



The News Sheet

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The Chairman's Notes

Another month has passed and again I unfortunately have to inform the membership of the death of one of our members. Tom Luxford passed away on the 14th March 2005 and I on behalf of the Society pass on our condolences to the Luxford family at this sad time.

I am sure that someone will have a far better attempt at describing Tom's life but as one of the Society 'juniors' whom he actively encouraged to participate within the hobby, I thought I would pass on some of my memories of Tom.

To me Tom was always one of those people whom you could rely on to offer a word of encouragement or advice when it was needed and his workshop was always available if you wanted to do some work. When it came to the Junior Section he was on hand, bringing us as a group into his house and workshop so that we all got an opportunity to try our hand at metalwork.

One of the various activities that Peter Davies and Tom arranged for the Junior Section and my personal favourite was our shovel and poker making exploits at Colney Heath and it is a tribute to him that several of the shovels and pokers are still in use today. Tom taught us well!

I personally will never forget the pleasure that Tom took in watching others 'play' with his models and I along with many others are grateful to him for allowing us the opportunity to 'play'.

Those who knew him will always remember Tom and will have a lasting memory of him with each of his models. I am sure that he will be looking down on us from his workshop in the sky enjoying watching us enjoy the hobby and Society.

Rest In Peace Tom – You will be missed.

On the 11th March 2005 we held the extra meeting to discuss Society matters and I feel that a lot was gained through this meeting. The meeting allowed members to put their views in on issues and give the Society the opportunity to clear the air of any ill feelings currently affecting the Society. All those present (and there were about 60 members present) that I spoke to were happy with the outcome of the meeting.

I hope that we now start afresh.

One of the matters discussed were proposed amendments to the Society Constitution which appear elsewhere in the News Sheet, along with a timetable of what happens next.

Also at this meeting we had two candidates stand as joint Section leaders of the Loco Section; their offer to fill the position was gladly accepted by the meeting and therefore the Society's new Loco Section Leaders are Robert Oldfield and Adrian Reddish.

I wish both Robert and Adrian all the best as they take on the large task of running the Loco Section and I am sure that they will be successful in their endeavours.

On the subject of wishing people luck, good luck to the 'OO' boys who are still (hopefully) on track to exhibit their new portable layout in April.

Have a good month.

Donal Corcoran

Secretary's Snippets

The Society has received notification of:-

Saffron Walden and District SME Rally – 19 June.
 Saffron Walden and District SME Rally – 18 September.
 Bournemouth and District SME Polly Owners Day – 18 June.
 Vale of Aylesbury MES Traction Engine Rally 4/5 June.
 Harrow and Wembley SME Open Weekend – 11/12 June.
 Harrow and Wembley SME Open Weekend – 27/28 August.

Tom Luxford - an appreciation

When Mike Chrisp and I joined the Society in 1966 we were already acquainted with Tom from previous Open Day visits with St Albans MES. In those days one had to pass a sort of apprenticeship before being accepted; not so with Tom, he and his family made us welcome from day one. I will always think of him as 'Mr North London'; he was the epitome of a model engineer, not just the award winners but those who made models that worked. He was always a staunch defender of 'LBSC'; when some folk criticised 'Curly's drawings as not always working out between points, Tom always said "you should be prepared to make them fit between points, that is what makes the 'model engineer'". But much farther than this, as an humanitarian, Tom had always been at the forefront of helping people, he had always been a keen supporter of the scouting fraternity before and after WW2 and had been a scout leader taking youngsters to camps.

From when he left school to the outbreak of war Tom worked for the Barnet Gas, Light and Water Company whence he learnt many of the skills that were to stand him in good stead in later years. When 1939 rolled round, Tom was already in a first-to-be-called up group and as such was first in line for active service. Initially things were fairly quiet; Tom was teaching new recruits to ride motorcycles as future despatch riders. Tom was familiar with a variety of vehicles from bren-gun carriers to tank transporters. He was shortly whisked off to the desert where he learned assorted skills in staying alive; he was in charge of a supply group carrying ammo, food and petrol to the forward lines. The least desirable job was driving the petrol wagon since one stray bullet could send the whole lot up; rather than detail someone else Tom always drove it himself. All was reasonably well until they happened to be in the wrong place and got captured. They then enjoyed all the delights of an Italian POW camp. The diet and various other deprivations were probably a contribution to Tom's poor health in later days.

