

April 1999 / Issue 591

Contents

[Thoughts of Chairman Dell](#)
[Off the Cuff](#)
[Treasurers Report](#)
[Typpenhangar Gazette](#)
[Marine Mumbles](#)
[Evening Classes For Model Engineers](#)
[Special Invitation](#)
[Crime and Punishment \(with apologies to Feodor Dostoyehsky\)](#)
[OBITUARY](#)
[Stationary Steam](#)
[On-Line News](#)
[Track Duty Rota V1.2](#)

Thoughts of Chairman Dell

Continued from last month - what life was really like on the shop floor, good times and bad: Our Foreman at the time was Alf Searle, always known as 'old man Searle', why, I don't know, as he wasn't that old. Anyway, Alf retired soon after through ill health and was replaced by Bill Fuller who was a chargehand in the small lens shop. Bill, as well as being a tyrant, was a time fanatic. He was obsessed with job times and clocking on. Most Watsons workers lived within ½ mile of the works. We had one chap who lived in Finchley and he was held up as an Icon by Bill, 'If Bob can get here on time - he travels all the way fom Finchley 5 miles away - why can't you get here on time when you live just round the corner.'

One incident I can remember about Bill and his obsession with time was as follows:- We had a German lens maker named George Holst, always known as German George. George was a P.O.W. from the 14/18 war. He was promptly interned in 1939 and returned to Watsons in 1946. Unfortunately, George now had a heart condition and one day he fell down. Several of us rushed over to help and we got him on his feet (we knew no better in those days). It was soon obvious that poor George was dead so we got the stretcher and carefully lifted him on and carried him through the shop. As we came abreast of Bill's office, he leant out, took George's time card and clocked him out; ironic, I think.

Watsons was quite a progressive firm for the time; sick pay scheme, paid holidays and pensions; also a first class canteen, the envy of many other firms in the area. The canteen was run by a big Yorkshire man named Harold Knapson. He was a fantastic cook. Aided by his wife and 2 other ladies, he served over 200 dinners a day. The menu was gourmet chips with everything, roast beef and chips, stewed steak and chips, salad and chips - we loved it. We were not a closed shop, although we had 80 per cent union membership. We also had a very good relationship with management, only once did we come close to strike action. The powers that be in their wisdom decided that chips would no longer feature on the menu, only on Fridays with the traditional fish. As soon as this went up on notice board a riot broke out, work stopped and a small group formed to

discuss this major problem. A meeting was quickly convened with management and after much heated discussion, chips were back on the menu. In the summer it got quite hot in the canteen and Harold would strip down to his string vest. I remember standing in line waiting for my plate of stewed steak and CHIPS. It was very hot that day and Harold was sweating quite well. As I held my plate out for my portion, a bead of sweat rolled down Harold's nose and dropped into the stew pot. It didn't put me off my dinner too much, but I didn't use so much salt that day.

The main highlights of our year were the works outing in July, the annual holiday - August shut down of course, and, of course, Christmas. We dreaded that Christmas day would fall on a Tuesday as that meant we only got 2 days off and back to work on Thursday. We much preferred Christmas day to fall either side of the weekend - 4 whole days, not 10 or 12 days as it is today.

We had a works manager called Osbourne a cocky little man who liked to lay the law down. Just before the works outing he told us in no uncertain manner that anyone turning up late for the return trip home would be left behind. Came 5 minutes to 6 and everybody was on board except Osbourne and 2 cronies from the drawing office. Soon a chant went up HOME, HOME, HOME. This was soon picked up by the other 3 coaches. The organiser was the Framing shop foreman. You could almost feel what was going through his mind, 'If I go without the works manager, I will probably get the sack or at best a good going over - if I don't leave soon, this mob will be completely out of hand.' At 5 minutes past 6 we slowly rolled away. It gave us all a warm feeling to see 3 little figures in the distance running towards the coach. What a great day we had, we all had a good lunch a few beers, the prospect of more beer on the way home and we had left the works manager behind. Also the thought of the framing shop foreman being in deep trouble was the icing on the cake. Came Monday and a buzz of anticipation went through all the shops waiting for the foreman to be summoned to the works managers office for the COUPE DE GRASSE. It never came. We never heard any more, and we never heard any more about being late for the coach home - happy days.

Frank Dell

Off the Cuff

To say the March Council Meeting was lively would not be an exaggeration. One Section Leader who arrived at 9 pm to make his report was astounded to find we were still embroiled in Agenda Item No 3 - Matters Arising, with digressions of one sort or another continuing throughout the meeting. Nonetheless we still managed to finish at a reasonable hour.

