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The News Sheet

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A happy Christmas and a productive New Year to all!

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From the Chair

On Friday evening, 16 November, Mike Chrisp, aided by John West, and supported by Adrian, provided a first class tribute to Frank Dell, in the presence of Margaret Dell and her family and friends. The theme of the evening was of course Frank himself. Frank, whilst he was Chairman (1999 - 2002) had provided a lot of stories about his earlier days and his working life in his Chairman's notes. Mike used these notes as a background to his tribute, interspersing the stories with videos produced by John. It was a most worthwhile and entertaining evening, and our thanks go to Mike and John for their efforts, and to Frank for providing the material!!

The last event of the summer running season was of course the Halloween event which turned out to be a well supported event. Our thanks to Rachael and Owen, who organised the evening, Peter MacDonald for the lighting and to all members who supported in any way - drivers, stewards, and coach workers.

The Halloween event was discussed at the Council Meeting on Monday, 5 November, when concern was expressed at the safety issues and liabilities of such a large event held in darkness. The future and/or format of any future Halloween event will be discussed more fully at the January Council Meeting.

The Alexandra Palace Model Engineering Exhibition will be taking place on 18-20 January, at which the Society will again be having a stand. I have asked Ian Johnston to be in charge of the management of the stand. Ian will be directly supported by Mike Chrisp and me, especially as Ian is presently away on holiday.

The Society Gala Weekend is now fixed for 28/29 June, and I have asked Peter Davies and Jim MacDonald to be in charge of the management of the weekend. Already they have arranged a small management team who are involved in the initial planning of the features for the event.

As we all read in the November News Sheet, Adrian has decided to stand down from Locomotive Section Leader. A new Leader will be elected at the December Locomotive Section Meeting. I thank Adrian for his efforts in leading the Section over the past three years and hope that he will enjoy more time with the Ground Railway team.

Now to a more serious matter: that of the legislation concerning children and vulnerable persons. The Safeguarding Vulnerable Groups Act received Royal Assent in November 2006 and is likely to be fully implemented sometime in 2008. As this Act presently stands, it is likely to have an impact on hobby clubs and societies where young or vulnerable people are involved. If I have understood the Act correctly, its implication could affect us all. Let me give an example.

I can take my children and grandchildren to Colney Heath on a non-public day to

use my electric Class 08 loco. (That's OK). If I ask a member to bring his steam loco to join us, he must have CRB (Criminal Records Bureau) clearance to be associated with my grandchildren. If another member attends Colney Heath on the same day to use his loco, and he is not CRB cleared, my family would have to leave. Now apply that scenario to a Sunday afternoon public running. All members present, or helping to run the afternoon, would have to be CRB cleared as they are in contact with children and vulnerable persons. This implies that all Society members must be CRB cleared at a cost to the Society of say £10.00 per person ~ £2000.00 total. I urge you all to write to your MPs to lobby them over the difficulties perceived within the implementation of the Act. Societies and Clubs are all self-regulating and will have procedures in place to deal with situations as they arise, without matters being so constrained as to jeopardise the future enjoyment of our hobby. All societies and clubs need to recruit new members, particularly young (junior) members who need to be safeguarded by a commonsense approach. This matter is urgent and is being taken up by societies and clubs across the whole country.

David Harris

Stop Press - Vandalism at HQ

Our HQ at Finchley has been the subject of an attack by vandals sometime during the last two months, which has involved removal of all the lead flashing. This has resulted in a hole in the flat roof above the OO Section room and the old library and hence water getting into those parts of the building.

The damage has been investigated, and the Society will be putting repairs in hand as soon as it can.

Cover picture:

Patrick Stirling's single, No.1, designed for the Great Northern Railway, in steam at Loughborough on the Great Central Railway, on 6 December 1981.

Photo: Nick Rudoe

Committee Meeting News

Council meeting, 8 October 2007

The NLSME has been formally invited to attend the St Albans S.M.E exhibition 2008 (27/8 September) and also the Hertingfordbury fete on 21 June 2008 .

Enough small coal is available for the remainder of the season. Lawrie Steers will get 6 bags of large coal for the Ground Level Railway.

