



# The News Sheet

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## The Chairman's Notes

In one way it is very hard to believe that one year has nearly passed since I became Chairman; in other ways I feel it has been a lot longer. Being the Chairman of any society is always an honour and perhaps there is no higher honour than being the Chairman of the North London Society of Model Engineers.

There could have been no greater reminder of what the Society has achieved over the years than the April Loco Section meeting and its celebration of Tom Luxford's life.

As Tom was a member of long standing, going through his life story was like watching a highlights programme showing exactly how far we, the membership, have come over the years.

The Society pushes on into the future and at the Annual General Meeting on the 13<sup>th</sup> May it is our opportunity to influence how the Society will be run for the coming year.

It is my intention, if you will let me, to carry on as Chairman for at least another year and I believe that I am not alone in this respect within the current council. The important point to remember (at least I believe it is important) is, as with the General Election, if you don't vote you are not in a position to criticise those who are elected.

Like me or loathe me, and I am sure there are members for both sides of that statement, I have tried to bring the Society forward; I feel progress has been made but like everything it is slow and not always easy to spot.

Wherever you feel the Society is or should be heading, do attend the Annual General Meeting; or if you are unable to attend contact me or another member of the Council with any ideas for the future, and even if

I am not Chairman this time next month, I will be sure to pass them on.

Onto other matters - I am told, as I was off doing a good deed for my Great Aunt, that the 'OO' boys made it to their inaugural event with their new layout and all things considered the layout ran perfectly with only minor teething trouble. Well done and I hope you all enjoyed the fruits of your labour.

The running season is also well underway at Colney Heath with trains hauling passengers on the Mainline and the Ground Level Railways. The Stationary Steam and Traction Engine Section have had a boiler test and play day at Colney Heath. The Marine Section have been sailing on the lake and the Garden Railway has been a hive of activity.

The last issue of note is the North London's website; those of you who visit the site regularly will have noted that the website has not been updated as regularly as normal in recent months. The reason behind this is that Peter Foreman has been designing the Society a new and improved website, and this has now replaced the old website online.

The address for those of you who do not know is [www.nlsme.co.uk](http://www.nlsme.co.uk); one of the new features that the website offers is the opportunity to view this website online with full colour photographs. It is hoped that we will be able to get more members of the Society contributing to the website in order to help the site reflect the Society that we belong to.

For possibly the last time have a good month, enjoy your activities and don't forget the Annual General Meeting.

*Donal Corcoran.*

### Cover picture:

Watching the trains go by on the main OO layout at the April General Meeting at Headquarters.

*Photo: Mike Chrisp*

## Secretary's Snippets

The Society has received invitations from:-

Vale of Aylesbury Gala – 1-2 May 2005

Welling and District MES 60<sup>th</sup> Anniversary Open Day – 25 June 2005

and a copy of 'The Coupling' News Sheet of the Bedford MES.

Peter Darby, Managing Director of the Three Valley's Water plc, has accepted the Society's invitation to become our President. We hope that he will be able to visit us one Sunday afternoon in the summer.

A reminder that it is the Society's Annual General Meeting on Friday, 13 May 2005 at 8.00 pm at HQ.

Six nomination forms have already been received for positions on The Council.

Please come to the meeting and have your say in the organisation and management of your Society.

There will be an Extra General Meeting just prior to the AGM to resolve the issue relative to the Constitution of the Society as described in the April issue of the News Sheet.

*David Harris*

## Treasurer's Report

I would like to thank all those members that have already paid their Membership for 2005 – 2006 and remind all those that have yet to pay to get your subs in soon. There are all the usual payment options: you can either send me a cheque payable to NLSME, along with your membership card and a self stamped addressed envelope, to the address on the back of the News Sheet; or you can grab me at one of the forthcoming society meetings or at the AGM.

Can I also take the opportunity to ask you to check your details in the membership list and let me know any amendments you wish me to make.

