

The News Sheet

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The Chairman's Notes

Well shipmates the year is almost over for yours truly and the merry band of model machinists that compose the North London Society of Model Engineers. I say the merry band because that is exactly what we should be; the main frustrations of our lives ought to be getting the conversion of millimetres to inches into a manageable state (sorry Mr John S!).

Unfortunately harmony has not been evident amongst a very small number and they have taken membership and its significance so critically that it has ceased to be fun for both them and those around them.

Model engineering should be fun and an enjoyable relaxation, and to be a member of our excellent Society, although not essential ought to be the icing on the cake. Unfortunately 'politics' seems to be the 'fun' of a few who should be employed at their lathes either at work or in their workshops at home. The Club should be allowed to prosper as it is doing, without interference. When I have visited the various sections of the club at headquarters I am always impressed with happiness, enthusiasm and industry that the sections obtain pursuing their hobbies, both at the base and in the Brit at the end of the evening.

Outsiders may see us as rather eccentric, inward-looking folk making and working models, and those that say 'you can only tell the men from the boys by the size of their toys' may not have got it exactly correct. However help is at hand. When I was in the States a few days ago I had the pleasure of meeting a charming lady called Paula Pasic. She had explored the role and enormous appeal of the model throughout

history, its ubiquity in art literature, and industry and its continued appeal in popular culture. Whether I am Chairman or not next year I hope that the editor will permit me to publish a trifle more of Ms Pasic's thoughts on the subject because they certainly put into a logical perspective the reason we do what we do, with pride.

Now then, the AGM is looming. It is our opportunity to shape the Club's future in an adult manner. I know that over ninety percent of the club happily enjoys the facilities and activities within the club. The problem with the remaining ten percent is not an unusual facet in any club but it does not make for a tranquil life for their chairmen and that includes me. The problem for me is, that I can understand and sympathise with all the modalities and if only that very small minority could only see from the other side then all would be bliss. Now I hear someone saying that they have just seen a pig flying by!

There are two messages for the forthcoming AGM. The first is, to attend if you possibly can. The second is, please remember that model engineering is a hobby that we have all embarked on for our pleasure and relaxation. And that our meeting should be conducted in a sensible and grown-up manner.

Have a good month.

Ian Johnston

Treasurer's Report

I would like to thank all those members that have already paid their Membership for 2006 – 2007 and remind all those that have yet to pay to get your subs in soon, they are now over due. Don't forget to include along with your cheque payable to NLSME your membership card and a self stamped addressed envelope. My address is on the back of the News-sheet, or you can grab me at one of the forthcoming society meetings.

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 (i.e. 16 years old = £16)

Don't forget the AGM which will be upon us by the time you are reading this, come along and make your voice heard, its what makes the Society function.

Kieran Corcoran

Secretary's Snippets

The Society has received invitations from the Saffron Walden and District SME to attend their two one-day rallies on Sunday 18 June and Sunday 17 September, and from Ruislip Lido Railway Open Evening on Saturday 24 June at 1800 hours.

The Council are preparing final documents for the statement relative to the Child Protection Policy.

When complete, the statement will be published in the News Sheet so that all members will receive their own copy.

Just a reminder that the Society's AGM will take place on Friday, 12 May at 8.00 pm at HQ. This meeting will be preceded by an EGM requested by a forum of 25 members to discuss the subscription format.

David Harris

MINUTES OF THE 61ST ANNUAL GENERAL MEETING HELD ON FRIDAY, 13 MAY 2005, AT HEADQUARTERS

QUORUM – 25 MEMBERS; 56 PRESENT

1. APOLOGIES

Nick Rudoie, George Moon (Country Member), Jim Robson.

2. THE MINUTES OF THE 60TH AGM held on 7 May 2004 were published in the May 2005 News Sheet and were taken as read. Tony Dunbar proposed and John Squire seconded that they were a true record of the meeting. The meeting unanimously agreed and the Chairman duly signed them.

3. MATTERS ARISING - There were no matters arising.

4. CHAIRMAN'S REPORT

The Chairman, Donal Corcoran, presented his report for the year. A copy was published in the June 2005 News Sheet. John Squire proposed and Les Brimson seconded its adoption. Carried.

5. TREASURER'S REPORT

The Treasurer, Kieran Corcoran, presented the audited accounts for the Society. Mike Foreman proposed and Rai Fenton seconded their adoption. Carried. Jean Chrisp was proposed by Peter Davey and seconded by Mike Avery as the Society Auditor. Carried.

6. ELECTION OF OFFICERS AND COUNCIL MEMBERS

The following nominations were received:

Chairman	Donal Corcoran Ian Johnston
Vice-Chairman	Tony Dunbar
Secretary	David Harris
Treasurer	Kieran Corcoran
Council Members	Keith Bartlam Mike Chrisp Jack Edwards

Cover picture:

Steam in Poland: Class 0149 2-6-2 No. 69, built about 1947, photographed by Mike Foreman at Wolsztyn ready to depart on a Poznan train in June 2005; see the report of his talk on page 8.

Mike Foreman
Chris Platford
Adrian Reddish
Ken West

In the ensuing ballot, Ian Johnston was elected Chairman and Council Members were:

Mike Chrisp
Mike Foreman
Chris Platford
Adrian Reddish
Ken West

Other officers were returned unopposed.

