

## The Chairman's Notes

As has been advertised we now have a supply of Society Christmas cards. These are large and impressive cards with a print of a watercolour of "Butch" at Dingley Dell by Adam Gorski. The card illustrates the pleasures of running a loco at Colney Heath. They are high quality cards and we are selling them in packs of five at £5 per pack. All the proceeds of these sales will be put back into our Club for the benefit of the members, so please buy a pack and support the club. I would also like to thank our artist Adam Gorski who generously donated his time and talent to us.

On Saturday 26th October we had a very successful bonfire night at Colney Heath. It started at 6.30pm and finished at about 9.30pm. During that time we carried lots and lots of children thanks to Tony for sending out all those invitations. The site looked fantastic. Thanks to Jim for his splendid light show. The special effects team in the end loop, thanks to Peter, Ian and Max suitably thrilled all the passengers. As for the lovely ladies in the soup kitchen dispensing sustenance to needy model engineers, Pat, Jenny and Robbie our gratitude is beyond description. David Foster had a wonderful time supervising the bonfire. In short a large team of people contributed to a happy and successful event. Incidentally the new "Showman's Steamroller" gave a magnificent light display of its own with no less than five hurricane lamps alight simultaneously.

Incidentally wasn't it lucky that we had our bonfire night on 26<sup>th</sup> October because by 10 am on the 27<sup>th</sup> October we had through access to the workshop loop courtesy of a large poplar tree adopting a horizontal mode. A heavy branch also damaged our tunnel portal, but all will be repaired by the next running season.

Sections of the garden railway track have been raised prior to the changes to the layout and the easing of some of the curves. By carrying out this work we hope to be able to host an Open Day for the Gauge One Model Railway Association next year.

It was very dark inside The St Albans Organ Museum when we arrived for the November general meeting, but after a couple of phone calls and a discovery that their diary was remiss our visit started, albeit a little late. But it was worth it; we listened to music from four splendid Café organs, reproducing pianos, music boxes, polyphones and a wonderful mechanical violin and piano machine. Due to the mix-up there was no organist to demonstrate the Wurlitzer. However we did get to hear all its wonderful sound devices and inspect the works round the back. In the end my better half banged out a bit of Pachabel and Bach on it and rather liked it. We saw a Wurlitzer advertised for sale, so now it looks as though we may be fitting a large organ in both living rooms, the dining room, the bedrooms, the hall and possibly in the downstairs loo!!!!

This month's General Meeting [December 6<sup>th</sup> 20.00hrs] will be a social evening and Peter Haycock will be giving a talk on the construction of his Robey traction engine. There will be nibbles and wine and hopefully time to chat amongst ourselves so I look forward to seeing you all.

On Wednesday 11<sup>th</sup> Dec the HO Section invites all those who want to have a go on their layout to come along to HQ. Refreshments will be provided. So come along and have a free glass of wine.

For the Loco Section meeting on Friday 13<sup>th</sup> Dec we will be given a talk on the preservation of Bullied Pacific "92 Squadron", a 12" to the 1" model.

On Friday 3<sup>rd</sup> Jan the General Meeting will be an evening of archive films of our past club activities. There will be no wine, just tea and coffee which will come as a welcome relief after the Christmas and New Year excesses.

Finally the General Meeting on 7<sup>th</sup> February will be spent with the Slot Car Section. As those of you who have seen it know, driving in a slot car race is quite exciting. It is a rapid occupation and not as easy as it looks. If you haven't seen it, this is a new experience worth trying. This is a Section that wishes to encourage the participation of youngsters, so bring them along and they will be welcome. On certain Fridays that coincide with Loco meetings they have special meetings aimed at youngsters, so if you were to bring along interested offspring on those days, you could attend the meeting in the main hall while the children / grand children race cars.

**HAVE A MERRY CHRISTMAS AND A HAPPY NEW YEAR**

*John Squire*

## **From the Secretary**

There's nothing to report this month but don't forget our General Meeting on 3<sup>rd</sup> January when we will be having a film show. The idea is that members should bring along 8mm or Super 8mm films they've shot over the years and entertain themselves and the meeting. Projectors will be provided.

Finally, have a great time at Christmas and I wish you a very happy and successful 2003.

*Tony Dunbar*

## **From the Treasurer, Membership Secretary and Leader of the Marine Section**

It seems this is the quiet season for the Treasurer at present and there are no new members to announce this month. However there's plenty to do at Colney Heath on Sunday mornings as landscaping of the pond area is commencing, so I hope to see you there.

