart from the overhauling of the cargo working gear, it was interior decorating for us. I suppose we learnt a bit about ship construction from the painting of all those frames and beams.

Soon Halifax was reached, but no shore leave, then it was America! Boston yielded to us. It was all that we dreamed it would be except that we only got ashore for one evening and that was to a local diner where we had, yes you've guessed it, Boston Baked Beans, which seemed quite ordinary to me. What was different was the forthright and imaginative way that Americans do things, for instance in the working of the cargo. Normally we discharged cargo by union purchase; one derrick plumbs the hold and one plumbs the dock. The wires from each derrick are married and the cargo is hauled out first by the derrick over the hold and then transferred to the derrick over the dock. In Boston the dock derrick was dispensed with and instead the wire led up to a landing in the warehouse and to a pulley block attached there. This was used instead, so that the cargo was landed just where they wanted — see diagram below.



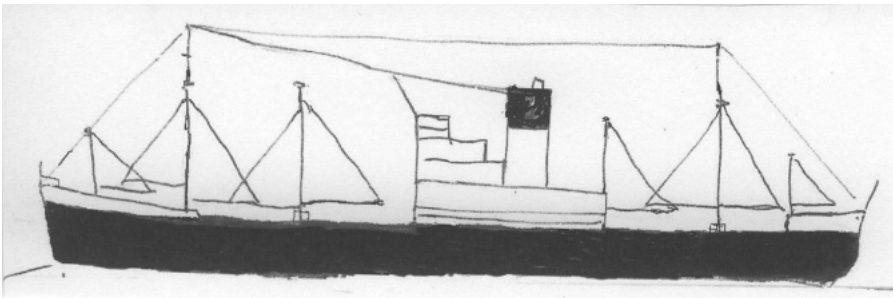
Left: the normal rig for union purchase  
Right: the adapted rig used in Boston

Then it was New York! New York! Our main port of discharge. Our pier was at Staten Island and we had to travel on the Staten Island Ferry (which I found to my amazement was actually bigger than our *Ulysses*) to get to Manhattan. Bar-tight had given us orders to visit the British Apprentices Club on 50<sup>th</sup> Street. So we had to go. During the last War two wealthy ladies had founded the Club. The purpose was to befriend home-sick British apprentices far away from their mummies. But we were definitely not home sick and anyway we wanted to see the 'mummies' in Times Square. So after a few seconds at the Club when we pretended that there was no one there, which I'm sure there was, off we went for the bright lights of Times Square. We had a wow of an evening and had to

think up what we would say to Bar-tight on our return to the ship. In the end we came clean and said that we could raise no-one at the Club and that we just had a walk round the streets of New York, which was the truth, but rather economical.

The trip down the American East Coast was a hard working experience, taking a port a day, with little time for the trips ashore, which we all cherished. Charleston, Mobile and Houston were visited with great rapidity, New Orleans being the last discharging port. Here we got the news that the ship would not be returning to the East but would travel back light ship to Greenock to be stiffened to carry out small landing craft to the East.

New Orleans was then to be our last foreign port before Birkenhead, if you discount Greenock that is.



*A line drawing of SS Ullyses. Most of the crew were accommodated in the centre castle with the Chinese firemen in the poop where they had their own galley, rest rooms and washing facilities. The midshipmen seamen and stewards were on the lowest of the decks with the engineers and the mates on the deck above with the saloon and a rather pleasant bar/lounge done up as an old English pub style complete with oak beams. The master lived on the deck above.*

We midshipmen with Jock, the Eighth, made the most of it. We saw the streetcar named 'Desire', enjoyed jazz and ate whole grapefruit, bought on the street. The only part I did not care for was one incident when we were travelling on a bus to get a swim

at a pool a few miles away from the ship. We all, in a carefree way made for the back seats on the bus. We sat down but the bus did not move; eventually a very irate driver came to the back and told us to "get out of the god-damned seats," because they were for blacks only and that we should sit in the front of the bus.

The ship was not needed in Greenock for two weeks, so we steamed at the slow speed of eight knots back to the UK. After speeding along at fifteen knots it was tedious, but that was a way to save fuel and port charges. Some times we slowed to six knots so that we should not arrive too early in Scotland. At last we arrived and after stiffening the upper decks, we loaded the landing barges which were destined for Shell at Sibu in the Philippines.

Then it was the short journey down to Birkenhead and for us midshipmen, across the Mersey to the India Buildings and Captain Hutson. I had finished my first trip to sea. Our voyage logs were handed in with the correspondence course and rail vouchers given in return. Soon it was down the old Great Western on its wander to Banbury and home to see my parents. It was a great homecoming after seeing the world in a little more than six months.

And do you know? The nuns had sent a delightful present of embroidery to my mother. So it was not a con after all.