Adrian Reddish expressed his thanks on behalf of the meeting to Donal Corcoran for his efforts as Society Chairman.

7. COUNCIL BUSINESS/MATTERS FOR DISCUSSION WITH MEMBERS
None.

8. PROPOSALS FOR CONSIDERATION AT A SUBSEQUENT EXTRAORDINARY GENERAL MEETING
None.

9. ANY OTHER BUSINESS

Ruth Luxford has donated the £50.00 raised at the Locomotive Section meeting to the Red Cross.

Derek Perham expressed his thanks to the past Council Officers and Members.

Ian Johnston expressed his thanks to Donal for his efforts during the year, and reminded the meeting that Donal had stepped into the Chairman's role when no one else would take on the job. Ian said that he saw the Society as a 'Club of Clubs', each run by the appropriate Section Leader, supported by the members. His prime role would be that of Chairman to the Council and titular head of the Society. He emphasised that all members were there to enjoy model engineering with good fellowship together, generally getting things done by a consensus of opinion.

Ian Johnston also commented that he would still organise the Locomotive Section meetings, while Mike Chrisp would still organise the General Meetings.

10. DATE OF THE NEXT ANNUAL GENERAL MEETING

Friday, 12 May 2006 at HQ.

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Thank you!

Thank you for including me in the ground level station building project.
What a great time was had over the winter months with the constant banter & wit - a great team.

Belt & Braces - Brian Baker
Man of the match - Jonathan Avery

Thanks to you all and to anyone I have missed!

Guv - Chris Vousden
Technical Officer - Mike Chrisp
Best Boy Electrician - Jim Macdonald
Worst Boy Electrician - Pete Macdonald

Peter Funk

The Saga of the Coach - reprise

Note by the Editor:-

Readers will recall that in the April News Sheet the report of the General Meeting included a note of Mike Chrisp's description of how the coach was moved to its present position on the Tyttenhanger site, together with four of Mike's photographs. Owing to pressure on space, I was unable to include the captions to the photos, so here they are again, this time with Mike's knowledgeable comments!

Nick Rudoe

Below: With everything below its girder frames removed and the load somewhat greater than that for which the diminutive crane had been designed, it took some ingenuity to get our coach onto the low loader hired to transport it to Colney Heath. Standing alongside the crane, then member Bob Fitzhugh whose advice and guidance had been essential during the early stages of this project, keeps a wary eye on proceedings.



Right: Having been told by the MOD that it was not possible to move a wheel-less railway coach up a grassy field we had to set about the job ourselves. Fortunately then member Leon Rochat knew about shifting heavy loads and with his guidance and equipment we



Left: Safely loaded onto an Eastern BRS truck, our coach makes good progress down the A1 towards the track with John Rudling and a young Anthony Chrisp riding with the driver.



got the coach where we wanted it – mind you, it took an entire weekend! Richard Calderbank (left) and Brian Lees (right) are seen here encouraging Mike Foreman and Ray Baskerville operating the chain winch used to drag the coach up the field.



Left: This view of the Tyttenhanger tracksite from the water company premises shows our coach where it had been placed on arrival from St. Ives. The buildings visible are the original workshop, store and carriage shed which were later destroyed by fire and replaced by a concrete sectional building which remains in use to this day. The steaming bays, traverser, track at this point and the stylish lamps are also much as now.

	Track Steward Rota 2006			NO SHOW
Date	Senior Steward	Track Steward	Track Steward	Track Steward
16-Apr	Ron Price	Maurice Cummins*	Graham Price	Steven Don
23-Apr	Nigel Griffiths	John Amos	Mark Braley	John Waldock
30-Apr	David Harris*	Adrian Newson	Derrick Franklin*	Keith Ashman
07-May	Brian Apthorpe*	Geoffrey Bullock	David Jones	John Beesley
14-May	Jack Edwards*	David Spencer	Jeremy Deans	Adam Gorski
21-May	Grahame Ainge	Peter Foreman	Simon Pearson	Richard Heskest
28-May	Grahame Gardner	Peter Precious	Guy Ellerby	David Burman*
04-Jun	Robert Oldfield	Frank Hills*	Richard Castle	Michael Dear
11-Jun	Les Brimson	Roy Hall	Roger Brown	Jack Sanson
18-Jun	Keith Hughes	Jim Robson*	Victor Burgess	Philip Rowe
25-Jun		Ian Buswell	John Riches	Richard Cross
02-Jul	Ian Johnston*	David Snellgrove*	John L Morgan	Naughton Morgan
09-Jul	Mike Avery*	John Winson	Jonathan Avery*	Mike Hodgson
16-Jul	Roy Chapman	Nick Rudoe	Peter Brewster	Anthony Mason
23-Jul	Ian Clifft	Peter Lancaster*	John West	Bob Gamble
30-Jul	Keith Bartlam	John Cattle	Gerald Moore	Peter Fraser
06-Aug	Mike Chrisp*	Ian Reddish*	Alex Chapman	David Foster
13-Aug	Mike Ruffell	Brian Baker*	David Marsden	Brian Kennedy
20-Aug	Mike Foreman*	Alan Marshall	Peter Berkley	Mike Franklin
27-Aug	Donal Corcoran	Lawrence Steers	Philip Hyde	R. Thompson
03-Sep	Tony Dunbar	Colin Thomson	Geoffrey Eccles	Owen Chapman*
10-Sep	Brendan Corcoran	Peter Davies	Peter Brown	Larry Cheeseman
17-Sep	Jim MacDonald	Chris Reynolds	Peter MacDonald	Peter Badger
24-Sep	Adrian Reddish	Dick Payne*	Nicholas Bone	Martin Ginger
01-Oct	Stephen Smith	Roger Bell*	Paul Lacey	Barrie Davies
08-Oct	Kieran Corcoran	Gavin Lang	John Mills	Roger Woollett
15-Oct	Chris Vousden*	John Sandwell*	Ron Todd	Malcolm Reid
22-Oct	Terry Baxter	Peter Weeks*	Derek Smith	Derek Eldridge*