Meanwhile, here's wishing you all a very happy Christmas and a prosperous and healthy New Year.

*Bernard Lambert*

# Editorial

## Now that Christmas and Winter are Here

It is a pleasure for all the News Sheet Team, Ron Thorogood, Maurice Cummins, Marcel Bolle, Ken West, Dave Lawrence, Jill Prior and myself to wish all readers a very happy Christmas and a successful New Year.

When the festivities are over how about a New Year resolution to put pen to paper this winter (or put finger to keyboard) and write something for the News Sheet! Despite my pleadings there are many reports and articles still waiting to be written. I know this because when I talk to fellow members in the Society the stories are all there but they don't seem to appear on my desk. I'd still like to see more Hints and Tips – we've had so few, yet there are so many more in members' memory banks. After all, we are a model engineering society and such notes would be most appropriate in our monthly News Sheet. How about those traction engines and steamrollers, large and small, or those cars and boats just crying out for more publicity. And what about the *Copped at Tyttenhanger* series. New locomotives are appearing on the track but no articles about them.

I'm always flattered and I very much appreciate it when I get compliments about the News Sheet but really the News Sheet is to a very large extent the product of members and is only viable if I receive articles, stories and bits and pieces from you (and my files are getting a bit thin at the moment so please send something!!) Most important to all you members whose first skill is engineering and last skill is English, don't worry about grammar, spelling and punctuation – anything can be sorted out.

To all those members who do write regularly or occasionally for the News Sheet, thank you so much for your contributions. I know how much effort you put in to make the publication a success and I am well aware that your effort is appreciated by the membership as a whole.

*Grahame Ainge*

## Slot Car News

**By Steve Francis**

Our adventures at the Wildfields 8 hour race take up most of this month's column (See The Warmington on Sea platoon go forth) but there are a couple of things to mention first. Welcome to John Ovens to our Section. John raced at Tottenham in the seventies and more recently has raced Scalextric and H.O. cars. Here's hoping that he will soon have a box full of modern slot cars and be an active member on Thursday nights. The Southern 32 Series that Ian has been running goes from strength to strength and the final round of this very popular series will be at North London on Dec. 8th. We have restarted the discussions again on track alterations and

redcoration of the clubroom. This will hopefully take place just after Christmas and as we have to reverse the polarity of the track by January 1st it would be an ideal opportunity to do it at the same time. When we decide to start it will be up to all of us to help so we can start racing again sooner rather than later.

May I take this opportunity to wish everybody in the Society a happy Christmas and leave you with the calendar for December.

5th 1/24 Prod.  
6th Scalextric (T.B.C.)  
8th Southern 32.  
12th Spare  
19th Christmas Trophy  
20<sup>th</sup> Scalextric (T.B.C)

## **Tyttenhanger Gazette by Roger Bell**

The topic for the November meeting was a talk on first aid and accidents by Doctor Ian Johnson. A first aid course is usually spread over a number of days and in the hour and a half we had at the meeting he could only provide a taster of what is expected of a first aider.

We thanked Ian for giving us a taster of first aid and hopefully it will encourage some of us to take a course.

Whilst on a medical note, a friend of mine only this week told me how he had to attend the hospital for an internal examination, which meant he had to take a sachet of one of those high strength laxatives given by his Doctor.' He spent endless hours of uncomfortable misery sitting on the toilet. As he picked up his appointment letter to go to the hospital he found that it was not until the following week! He had put it in the wrong date in his diary .He also had to get another sachet for the following week!

## More Examination Howlers

BENIGN	what you will be after you be eight
CAESAREAN SECTION	A district in Rome
COMA	A punctuation mark - a bit like a full stop
SEMI-COLON	Partial removal of the intestines
VACUUM	Large empty space where the pope lives
ENEMA	Someone who is not your friend
MAGNET	Something you find crawling on a dead cat
FIBULA	A small lie
MORBID	When there is a bigger offer
GERMINATION	The process of becoming a German
NODE	When you have known somebody for a long time
SEIZURE	A Roman Emperor
FERTILISATION	The fussing of the male with the female garments
TERMINAL ILLNESS	When you are ill at the airport
VARICOSE	Nearby
VEIN	Conceited



**Letters page**

## Aftermath of the Storm

On October 27<sup>th</sup> the storm that raged for much of the day resulted in much damage to our site at Colney Heath. In the Loco Section Gallery are pictures of two of the sections of the raised-level track, which suffered severe damage. (Photographs by Mike Chrisp.). If you enjoy the summer running of locomotives or indeed run your own loco at Colney Heath and haven't yet come along this winter to help maintain the facility, the photographs must be the best incentive to induce you out of bed on a Sunday morning. In order to be up and running again by Easter we definitely need your help.