So far as purchasing a container, for a secure store, was concerned it was decided that if delivery is delayed much longer then we will return to another source which has already been checked out by the Chairman. It will more expensive but with the running season soon to start the need for secure storage becomes more urgent, even more so when you know we have had another attempted break-in at the track.

It has been suggested to your Council that we should review the decision not to accept any bookings for portable track events, a decision which was arrived by both the Council and the Track Committee after detailed reviews of all aspects. The ideas put forward by a member will now be studied and discussed at another meeting. This is one of the functions of your Council, that they should be open-minded and prepared to

consider ideas from members - it is just a fairly unusual occurrence! You will be kept informed on developments, if any.

The Chairman was delighted to report rapid progress with the paved surround to the pond, and general tidying up preparatory to sowing grass seed. With fluctuating weather conditions, ground conditions at the track continue to be muddy and squelchy!

I tabled the St Albans DMES Gazette (March); the Southern Federation Newsletter (March); and information about model engineering evening classes starting at Minchenden Business Centre - full details elsewhere in the News Sheet. It was with considerable sadness that members had learnt of the death of Ralph Dapling. The Society will be well represented at his funeral, a donation will be sent to the British Heart Foundation, and an obituary for the News Sheet is being prepared. A letter of condolence had been sent to Betty Dapling.

The Treasurer reported on financial matters. A new cement mixer had been purchased with money from the legacy bequest, and armoured cable to make the workshop safe was paid for by the Society.

A risk assessment of Head-quarters is in hand. The annual check of fire extinguishers had just taken place with the black Halogen cylinders failing as they have to be recharged and the contents are now rated "ozone unfriendly" so these will have to be replaced. Also a water-filled extinguisher in the Slot Car Room is now "past its sell-by-date" and must be replaced. The debate on what would constitute a suitable heating system for the main meeting room continues - by the time a solution is found, summer will be with us!

For a change Section Reports were a bit more detailed. SLOT CARS had a successful Open Meeting with 24 entries, well up on last year, and Club Night attendances remain fairly steady. It was suggested the MARINE Section might think about a Grand Opening Ceremony once work around the pond is finished and the grass has grown. Another suggestion was that stocking the pond with some fish will keep the area virtually insect and bite free! CINE members hosted an enjoyable Triangle Meeting with the Section taking second place in the competition. Understandably their visitors were very impressed with HQ's improved projection facilities. 00 members continue working on the Bath Green Park layout, and preparing their Binnegar layout for display at exhibitions. The LOCO report was "much the same as last month" and we were reminded of the imminence of the running season. North American and Stationary Steam were not represented. By this time we had arrived at Any Other Business. Hopefully you will all have read the Gutteridge Cup write-up in the March News Sheet. Members are now invited to send the Chairman their nominations for this Cup, to be received by him by MONDAY 12th APRIL LATEST, so they can be sorted at the Council Meeting on 13th April. You see what faith I have in all of you to send in nominations - BUT failing receipt of any nominations the Cup will be put back in the cabinet from whence it came!

A Risk Assessment document for Colney Heath has now been prepared (although the author, Jack Edwards, says it is already out of date) and will now be carefully studied by the Track Committee before finishing up with the Council for final approval. So in the hopefully not too distant future members will be acquainted with the document's contents. We are no different to the majority of Societies as I have learnt when reading the Southern Federation's Newsletters - documents are actively being prepared so credence is being paid to the H&SE's recommendations and guidelines. Elsewhere in this news sheet you will find the formal announcement of the Annual General Meeting on Friday 7th May 1999. Traditionally this is when the Election of

Officers to the Council takes place and this year will be no different. Members of your current Council can if they so wish be nominated for re-election, and any member of the Society is entitled to seek nomination, so it is up to all of you who you finally elect to the next Council. Reminder - all nominations must be proposed and seconded; nomination forms will be available at the AGM or can be sent to the Hon.Secretary.

This May your Chairman - Frank Dell and Vice Chairman - Tom Luxford are willing to be nominated. Mike Chrisp and Jack Edwards are also willing to continue. Standing down this time will be Mike Avery, Jim MacDonald and John Squire. So - it is over to you, the members.