NB: For any selected date/row, please read across both pages to obtain the names of all designated stewards.

Loco Section & Tyttenhanger Committee News

Railway Development Project

We have placed some white posts to create a survey grid in the new area. All measurements are made from these posts so please be aware of their importance. Do not move or disrupt. The next step will be to peg out the proposed routes and bridge location so measurements can be made for gradients and adjustments on the ground. Much care of its placing is needed as the space available is quite tight to maintain a minimum radius of 50 feet for future stages. It is my intention that we make sure that the track is placed correctly in the first place so as to avoid unnecessary work moving it later as we proceed through the stages.

Winter Work Parties

Those of you who have not visited the site yet will on arrival see two removable **metal** posts restricting the gate access. These posts are intended to only slow down the cars on entry, and to give drivers of

the ground level railway a better chance to make a safer judgement in proceeding to cross the roadway. If this proves successful it has been suggested that two more posts on the car park side could be later included.

The surface of the raised carriage lifting area has been renewed to make it safer to use. Further sections of the raised track refurbishment have taken place, which is a great improvement. One rotten sleeper has been replaced. Continued anti-tip rail has been installed and will make for safer travel. Also the move of the signal just after the tunnel to the other side is a great improvement. The coaches, lifts and signals have all been checked and maintained.

The Main Ground Level Station and steaming bay has taken a big step forward this winter with its new canopies and loading bay. The finishing touches are a sight to behold, with growing interest in ground level development.

				NO SHOW
Date	Track Steward	Track Steward	Tea Steward	Tea Steward
16-Apr	Jack Edwards*	Peter Weeks*	Ron Thorogood*	Mrs Thorogood*
23-Apr	John Shawe	Dick Payne*	David Metcalf	Mrs.Griffiths
30-Apr	William Mason	David Snellgrove*	R Lidzey	Mrs Harris
07-May	John Fitzgerald	Chris Vousden*	Mervyn Smith	Mrs Apthorpe
14-May	Reg Piper	Mike Foreman*	Robert Hatton	Raymond Goss
21-May	Kevin Wilson	Frank Hills*	Ray Smiles	Nicholas Griffin
28-May	Mike Avery*	Jonathan Avery*	George Case	Mike Chrisp*
04-Jun		John Sandwell*	Ron Thorogood*	Mrs Thorogood*
11-Jun	Arthur Rixon	Derek Eldridge*	Ken Wilsher	Mrs Reddish*
18-Jun	Reginald Axton		Dave Lawrence	Frank Inman
25-Jun	Frank Adams	Brian Baker*	Peter Prior	
02-Jul	Geoffrey Mogg	Owen Chapman*	John Morgan (M)	Mrs J Morgan
09-Jul	Tim Bittleston	Chris Platford	Colin Bainbridge	Ron Peirce
16-Jul			Graeme Brown	Mrs Brewster
23-Jul			Harry Henderson	Mrs Clift
30-Jul	Jeffrey Bolton	Maurice Cummins*	Raymond Randal	Harold Barrow
06-Aug	Paul Godin	David Burman*	Alexander Robins on	Jim Robson*
13-Aug	Peter Sheen	Ian Johnston*	Chris Dean	
20-Aug	David Broom		David Morgan	Mrs Foreman
27-Aug	Lawrence Wood		Peter Funk	
03-Sep	Peter Lancaster*	Derrick Franklin*	Maxim Sarche	
10-Sep	Dave Green		L Brooks	Mrs P Corcoran
17-Sep		Ian Reddish*	Mrs. MacDonald	Mrs Badger
24-Sep	Peter Fox		Mrs Reddish*	Laura Reddish
01-Oct	Alex James		Mrs Smith	Julie Davies
08-Oct			Rai Fenton	Mrs Betty Fenton
15-Oct	Tim Clementson	Brian Apthorpe*	Derek Perham	Richard Hall
22-Oct	David Harris*	Roger Bell*	Mrs Baxter	Jenny Baxter

The crew member's end of the coach has been redecorated; although not finished it is a great improvement.

Along with other jobs done over the winter those that took part have something to be proud of. We are all very grateful for their contribution.

Stewards Rota

The first two running days of the season went well with the additional stewards despite three people not turning up. Obviously they must have been unable to **LET ME KNOW**.

The Tyttenhanger Committee recommends deployment of Track Stewards with hourly rotation, to be carried out at the discretion of the Senior Steward on the day as follows in order of importance:

1. Raised Track Station, passenger entraining.
2. Raised Track Steaming Bays.
3. Ground Level Station, depending on passenger entraining.
4. Gatekeeper and Car Parking.
5. Raised Track, detraining, carriages, Garden Railway, Boating Lake.
6. Ground Level, other Station.