# **The Walmington-on-Sea Platoon go Forth (Somewhere in Southern England) by Steve Francis**

Armed with tents, sleeping bags and the usual paraphernalia needed for an assault on the final round of the E.E.C., one half of our team plus half of North London's (three Harwoods and myself) loaded up the Millennium Falcon in a downpour. I am sure the sight of four grown men loading the car with tent equipment in the middle of a monsoon in November will keep Mark's neighbours entertained for months. Paul was already having doubts about camping but he was more worried about being attacked in the middle of the night by the bulls at Wildfields. "They are cows Paul" I pointed out.

"I don't care, they've got horns". Paul has a problem with animals. When I picked him up earlier he tripped over the dog half way down the stairs and came to rest in a crumpled heap by the front door. The sight of a sleeping bag, slot box and a pair of feet flying past the front room was priceless.

Sloshing our way round the wonderful M25 the conversation was of our barbeque that evening. When we got to the track various people were doubting our sanity. "Are you serious about camping tonight?" The cows/bulls were eyeing up Paul and mooing to each other. "The one in that silly hat is mine – moooo." Mark and I set up our pit and started to get the car ready for practise. Then we got the first of our phone calls from Secchi. "Are you doing this and this and this and do not wear out the race car practising it to death." John was not able to make it to the practise day on Saturday but by the wonders of mobiles phones you would think he was right there with us. Mark hauled the car round in qualifying, to record a time of 4.00; second only to Greg for North London at 3.94. Secchi's on the phone again. "Is the car still in one piece and don't forget to --and remember to-- and by the way well done getting second on the grid." In the gathering gloom and continuing deluge our kind host Terry, showed us the best place to camp. It was a sloping piece of garden near the cows that doesn't get waterlogged because it slopes. We decided at this time an Indian restaurant might be drier than a barbeque. Thankfully Terry very kindly offered us the track-room to sleep in rather than braving the elements. We gladly accepted his invitation and went for a meal and then the local pub. It's amazing that if you get four slot racers round a table who were brought up within ten miles of each other what would you expect the conversation to be about? -wrong! We talked about the Arsenal, and why not. Returning to the farm we were let in to the barn but fortunately not told off for being late.

A word of warning: if you want a good night's sleep at a race meeting do not have all three Harwoods in the same room as you. Even though I was thirty foot away from them it was not enough. I think the next county might just do. Firstly, Greg decided not to sleep on the floor. He put four plastic chairs together to sleep on and creaked all night. His excuse was that it was more like being in a proper bed as he was off the floor. I think he didn't want the creepy crawlies to get him. Well this was the countryside. The light then went out and there was a cry "Its too dark"

“Yes Paul, the country is dark. This isn't the North Circular and no, cows can't climb stairs.” He moved his bed closer to his brothers. Mark started telling stories about ghost trains earlier and what is Wildfields close to, yes, you guessed it a train line. A busy one. The owls started doing what owls do in the middle of the night. The barn roof started creaking and other unidentifiable animal noises penetrated the darkness. By this time Paul and the countryside were distinctly at odds with each other and kept us informed of the fact. Then Mark started snoring. The Indian meal then started work on Paul's digestive system. This was going to be a very long night. When we woke in the morning (after about an hours sleep) we felt like we were in the middle of a 24-hour race but there was still an hour to go before the race actually started. Breakfast was very kindly provided by our hosts and now we were ready to face the world and an 8-hour slot race. Greg started for North London and Mark for us going four laps up early on. Then he encountered the inevitable traffic and the Dutch Merlijn team took the lead. Three hours into the race most teams were having problems, North London made an early motor change and Merlijn were having all sorts of problems with their car. This meant we got back into the lead followed by the Wildfields team. We pulled out a healthy lead in spite of the fact that most of the other teams wanted to use our lane as well as their own. " John, can you take the target off our car? "Bob was getting a bit miffed on his first run of the day. During one of these coming together we suffered a chassis break. Eagle eyed North Londoner, Cas, found the missing bit of our car and after a short delay we were on our way again. The North London car was now fully sorted and hauling us in at a rate of knots. We had to stop for a much-needed motor change, which meant North London went into the lead and were soon thirty laps ahead and the Merlijn team 50 laps behind us. North London was now moving into an unassailable lead. With one hour to go our motor was going off and Merlijn were only 25 laps behind us. There was only 1/2 hour left and our car got involved in someone else's accident. The result was of course we came off worst: a snapped axle. Merlijn stopped for new braids and took what seemed like ages to return to the track. We were three laps up with ten minutes to go and they were catching us. Mark's heroic drive could not hold them off and Merlijn took second place three laps ahead of us. Well done to North London's Ian, Paul, Greg and Cas showing the rest of us how it's done yet again.