Rates for the year April 2005 – March 2006:-

Full Member	£42
Old Age Pensioner	£34
Country Member	£20
Junior	£6

We also have one new member joining us this month:

**Laurence Steers**

Interests: Stationary Steam and Traction Engines

*Kieran Corcoran*



## Letter received:

16/04/05

RR - THE LATE TOM LUXFORD  
9.9.18 - 14.3.05

1/ FIRSTLY, OUR SINCERE THANKS TO ALL THOSE MEMBERS AND FRIENDS OF THE SOCIETY FOR SENDING US THE NUMEROUS CARDS AND LETTERS OF CONDOLENCE OVER THE PAST STRESSFUL WEEKS.

2/ THE SPECIAL EVENING HELD AT HEAD QUARTERS ON FRIDAY 15<sup>TH</sup> APRIL TO CELEBRATE THE VARIOUS LIFE AND EXPERIENCES OF TOM WAS GREATLY APPRECIATED AND OUR HEARTFELT THANKS GO TO THOSE WHO SUGGESTED AND ARRANGED SUCH A MEMORABLE EVENING FOR US ALL.

Very Sincerely  
Rulk, Bryan + Family

## Loco Section Meeting: 20 May

The subject of the May Locomotive Section Meeting will be 'Work in Progress'.

This is a very popular meeting, but can only be successful if we all contribute. We all can help by attending and supporting the meeting which is always interesting and stimulating. But **we do need volunteers to show us what we are up to** in our sheds!

Even if you have not a project on stream but just have good intentions then please share them with us; you may gather some good ideas from the experts in the audience. Please rack your brains to see what you can do. Remember you only need talk for a few minutes

and that you will be amongst friends and fellow sufferers.

*Ian Johnston*

PS. We could have a trip to the Mosquito Museum for the **June Meeting**. Is there anyone out there who has a contact at the museum who can help us out?

## Tom Luxford: Errata and Addendum by Jim Robson

Apologies to Donal, I forgot to tell our worthy Editor that although the photo on the front of the News Letter was mine, the one of Tom driving 'Annabel' was the work of Donal; also it was 2002 not 2003. (The claim for infringement of copyright has been settled out of court, at the 'Plough'.)

I could have, and should have, mentioned that among Tom's many and varied products were a traction engine, a 2in. Clayton steam lorry, a 'Push-me-pull you', a yacht and a 'Toby' tram engine. The last two stemmed from the late Charlie Starnes' Workshop Evenings projects. I cannot offhand ever remember seeing Tom drive 'Toby', but children must have done countless circuits of the 'Cuckoo Line' under Tom's supervision at birthday parties. It was typical of Tom's love of children that he was always to be found performing this function until his health prevented him attending. Another contribution to the youngster's pleasure was his 'Push-me-pull-you'; the name derived from Dr. Doolittle's two-headed llama. On his trips to Australia Tom had noticed several

models of platelayers trolleys and when he got home he schemed up what looked like a driving truck with two beer pumps on the front. The pump handles were connected to a crank axle and enabled the drivers to propel themselves along. Hours of harmless fun; the children were invariably better at it than the adults as the 90<sup>0</sup> crank axle gave an uneven pull, which never bothered the children since they just accepted it. The lap record for the main track was held by Peter Macdonald. Tom was also the custodian of two ex-'Curly' locos, 'Harriet' and 'Cock o' the North'.

If you will indulge me for a moment longer, one of my favourite readings, Corinthians 13, is particularly relevant to Tom with one exception. It says: "When I was a child I spake as a child, I understood as a child, I thought as a child, but when I became a man I put away childish things." Tom never did, which, I believe, is why he always enjoyed his hobby and why he remained youthful in outlook throughout his life.

## General Meetings –Schedule for May, June and July by Mike Chrisp

### 13 May 2005: Annual General Meeting

Please note that the AGM is scheduled for the second Friday in May to avoid the usual clash with the Harrogate Show.

Not to be missed, the Annual General Meeting is an important occasion when annual reports are presented and discussed, and members are elected to manage the Society's affairs.

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

Next month (3 June) D.A.G. (Derek) Brown will discuss the design and construction of his 7<sup>1</sup>/<sub>4</sub>in. narrow gauge Manning Wardle locomotive currently being serialised in Model Engineer magazine. See you there!