Beryl Collingwood

Treasurers Report

As you should all know the council and I put forward our recommendations regarding the subscriptions to the membership at the February General Meeting as announced in Beryl Collingwood's February 1999 Off the Cuff. For those of you who were unable to attend the meeting we proposed an increase of £2 on the ordinary subscription and £5 on the pensioners subscription, and to leave the other groups alone. These figures were agreed by the majority of the membership who were present as per the Constitution.

Therefore the new fees would be as follows: £34 pa for Ordinary membership, £26 pa for OAP membership, £17 pa for Country membership, £6 pa for Junior membership, and a £10 Joining fee. The increase of OAP Membership over and above that of ordinary membership was in accordance with the long standing propositions of various past council decisions to bring these levels more into line with the general membership due to the demographics of the club and indeed the Model Engineering hobby in general.

Subsequently an EGM has been requested as it has been said that the membership were not given any advanced warning. Due to this we are not able to collect this years subscriptions until the matter has been resolved.

I feel I should also announce that despite the vote of confidence which I received at the February Loco meeting, I feel that as the personal criticism continues to rumble on that I no longer am able to continue as your Honorary Treasurer and have informed the Chairman of my intention to resign.

Finally, I would particularly like to thank all those members who have been so supportive over this difficult time for myself and my family. This was very gratefully received and I hope you do not feel let down by my resignation.

Brendan Corcoran

Tyttenhanger Gazette

The March loco meeting was a 'Work in Progress', and the first to talk about their current project was John West, who is making a gas turbine to a design by Kirt Schreckling. These small gas turbines, previously unheard of and now commonplace

amongst model engineers, cannot fail to impress. Apart from the characteristic whine and paraffin smell previously associated only with airport runways, their top speed is now 75,000 rpm, limited only by roller bearing technology, and developing a thrust of 12 lbs. with an exhaust temperature of 600 degrees Centigrade, and an internal temperature of 1,000 degrees, all of which can be made in the model engineer's workshop. John spoke of the book entitled, 'Gas turbine engines for model aircraft' ISBN 0951058916, which makes a complicated subject simpler. It has a set of drawings and all the details to make one. The compressor is made from 6mm ply; the blades are 0.9mm thick 3 ply; it is reinforced with carbon fibre. The diffuser blade carrier is made from 6mm ply and has aluminium blades. The power turbine starts as a disc of 2.5mm thick stainless sheet with slots cut. Each segment is twisted to the correct angle and the aerofoil section cut using a power grinder. The outer casing of the air intake is supposed to be spun from aluminium but copper may prove easier to work, These engines are providing the power unit for a variety of models - a scale boat modelled on 'Bluebird'. A radio controlled car, which is one big fuel tank and a railway locomotive are all examples in progress.

The Stirling Single on the table was described by Jim Heady and is now at the rolling chassis stage. Having painted the frame in red oxide, bolted the two frames together and marked them out, Jim used a milling machine to profile them. They were bolted down to some 3/8" thick ply for stability during profiling.

Having made the parts to the drawing, some did not fit, the front bogie would not go under the chassis. Errors on drawings are not unusual, it is just that this loco has more than others. On the full size loco the tyres were secured to the wheel by case iron dowels, which was ably carried out on the model. An 1/8" dia blind hole was drilled radically between each spoke and this was drilled through with a 1/16" drill. Dowels were made 1/8" dia from a cast iron block and fitted into the hole. The machining of the tread left only the 1/16" holes visible.

Maurice Cummins had brought along a drawing and the part machined dog clutch from a traction engine and was seeking a solution on how to machine the dog or male like keys that were down each side of the shaft. There were many suggestions which either would not work or were too difficult to do. Maurice said he will let us know how he does it in the end.

After making a ground level driving truck Nigel Griffiths wondered what to make next. During his earlier career as a toolmaker he used a precision lathe and whilst reading the Model Engineer magazine of September '98, came across a lathe saddle stop. Recalling how useful they were he decided to make one. The stop bolts onto the holes used for securing the Norton gear box to the Myford ML7R, so it can only be used on a lathe without the gearbox. The lever on top of the stop was found to interfere with the backgear so this was swung through 180 degrees clear. It works well provided one is not too heavy handed. Whilst the stop can be adjusted another method of use is where 1/4" slices need to be parted off. A one inch slip gauge would be trapped between the saddle and the stop and the work faced off. The slip is exchanged with a 3/4" one and the 1/4" slice parted off and so on, with the next slip being 1/2", then 1/4", then no slip. For the beginner, I may add that a slip gauge is an accurately ground, hardened block of steel, which comes in a set in a box, similar to feeler gauges only thicker. For the model engineer standard bar sizes vary only a few thou, so check through your bar stock to find an accurate bit. I was amused by Frank Dell's comment, "What we need now is a saddle stop for the ML7R with a Norton gearbox."