## **CHRISTMAS PAST**

### **(When a homeless "Castle" was abandoned.)**

**by Peter Kearon**

Younger members amongst us will find hard to believe that the Yuletide holiday allowance in the early post-war years was strictly only two days, Christmas Day and Boxing Day. Work New Year's Day. (In pagan Scotland the holiday break was New Year's Eve and New Year's Day. Work Christmas Day.) The run together two-week break of today was unheard of.

The morning after Boxing Day, 1950, saw me battling against an icy wind to reach the slight shelter of Barry engine sheds-and work. Out of the gloom I saw an unusual shape in the form of a large tender engine with polished chimney cap and safety valve cover. (Unheard of at Barry except for the new 4100-class prairie tanks) She was

standing on one of the shed roads and I subsequently learned that this Hall had brought down a train of heated fruit vans to take cargo from a newly berthed Geest banana boat but had failed with a broken lid on a cylinder cover safety valve. A valve from a 5600-class engine proved to be too small. The Hall was marooned.

Charlie, the foreman fitter, was hovering and handed me the damaged valve with instructions to go to Canton (Cardiff) sheds and exchange the damaged valve at the stores for a replacement. He knew I held a Barry-Cardiff rail pass. What delight. A chance to take a warm ride on the cushions and be able to catch up on some desperately needed sleep.

Looking at the right back outside cylinder cover, not of a polished "Earl Cairns", but a filthy "Earl Bathurst" (Sometimes known as "Dryslwyn Castle" awaiting its fate at Barry in 1968. In 1970 this engine became just the fourth to be rescued.

From Cardiff General (as it then was) station there ran a time-honoured path along the tracks to reach the sheds; look out for engines going all ways and empty stock being shunted to and from the carriage sheds. Canton stores were happy to hand over an exchange valve and all too soon I was ready to make my way back. But in the yard something was going on and the centre of attention was a shining ex-Swindon Works castle, "Earl Cairns" (I believe). A newly painted NA on the front running board bracket showed that her home depot was Newton Abbot (Devon) and thus a rare visitor to Cardiff.

A bowler-hatted man, who turned out to be the shed foreman, was ranting to no one in particular that it wasn't his \* fault, "Don't put the \* blame on me", and many more outbursts with enough expletives to double the length of each sentence. At the back of the left-hand outside cylinder were a pair of fitters instructing the driver to screw the reverser first full ahead then full reverse each time giving a touch on the regulator to blast steam from the cylinder cocks. (The description drain cocks is a general term and does not really apply to Great Western engines where they may more properly be described as spring-loaded mitre valves). Wedges had been driven each side of the driving coupled wheel and doubtless the brakes were hard on. No movement could be tolerated.

Steam blasted out of groups of drains but nothing from the rear outside cylinder and coolness of the cylinder cover was regularly checked by hand. Excitement boiled over when a young man came from the office, approached the bowler-hatted one and yelled that he was wanted on the phone. The response was immediate, "I'm not speaking to those \*\* again. I'm doing my \*\* best (in fact he was doing nothing useful). I'm not trying to steal their \*\* engine", and so on in the same vein. I was able to approach the young office man and ask him what was going on. In a whisper he told me that Earl Cairns" had come out of Swindon Works and completed trials on Christmas Eve but Swindon piecework rules meant that payment did not trigger until the engine had steamed away. There were few movements at that late hour to send the engine back to its home shed at Newton Abbot so to get rid of her "Earl Cairns" was hooked onto a returning empty milk train heading for Carmarthen, detached at Cardiff and as a 'foreign' engine abandoned outside the shed over the holidays where, in bitter weather and driving winds she became frozen.