Continued on next page....

### 3 June 2005: 'Anna'

Noted for his presence in Exhibition workshops, participation in locomotive efficiency competitions and contributions to the model engineering press, our own D. A. G. (Derek) Brown, has agreed to travel from his Rutland home to address our June General Meeting.

In his inimitable style, Derek will regale us with the trials and tribulations of the design and construction of Anna, his 7<sup>1</sup>/<sub>4</sub>in. narrow gauge Manning Wardle locomotive currently being serialised in Model Engineer magazine.

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 (1 July) will be a Forum dealing with everything you wanted to know about Heat Treatment but were afraid to ask. See you there!

### 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.

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!

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## Marine Mutterings

Here's the last muttering from your temp leader who is now going below decks to enjoy the boating/sailing season at our lake. All the tasks on the site were completed on time for Easter opening, and many thanks to Nigel and Helen for turning up to help on the Easter Saturday. Next year's working at the lake will need someone else to organise the work as I would like to go back to my first love which will be rail roading. Again thanks to William and Nigel for their support this winter.

I wish Chris our new Section Leader the best of luck and please give him your help and support. If you see a job that needs attention don't leave it for someone else; have a go yourself, ie grass looks better when it's had a haircut. It's your lake so please keep it looking good. That's all from me, so here's hoping for a fair wind in 2005.

Good sailing!

*Derek Perham*

## News from the Loco Section of the Tyttenhanger Committee

### The season opens...

In spite of the early Easter and some very dodgy weather Tyttenhanger opened on time. Many, many thanks to all concerned. Those who have tried the newly laid raised track have commented just how smoothly it rides. And the pond looks a picture.

Although the opening weekend was quiet, receipts & donations since have been very promising, the Boiler Testing Sunday especially so with a veritable feast of steam to delight our visitors.

### 7¼" Gauge Bogies

There will be a number of strange contraptions "under test" on the Ground Level in the coming months, the purpose being to develop a vacuum-braked passenger car which can then be replicated as required. The likely outcome is a plywood shell (various lengths up to 8' are possible using the same basic design) covering a steel underframe which carries a pair of bogies. The seat will be removable to access the battery/brake gear.

It is likely that the bogies designed by Peter MacDonald will be selected, but to get the price down a minimum production run in excess of the Society's own needs may be required. Therefore, if you would like a pair at around £400 including VAT (a bargain!) please register your interest with one of us ASAP. The bogies are made of steel throughout with each wheel running on a pair of sealed ball bearings. The vacuum brake cylinder acts on all 4 wheels simultaneously via replaceable brake blocks. Two different rates of springs are fitted to give effective springing regardless of loading.

### Birthday Parties...

We have 8 birthday parties booked for 2005, the first two are on the 7th. & 21st. May. We really would appreciate some help, so if you can run or steward on either day please don't be shy - let us know!

### ... and Fetes

We've been asked if we'd like to provide train rides at the Colney Heath School Fete, which takes place on 9th. July. Similarly, we've also been invited to set up a portable track at Leighton Buzzard Steam Rally on 4th. & 5th. June. This event has grown in popularity over the years and we've been offered free coal (probably Polish not Welsh!) for attending. Jim MacDonald has kindly offered to make his portable track available and as all 3 dates are free of other Society activities, we've said "yes".

### Stewarding

A big thank-you to those who have already done your duty. It's a great shame for all (and risks closure of all or part of the site) if you don't turn up or let anyone know. If you really can't make it, please swap with someone else and if this isn't possible phone the Senior Steward.

### Things that go walk-about

There have been a number of unexplained "disappearances" in the last few weeks, high on the list being one of a pair of recently-purchased batteries which, as some of the older batteries are reaching the end of their useful lives, we'd rather like back! If you borrow something, please sign it out in the Running Book. And bring it back. Please.

### New Website

Although probably covered elsewhere, if you have computer access do look at the new website [www.nlsme.co.uk](http://www.nlsme.co.uk) It's brill!