In line with other POW camps there were always some who could put their skills to use: some made radios using razor blades as detectors. Tom's forte, using his engineering know-how, was making heaters out of empty cans using a fan to blow the fuel, which was sawdust, to a suitable temperature for heating food or water. The treatment from the guards left much to be desired, but they could be got at in

various ways, one of which was to put coins or metal discs in the bulb-holders of the perimeter lights and then screw the bulbs back. This caused an impromptu fire-work display at lighting up time. After a while, unable to stand the treatment etc, Tom escaped but was re-captured and brought back. One guard who had taken a dislike to Tom's slightly prominent front teeth performed cosmetic surgery with his rifle butt to adjust them. After some further months of deprivation Tom and two other prisoners decided to try another escape. Having blacked out a section of the perimeter lights they managed to get clear but were soon under pursuit and by daylight their pursuers were uncomfortably close. Tom opted to climb a tree and hide, his companions did not fancy this idea and made a run for it; sadly they did not make it and Tom saw them shot before they could get to cover. Tom remained in the tree for two days in the blistering heat without water while the guards, with dogs, continued searching. Eventually they gave up and returned to the camp allowing Tom to descend, with some difficulty, and go in search of water. After several weeks of walking across Italy, dodging patrols, searching for food, which was provided by sympathetic Italian women at no little risk to themselves, and suffering many privations, he eventually reached Switzerland. He was hospitalised for a while and then interned for the rest of the war. Tom had nothing but praise for the Swiss. His internment was in name only, he was able to ski, was well fed and received a splendid wristwatch as a present from a business man whose family had befriended him. When he returned home he was not discharged but was kept on by a grateful government, initially as an advisor in resettling other returning POW's, and then as a driving instructor. Eventually he was demobbed in 1946. So he had quite a long war. (Tom never mentioned his wartime experiences and it was many years before I became aware of them. I suspect that he would be most annoyed to read my comments, as he never thought of himself as a heroic figure.)

When he was demobbed he had all his back-pay for the time that he was a prisoner plus his demob payment and he put this towards starting The Glass Studio, together with his father and two brothers. They had a shop in East Barnet Rd and offered a stained glass design, construction and installation service. They did a roaring trade in replacing church windows destroyed by enemy action plus new windows

dedicated to those who had fallen. They travelled miles and worked all hours. Tom was doing nicely and met and married Ruth in 1947. In the fullness of time they were blessed with two children, Bryan and Tina. Tom had always been interested in models and joined NLSME and did a lot of work at the track at Arkley. Among the models he built were LBSC's 'Netta' and 'Princess Marina' in 3½ in. and a 5in. B17 to a Greenly design. The latter had a chequered career, having nose-dived off the track onto the concrete. Some work was required on the front end so Tom rebuilt it as one of the two B17's which were fitted with streamlined casings and transformed her into 'City of London'.

The track at Arkley was on Water Board land and since they needed to build a reservoir tank on the site the track had to be moved at very short notice. They offered a choice of other sites, which were visited by Tom and eventually settled on Tyttenhanger. From 1963 onward a dedicated team worked diligently to get the track running by 1964. Tom was very much a part of this group and made up various accessories to assist in the alignment and degree of super elevation of the rails. This pattern of dedication to the maintenance and improvement of the track and other work at Tyttenhanger continued down the years until ill health forced him, reluctantly, to take a back seat and 'ride on the cushions'. His health was often frail and I have seen him many a time working in blizzards when he should have been in front of the fire, and lifting heavy weights having had strict instruction from the doctor not to do so. "Doctors, what do they know?"

Some time during the seventies Tom spotted a loco in the museum at Tywyn station on the Talyllyn that he fancied. It was an 18in. gauge 0-4-0 of the type used in railway workshops to carry materials etc. Tom spent so much time measuring and taking snaps that there was talk of charging him rent. The resultant miniature version was called 'Dottie' and caused a great deal of interest. Although the loco was only 3½ in. gauge the scale was 2.3in/ft which is like large and heavy! This was Tom's last loco but by no means his last project.

I have probably have gone on a bit, but I have only scratched the surface of the life of this remarkable man, you could write a book just about his life in stained glass, (and someone ought to, shouldn't they Bryan!) Everyone whose life was touched by Tom has fond memories: he certainly did a great deal to help me, he was loved by many, and will be missed by all who knew him. Tom always said, with regard to model engineering: "Do the best you can and don't take things too seriously otherwise it is no longer a hobby."