The issue of the steaming bays will be discussed at the next loco section meeting.

Council agreement was given to change the water in the pond over the winter period. The Ground Level Railway team have commenced moving the hardcore.

Rachael Chapman reported that all 2007 birthday parties have now been held and thanks to all those who have helped support them.

Mike Hodgson reported that he was no longer able to organise exhibitions. A vote of thanks for his hard work was given.

Mike Chrisp reported there is growing concern about the possible changes to the Child Protection legislation.

Tyttenhanger Site Committee meeting, 22 October 2007

There was some discussion about the proposals put forward by Chris Vousden at the last loco meeting, concerning the development in the steaming bay area. This was to have a common steaming bay for all gauges of ground and raised track and a siding long enough to assemble a complete train on the raised track. Its impact on future work in the area was considered, such as the roller shed, steaming bays and workshop. A survey of the area and proposals will be made in the future.

Work is progressing on the new deviation for the Raised Track and details are being finalised.

Work on the Ground Level Railway has started all day Saturdays and Sunday mornings, throughout the winter.

Brian Baker and Peter Funk represented the Society at the Midlands Model Engineering Exhibition, where they attended for three days with a traction engine.

Council meeting, 5 November 2007

It was reported that Chris Hogg has recently passed away and a letter of condolence has been sent to the family.

Chingford SME have invited the Society to attend a presentation by Polly Engineering on their locomotives and designs on 14th November 2007.

David Harris has received a card from Mrs Dell thanking the society for their contribution to the RSPCA in Frank's memory.

David Harris expressed his thanks to all those members involved in the Halloween event. It was a good event, but some concerns had been expressed about the number of people on site and the safety issues surrounding this. The Council was asked if this event was still wanted for next year, and if so, whether or not it should be open to public attendance.

The Society has received a letter inviting us to the South West Model Engineering, Model Making and Hobbies Exhibition in Somerset on the 12th – 13th April 2008. This will take place in Shepton Mallet.

Peter Funk reported that he suspects that there are rats underneath the coach; he has asked David Lapham to try and sort out the problem.

Laurie Steers and Donal Corcoran have obtained new poles for the party tent/gazebo. An order for coal will be placed with Day's in time for the start of next year's running season.

Situation Vacant

The position of **Loco Section Leader** is now vacant. It was discussed at the last Loco Section Meeting that the position will be appointed at the next meeting:-

Friday 21 December 2007 (Xmas get-together & chat).

Anyone who would like to fill this position can put their name forward in advance of this meeting to me or Mike Chrisp. They should be prepared to say a few words to the section to support their request. A vote will be taken to choose the best contender.

We all receive so much from this wonderful Society and this is your opportunity to offer something back, so do not be shy.

Adrian

Model Engineering Supplies (Romford)

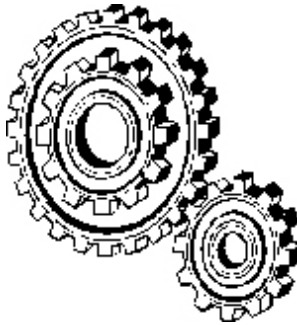
Unit 7 r/o 188, Crow Lane, Romford, Essex, RM7 OES

Contact Details

Tel: **B.** 01708 722346, **H.** 01708 341216, **Mob:** 07831 727357
 I can be contacted outside these hours on local call- 07831 727357
 Or after 6pm on 01708 341216.

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The only Local Model Engineering Supplier No VAT.
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NOTE: I have put a copy of MES's catalogue in the Coach, on the table.
 In his catalogue, Peter Stallard quotes the following opening times:-

Wednesdaypm
 Thursday8.00am – 3.30pm
 Friday8.00am – 3.30pm
 Saturday9.00am – 12.30pm

As he runs the business on a part-time basis, always telephone before visiting, as sometimes he may be out collecting goods. If there is no answer at the business premises, please call his home number or mobile.

Nick Rudoe, Editor

GENERAL MEETINGS – FORTHCOMING PROGRAMME

Our General Meetings are normally held 8–10pm at our Legion Way Headquarters in North Finchley unless stated otherwise. We usually have a raffle – thanks to Peter Davies (donations of suitable prizes appreciated), and refreshments around 9pm - thanks to Ron Thorogood. All profits from meetings go directly to club funds.