Newton Abbot discovered that that their just overhauled engine had left Swindon and was at Cardiff where doubtless it was being 'stolen'. Hence the stream of abusive telephone calls demanding its immediate return. They were not prepared to accept feeble excuses. (Sheds far from Swindon, for example Penzance, Whitland and Birkenhead often waited a long time for ex-Swindon Works engines to reach their home depots. Panniers in particular could be well used before eventually turning up.)

The cylinder cock-operating lever had been removed but as I sidled nearer I learned that removal of the complete drain cock was to be the next move. Just two ¾" nuts held the valve in place and removal allowed the valve to drop free and release a plug of ice followed by cascades of water which eventually turned to steam. It seems likely that the drain cocks had been left closed in a hasty disposal on Christmas Eve and appreciable amounts of water had accumulated. Prevailing winter winds had blasted directly onto the side of the engine, in particular the rear end of the left outside cylinder causing the undrained water to freeze solid. Despite admission of steam to the upper part of the cylinder only the surface of the ice melted and heat failed to penetrate bottom areas and the residual ice.

The drain cock was quickly replaced and shown to work properly; it was all over. As I trudged back to Cardiff station "Earl Cairns" came past me with drain cocks hissing as the cautious driver took his charge to couple on to a Bristol train which would take her into the care of Bristol (Bath Road) shed and the responsibility of working her back to Newton Abbot where she was probably destined to head their premier train "The Torbay Express". Was it possible that she was again 'stolen' to work "The Bristolian" until Newton Abbot traced her?

Back to Barry where it was quite light not only to deliver the valve but to fit it in place. It was the only time I ever worked on a named Great Western engine.

Except for the removal of the name and number plates, "Earl Bathurst", pictured here in 1968, had hardly changed in the five years since leaving Landore (Swansea) sheds in May 1963.

## **50 Years Ago**

### **by Grahame Ainge**

The hobby of modelling for North London Society members has always revolved around the modelling of transport and the stimulus for such modelling comes from an interest in the 'big ones' or prototypes. 1952 was an eventful year for Club members in this respect. Sad and misguided as it now seems, the last London tram ran in 1952 and must have prompted a surge in tram modelling. In the air the Avro Vulcan made its maiden flight. It was such an exciting and hitherto unseen shape, aeromodellers of the day must have spent a lot of time dreaming of how they could reproduce it in model form and make it fly. Also in the air was the Comet, the first jet airliner, a product of deHavilland designers at Hatfield, making its first scheduled flight in 1952. On a shocking note, the deHavilland 110 crashed at the Farnborough Air Show killing

26 people and even worse, more than 100 were killed in the Harrow and Wealdstone disaster - almost on the North London Society's doorstep.

The Society itself was suffering from financial problems at the end of 1951 and it was decided, in order to cut costs, that the News Sheet would be produced every two months instead of monthly in 1952. Also it was decided to mount the Club exhibition in 1952 on a more modest scale than previously. It did however turn out to be a success (see below).

Since the beginning of the News Sheet, AJ Bradley had been the Editor, for five and a half years in fact. But in January he decided to retire from the job. In bowing out and handing over to a Mr Harry Brooks, Alf Bradley wondered how much support the new Editor would get. It's hard to escape the impression that this was a veiled way of saying that he himself had not had much support in the past. He continued, 'If a member is asked to contribute an item, that member should comply without question as soon as he can – or vote against the continuance of the journal. To be asked for an article on a specific subject is a compliment indeed, for it shows the recognition of authority by the Editor – who is only concerned with the well being of your paper and not with flattering individuals.' Well, times have changed. Imagine something like that appearing in the News Sheet today!

Readers will remember the inauspicious initial 'Brains Trust' in 1951. Despite that discouraging meeting a similar event was staged in January 1952 but with a better outcome this time. Messrs Drayson, Wuidart, Lee (Sen), Dyer and Raxworthy 'kindly allowed themselves to be interrogated by the 40 or so members who defied awful weather to attend. Only one question was not definitely answered, namely, 'What happens to the energy contained in a coiled spring if it is tightly wound and then dissolved in acid? – Work it out for yourself.'

Mr Hill reported a very successful children's party at the end of 1951 but ended up by saying he was a little perplexed that we were able to muster only some 40 children in a Society of 150 members. 'Can it be that model making absorbs all our time and energy?' he asked.