Jim Robson (in gratitude)

P.S. I have had to put this together in a bit of a rush and there may be the odd error. My apologies for any mistakes. JimR



Tom driving Annabel, the 2½in gauge 2-6-6-4 Mallet once owned by LBSC.

Photo taken by Jim Robson circa October 2003.

Photo on front cover also by Jim Robson.

Loco Section Meeting: 15 April

Members will have read elsewhere in this worthy journal that Tom sadly and suddenly died on 14th March 2005.

As a mark of respect for Tom it is felt that we should abandon the planned Loco section meeting on 15th April. The subject was to be a member's 'slides' evening.

We will have instead '**A Celebration of the Life of Tom Luxford**'. The evening will be something that I think Tom would have readily concurred with. I am sure he would have liked to add a few of his humorous asides. But very sadly that won't be possible although if there is a sudden hiss of steam from that great track in the sky, then we will all know where it has come from!

If you have any material or reminiscences that you would like to share, then I'm sure that Jim McDonald would be pleased to coordinate with you. (Jim doesn't know it yet but he always seems to be the unsung hero who does the hard work on these occasions and comes up tops).

So let's get together and make Friday 15th April a night to remember and celebrate the life of this splendid man in the way that we should and in a way that he would have liked.

Ian Johnston

News from the Loco Section of the Tyttenhanger Committee

As many of you will already know, we (Adrian Reddish & Robert Oldfield) agreed to stand as joint Loco Section leaders at the EGM of 11th March. We're delighted to have the opportunity to put something back into the Club which has given us so much pleasure in the past. Given the encouraging support voiced at the EGM, we believe with a degree of optimism that we really can make a difference.

Inevitably this first report will be "long" on word-count but "short" on content! Our first task will be to find out what's going on and to talk to as many people as possible. We've not been frequent participants at the Sunday work parties to say the least, so seeing how much has been achieved over the winter by so many able and dedicated members has been something of a revelation. Rest assured, the questions raised will be occupying much of our time in the coming month.

We're delighted that Ian Johnston has kindly agreed to complete the 2005 Track Stewards Rota on the same basis as last year (i.e. with the same numbers per occasion). We're aware that increasing levels of activity, especially on the Ground Level, and safety concerns may require that manning levels increase. But we need a starting point. With an early Easter, 2005 will be long season, so if anyone would like to

volunteer for a second "go", would they please contact either Ian or one of us.

At the time of writing the first eight on the requests list for Birthday Parties have been contacted by phone and resulted in seven provisionally booked and one "we'll let you know". We also have a "reserves" list of four, so feel fairly confident that we'll end up with eight confirmed bookings soon, which will be added to the diary of other Club events. However, if there's anyone out there who would like to help us with this most worthwhile and enjoyable activity (to say nothing of being a major source of revenue for ongoing projects), please contact us as soon as possible.

Finally, on the subject of "contact". You are all most welcome at any Tyttenhanger Committee meeting. Our names, addresses and phone numbers are published on the back of the News Sheet. We've also set up a special e-mail address loco.section@aknet.co.uk. Everything sent there will automatically be forwarded **to both of us**, so if there's something you want us to know – or you want to know – please don't hesitate to get in touch.

Adrian & Robert

General Meetings - Schedule for April to June

by Mike Chrisp

1 April 2005: Our Section – The 00-Gauge Gang

This is the evening when members of the 00-gauge group are all set to bring us up to date with a report on their activities.

A small but dedicated band of enthusiasts, the 00-gauge group meets regularly at our Finchley Headquarters on Wednesday evenings to work on their fine layout, as well as to take time to enjoy running trains on it.

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 your attendance is requested at the Society's Annual General Meeting. Please note that to avoid a clash with the Harrogate Show, the AGM will be held on 13 May, the second Friday of the month. See you there!

13 May 2005: Annual General Meeting

Please note that our 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 7¹/₄in. narrow gauge Manning Wardle locomotive currently being serialised in Model Engineer magazine. See you there!

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 7¹/₄in. 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!

The March General Meeting by OMAH

Before introducing the speakers for the evening, Mike Chrisp reminded us of the untimely death of two of our members, namely John Old and Dave Rogers, and requested us to stand for a few moments silence in honour of their passing.