We can seat about fifty in our meeting hall. All members are particularly welcome when we have special Guest Speakers and we are always pleased to see members' friends and family at any of our General Meetings. Please call me if you have an idea for a meeting, or if you would like to enlighten and / or entertain your fellow members. On the other hand, please also let me know if I schedule regular meetings that you don't much like. I am very keen to see more folk at our General Meetings and look forward to your company.

7 DECEMBER 2007 – PRE-CHRISTMAS SOCIAL EVENING

Notwithstanding that shops and other establishments have been preparing for Christmas for months, some may consider it a little previous to begin our festivities this early. However, over recent years our December General Meeting has become an opportunity for members, family and friends to mingle and chat while enjoying a finger buffet. Tasty titbits and liquid refreshment of both alcoholic and non-alcoholic varieties will be available. It will be a pleasure to cater for our Ron who will be able to take the evening off and enjoy not having to brew up for the rest of us! I hope to arrange something to entertain, amuse and educate during this informal evening that will conclude our programme of General Meetings for 2007.

LOOKING AHEAD

4 January 2008	Members' Workshops – Presentation by Our Video Team
1 February 2008	Forum: Workshop Topics
7 March 2008	Frank Banfield: Archive Films
4 April 2008	Keith Hale (CuP Alloys): Silver Soldering
? May 2008	Annual General Meeting
6 June 2008	Tim Coles: Model Gas Turbine Locomotive
4 July 2008	Working Models: Our Models in Operation
1 August 2008	Noel Shelley: Sand Casting (Talk)
5 September 2008	Noel Shelley: Sand Casting (Demonstration)
3 October 2008	On the Table: Work in Progress
7 November 2008	Owen Chapman: Out and About
5 December 2008	Pre-Christmas Social Evening

(continued over page)

General Meetings - 2008 Programme (continued)

4 JANUARY 2008 – MEMBERS' WORKSHOPS

Stalwart video movie makers Dave Lawrence and Mike Dwyer have been visiting members' workshops armed with their camcorder and microphone. Interviews have been conducted, films are in the can and the results have been edited for presentation in this, our first meeting of 2008.

Members whose workshops have been recorded for posterity include Bert Mead, Dave Lawrence, Ian Johnston, Peter Funk, Mike Foreman, Tony Dunbar and Mike Chrisp. It is anticipated that the evening will fall into sections featuring the filmed interviews followed by discussion prompted by what has been seen on screen. It promises to be a fascinating revelation and may prompt other members to invite our intrepid video film makers into their own workshops!

1 FEBRUARY 2008 – WORKSHOP TOPICS

Following our traditional forum format, this evening has been set aside for a discussion of workshop matters relevant to model engineering and as introduced by those present. Bring along your workshop problems – someone's bound to come up with at least one solution!

7 MARCH 2008 – ARCHIVE FILM EVENING

Several years have elapsed since we welcomed Frank Banfield to Finchley with his 16mm film projector and a selection from his collection of archive ciné films. High time we repeated the pleasure, tonight's the night!

Mike Chrisp

SITE MANAGER'S REPORT END-NOVEMBER UPDATE

1. The Car Park remains our biggest problem. Efforts earlier in the year have not resolved the difficulties. Large puddles or deep muddy areas remain. **O/S**
2. Untidy areas at the entrance to the site. **IN HAND**
3. The small shed window needs repairing. **OUTSTANDING**
4. The ex steam roller shed needs repair. **OUTSTANDING**