*And also do you know? I did not get a single warm juicy meat pie the whole of the voyage!*

*Those Chinese stewards on that Bluey must have nicked them off a Reardon Smith ship that was lying alongside! Sorry Peter!*

#### General Meeting 1 July 2005: Heat Treatment

To harden, temper, normalise or anneal – how do we achieve the properties we need in the materials we use? Are all steels the same? How can we be sure that the pieces of brass, copper or aluminium alloys we are using are in the condition we require?

These and other matters concerning heat treatment will be the core topics for a forum which will provide an opportunity to share our

collective knowledge and expertise on matters concerning heat treatment.

### General Meeting 5 August 2005: The Locomotive Section Entertains

The meeting will be held at our Headquarters in Legion Way, North Finchley, 8pm - 10pm, with tea and biscuits courtesy of Frank Dell.

Next month (5 August) will be an evening at the Tyttenhanger Track Site courtesy of the Locomotive Section. See you there!

For our now annual summertime General Meeting away from Club Headquarters, members of the locomotive section have kindly agreed this year to arrange some 'entertainment' at the track. In years gone by we have enjoyed friendly and light hearted competition; more recently we have acquired two electric 5in. gauge locomotives which can

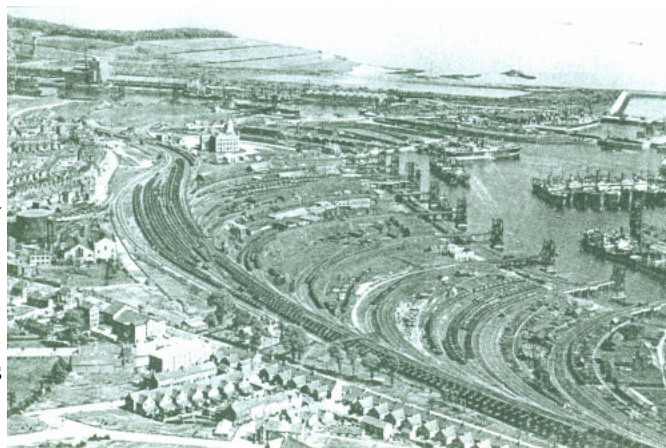
### General Meeting 2 September 2005: Work in Progress – On the Table

Work in Progress meetings provide the ideal opportunity to learn about our fellow members' current projects. The chance to appreciate the workmanship and problem solving involved always gives rise to interesting and enjoyable meetings. If you have something to Show and Tell us about, please let me (Mike Chrisp) know.



## BOOK REVIEW by Peter Kearon

Middleton Press has recently released a pricy (£14.95) new book "Branch Lines Around Barry" which, as the name implies, records mainly track, stations and signal-boxes of the Barry, Taff Vale and Great Western Railways operating within a ten mile radius of Barry Town. Apart from a short introduction there is no text but each of the hundred odd illustrations and score of maps carries a detailed, informative caption. The authors have included a few shots of pre-grouping engines, several of which are rare examples.



*A 1922 aerial view of Barry Docks looking east. Already the depression had set in, with groups of laid-up shipping and just one coal-tip in use. The main lines which sweep past the Dock Office run roughly parallel to the dock, but coal wagons had to be pushed round a 90 degree arc to reach the coal tips. Hence the need for a turntable!*

An enigma is both posed and explained. A map shows the layout of Barry station and Barry engine sheds including the location of a one-time turntable. As the Barry Railway used, almost exclusively, tank engines the purpose of installing a single turntable would appear to be pointless.

However, a panoramic view of Barry Docks, c. 1922, gives a clear understanding of the need for a turntable. Coal trains arrived on track running parallel to the dockside but each wagon had to be propelled through a short-radius 90 degree curve to reach the coal tips. Engines which spent 12 hours or more each day operating on these curves suffered severe compression

sion loading on one side only with the result that wheel alignment became distorted causing side-rod and axle-box damage which showed up as hot bearings.

To obviate this, all shunting engines were taken to the turntable each week in an effort to equalise this rather special damage. It has been claimed that on a Monday morning all such engines faced West; on the following Monday morning all faced East. Unfortunately no

photographic proof of this military type arrangement has yet been seen.

"Branch Lines Around Barry" is a veritable encyclopedia of parochial information and intense reading for those who have memories of the "Old Barry", but it would be rather too "in-house" for the casual reader, even one with £14.95 to spare.