As you can see, for us to carry out our "Duty of Care" for our members and visitors it is imperative that all

Stewards turn up **or make alternative arrangement**.

There are a few changes and additions. A few more have agreed to a second duty, which is very much appreciated. For us to achieve a full six track stewards and two tea stewards each week a few more such volunteers will be needed to fill the spaces. Please pick an empty slot and let me know as soon as possible.

- 1 If you cannot attend on your allocated slot for whatever reason, **arrange a swap with another member. BUT PLEASE LET ME KNOW** so I can amend the published list.
- 2 If you appear on the list and you do have a valid reason why you should not, **PLEASE LET ME KNOW**
- 3 If you notice someone who has left or has a valid reason not to be on the list **PLEASE LET ME KNOW**
- 4 Most importantly if you do not appear on the list and should be, **PLEASE LET ME KNOW**

I also ask that **ALL TRACK and TEA STEWARDS SIGN THE RUNNING BOOK** for monitoring and insurance purposes.

(continued over page)

It is not much to ask to do your duty, **but to just not turn up is unreasonable**. It is your responsibility to yourself and your club to make sure this season runs smoothly, so we can carry out our responsibility for health and safety for all those that visit and enjoy our wonderful facility. The Tyttenhanger Committee thank you all in advance for your help.

Events

Following on from the last excellent talk on "Steam in China," we enjoyed an equally fascinating talk of Mike Foreman's Footplate experience, proving quite an insight to his life's interest of railways. (Thanks Mike) This was indeed another night to be remembered.

Sat 6th May: **Birthday Party**. Help would be appreciated.

Sat 13th May: **Birthday Party**. Help would be appreciated.

Fri 19th May: **Loco Section Meeting** 8pm @ HQ. To be arranged

Fri 16th June: **Loco Section Meeting** 8pm @ HQ. **The British Owned railways of Argentina by Ralph Copnall** living his early life in Argentina and has returned on visits. He will give us a brief background to Argentine railway history, leading up to comments on the preservation scene. He will enliven the talk with personal reminiscences illustrated with stills spanning sixty years. This is a must for all sections of the Society.

Sat 17th June: **Birthday Party**. Help would be appreciated.

Fri 21st July: **Loco Section BBQ** @ Colney Heath. This will be the first of the season's BBQs at the track. For a relaxed evening this is the spot to be whatever section you belong to. Of course bring your own food, beer and partner or girlfriend (but not at the same time of course!)

Lastly, I have been contacted by a member who has asked if any **NLSME member** would be interested in buying his "Torquay Manor". Only **members** interested should email me for details.

Adrian
(Loco Section Leader)

The April General Meeting by OMAH

Ian having been 'bumped off' his flight home, was unable to be with us, so Tony took the meeting. Having welcomed us he said farewell to Mike Collingwood who is moving to Warwickshire on the 19th. On behalf of the Society he wished Beryl and Mike well and hoped they would be happy in their new home. (See p11 of the April newsheet for details.) He went on to remind us that the May meeting would be the AGM, preceded by an EGM to discuss subs etc. Ron Thoroughgood being unwell we needed a volunteer tea-maker; Dave Lawrence stepped into the breach - thank you Dave.

Tony then introduced our speaker, Mike Foreman, who would give an illustrated chat entitled "Holidays on the Footplate". Mike began: - "In 1957, at the age of 12, I purchased an Ian Allan loco-spotters book for the Eastern Region. The first engine I saw was B17, 61652 'Darlington' and my fascination with railways and transport in general was kindled. I would add that in the following few years I must have seen 'Darlington' more than any other engine!" (Mike made use of a close-up of the 'Darlington' nameplate

as an indicator of time passing, each appearance indicating another year passing.)

Mike then progressed through his early days, initially as a spotter on the platform then on to special rail trips and coach outings which kindled his interest in the



Thompson B1 No. 61314, photographed by Mike Foreman at Kings Cross in 1959.

mechanics of steam engines, not just number crunching. We then had a series of photos of locos and scenes around the country, including a shot of Bryan Luxford on the footplate at Neasden. When Mike went to Ravenscroft school in Barnet he found that they had a 3½ in ground level railway and he had his first taste of miniature steam, creating an interest in model engineering. One of the teachers put him in touch with Don Gordon, then Editor of the NLSME newsheet. The rest of that story is history.

Mike's vision was to seek employment on the railways but his vision was not 20/20. His father guided him into the insurance industry in 1961 where he has remained thankfully ever since. Time passed with lots more trips and snaps until 1964 when he went to Harworth Colliery with one time member of NLSME, the late Bert Collins, a former railway fireman to work on the newly purchased Gresley Society N2 69523. "You will see a great deal more of this loco as it has been a thread through my life." In 1966 he got his first experience of a footplate ride on an A4 with 'Kingfisher' coming up from Salisbury. (I was on that trip and noticed various privileged folk going through the tender but I never got a sniff. Among Mike's opening comments he said; "if you don't ask you don't get!") Among the 'asks' he acquired legal BR passes to depots and lineside and during that same year, for the first time he was allowed to do a bit of firing on an 'Austerity' 2-8-0. Among other things he got a footplate ride in a 'Peak' diesel from Appleby to Settle over Blea Moor and Ribbleshead Viaduct.