One may think that the present day problems the Society has in filling the roles of Officers and Section Leaders is a product of modern times but the Editor of the News Sheet commented in 1952, 'It seems strange that in a Society the size of ours there should be so much difficulty in securing officers to carry out duties upon which the very existence of the Society depends. Despite such concerns the Council announced, 'It is with the greatest of pleasure that Mr HS White is rejoining the Society.' Readers will remember that Mr White a prominent member of the Society had resigned in July 1950 possibly over the issue of competition within the Society. Rejoining surely was a vote of confidence in the Society.

By studying the News Sheet of years gone by and hoping to reflect something of the 'flavour and feel' of the North London Society of Model Engineers in an article such as this can be misleading. Newsworthy items are often those which give rise to concern or are in some way negative, yet the enjoyment of members in their everyday intercourse (if I can use that word!) within the Club is frequently not represented. For our Society to have lasted so long there must always have been sufficient pleasure in

being a member to ensure that moans, problems, disagreements and setbacks were indeed small by comparison. The July General Meeting report below illustrates the delights and friendship of being a member.

## **JULY GENERAL MEETING**

The Society was very pleased to have the opportunity of wishing good luck for the future to Mr. A. A. Sherwood before his departure for Australia.

He came along to say "farewell," and very kindly brought some of the models for which he is well known. These were demonstrated, and he told us of the difficulties he experienced in making them. He also showed us with the aid of a blackboard how he overcame them.

The first model to be seen was a locomotive. This was  $\frac{1}{4}$ in. gauge and runs on steam. The boiler is 5 "thou." thick. The engine has run a quarter of a mile on one teaspoonful of water. Mr. Sherwood's only complaint was that he

had not been able to devise a safety valve small enough to fit this Lilliputian wonder.

He then produced a compression ignition engine which he said had been inspired on seeing a 1.3 cc Mills engine. He was so inspired that he produced a 0.3 cc engine. This model was seen running, the tank being filled by three squirts from an oil can.

Next came a hydroplane with an engine of 0.45 cc capacity. The engine of this was also set running, to the delight of all present.

Finally, Mr. Sherwood answered questions from members and thanked them for the attention they had paid him.

The applause which greeted the vote of thanks tendered to Mr. Sherwood must very nearly have been heard at his future home.

The Society's exhibition was held at St John's Hall, Frien Barnet Lane, from Monday 11<sup>th</sup> to Saturday 16<sup>th</sup> August 1952. The available space was less than at Ewan Hall where previous exhibitions had been held and the show was more modest than previous years. Nevertheless, it was a success and it was anticipated that as a result of many enquiries there was expected to be an influx of about 30 new members.

By September, Mr Raxworthy, Leader of the Science and Research Section offered his resignation, explaining that the number of active members in the Section had dwindled to the point where he had to do most of the work single-handed. This was proving too much for him. Over the years the Section had been very successful and had produced a boat timer, propeller-testing tank, stroboscope, pylon and model car track lap counter. Since such equipment, used by other Sections, still needed maintenance he offered to continue this part of his role. After an open discussion in the News Sheet with the Chairman, Ted Moon, Mr Raxworthy was persuaded by Mr Moon's suggestion that the Science and Research Section should act in an advisory capacity to other Sections and perhaps carry out some preliminary experimental work for other Sections and he offered to continue in the role of Leader of the Section.

The October General Meeting hit on the idea of members talking about how they came to the hobby of modelling and the report of the meeting is reproduced below.

## October

On Friday, 3rd October, Messrs. Raxworthy and Wuidart gave a demonstration of the working of the Car Track Lap Counter, into the development of which they and others have given so much of their time recently.

As a description of the Counter is published elsewhere in this issue, no more will be said.

Next followed what is probably a novelty in the history of the Society. The chairman called upon Mr. Nutter to tell us why he became a model engineer, and this without any warning whatsoever.

Mr. Nutter's first words were to the effect that he had not yet become a model engineer, but that he was still hoping and trying. What led him to the path he is now treading was the fact that he had always been interested in railways and was, in fact, named after a railway engine. When he was a youngster he always wanted a model railway, and on his eighth Christmas was given a track and a "meths" fired loco, which was at once set up on the drawing-room carpet. Mr. Nutter senior promptly began to explain the working of this layout and the only pleasure derived by Nutter junior that - day was when the engine fell from the track and set fire to the drawing room carpet. The pleasure came from mother's remarks to father.