*Adrian & Robert*

## Ight and abight with Jim Robson

Back last February I had a request from the southern region of the 2½ in. Gauge Association to take 'Annabel' to their get together at the Surrey MES track at Leatherhead on Saturday April 9<sup>th</sup>. Mike Chrisp accompanied me as chief support and navigator. It was an interesting meeting (non-running) and the amount of knowledge of the members was quite something and they have been producing a lot of castings and have had water cut main frames, bogie frames and hornblocks, etc produced. I thought I had only been invited to produce 'Annabel' and finding that I was expected to talk about her to such an august group was a bit off-putting. However it wasn't too bad and I didn't make too much of a 'Charlie' of myself.



The site is quite interesting; they have a one-mile length of 5&7¼ in. ground level plus a 1000ft raised level with 2½, 3½ & 5in. The following Sunday was their first running day. On the 21<sup>st</sup> & 22<sup>nd</sup> of May they are holding a Southern Railway rally and have already got quite an impressive list of locos. Should be well worth a visit either as a participant or just a spectator. Anyone in need of directions please let me know.

*Photo: Mike Chrisp*

### Mike Chrisp adds:-

In many respects, the gathering resembled an extended Work in Progress meeting and Jim's presentation during the afternoon was very well received by all present who not only enjoyed listening to his anecdotes and reminiscences but also appreciated the opportunity to examine this massive (for 2½in. gauge) locomotive with the LBSC connection.

Our thanks to Jim for promoting the hobby in general and activities of North London SME in particular.

## The April General Meeting by OMAH

Mike Chrisp opened the meeting and mentioned that he had been informed that some members had not heard of Tom Luxford's passing until they read about it in the NewsSheet. He reminded us that the Loco Meeting on April 15<sup>th</sup> would be dedicated to an appreciation of Tom and asked that any folk who had photos, film/video and anecdotes should contact Jim Macdonald.

He then introduced our entertainment for the evening

in the shape of some of the 00 section, in particular; Ken West, Mike and Jonathan Avery and Geoff Howard. The main topic was already set up before us when we arrived in the form of their latest project 'Midsomer'. This, like its predecessors, served both as an exhibition layout and part of the main layout. (Or at least it will do eventually!) There was not enough space for all of it so we had to imagine the extension and the fiddle yard. The main reason for the name was that it is an imaginary area in the mid-



shires which enables it to be run at exhibitions with loco's and rolling stock from any or all of the big four or the various BR regions. The buildings were suitably mixed from various counties; a rather nice station, an extremely nice brewery, engine shed etc with nice scenery, all set off by the canal on the front edge of the layout, complete with locks and narrow boat. The track is Peco. There are three conventional controllers, which, via a series of rotary switches allow sections A, B and C to be independently controlled over their selected routes. There was a notable lack of passengers on the station, apparently this is due to the extremely high homicide rate in the Midsomer area. (Assuming that the loco's still had their crews aboard I would assume that would put them fairly high on the suspect list!)



Frank Dell plays an essential part in most General and Loco Section meetings at Headquarters. Thanks Frank!  
*Photo: Mike Chrisp*

Rovex begat Triang which begat 'Hornby'. Apparently all they do now at Margate is to put products, wafted thence from the mysterious east, into boxes. That's plogless for you. From this far off land, where they actually manufacture things, the items are dispatched to the UK without boxes, suitably protected to avoid damage in transit.

During the tea break we repaired to the OO room to see some running on the main track, definitely a "hands on" experience. The diesels being a bit temperamental Jonathan was dispatched for his new 'Hornby' A4 which ably demonstrated his comment of "straight out of the box on to the track perfect running."