Peter Precious was to start with the frames as usual on his new project a 'Sweet Pea', but the supplier sent the wrong size material, so he started with the cylinders just before

Christmas. He still has the slide valves and pistons to make. The bores are 1 ½" dia and one was machined .021" oversize to get rid of a hole in the casting. A lot of work has been done to get to this stage which reflects in the price to purchase complete at £557 plus VAT as against the castings at £57 plus VAT. Peter also described the brake column with its square thread to eliminate backlash. A tap was made from silver steel with which to make the nut.

The rather long 5" gauge battery electric class 45 loco was Frank Hill's work. The bogies were nicely finished, whilst the axle box covers were supposed to be pressed on which would make them difficult to get off. These were secured with four 8 BA screws. The glass fibre cab ends were made separately so that they could be removed independently. The design and body parts are from Dan Jeavons. The side panels had to be modified with a router along the top edges to get the roof panel to drop on. From Frank's experience car type batteries are suitable and the loco will use two 75 amp hour ones.

Frank Dell and David Jones were next to speak, each having bought and constructed the chassis of a 1400 GWR 0-4-2 loco from a kit. The total price of the locomotive is £4,000. Frank's opening comment was, "I don't know what we are doing here really, as it's a kit - still, we'll call it 'Assembly in Progress'." It was designed by Winson and the models looked superb, all the holes lined up, most problems were self inflicted. Whilst attempting to re-tap a thread in the cylinder deeper Frank broke the tap in the hole and Winson exchanged the cylinder free of charge. The eccentric straps were too wide for the crankshaft, which a small chamfer cured. The cross head guides needed shim to align them. There was .018" sideways float in the axle, but this was to design to allow the loco to go round an 18 foot radius.

When the eccentric straps were bolted up they would not turn on the shaft. It was suggested that a paper shim be added between the joint. Someone did stress the importance here of the shim being a 'tram ticket' (used by our mentor, LBSC). The loco was made to metric dimensions but the threads were BA.

The finish of most of the parts of David's loco were plastic coated, or a powder coat which is then oven baked. The powder coating must be the exterior type otherwise it will not last as it fades and goes brown. Loctite parts cannot be placed in an oven.

I must finally mention David's erecting frame which elevates and rotates the loco. This was a superb engineering job.

Roger Bell

[Marine Mumbles](#)

The last meeting was a talk by Mark Jeffery on building his boat/ship the Colin Archer. This was a Billings kit which was started a few years ago and now we have a pond, why not finish it, he said.

There were mistakes in the instructions. The biggest was the drawing showing the decking support strips were all numbered back to front. Fortunately, he read an article by reviewer who pointed out this serious mistake. In addition, there were other small mistakes. The mast and fittings he made himself. Some of the small fittings were scrapped and he used his own ones. The Colin Archer was built in 1893 and was a

Cutter Rescue ship with 4 sails. No motor was fitted until later. I think Mark said that she saved about 256 lives throughout her years. There was a gun at the stern, which fired a rope over the vessel being rescued. The ballast and boat weighs in at about 26 lbs. Mark's excellent talk spanned most of the evening, which saved me from spouting too much! Thanks.

Norman Brown has now made the cross framework for the lifebelt to hang onto. Thanks again. I have now got the concrete spur to go in the ground ready for Norman's framework.

The pond is looking good and we are now doing some more grassing ready for the donkeys to come and eat. Don't forget Sunday mornings is working party. You are most welcome to come along and join in the fun! Happy sailing.

Frank Inman

[Evening Classes For Model Engineers](#)

I have just received a letter from Minchenden Business Centre (a subsidiary of Southgate College) announcing the re-opening of their Model Engineering Workshop facility. In their words "for the experienced model maker and the beginner the courses provide lecturing and technical support in well-equipped Workshops, returning model engineering to the heart of North London".

Before you get too excited, I have extracted the following information from their programme:

Enrolment starts from Easter 1999 and continues throughout 2000.

Each term lasts 10 weeks, and costs £80 per term, and there is no mention of concessions.

Classes are held on Tuesday evenings, from 1900 - 2130.

Term 1 runs from 5.10.99 - 7.12.99

Term 2 runs from 18.1.00 -21.3.00

Term 3 runs from 27.3.00 - 26.6.00.