After some years he met our Mr. Flanagan and talked STEAM, this showed him the light and he has been an enthusiast ever since, although his love is the railway as a whole. He hopes to have a real

track in his garden so that when he is very old he may play to his heart's content. (As if all model engineers were not Peter Pans. - Editor.)

The next bolt to be sprung was upon Mr. E. C. Hobday, one of our newest members.

Obviously taken by surprise, Mr. Hobday rapidly collected his thoughts and gave us a very interesting ten minutes. His "fall" was brought about by his first making a toy locomotive from wood as a present for a nephew. He went to much trouble and made it as like a real loco as he possibly could with the limited tools at his disposal. After the present had been given, Mrs. Hobday said the space where it had formerly stood looked very bare and could he make another. Friend Hobday replied not only could he make another but he could make a real one if he had a lathe. The lathe was duly ordered, and as anything up to six months' delay was suggested by the dealer, Mr. Hobday bought "Sparey's" book and studied it assiduously. The lathe came and was duly installed. Next purchase, blue prints and castings for "Hielan Lassie." (Laughter and whispers of "The man has guts.") Well, the first attempt was not very successful, but much knowledge was acquired and this has since been applied to other models. (An aside whisper from the chairman, "Successfully applied.")

Mr. Hobday said that he now goes to bed, and wakes up, thinking model engineering.

Although the News Sheet consisted of only four pages in 1952 published every two months, the Editor was reporting that he had difficulty sometimes in finding enough

material to fill the pages. It is easy to look back in time and say, 'Ah – in the old days we did this and that and things were better and members gave more support to the Society etc. etc. but things were not always as rosy as one imagines or remembers them. At the end of the year, after only 12 months of being Editor, Mr Brookes felt that he could no longer devote sufficient time to the job and appealed for a member to 'take up the torch' or at least someone to help him with the job.

In October Messrs Flanagan, Bradley and ARW Pinnock visited Curly who showed them his workshop and made an 'inspection of the line.' Mr Pinnock's loco *Iris* was put through its paces and put up a good performance. Two of Curly's engines were run. The first was *Ancient Lights*, a single wheeler, and the other, *Olga*. Members of the party took turns at driving until light began to fail. A special 'Pullman car' tea was enjoyed in the drawing office and early books of Curly's were perused. Afterwards there was an inspection of *Gladstone* and *Jennie Deans*.

At the end of the year the following report from the Loco Section on their year's activities appeared in the News Sheet. Perhaps the most interesting part is the mention of the first real seeds of the Arkley Track.

**Loco Section**  
**Leader: J. E. R. Wuidart**

Exhibition and other matters (pough-pough to you, too) having excluded section reports from the last issue, we will not now go further back than our August meeting, when we were sorry to learn that Mr. Wuidart was in hospital. All will be glad to know that he was released after X-ray and is back quite his usual genial self.

Mr. Moon showed his latest 3½in. gauge locomotive 0-4-0, with vertical boiler and twin vertical s.v. engine with Hackworth gear, based on the De Winton narrow-gauge locos at Portmadoc about 1900 (AD. !). Considerable interest was shown in the jamming roller drive instead of ratchet drive for the mechanical lubricator, which responded to the slightest tremor of the operating arm.

It was reported that the track had earned £7 6s. 3d. at the Exhibition. Our discussions continue to range around, and have included the expansion of boilers, tractive

efforts, and passenger trucks. A pleasant surprise at the August meeting was given by Mr. Marchant, who, opening an attache case, produced an almost complete "Tich," and, after "pumping up" the boiler with a cycle Inflator, proceeded to run it up and down the table.

The September meeting proved that Mr. Wuidart had been considering the permanent track during his enforced idleness, and as a result the field has now been surveyed and a revised design for the track supports was put forward. We wonder if any other sections have had over a dozen members present fifteen minutes before the meeting is due to commence, as was the case at our October meeting. Among the guests welcomed on this occasion was Mr. (Boats) Gordon.

The main exhibits were Mr. Cashmore's boiler and Mr. Hobday's "Heilan Lassie," which was successfully subjected to our standard boiler test, and a certificate was issued.

If, repeat if, there were any loco members not present, please note that our certificates are valid for the S.M.E.E.

Discussion was again mainly on the permanent track, and obviously we have some experts amongst us. Mr. Hobday is making a prototype section and testing this. For the

record, the track will be approximately triangular in shape, 3½in. x 5in. gauges, a total length of about 500 feet, and probably incorporate a gradient. A section on a traverser is proposed for loco movements from steaming road, etc.

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