(Mike also reminded us of the death of John Haining, although not a member he will be well known as a long-term contributor to Model Engineer as a designer and builder of miniature traction engines.) Among those missing this evening was Mick Avery who had to rush down to Bognor where his father had suffered a heart attack. (I have since spoken to Franki [Wed the 9th] who says that dad is out of danger and should be home from hospital that afternoon. In the meantime Mick's mother had had a stroke! Not a good week for the Avery's, hope things will be better soon. I shall say nothing of Franki's foot.

The evening was devoted to work in progress and the first to step up was Brian Baker whose chain driven, rope hauling Foster has been seen at the track. It had two distinctions at the MEX at Sandown: it was too big to go in the lift to go up to the club stand so it was left on display downstairs, where it received a VHC award. Brian has been modelling for some 40 years and specialises in part-built models including a 3½ in. 'Rainhill' and a 2in. Clayton lorry. The Foster is the first to be completed, or nearly completed as although it runs very well Brian has several mods to



With a smile like the Cheshire Cat's, Brian Baker enjoys a first run with his rope engine following a successful boiler examination and test prior to the Society's 60th Anniversary Celebration Weekend last September. *Photo: Mike Chrisp*

do. The Foster was introduced in 1901 for the Argentine market and was made to be simple and economic; it only had one speed and could not be reversed while in motion, which must have been a bit off-putting as it had no brake. The model weighs 16 cwt and since it moves quite quickly Brian would feel happier if he could stop equally quickly. To which end he is designing and fitting reverse gear and a band brake; although this detracts slightly from being a scale model he feels that safety overrules accuracy. He did complete a kit car based on the MGB which was quite successful, increasing in value from the original outlay of £1600 to £4000 when sold, thus offsetting the cost of the bits for the Foster, which included a steel boiler built by Live Steam Models.

Jim Macdonald had brought along a prototype 7¼ in passenger car bogie designed and built by Peter Macdonald and Tim Bittleston, sketched out on Monday and completed by the following Saturday! Designed to use standard parts with economy in mind it should be possible to turn them out for approx. £160 of which £32 goes on the brake cylinder. It looks a most workmanlike job; comments are invited.

At the last WIP Dave Lawrence had brought along a small biplane but time did not permit him to chat about it so Mike had made sure he had an early spot. It is an unusual design (as are most of Dave's devices) and is most ingenious. Dave has a variety of motors from various sources, such as DVD players; the one in the plane on the table was a 9-pole hand wound by Dave with ceramic magnets and produces amazing power for its size. It gives some 15min of flytime on one charge of the Lithium batteries, again remarkable output for such a small item. They require caution when charging; ideally a custom charger should be used as there is a fire risk if an ordinary charger is used. The fuselage and wings are of polystyrene, approx. 3mm, which can be bought in sheets and cut to size. The wings have no aerofoil section which in theory should produce zero lift but in practice works very well. Dave puts this down to the overall weight of 190 grammes which doesn't seem to notice the lack of lift. (Sounds a bit like the bumble-bee which can be scientifically proven to be unable to fly but fortunately the bees don't know this.) Dave showed us some servos and how much they had reduced in size and weight, another con-

tributary factor allowing radio control within the weight constrictions. Nice one Dave.

Just before the tea break Nick Rudoe showed a one-off version of the March news sheet in colour, which really brought the photos to life. He is to enquire how much extra, if anything, it would cost to have them all like this. [*A lot extra, so we'll stick with B/W for the time being. — Editor*].

After tea, courtesy of Frank Dell, shortly to appear in Egon Ronay, (or was it Eager Ronnie?), Keith Bartlam showed a simple but effective wheel dresser for his bench grinder. Using some steel strips and 8mm studding, utilising the existing holes for mounting, he was enabled to adjust a diamond dresser to dress the side and face of the wheel at each end. The pressure could be preset and the studding used to drive the holder across the faces at either end of the grinder.



Keith and his wheel dresser. *Photo: Mike Chrisp*

Next up was Graham Gardner with his very nice Maid of Kent which had been much admired on the Society stand at Ally Pally. It was started in 1972 and is straight to LBSC words and music. Graham is a little worried about the valve gear but it seems OK on compressed air. Most of the parts were made at Barnet College. Graham has a workshop with a belt drive lathe, a drill and a bench grinder. He has previously built a 'Juliet'. He hopes to do a test run this season.