In 1967 he met his future wife Angela and a week later rode on the inaugural trip behind A4 'Sir Nigel Gresley' from Crewe to Carlisle including 5 minutes on the footplate. When visiting depots Mike tended to wear overalls and cap so as not to look out of place; the eyeglasses were a bit of a giveaway though. At Warrington on a Sunday afternoon picture a row of engine-

men sitting in the sun hoping not to be called to do anything. A Black Five arrives towing a couple of dead engines, one man is deputed to put them into the shed, nobody stirred so he picked on Mike who assumed that he would drive the engine while Mike waved him into the dead end shed road. Not a bit of it, he put Mike in the driver's seat, pointed out the steam brake valve, walked to the end of the line of engines and waved Mike on! Mike opened and shut the regulator, but realising that 20% cut-off was not enough he wound it down a bit and tried again. Success! - he rolled slowly into the shed and managed to stop in the right spot, thanked the driver and made himself scarce before anybody realised what had been going on.

Two days later in Carlisle Kingmoor shed he heard the sound of a shovel on a coal plate. Tracing it to Britannia 70021 'Morning Star' he offered his services to prepare the fire; this was accepted and on the fireman's return with Driver Walter Money he thanked Mike who, more in hope than anticipation, offered to do it all for them. They said OK and Mike spent the rest of the day firing; it was not overly strenuous with the light loads but he found that 'Brits' have a very hot firehole if you don't keep the fire under the door piled high and black. Fried back of the legs was the order of the day. The return working was a Black Five with one wagon and a brakevan. Not much firing was required but as a reward he was allowed to drive the engine back to the shed from the yard.

1968: last year of steam on the BR, various visits to sheds, etc.

1970: Footplating in Preservation, quite a selection of venues and snaps and an indication of an interest in preserved diesel. Among the many trips during this period was a rather emotional one with the committal of his friend and mentor Bert's ashes into the firebox of 'Green Arrow'. The next set of photos was for Steam on the Met 1994 to 2000; Mike was very active



The preserved Gresley N2 seen pulling out from under the bridge at Weybourne on the North Norfolk Railway.



Steam on the Met: '9400' class 0-6-0PT no. 9466 seen at Amersham in May 1995.

at all these events. From 2000 to 2003 Mike went to many venues with Angie and other recognisable names, including Swanage, Tenterden, Weybourne and a weekend in Belgium on the 600mm narrow gauge. Prior to going to Poland for the first time, in 2003, five of us had a special practice evening with the B12 on the North Norfolk. It gave us an opportunity to try and stop at pre-determined points using the air brake. Not as easy as it seemed.

In November 2003 Mike and Angie went to South America and took in a lot of rail trips as well as seeing the sights. This time we had the addition of video footage to stills. The motive power varied from railcars to diesel hauled trains, sadly no steam. The population had a somewhat cavalier attitude to the trains, although life seemed to revolve around the railway, that being the only access to many villages, apart from the hard way. Some stations had a market on both sides of the line with stallholders moving back out of way and replacing their stalls when it had passed. At Cozco there was a large area selling pack-flat items which appeared to be the local branch of IKEA! The trip took them to high altitudes, 14000ft in places, and unfortunately Angie suffered from altitude sickness. In 2005 Mike was 60 and Angie took him on a surprise holiday to Jordan including a visit to the Hedjaz Railway in Amman. More video.

From 2003 to 2005 Mike enjoyed The Wolsztyn Experience in Poland, the brainchild of Howard Jones and his brother Trevor who negotiated a contract with PKP to provide financial support to run scheduled steam services out of Wolsztyn to Poznan, Leszno and Zbaszynek in exchange for allowing mainly, but not exclusively, visiting Britons to ride on the engines, driving and firing over most of the routes. The crews were a mixed bunch; Stanislaus (Gen.de Gaulle) Koscianski, mad André and his partner, not so mad André, Heinrich and Zenon, Piotr and Josef, Stanislav and Marek. Their knowledge of English equalled ours

of Polish but they got by via signs and recognising key words in Polish. Their attitude to their additional crew members differed; some would let you get on with it once they saw you were competent, others would fuss a lot. You arrive at Wolsztyn at around 10 Sunday night and two lucky people would get to go out for the first time on the 4.16 am departure in the dark for Poznan. The 50mile trip stopping at 16 stations arrives at Poznan at 06.20am and to see two to three hundred people walking off the train that you have been driving is hard to put into words. Alternatively you could be on a turn ambling along on the Konotop branch freight. Every trip was different. Mike showed snaps of various engines and video, on and off the footplate. Mike Radford has been going there since before day one and he and his team had lengthened the turntable at Wolsztyn the year before, enabling them to get the Pacific 'Beautiful Helena' into the shed and to turn the 2-8-2s which previously had to run tender first on the return trip. They also had a day out on the narrow gauge which was very interesting at road crossings as Polish car drivers do not like stopping for the train and there are no barriers. Mike had a JCB cross the line just in front on the way back to Poznan.

Roll on next year, possibly the last.

Mike's last video was of Rob Roy, and others, on the ground level track at Sindelfingen in Germany. He had edited part of it so that Rob Roy appears to be going at the scale equivalent speed of London to Brighton in four minutes.