There was a row of four 2-8-0 Class 8's on the mainline: three 'Hornby' and one kit model depicting the changes from the original with its coarse-scale wheels, die-cast body and ring-field motor sticking back into the cab, to the current near perfect latest model that one could remove from its box and run without the running-in period associated with older models. In practice, at exhibitions, it will be limited to tank loco's due to the restriction of the turntable length. At the front was a very nice brass kit model, as yet unpainted, of a Beyer Peacock Isle of Wight tank, withdrawn c1933, built by Geoff Howard. Once upon a time there was a factory at Margate called Rovex that made OO train sets;



Jonathan Avery (right) points out a feature concerning an A4 locomotive on the Midsomer layout.  
*Photo: Mike Chrisp*

After a slightly prolonged tea break we had a most excellent film, "Trains Remembered No.1". The title gave no indication of the content, which was a collection of archival film, largely amateur, of various periods of railway travel. What made it all the more interesting was that it was not

restricted to trains but also architecture and people doing everyday activities that are now

so reminiscent of bygone days. A real gem. Another excellent evening.

(Apparently the new layout's first outing at the exhibition at John Keble Bible church on April 9<sup>th</sup> was a great success.)

## The April Loco Section Meeting by Roger Bell

Regular readers of the Tyttenhanger Gazette may wonder what has happened to it; after some consultation it was decided that the name does not reflect the article it describes. Originally it covered most of the Loco Section's activities as well as the topic but for several years the activities have been reported elsewhere and it could cause confusion to new members with the Tyttenhanger Committee. So it's a bit like the new format of the News Sheet – bringing things up to date.

The topic for the meeting was a celebration of the life of Tom Luxford 1918 – 2005. The room was laid out with a gangway down the middle and an audio visual presentation was running of Tom and friends at the track and headed 'The life and times of Tom Luxford'. This and special lighting created a relaxed atmosphere. Some of Tom's family and friends were at the meeting and Mike Chrisp, our compeer for the evening, said that he felt that it would be an interesting celebration of a guy who meant a lot to the club.

Mike described himself as just being the front man as it was Peter who had written his script and Jim who collected the slides and with Bryan's help had Tom's models on display at the front of the room.

Born in Warwick, Tom was the second of three brothers Harold and Frank. They were also very close friends and their enthusiasm and antics provided many an amusing tale. They built a garden railway and ran a borrowed engine on it; soon they visited Gamages and bought their own. Their uncles would visit, and each would try to outdo the other with a contribution to the railway in the form of half a crown or so in the tender.

Boats followed, and a knitting needle, scissors, an empty tin and a golf ball were soon collected and used to make the rubber motor propulsion. A gun was added, which fuelled with gunpowder and saltpetre could fire a ball bearing. A canal was dug alongside the railway and a crane used to unload ships onto the railway. Tom's next loco was called 'dribbler' which was meths fired and ran under his bed; his room was five floors up so it was only visited by his mother when she had to.

All three brothers became interested in the Scouts

and Tom became a Scoutmaster. He left school at the age of fourteen and worked for the Barnet and District Gas and Water Company where he was promoted to Gas Inspector.

Tom was reticent about his war time experiences so it was difficult to piece together that period. He did speak of it to a couple of ten-year-old lads who were doing some school coursework on the subject, although he would have spared them the stark horror of it due to their age. He was called up in 1939 and of course one had to go, there was no choice. He was attached to the Long Range Desert Group in North Africa. On several occasions petrol trucks were hit and immediately exploded and so it was difficult to get drivers to volunteer; rather than ask for volunteers Tom would drive a truck himself.

They were eventually captured and detained in a camp in Italy with some two thousand other prisoners of war. The bunks were three high; they had two meals a day, dry bread, rice and potatoes for one meal and skivvy which was soup for the other. After one year the Red Cross provided powdered milk, biscuits and tea, porridge which could not be cooked (until Tom invented and built a cooker that could be built from scrap; it was fan driven and the design spread throughout the prison camps where they were built thus providing the starving with desperately-needed nutrition) and tinned meat and fish. The tinned food was kept for escape attempts. During the day they played cards including Bridge; their currency was cigarettes.