## Latest Track Stewards Rota 2005

Date	Senior Steward	Track Steward	Track Steward	Track Steward	Tea Steward	Tea Steward
03-Jul	K. Bartlam.	J. Cattle	G. Moore.	P. Fraser.	Roger Brown.	Graeme Brown.
10-Jul	G. Case.	J. Amos.	J. Waldoek	B Luxford.	D. Eldridge.	H. Henderson.
17-Jul	P. Brown	Colin Thomson	T Bittleston	D. Foster.	F.Dell	D.Metcalf.
24-Jul	I. Johnston	B. Kennedy.		D. Marsden.	B. Lambert.	R. Hesketh.
31-Jul	B. Corcoran	P. Davies	K. Corcoran.	A. Newson.	Mrs Corcoran.	J. Firth.
07-Aug	D. Corcoran.	Lawrence Steers.	P. Hyde.	D. Smith.	P. Funk	J. Mills.
14-Aug	M. Collingwood.	A Marshall.	D Broom.	M. Franklin.	C. Craig.	D. Franklin.
21-Aug	T. Dunbar	M. Price	N. Gear.	G. Ellerby	Mrs Dunbar	D Baker.
28-Aug	J. Mac Donald.	P. Badger.	T. Bittleston.	P. Mac Donald.	Mrs. MacDonald	Mrs Badger.
03-Sep	A. Reddish.	P. Lancaster.	I. Reddish.	R. Thompson.	L. Stack.	Mrs Reddish.
11-Sep	S. Smith.	A. James.	V. Lacey.	B. Davies.	Mrs Smith.	Mrs Davies
18-Sep	J. Squire.	G. Lang.	A Rixon	R. Wollett	Mrs Squire.	C. Plattford.
25-Sep	C Vousden.	M. Reid	R. Todd.	J. Sandwell.	D. Perham	Mrs A. Perham
02-Oct	M. Chrisp.	Robert Hatton.	D. Green	C. Reynolds.	J. Robson.	Mrs Robson.
09-Oct	T. Baxter.	R. Lidzey	J. Sanson.	P. Weeks.	Mrs Baxter.	M. Sarche
16-Oct	D. Jones	P. Sheen.	D. Spencer.	D. Grant.	R. Axton.	F. Adams.
23-Oct	R. Oldfield.	A. Scott.		J West.	P. Fox.	C Dean.

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### A Question from Adrian Newson

I am a relative beginner in Model engineering at the advanced age of 54 and I would like to ask members a question concerning measurements. I am sure there is an obvious answer.

Imperial Measurements.

My micrometer measures in decimal.

My vernier measures in decimal.

My lathe and mill micrometers also measure in decimal.

Slip gauges are in decimal, etc, etc

All of these have all been around for many years.

Why is it that the majority of drawings (non Metric of course) are annotated in fractions and not decimal?

This means I have to convert from fractions to decimal every time I want to make a measurement or cut something. No problem for the frequently used fractions such as 8ths, 16ths and some 32nds as I can remember these. What about the less frequently used fractions such as 19/32 or 23/64 etc. If I come across these I have to either refer to a conversion table on the wall or use a calculator. Why did the draftsman not use decimal and give us all an easier life?

## 📖 Dates for your Diary 📖

Friday 1 July	8.00pm General Meeting; 'How To' Forum on Heat Treatment; HQ, Legion Way, North Finchley
Saturday 2 July	Birthday Party at Colney Heath (help required)
Tuesday 5 July	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Thursday 7 July	2.00pm Visit by children from Childs Hill School to Colney Heath; would drivers who are available please contact John Squire for details.
Saturday 9 July	Colney Heath JMI School Fete; Leverstock Green Fete; contact Alex Chapman
Monday 11 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Thursday 14 July	Visit to Colney Heath by children from Chernobyl; contact Philip Deans
Friday 15 July	8.00pm Loco Section B.B.Q at Colney Heath
Saturday 16 July	Birthday Party at Colney Heath (help required)
Tuesday 19 July	Visit by children from St Luke's School (help required) Contact: Pam Corcoran
Friday 22 July	<i>Deadline for copy to Editor for August News Sheet</i>
Saturday 30 July	Birthday Party at Colney Heath (help required)
Sunday 31 July	10.00am Toy Boat regatta; visit to Colney Heath by the Vintage Boat Club
Tuesday 2 August	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Friday 5 August	8.00pm General Meeting hosted by the Loco Section at Colney Heath
Monday 8 August	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Saturday 13 August	Invitation Club Day at Colney Heath. Contact Brian Apthorpe for more details
Friday 19 August	8.00pm Loco Section meeting at Colney Heath
Friday 19 August	<i>Deadline for copy to Editor for September News Sheet</i>
Saturday 27 August	Birthday Party at Colney Heath (help required)
Monday 29 August	Bank Holiday - members' running day at Colney Heath
Friday 2 September	8.00pm General Meeting; Work in progress - on the table; HQ, Legion Way, North Finchley
Saturday 3 September	Private function
Tuesday 6 September	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Saturday 10 September	MENCAP children's visit to Colney Heath (help required)
Sunday 11 September	11am Boating Regatta at Colney Heath; open day for local clubs
Monday 12 September	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 16 September	8.00pm Loco Section meeting
Friday 23 September	<i>Deadline for copy to Editor for October News Sheet</i>
Saturday 17 September	Birthday Party at Colney Heath (help required)
Saturday 24 September	G1MRA visit
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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	Moming work parties at Colney Heath (start 9.00am).