We had a good turnout and the applause was equal to our enjoyment. Tony thanked Mike for his excellent presentation.

(This has been just a précis of Mike's effort and does not do full justice to it. I hope at some later date that he might be persuaded to write it in the first person plus such further adventures as have happened by then.)

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Chipmonk

This may come as a surprise to those of you not living in Las Vegas but there are more Catholic churches there than casinos. Not surprisingly, some worshippers at Sunday services will give casino chips rather than cash when the basket is passed. Since they get chips from so many different casinos, the churches have devised a method to collect the offerings. The churches send all their collected chips to a nearby Franciscan Monastery for sorting and then the chips are taken to the casinos of origin and cashed in. This is done by a chip monk.

The April Loco Section Meeting by Roger Bell

The meeting was a work in progress and first to speak was David Jones of his gauge one Merchant Navy class loco. It was designed by Roger Thornber and appeared in 'Model Engineer' in 2003. It has slip eccentric valve gear and a simple displacement lubricator. The loco was up to the plate work stage and represented nine months' work; the next job is to finish the tender. The front half of the tender will be the water



David Jones describes his gas-fired Merchant Navy class loco in Gauge One. **Photo:** Nick Rudoe

tank and the rear half for the radio control. David was searching for a suitable flexible 5/32" pipe to carry the butane from the tender to the loco and PTFE was suggested which is used for electrical screening; the pipe will be fitted with Schrader valves. A Bowden cable from the servo in the tender will connect with the regulator; the steam from the regulator passes through the boiler which reheats it slightly. The frames were laser cut but the pony truck which was the most difficult part to make was fabricated from brass and silver soldered together. The safety valves were a bit high and he is considering fitting them part inside the boiler. The loco will be named 'Blue Star' after the shipping line, number 35010 and finished in blue.

Bert Mead then spoke of his eight-wheel tender for the gauge one meths-fired Drummond loco. The frames are on the inside so the brake gear is visible and has had to be made. The six-wheel tenders had outside frames which enabled the axle boxes to be lubricated without putting one's hands through the wheel spokes. The inside frame design was to save metal although it did not save much. A pair of very neat toolboxes sat on the tender with dummy hinges and catch. The coal bars surrounding the coal space were painted to prevent



Bert Mead enlightens us on the finer points of the tender of his Drummond D15 loco. **Photo:** Nick Rudoe

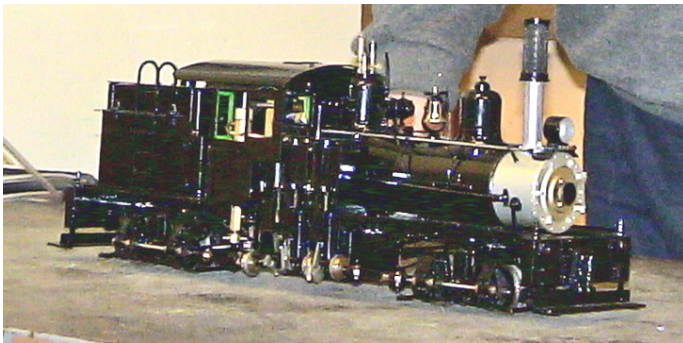
rust; the black gloss used shines too much so this will be covered with matt. The frames are made from two pieces of aluminium angle. There were no rivets in the side of the tender and Bert recalled work on his 'Saint' where many 1/32" rivets were used to an irregular pattern as per drawing.

Dugald Drummond, Chief Engineer of the London & South Western railway had a 4-2-4 loco made with the back half as a coach, to which a hatch was fitted so that he could talk directly to the men on the footplate. From there he would comment: 'get a move on' or conversely when travelling fast 'are you trying to break my neck?!'. He lived in Surbiton and to check on his staff would approach a loco from the ballast side to catch them by surprise; he was a hard task-master. His chosen technique of getting the best from a loco was to fully open the regulator and then control the speed with the cut-off. Apparently he was at one time soaking his feet in hot water and whilst adding some more scalded himself; this led to him getting Septicaemia from which he died. He was buried in a cemetery at Brookwood in a grave alongside the railway line. A wreath was formed from old railway brake blocks and laid on top; some said at the time that that was to stop him coming back.

David Broom described the making of a pair of return cranks and the importance of the hole centres to be the same; this was achieved by using toolmaker's buttons in the lathe. He asked what materials we use for bearings. Some use silver steel pins in mild steel holes, and it was felt that this may be ok for parts that do not move much but silver steel pins in Meehanite cast iron

bushes was preferred, the cast iron bearing being located in place in preference to an interference fit. Another option was silver steel pins in cast bronze bushes. A further option is silver steel pins in Oilite self lubricating bushes available from Proops brothers; if they are machined then Oilite recommend soaking in oil after. A reamer must not be run through the bore as this would seal off the bearing face.