Twice Tom and others tried to escape by tunnelling out, the earth being put down the toilet. Upon recapture Tom suffered terrible injuries due to being hit in the teeth with a guard's rifle but he was put in solitary confinement for a month. During March 1941 he was transferred to another camp near Milan. This camp had an electric fence; a hole was cut in the fence and patched up with string to avoid detection in preparation for a further escape attempt. Tom removed a bulb on the perimeter fence and replaced it with a coin or metal disc between the bulb and the holder so that when the light was switched on it would fuse the lights. When all was prepared, on the day of his birthday in 1943 Tom and one other escaped through the wire, the camp dogs were set

upon them, their pursuers were uncomfortably close and Tom opted to hide in a tree. His companion did not fancy that idea and made a run for it; sadly he did not make it and Tom saw him shot. Tom remained in the tree for three days in the blistering heat without water while the guards with dogs continued searching; eventually they returned to the camp allowing Tom to descend, with some difficulty and go in search of water. Using his Scouting skills and following Red Cross advice he travelled by night and slept by day heading north; wearing civvies he caught a train for Switzerland where he arrived on 28 December 1943. On the 10<sup>th</sup> of October 1944 He was able to travel on a train and boat back home although he was in poor health suffering from malaria and dysentery.

The brothers carried on with the family glazing firm that specialised in stained glass windows; some examples were shown, and masterpieces they were. Being unable to afford a new kiln Tom used the material from his air raid shelter to make one; angle iron was cut up and fire bricks procured.

It was recalled how Tom met his wife Ruth at a wedding. He had sat opposite her at the luncheon and later on dancing together in the evening she did not at first recognise him, as he had gone home meantime to change into his best suit. They were married in June 1947.

Tom was then introduced to the NLSME which then became very much part of his life. Photographs of the tracks being built at Arkley and Tyttenhanger with Tom very much in the front line; he was also instrumental in securing tenancy of the sites for our track due to his employment with the Water Company. The initials TLR are cast in the supporting pillars for the station canopy standing for - as we know - Tyttenhanger Light Railway; Tyttenhanger coming from the place where the track is, in the grounds of Tyttenhanger House. It also means as Tom pointed out 'Tom Luxford's Railway'.

Mike described his models that were on display and were also a considerable achievement. They are a Toby battery electric, a 2" Clayton steam wagon by Robin Dyer, two traction engines, a Princess Marina, A B17 loco, Dotty based on a Dot, a sailing yacht and last but not least a 'push me / pull me' hand driven truck propelled by two levers with a 1, 2, 3, 4 motion which was quite unique; it was difficult to get into the operating sequence of driving it.

Whilst Tom claimed that he could hardly read a drawing his philosophy was that they should look right and perform well and perform they did; his B17 has had three boilers and the wheels have been re-profiled four times.

He was also a friend of LBSC and had visited his track at his house at Purley; a photograph of LBSC was shown.

Exhibitions and other tracks were often frequented by Tom; on visiting the track at Chipperfield and seeing their tunnel he decided that we should have one, and asked members to dig up their air raid shelters to provide the material. Our seventy-two foot tunnel built on a curve to make the inside completely dark was his inspiration. A photograph of a smiling young lad driving Toby under Tom's instruction typified his success at teaching the young with an infectious enthusiasm. He also encouraged the ladies of the society to display their handiwork at open days, in particular Ruth's lace making skills.

His interests also diversified to sailing in his Vagabond dinghy.

A final picture of Tom at the track with a broad smile on his face whilst holding a mug of tea captured him as we like to remember him, a great man and a friend to us all.

The evening was a superb celebration of professional standard, and we thanked those that had been involved in making it so memorable, particularly Mike whose fluent and amicable style conveyed it all to us in such a pleasing manner.

The collection from the raffle held on this evening raised £50 and will be donated to the Red Cross, as without their help Tom might not have survived the war. The raffle prize, a bottle of whisky, was kindly donated by Ian Johnston.

## Appeal for more anecdotes about Tom Luxford

Having had a pleasant evening recalling Tom's life and times, it became clear that there were more stories, anecdotes and reminiscences of which Mike, Jim and myself had previously been unaware or had forgotten. We had also had to truncate or omit some of the detail we had gathered, and it has, therefore, been suggested that we should produce a fuller biography for publication or presentation at a future date. To this end, we would appreciate details of any stories, photos or videos that you may have available – come on Ron, there must have been some amusing anecdotes relating to those canal holidays!