Les Brimson showed us his mark II steam reverser for his 5in. L1. Having spent a lot of time scheming out and making a reverser as close to prototype as possible he has come to the conclusion that it cannot be made to operate consistently and effectively in scale size. He is therefore going to mount it in its

proper place but as a dummy, the actual reverser being under the drag beam. Being out of sight he has been able to make it much larger and effective. It operates on the same principle as the other, ie two cylinders rather like a donkey pump, with steam admitted to one and the other filled with oil to dampen the effect of the steam admission. Also fitted is a balance valve to lock the movement of the weighbar shaft at the appropriate position relative to the setting of the small reversing control lever in the cab. (Hope I got that right.)

Since Derek Perham has now completed his beautiful yacht and rigged it Mike had specially requested him to bring it. He has two sets of sails. The one on view is Dacron obtained from a shop that sells kite material; it is very durable and does not get dirty easily. When he spoke to John Cross of the St Albans club, who is the man who started it all when Derek saw his boat at a regatta on our pond, it was suggested that he should use cambric. He had bought some several years ago from John Lewis and gave Derek the material code. Derek phoned them, gave them the number and they said "yes, how much do you want?" So he has a set of cambric sails which look more authentic but are prone to get dirty quite quickly; so they are likely to be for exhibition only, like the next St Albans show. (I waxed lyrical last time I saw this delightful vessel when it was just the hull; with the sails it is just perfect.)

We showed our appreciation of the speakers in the time honoured manner.



The models on show attract an eager audience during the tea-break. *Photo: Mike Chrisp*

The March Loco Section Meeting by Roger Bell

The topic for the March meeting was an illustrated talk on the Talylyn Railway by David Mitchell.

The railway was started in 1864 to carry slate away from the mine to the sea. The slate industry itself was started in order for the area to diversify away from cotton due to the prospect of a shortage of supply during the American civil war.

An act of Parliament was granted in 1865 and it was open to passengers in December 1866. The line ran the seven miles from Tywyn to the mine at Abergynolwyn; £160,000 had been invested in the project which was a financial disaster. At an auction in 1880 £10,000 was offered; it was eventually sold to one of its former investors. The rolling stock consisted of two locos, four carriages, one brake van and many wagons. In 1946 the roof of the mine collapsed which was due to slate being mined from the roof supports and the quarry and the mine were closed.

In 1950 the railway was purchased and the Talylyn Railway Preservation Society was formed. On the 8th February 1951 it was officially handed over, the boiler was lit in one of the locos and they were running. However, the railway was in a very dilapidated condition; the line was so overgrown that it was difficult to see the track.

We watched a rather novel film of the line taken in 1953 by an American who described them as 'amateur railroaders'; a derailment at speed came as quite a surprise whilst filming and the passengers were left to walk whilst the eight ton loco was placed back on the rails using one jack, which took until after midnight.

Some slides captured the railway in its heyday. In 1900 the McDonnell family posed for a picture alongside loco number one with a first class carriage. Amazingly the same photograph was reproduced 100 years later - the same loco, carriage and its position on the line - this time it was in immaculate condition. A local M.P. who was involved with the railway had one station building rebuilt under the 'defence of the realm act'. The track in some places was held in position by shale from the quay instead of ballast although its drainage qualities were negligible. The trains ran until 1990 without continuous brakes fitted. One loco had what looked like part of a garden shed added to convert the open cab to a full one; one climbed aboard through a shed door.

The six steam locos and the diesel powered ones were described. One had hydrostatic transmission which was handy for weed killing, where a low



Loco no.3 *Sir Haydn* in the newly rebuilt Tywyn Wharf station with a train of Corris Railway stock. No.3 came from the Corris and was bought by the TRPS in 1951 for £25.

Track Stewards Rota 2005

Track Stewards Rota 2005		Provisional				
Date	Senior Steward	Track Steward	Track Steward	Track Steward	Tea Steward	Tea Steward
27th Marc	R Price.	M. Cummings.	P. Wilson.	D Harris.	Mrs Thorogood	R. Thorogood.
03-Apr	B.Apthorpe	J Shawe.	W . Mason	K Ashman.	R. Bell	Mrs Apthorpe.
10-Apr	N Griffiths.	G. Bullock.	D. Woolveridge.	J. Beesley	Mrs.Griffiths.	M. Smith.
17-Apr	J. Edwards	R. Piper.	J. Deans	A. Gorski	M. Griffiths.	A. Harmer.
24-Apr	G. Ainge.	S. Pearson.	G.Gardner.	R. Cross.	H. Barrow	R. Smiles.
01-May	M. Foreman.	P. Precious.	P. Foreman.	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.	L.Brooks.	G. Williams./F Barillo	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	F. Dell	P. Brown.	F. Dell./T Bittleston.	D. Foster.	D Perham.	Mrs Perham.
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. Funk.	P. Hyde.	D. Smith.	Miss 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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Proposed Constitution Amendments

Below are the proposed amendments to the Society's constitution. These hopefully reflect the view of the membership present at the 11th March 2005 EGM, with the exception that the Council has put forward a second suggestion to amend paragraph one of Rule 3.