The Minchenden Business Centre is located at Southgate House, Minchenden Complex, High Street, Southgate, London N14 6BJ - Tel: 0181 886 0057.

If anyone is interested in enrolling, may I suggest you phone the above Centre requesting their programme, short course enrolment form, and - if you are interested - a visit to view their Workshop facilities.

For those of you who are "Internet literate" you could always send them an e-mail: Mbc@mbc.uk.com or contact their web site: www.mbc.uk.com.

Beryl Collingwood

[Special Invitation](#)

Special Invitation Visitors' Day at Ascot Locomotive Society on Saturday May 29th 1999

The Ascot Locomotive Society have very kindly invited all North London Society members to visit their track in the No.10 Coach Park on the Winkfield Road (alongside the race course) for a visitors' day steam-up on 29th May, from 10 am. This is not an open day for all-comers but invited visitors are expected from a small number of other clubs.

It is a private site with approx. 2800-ft. of ground level track on which 3 1/2", 5" and 7 1/4" locos may be run. Mains water, electricity and a 12-volt supply for blowers are available. Car parking space is almost infinite and the Ascot Authority allow use of their adjacent toilet block. Fuel for locos and light refreshments will be available during the day. Members are advised to take their own driver's trolleys, and boiler certificates will of course be required. As the Ascot Society would like to know if we are going to accept their invitation and the numbers involved, members should let Rod Pomeroy know if they are interested in going.

Beryl Collingwood

Crime and Punishment (with apologies to Feodor Dostoyehsky)

An unbelievable account of a little-known happening in Chinese Railway History only recently revealed by a veteran Workshop Controller.

Part 1

Memorable must be the word to describe my recent organised trip to China, where we were able to see considerable numbers of gigantic freight locomotives, 4-10-4s and 2-10-2s sometimes working in pairs, sometimes banked by ungainly 0-8-0s on coal, ore and steel product trains being worked on the formidable inclines above Shanghai. Tour arranged by Husan Travel, Welwyn Garden City using enthusiasts' vintage Illyshin IL-18 turbo props flying out of Scarborough'. £1,200 inclusive 10-day tour with guaranteed two footplate sessions. A few yuang coins in the driver's hand gives complete control of regulator, brakes and reverser from the driver's seat. (Usual disclaimer).

But I found even more memorable were the reminiscences of Li Jeng, elderly controller of the famous Hunan Locomotive Works. Your humble penman may well be fluent in Hong Kong Cantonese, but Mandarin, as spoken by Li Jeng is a very different language and it must be admitted that the intonations, inflections and nuances of Li Jeng's correct high-class speech were doubtless often misunderstood and in consequence his seemingly bizarre story is not guaranteed in every detail. But to the best of my so limited knowledge he told me this remarkable chain of events.

Many years ago, even before the birth of our own venerable Chairman, there existed in the West of China a famous railway company whose locomotives, painted in rich green with polished motion and gleaming brightwork, were the envy of all other railways. Although built in Glasgow by what became known as the North British Locomotive Company, many design improvements had been provided to the instructions of that most renowned engineering director, Ho Wong, such that his company's locomotives were the most powerful, speedy, efficient and economical in all the land. Incidentally, we learned that Ho Wong named his illustrious elder son, Ho George Wong and his celebrated younger son, Ho Jackson Wong.

All should have been calm and happiness but success so often creates jealousy and this

deadly sin was embodied in the form of the permanent way director Deng Yeung. Deng Yeung hated locomotives and, with some truth, complained that the use of large heavy fast locomotives was the only reason why his track and points became worn and even damaged. He complained about every possible locomotive misdemeanour; when on one occasion an express tank engine derailed on a main line, he demanded that the whole class should be withdrawn. High speed tests on the main line of another - admittedly inferior - railway proved these engines to be completely stable, whereas the track where the derailment had taken place was sunken and waterlogged. Despite this evidence, Ho Wong made no complaint and in fact did rebuild these tank engines to a tender design, which by some chance were at that time more in demand on an extended passenger service.