*Peter Davies*

### NORTH LONDON SOCIETY OF MODEL ENGINEERS

### MINUTES OF THE 60<sup>TH</sup> ANNUAL GENERAL MEETING HELD AT 2000 HOURS ON FRIDAY, 7 MAY 2004, AT HEADQUARTERS

### QUORUM – 25 MEMBERS (APPROXIMATELY 42 MEMBERS PRESENT)

#### 1 APOLOGIES

Derek Perham, Frank Hills, Mike Chrisp, Ian Murray, Jim Robson, Mike Avery, Jonathan Avery, Owen Chapman.

- 2 MINUTES OF THE 59<sup>TH</sup> AGM held on 2 May 2003 were read out. Mike Foreman proposed and Rai Fenton seconded that they were a true record of the meeting. The meeting unanimously agreed and the Chairman duly signed them.

#### 3 MATTERS ARISING

The investigation into the acquisition of additional land at Colney Heath has been dropped for the present time.

#### 4 CHAIRMAN'S REPORT

The Chairman, John Squire, presented his report for the year. A copy is appended to these Minutes. Tony Dunbar proposed, Clive Winter seconded their adoption. Carried.

#### 5 TREASURER'S REPORT

In the absence of a Society Treasurer, Mike Foreman, Auditor, presented the Society's accounts. A copy is appended to these Minutes. The missing £180.00 has been found. Keith Bartlam proposed, Peter Precious seconded their adoption. Carried.

#### 6 ELECTION OF OFFICERS AND COUNCIL MEMBERS

The following nominations were received:

Chairman	Donal Corcoran
Vice Chairman	Tony Dunbar
Secretary	David Harris
Treasurer	Kieran Corcoran

Council Members                      Mike Foreman, Mike Chrisp, Chris Platford,  
Ken West, Adam Gorski.

There being no other nominations, all were declared elected. Proposed Mike Collingwood, seconded by Rai Fenton. Thanks to those standing down from the Council.

## 7 COUNCIL BUSINESS/MATTERS FOR DISCUSSION WITH MEMBERS

A suggestion was made from the floor that the HQ room could be put to better use if the chairs were stackable – to be discussed by the Council at the next meeting.

A suggestion was made that the date for the AGM should be moved from the first Friday of May to avoid the clash with the dates of the Harrogate Model Engineering Exhibition. (A number of our active members are attending there today). The next AGM will therefore be Friday, 13 May 2005.

## 8 PROPOSALS FOR CONSIDERATION AT A SUBSEQUENT EXTRAORDINARY GENERAL MEETING

No proposals were received.

## 9 60<sup>TH</sup> ANNIVERSARY

The Saturday evening of the 60<sup>th</sup> Anniversary weekend will be an informal evening for Society members and their guests, with a barbeque style meal.

For security of the site and its contents, members will be ‘sleeping over’ at the site on Friday, Saturday and Sunday evenings. The build up day will be Friday, and Monday the break down day.

Members of the public will be charged for rides.

Parking will be at the Colney Heath JMI School with a mini-bus shuttle

## 10 ANY OTHER BUSINESS

Mike Forman proposed and Mike Collingwood seconded, thanks to Jean Chrisp who helped out as temporary Treasurer and recommended that she be elected external Auditor of the Society. This was agreed unanimously.

## 11 DATE OF NEXT MEETING

Friday, 13 May 2005 at HQ.