5. The barge board at the rear of the workshop needs replacing. **OUTSTANDING**
6. The concrete steaming bays need totally renewing. **UNDER REVIEW**
7. Storage for coal needs to be provided. **UNDER REVIEW**
8. The drive-way to the station has poor drainage. **OUTSTANDING**
9. The Fire Extinguishers are out of date. **IN HAND**
10. Food package rubbish adjacent to the station needs collecting and removing. **CLEARED**
11. Old plastic tables and chairs are still in use.
12. Roof felting between coach and station canopy appears to be leaking. **TO BE REPAIRED MF**
13. Damage to station canopy felting in several places. **TO BE REPAIRED MF**
14. Untidy signal cabin. **IN HAND**
15. Apple and crab apple trees need pruning of much dangerous dead wood. **COMPLETE**
16. Bonfire rubbish adjacent to Garden Railway needs to be cleared up. **COMPLETE**
17. Area behind tunnel needs clearing out. **IN HAND**
18. General thinning out of saplings. These are generally less than 5 years old and are self setters. **OUTSTANDING**
19. The planting of bushes along the new fence would remove the starkness of the wire fence. **OUTSTANDING**
20. The new land needs generally clearing of wild growth. **WILL BE CLEARED BEFORE EASTER 2008**
21. Boundary trees need a major trimming and cutting back as their branches are touching the ground. **OUTSTANDING**
22. Undergrowth around Dingley Dell needs cutting back. **OUTSTANDING**

23. Too much general rubbish behind coach - a good clear out is required. **O/S**
24. General untidiness adjacent to workshop/container on all sides. **O/S**
25. Dead tree adjacent to roller shed - should be removed for safety. **IN HAND**
26. Flooring of coach needs recovering. **OUTSTANDING**
27. Repair to tunnel shed door. In hand by P Brown and N Bone **IN HAND**
28. Permanent light at side of toilet block needed. **MF**
29. Grass areas adjacent to station need re-seeding, plus slabs. **TO BE LEFT UNTIL SPRING**
30. Paving stones for Tom's seat. **OUTSTANDING**

D Harris

Stolen Locos

I would like to inform NLSME members of two 5in. gauge locos that were stolen on 30th October, from my garage in south Oxfordshire. Simply to make you aware of them should you come across them.

They are:-

- 1 Part-built *Speedy*, a running chassis with smokebox and an incomplete copper boiler, which may have been separated from the frames. This is of particular sentimentality as it is an ongoing project of my father's and has been since I was young.
- 2 GWR 45xx Class 2-6-2 tank loco, an older model with some paint missing from the tanks, but complete and runs on air. This was bought at auction earlier this year.

If you have any information about these engines, please contact me by phone or email – details below.

I am a member of the City of Oxford Society of Model Engineers.
The police have been informed.

Many thanks,

Stephen John



Letters Page

To the Editor:

Dear Nick,

On Friday evening I had the good fortune to attend a *Celebration of the life of Frank Dell* at Headquarters. The meeting was managed by Adrian and material was presented by our own Mike Chrisp and John West. John managed the excellent visuals and Mike the written material. I'm sure that you will find very adequate reports elsewhere in this first-rate journal. Mike used the '*Thoughts of Chairman Dell*' as the core of his presentation. These were the notes that Frank dished out each month for the *News Sheet*; they were all very entertaining and original. It is with reference to his ultimate 'Thoughts' that I wish to refer.

Frank made the remark that he felt that three years was too long to serve as Chairman. He thought that two years was the maximum that any Chairman should be in office. I think he said that after two years the aspirations that were present at the start had gone stale and the post lacked lustre.

With respect for Frank Dell I would like to propose that we should consider that no one in the Society should be in any post for more than two years except for perhaps the editor, treasurer and secretary where continuity is very important.

A one or two year cycle will bring with it many advantages namely:-

- a. Members elected will know that they will not be there for life.
- b. The new incumbents will be able to aspire to innovation in that time that they have perhaps thought about for years.
- c. They won't get stale or think that they are in the job for life and just roll along
- d. It will give many ordinary members a chance to involve themselves in the running of the society when in normal circumstances they would not.
- e. Members who get elected and feel that they are not cut out for the job will be able to retire gracefully.
- f. The Society will in the fullness of time have amongst its ranks many past officers who have given time to the Club in return for all the good things they have gained from it in the past.
- g. A short term membership will prevent a 'College of Cardinals' evolving where long time served officers form a clique who will 'always know what is best' for the Club to the exclusion of other reasonable suggestions.

If there could be a 'career' progression say from Council Member upwards then the seniors, when elected would have experience of the protocol and maintenance of the Society. Such a system would bring much greater participation in the running of the Club, so **all** members would need to be prepared to play their part in the responsibility of pushing forward this great organisation.