John West then spoke of his Shay locomotive, the original being built from 1880 up to 1945; some 3000 were built in differing versions and were sold all over the world. On his model there are two four-wheel power bogies or trucks, all wheels being driven from three vertical cylinders. The prototypes were built for carrying logs on a temporary track with tight curves, weigh 70 tons and are very powerful and have a top speed of 15 mph at which they sound as though they are doing a hundred. A man would sit on the tender under a sun umbrella watching the train. The bought off-the-shelf gauge one model runs ex-

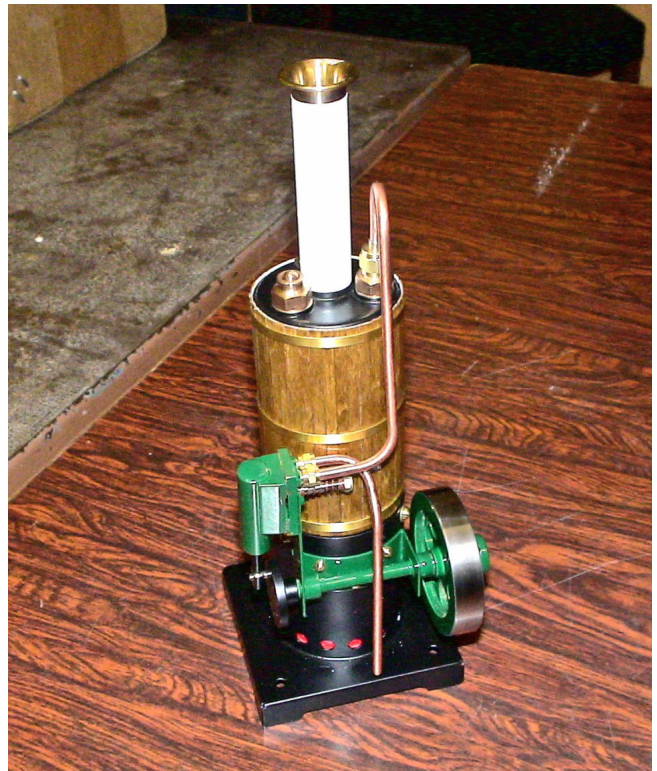


A close-up of John West's 3-cylinder 2-truck Shay loco
Photo: Nick Rudoe

tremely well for 25 minutes on one gas fill. A 3" gauge hand pump in the tender tops up the water in the boiler. Starting from cold to 80 psi takes 6 minutes. Whilst steaming up John noticed that the pressure gauge needle was up off the clock; having shut the gas off and checking again he found the safety valve was not opening properly. He was to take it back to the shop in Princess Risborough the following day for it to be rectified. It was made in China by an American company.

Mike Chrisp has been involved with the 'Polly Project' promoted by the Society of Experimental and Model Engineers, which offered sixteen students an opportunity to build a Tubal Cain designed vertical boiler and engine over a six day full time course. Having built one of these the student would be well placed to tackle most other models to follow. The boiler was made from copper and silver soldered together.

On completion a smashing day was had where the students judged each other's models to a set criteria



The 'Polly Project' vertical boiler and engine, which ran sweetly on air from Mike's bicycle pump.
Photo: Nick Rudoe

and the clear winner received an engraved crystal tankard commemorating the occasion.

Mike then spoke of his difficulty in picking up his late son Anthony's loco. He started by making a box to store it in and then a base plate to stand it on made from furniture. All the parts are made and apart from sticking due to a protective lacquer being applied quite a while ago, it has run sweetly on air. The locomotive is a Rail Motor Number One design by Don Young on which Anthony learned AutoCAD and CNC machining.

One part was found to have not been made, namely the axle pump; a casting was in the box but was typical of the sand cast rough finish of those sold today. Mike decided to improve the job by fabricating one from scratch. The valve seats in the clack valves are separate so can be replaced when worn. He also described a banjo fitting where a water-carrying groove in the housing was turned on a lathe with a screw-cutting tool.

As the meeting came to a close Ian Johnston thanked those who had brought their work along and to those that had helped at the meeting.

General Meetings Update

Unless otherwise stated, General Meetings are held at our Headquarters in Legion Way, North Finchley, 8 - 10pm. Ron Thorogood dons his chef's hat to provide welcome tea, coffee and biscuits at around 9pm for which our many thanks, Ron. We missed you at the last meeting Ron and all hope you are now back to full health.

12 MAY 2006 – ANNUAL GENERAL MEETING

Fully detailed elsewhere in this issue, the May General Meeting, which will take place on the **second Friday of May**, will be our Society's Annual General Meeting.

From an administrative point of view, the Annual General Meeting is the most important of the year. An opportunity to review the recent past and to look forward to the future, it is also the time when those involved in the day-to-day running of our Society are elected to office.

If you have an interest in Society affairs and the way they are managed, you should attend the Annual General Meeting to air your views and maybe stand for office.

2 JUNE 2006 – MALCOLM STRIDE: BRUSH ELECTRICAL ENGINEERING Co. Ltd. – A DIFFERENT VIEW

Many model engineers and railway enthusiasts will know of the Brush Electrical Engineering Company for its range of diesel electric locomotives which culminated in the very successful Brush Type 4, which became the BR class 47. What they may not know is that during its long history Brush made many other things besides locomotives.

Malcolm Stride began his working life as an engineering apprentice with Brush in the early 1960s and went on to work for the company for fifteen years in various positions. On leaving Brush, and before 'escaping' a few years ago, Malcolm joined the then fledgling computer industry as a business consultant. In due course he joined the Model Engineer editorial team and currently holds the position of Associate Editor.