Date	Senior Steward	Track Steward	Track Steward	Track Steward	Tea Steward	Tea Steward
01-May	M. Foreman.	P. Precious.	G.Gardner.	G. Eccles.	Mrs Foreman	M. Hodgson.
08-May	F. Hills.	J. West.	P. Castle.	M. Dear.	Mrs Hills.	M. Bolle.
15-May	L. Brimson.	J. Brimson.	R. Brimson.	Roy Hall.	R. Deal.	Richard Hall.
22-May	K. Hughes.	I. Buswell.	V. Burgess.	R. Payne.	A. Chapman.	O Chapman.
29-May	C. Bainbridge.	R. Goss.	J. Riches.	C. Hogg.	P. Prior.	Nicholas Stock.
05-Jun	M. Ruffel	N. Morgan.	John.L. Morgan.	D. Snellgrove.	John Morgan (Marine)	Mrs Morgan.
12-Jun	M. Avery.	R. Durling.	R. Clarke	J. Avery.	A Hawkes.	D. Lawrence.
19-Jun	R. Chapman.	N. Rudoe.	P. Brewster.	A. Mason.	Mrs Brewster.	K. Wilson.
26-Jun	Ian Clifft.	F. Barillo.	G. Williams.	S. Vousden.	T Barrett./Mrs Clifft.	P. Godin.
03-Jul	K. Bartlam.	J . Cattle	G. Moore.	P.Fraser.	Roger Brown.	Graeme Brown.
10-Jul	G. Case.	J. Amos.	J. Waldock.	B Luxford.	D. Eldridge.	H. Henderson.
17-Jul		P. Brown.	F. Dell./T Bittleston.	D. Foster.		D.Metcalf.
24-Jul	I.Johnston	B. Kennedy.	Dr Dyer.	D. Marsden.	B. Lambert.	R. Hesketh.
31-Jul	B. Corcoran	P. Davies	K. Corcoran.	A. Newson.	Mrs Corcoran.	J. Firth.
07-Aug	D. Corcoran.		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. Platford.
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.	R Harding	J West.	P .Fox.	C Dean.

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## Revised Track Stewards Rota 2005

## 📖 Dates for your Diary 📖

Monday 2 May	Bank Holiday - members' running day at Colney Heath
Tuesday 3 May	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Saturday 7 May	Birthday Party at Colney Heath (help required)
Monday 9 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
<b>Friday 13 May</b>	<b>8.00pm Annual General Meeting; HQ, Legion Way, North Finchley</b>
Friday 20 May	8.00pm Loco Section Meeting; Work in Progress; HQ, Legion Way, North Finchley
<i>Friday 20 May</i>	<i>Deadline for copy to Editor for June News Sheet</i>
Saturday 21 May	Birthday Party at Colney Heath (help required)
Sunday 29 May	10.00am Toy Boat regatta; visit to Colney Heath by the Vintage Boat Club
Monday 30 May	Bank Holiday - members' running day at Colney Heath
Friday 3 June	8.00pm General Meeting; Talk by DAG Brown; HQ, Legion Way, North Finchley
Tuesday 7 June	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Monday 13 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 17 June	8.00pm Loco Section B.B.Q at Colney Heath
<i>Friday 17 June</i>	<i>Deadline for copy to Editor for July News Sheet</i>
Saturday 25 June	North American Section Day; Colney Heath
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)
Saturday 9 July	Colney heath JMI School Fete
Monday 11 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
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
<i>Friday 22 July</i>	<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
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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).

### You will be punished!

Three guys were on a trip to Saudi Arabia. One day, they stumbled into a harem tent filled with over 100 beautiful women. They started getting friendly with all the women, when suddenly the Sheik came in.

"I am the master of all these women. No one else can touch them except me. You three men must pay for what you have done today. You will be punished in a way corresponding to your profession."

The sheik turns to the first man and asks him what he does for a living. "I'm a cop", says the first man. "Then we will shoot your penis off!", said the sheik.

He then turned to the second man and asked him what he did for a living. "I'm a firemen", said the second man. "Then we will burn your penis off!", said the sheik.

Finally, he asked the last man, "And you, what do you do for a living?" And the third man answered, with a sly grin, "I'm a lollipop salesman!"

The phone number of the Tyttenhanger site is 01727 827389. An answering machine has been installed with a message regarding public opening times. Should the site be closed for any reason (e.g. waterlogged car park), the message will be modified.

The views expressed in this News Sheet are not necessarily those of the Chairman or Council of the NLSME