Ian Johnston

The November Loco Section Meeting by Roger Bell

The evening was a celebration of our friend, member and ex Chairman, Frank Dell. Mike Chrisp opened the meeting with a special welcome to his family who had travelled some distance to be with us. The evening was to be an introduction by Adrian followed by quotations from his life from memories and News Sheets from his time as Chairman, and videos of him provided by John West.



Adrian spoke of his dear friend Frank; they enjoyed a good rapport together, and Frank was so nice to young people. He took Adrian's son Ian under his wing and they went to many traction engine rallies together along with Sam Skuse.

We watched a video of him driving his Midland Compound with an 'Eric Morecambe' look about him at the track. During Frank's three year term as Chairman

he wrote the Words (or Thoughts) of Chairman Dell; in the June 1998 edition he asks why he volunteered, 'I must be mad' he wrote. He also felt that he had taken so much out of the Society, the friendships and the common interest of steam, interesting meetings and all the other facets of club life that he should put something back.

Another video of him at a rally with his Wallace & Stevens roller 'Lillian' captured him, fag in mouth, building up the fire, and sitting in the driving seat was a very attentive young lad watching Frank's every move. More and more coal was being placed in the firebox. At this point in the meeting the door was opened into the tea area; it was absolutely full of steam as the urn had nearly boiled dry, yes; Frank has certainly raised the steam pressure. At another rally with John Squire he was lying back against the wheel of a tractor, a common position of his and took the polishing rag from a helper, folded it up properly and handed it back; further instructions were

given by pointing with his tea cup.

His 'Thoughts' also recalled a happy time when working on the bench many years ago, an extra tea break was allowed on overtime at 6pm. A tea lady came round with her trolley, sometimes with dripping toast, absolutely delicious with a little salt. On one occasion in the stampede to gain a slice one chap was knocked over and trampled on, fracturing his left leg. They finished their toast and then rung down to the surgery; such was the power of dripping toast. Happy days!

John recalled his eye for antiques: whilst at a steam rally, Frank bought six porcelain figures; back at the roller he thought they were worth more so he went back and bought some more. Then sent John back to buy the rest, he managed to sell them on at Bermondsey Market for a profit.



Another report as he wrote it from the May 2000 edition:-

“Well it’s all down to experience, I tell them. When I first got married I rented a basement flat in Lyonsdown Road in Barnet. I had to pay £250.00 key money but as the rent was only 19s 6d it didn’t seem too bad. We moved into the flat in August. The house was mid Victorian and divided into flats. The rooms were enormous, like aircraft hangers, and as autumn approached we found the one-bar electric fire was not enough. We tried a three-bar - still no good.

At the time all-night burners were the "in thing". I'm not talking about all-night burners that fitted into your existing grate, but free standing vitreous enamel monsters with double doors and a handle with which you could riddle the fire bars. I thought this would be the answer to our problem. However, the going rate was £65.00 - way beyond my means. After much searching I found a firm in South London who sold reconditioned ones and I bought one for £11.00. My friend had an old Ford Thames van and we went over and picked it up. It must have weighed the best part of 3cwt but we managed to get it. It fitted in the fireplace opening very well and I sealed all round the outside with Pyruma fire cement.

The layout of the flat was like this: A lounge with a door leading into a long hall. Opposite the lounge door on the opposite side of the hall was, at one time a wine cellar with brick floor, ideal for storing coal. The two doors lined up. This was a

great asset as you will see.

Being a basement flat the chimney was over 75ft high so a good draught was assured. I had 5cwt of good coal delivered and lit up. After 15 minutes the room was warm; after 30 minutes the room was hot. After that all windows were fully opened. In between times I was shovelling coal like a stoker on the Titanic. I stripped off down to my vest. The position of the door to the room and the door to the coal cellar meant I had a clear run through to the fire. I became quite fit and muscular. The 5cwt of coal went within a week. Two shovels at the back, two each side and one at the front was my technique.

We sat there one night, me exhausted after a particularly heavy spell of stoking with the light off and I looked at the fire and it was glowing a dull red! All the other flats above us remarked how much warmer it was after we had moved in.