These amendments will be discussed and voted on at the EGM before the AGM on 13th May 2005, in the meantime the Council would welcome any views on these proposals so that it may be possible to make alternative suggestions at the EGM.

Rule 3 Paragraph One

Current Constitution

3. The Society shall be managed by a Council consisting of a Chairman, a Vice Chairman, a Secretary and a Treasurer, together with five elected members. The Council shall be members of the Society and shall be elected in the above order at the Annual General Meeting in each year and (subject to termination of the office by resignation or otherwise) hold office until their successors are appointed.
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Membership Proposed Amendment

3. The Society shall be managed by a Council consisting of a Chairman, a Vice Chairman, a Secretary and a Treasurer, together with the Section Leader from each section (or in their absence a representative of the section) of the Society. The Council shall be members of the Society and shall be elected in the above order at the Annual General Meeting in each year and (subject to termination of the office by resignation or otherwise) hold office until their successors are appointed.

Council Proposed Amendment

3. The Society shall be managed by a Council consisting of a Chairman, a Vice Chairman, a Secretary, a Treasurer, the Tyttenhanger Committee Chairman, and a HQ representative, together with three elected members. The Council shall be members of the Society and shall be elected in the above order at the Annual General Meeting in each year and (subject to termination of the office by resignation or otherwise) hold office until their successors are appointed.
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Rule 16

Current Constitution

16. The Chairman of the Society, or in his absence, the Vice-Chairman or, failing this, such a member of the Council as the meeting shall agree, shall preside at all meetings of the Council or the Society, and shall in the event of equality of vote have a casting or additional vote.
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Proposed Amendment

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

Current Constitution

Track Site Committee

To be elected by members of the Society with representation from other Sections operating at the Colney Heath site.

To manage the track site and buildings, regulate and maintain the Society's tracks, pond, locomotives, rolling stock and ancillary equipment, and to arrange activities in connection therewith.

To have the power to expend the revenue raised at the Colney Heath site and such proportion of monies raised by fetes as agreed, from time to time, with Council.

Proposed Amendment

Tyttenhanger Committee

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

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

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

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

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

Donal Corcoran
Chairman

📖 Dates for your Diary 📖

Friday 1 April	8.00pm General Meeting; Modelling in 00 Gauge; HQ, Legion Way, North Finchley.
Tuesday 5 April	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach).
Monday 11 April	8.00pm Council Meeting; HQ, Legion Way, North Finchley.
Friday 15 April	8.00pm Loco Section Meeting; a celebration of the life of Tom Luxford; HQ, Legion Way, North Finchley.
Friday 22 April	8.00pm Workshop Evening; HQ, Legion Way, North Finchley.
<i>Friday 22 April</i>	<i>Deadline for copy to Editor for May News Sheet</i>
Monday 2 May	Bank Holiday - members' running day at Colney Heath
Tuesday 3 May	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach).
Monday 9 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley.
Friday 13 May	8.00pm Annual General Meeting; HQ, Legion Way, North Finchley.
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>
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

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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).

What a coincidence

A chicken farmer goes into a local tavern and took a seat at the bar next to a woman patron and orders a glass of champagne.

The woman perks up and says, "How about that? I just ordered a glass of champagne, too!"

He turned to her and said, "What a coincidence. This is a special day for me; I'm celebrating."

"This is a special day for me, too, and I'm also celebrating!," says the woman.

"What a coincidence," says the man. They clinked glasses and he asked, "What are you celebrating?"

"My husband and I have been trying to have a child. Today, my gynaecologist told me I'm pregnant!"

"What a coincidence," says the man. "I'm a chicken farmer. For months all my hens were infertile, but today they're finally fertile."

"That's great!" says the woman, "how did your chickens become fertile?"

"I switched cocks," he replied.

"What a coincidence," she said.

**NLSME
Officers, Council Members & Section Leaders**

President: David Alexander

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