Malcolm describes his illustrated presentation as 'An Insider's View of the History of Brush' and will outline the early history of the company before dealing with some of the lesser known locomotive developments and revealing selected personal experiences during his time with the company.

7 JULY 2006 – FORUM: SOLDERING, BRAZING AND WELDING

The joining of materials is a fascinating and sometimes challenging business. For many applications, some model engineers consider a fabricated assembly to be superior to a casting for a variety of reasons.

The aims of this presentation are to review some of the available processes and, perhaps more importantly, to discuss and resolve any difficulties experienced by those present at the meeting. Our NLSME membership is rich in knowledge and expertise and this evening should provide a unique opportunity to tap into it.

Mike Chrisp



Letters Page

History of N.L.S.M.E.

Date 8.4.06

The old workshop fire.

In continuation of Bert Meads history of the Society and the above fire, due to our treasurer Jack Calderbank not being available, I became very involved with sorting out the insurance claim, who required a list of all items damaged or destroyed within and around the workshop area.

As I was running my own business at the time, I was able to visit the site and deal with the insurance at a fairly short notice. A list was made of the damaged items and I remember Geoff Wren coming to our house one evening and we sorted things out(including damage to the lower part of the track.)

I took all this information to the insurers office at Watford who accepted the list on a new for old basis. The workshop was rebuilt at the insurers cost plus all the listed contents. The fire was started by vandals from the neighbouring area.

This affected Jim Robson and myself who had spent many Sunday mornings constructing a lean-to shed constructed from scrap timber to house our stock of coal which no doubt added to the blaze.

The bean sized steam coal was bought from St.Albans City Hospital who were changing their method of firing the boilers. Reg Piper provided the transport from St.Albans to Colney Heath. The coal was then bagged and sold to members in 80 lb. plastic bags, and delays at the station due to cracking lumps of coal were reduced.

E.G. Millington.

Congratulations Bert at 94. Must be due to all the Sunday morning concrete mixing we did.

XX

Possibly the best blonde joke of the year?

A plane is on its way to Melbourne when a blonde in economy class gets up and moves to the First Class section and sits down. The flight attendant watches her do this and asks to see her ticket. She then tells the blonde passenger that she paid for 'Economy' and that she will have to go and sit in the back.

The blonde replies, 'I'm blonde, I'm beautiful, I'm going to Melbourne and I'm staying right here!'

The flight attendant goes into the cockpit and tells

the pilot and co-pilot that there is some blonde bimbo sitting in First Class that belongs in Economy and won't move back to her seat.

The co-pilot goes back to the blonde and tries to explain that because she only paid for Economy she is only entitled to an economy place and she will have to leave and return to her original seat.

The blonde replies, 'I'm blonde, I'm beautiful, I'm (continued at bottom of next page)

📖 Dates for your Diary 📖

Monday 1 May	Bank Holiday - members' running day at Colney Heath
5/6/7 May	National Model Engineering Show, Harrogate
Saturday 6 May	Birthday Party (Townsend - help required)
Sunday 7 May	Toy Boat Regatta, Colney Heath
Monday 8 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 12 May	8.00pm Annual General Meeting; HQ, Legion Way, North Finchley
Saturday 13 May	Birthday party (Stephens - help required)
Friday 19 May	8.00pm Loco Section meeting; to be arranged; HQ, Legion Way, North Finchley
Friday 19 May	<i>Deadline for copy to Editor for June News Sheet</i>
Tuesday 23 May	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Monday 29 May	Bank Holiday - members' running day at Colney Heath
Friday 2 June	8.00pm General Meeting; Malcolm Stride: A History of Brush Electrical Engineering; HQ, Legion Way, North Finchley
Saturday 10 June	Club day for Chingford/Chelmsford SME; contact D Harris/M Chrisp
Monday 12 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 16 June	8.00pm Loco Section meeting; Ralph Copnall on Argentine Railways; HQ, Legion Way, North Finchley
Saturday 17 June	Birthday party (Hibbitt - help required)
Sunday 18 June	Marine Section; Submarine Day at Colney Heath
Friday 23 June	<i>Deadline for copy to Editor for July News Sheet</i>
Saturday 24 June	North American Section Open Day at Colney Heath
Tuesday 27 June	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Friday 7 July	8.00pm General Meeting; Forum: Soldering, brazing & welding; HQ, Legion Way, North Finchley
Sunday 9 July	Toy Boat Regatta, Colney Heath
Monday 10 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Tuesday 18 July	Visit by children from St Luke's School (help required) Contact: Pam Corcoran
Friday 21 July	8.00pm Loco Section BBQ at Colney Heath
Friday 21 July	<i>Deadline for copy to Editor for August News Sheet</i>
Tuesday 25 July	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Saturday 29 July	Club day for Northolt SME; contact Ian Johnston
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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).

going to Melbourne and I'm staying right here!"

Exasperated the co-pilot tells the pilot that it was no use and that he probably should have the police waiting when they land to arrest this blonde woman that won't listen to reason. The pilot says, 'You say she's blonde?' 'I'll handle this, I'm married to a blonde, and I speak blonde!'

He goes back to the blonde, whispers in her ear, and

she says, "Oh I'm sorry - I had no idea," gets up and moves back to her seat in the economy section.

The flight attendant and co-pilot are amazed and asked him what he said to make her move without any fuss. The pilot replied, "I told her First Class isn't going to Melbourne."