On another occasion Deng Yeung claimed that a new class of powerful Atlantics was responsible for deforming his points and spreading the track at curves and he insisted that these engines were unacceptable. They were in fact kept on shed for short time but on their inevitable use they immediately gained a reputation of smoothness and easy riding and proved to be a credit to Ho Wong's inspired design capability. But matters took a much more serious turn when one day Deng Yeung demanded an immediate meeting with Ho Wong on an issue, he said, of the greatest urgency. Deng Yeung, with his fellow directors, was ushered into Ho Wong's office and as usual offered tea (China) and rice biscuits while sentiment of mutual respect and admiration were exchanged. Then came the bombshell. "With great and heartfelt regret I must tell you that no fewer than five of your senior drivers have each been seen by my own colleagues when running past the Company cottages (where drivers live) to throw a large lump of coal into the gardens backing onto the down main line and at the same time sounding the whistle which alerts a housewife to appear and gather up the valuable fuel."

Deng Yeung barely paused for breath before continuing, "I would respectfully remind you sir that such blatant fraud, theft and dishonesty displays total betrayal of our great company. These are serious planned offences and calculated insults which show a complete denial of the just laws which govern our great company and worse, prove by their treachery contempt of our Immortal Railway God who watches over our every action. Such treason demands only one penalty - death."

He continued, "In such a situation where the overwhelming evidence is incontrovertible I would remind you that the Great Railway God can be appeased only if these miserable felons are executed by being bound and thrown into the white hot furnace of a locomotive - not only to expiate their sins but as a deterrent to others."

(Dear fellow Members you may feel such punishment to be harsh but it has been said that prisoners so executed have found the experience exciting and rewarding. Perhaps in the same way that a fox, after a jolly good chase, is said to enjoy being torn apart by a few dozen hounds). Ho Wong listened impassively and gave not the slightest indication that these revelations held for him any concern. When, finally he spoke it was to thank Deng Yeung most warmly for investigating and exposing such heinous criminal offences being perpetrated by trusted men in his own particular department and went on to congratulate Deng Yeung on his diligence in unmasking these evil men and bringing to light so promptly their disgraceful deeds. Ho Wong sympathised with the deep distress that must be felt by Deng Yeung and his esteemed colleagues in sending these five culprits to a so-deserved fate, but duty must be done even in the most heartrending circumstances. It could only be hoped that their earthly punishment would reduce, even slightly the retribution which would shortly be meted out by the Great Railway God. With profuse apologies Ho Wong explained that he did not immediately have a suitable locomotive prepared for such special task but promised that on the following day all would be ready. With every mutual felicitation Deng Yeung and his fellow officers took their departure

To be continued next month. Peter Kearon

Peter Kearon

OBITUARY

It is with sadness that I write this obituary for Ralph Dapling who died on 4 March from a heart attack. Many members of the North London Society and the Harrow and Wembley Society of model engineers will miss Ralph. He has over the last 2 or 3 years been in poor health, and, as he gradually lost his sight in recent years, decided to pass his workshop items and tools to other younger model engineers, whom he knew would benefit from them. He was a very generous man, both with his loaning of models for exhibitions, and the giving of his time to demonstrate at shows. Most of us in the NLSME will remember Ralph in the show marquee at the LBSC rally at Colney Heath with his stationary engines running on steam and his smiling face of pleasure at the interest these engines gave to visitors. Ralph was, in my opinion, a master at engineering. He served in the Royal Navy during World War 2 and spent most of his time in the engine rooms and like all those brave men he did not speak about war. The models made by Ralph were "runners". He believed they should "work" and certainly this was so with all of his models; 48 years of his working life was spent at Kodak in the R L D department and he ended his career as an Apprentice School Instructor with that Company. His wife Betty, to whom he had been married for over 60 years, survives Ralph and I am sure our thoughts are with her at this sad time. I have lost a good friend and the model world has lost a super model engineer.

Thank you Ralph

For always greeting us with a smile
 For not complaining as the years took their toll
 For having a pocketful of sweets to treat my children for awhile
 For excellence in your hobby to help whoever asked
 For being a friend so kind and dear questioned none or put on trial
 For none will be so sadly missed but never forgotten for your role

Ralph Dapling 1910-1999

1) *Derek Perham*
 2) *Peter Funk*

Stationary Steam

I have to report that Terry Baxter has had a very unpleasant accident. He fell off the roof of his new shed onto the patio below and has sustained some broken ribs and severe bruising. I would like to send best wishes on our behalf to Terry for a speedy recovery and hope to see him driving his Maclaren about soon.

John Squire

On-Line News

The NLSME web site has had a face lift. The new site has got our printed newsletter each month (even before it goes to print) and all the back issues since July'98, pictures, movies, guestbook, email list, search facility & links. More functions will be added all the time. So why not come along and sign the guestbook and join the email list and have a read.



Peter Foreman, Web Editor

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[Top](#)

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