As the chimney ran through all the flats I was giving them a simple form of central heating. I got through that winter, which was a very cold one, a much fitter but poorer man. The problem solved itself as the owner of the house was not supposed to sub-let and we were all thrown out. So if you want to learn how to fire up, get yourself a free standing all-night burner and you'll become an expert."

Video followed of him on his steam boat 'Woodbine' on the river Nene with John West at the helm as engineer. Another of driving a loco on ground level at the Van Hagues garden centre.

To quote a little from the start of his August 1999 report:-

"As I warned you early last year, I am going to tell you about the time when I was a member of a South East London Trolley gang when I was about 10 years old. We lived in a very poor part of SE London, in a very poor street, and the further down the street you lived, the poorer you were; we lived in the last house. We were so poor we had to borrow rubbish from next door for when the dustman called, so of course, a bike was out of the question; my cousin Roy had made himself a trolley....."

He goes on to say, continuing in his witty style about how he built a trolley, 'although I enjoyed being a pusher, it was nothing compared to owning your own trolley.'

The Last Thoughts of the Chairman were in May 2001 and he wrote:-

"At last my three-year term as chairman is coming to a close. When I was elected the Club needed someone who was a born leader, positive, thoughtful and full of good ideas as well as being very good looking. As they could not find anyone to fit the bill they accepted me. I have given the Club three years of dynamic inertia which I am very good at as I've had years of practise. Seriously, I would like to thank everyone, the Council and its officers and Section Leaders for all the hard work they have put in. Several Societies are putting forward new rules regarding holding positions of office. Some limit holding office to two years and not being able to reapply for at least a year. This has long been a hobby-horse of mine. I feel that two years is quite long enough for anyone. Any member no matter what his position does himself and

the Club no service by continuing in office for longer. After two years ideas run out, enthusiasm wanes and the rest of the Society sit back and do nothing, as they feel old Fred or Harry will continue for years to come. We need new blood to keep up the impetus. Having said this I myself am not a good example. I stayed one year too long – some people might say three years too long! However the end is nigh. I wish everyone the very best and thank you all for putting up with me for the last three years.”

John West concluded that the first time he met Frank was at the track and he would not have had the many and pleasurable experiences over the many years without Frank, Margaret and his daughter Francine. He raised his arms and thanked Frank and hoped that he was looking down upon us all.



Frank in 'Rally Mode'

To read more of ‘Thoughts of Chairman Dell’ have a look at the News Sheets on line at <http://www.nlsme.co.uk/Newsletters.asp> . Look for the period June 1998 to May 2001, for those that have kept them, many have a red cover, not from the Chairman’s political leanings but from his favourite colour, and the colour of a first motorcycle, but that is another of his stories. A talk he gave on his life at Watson’s is also recorded in a Tyttenhanger Gazette.

We all have our personal memories of Frank; I remember a photo taken at a rally in the News Sheet, Frank was in his usual position sitting leaning back on the wheel of an engine somewhat dirty with the work and grime of firing, this time fast asleep, the caption read ‘Frank Dell in rally mode.’

Another was whilst having afternoon tea at Harrods, Mohamed Al Fayed actually asked Frank if there was anything that he could get him, Frank replied ‘I have everything in the world a man could wish for’.

What a great guy.

Adrian reminded us that he is standing down as Loco Section Leader. We have a volunteer to take over, but in case anyone else wants to put his name forward we will leave it a month until the December meeting and hold an election then.



On behalf of the Council, its officers and members, may I wish all Society members and their families a very Happy Christmas and an active New Year.

**David Harris
Chairman**

G.L.R News Update November 07

It's official !!!! The G.L. crew are definitely round the bend.

Once again I am amazed at the amount of work already achieved by my intrepid team in the first few weeks on the G L R phase 2 works. It seems as soon as a trench is dug it is shuttered up and backfilled with hardcore and MOT; approximately 30 metres are now ready for the final tamp, we have begun to dig the deepest part of the first cutting and o' boy is the ground hard! Being made up from compressed hardcore infill and ballast, the use of Lawrence Steers' digger and dumper is invaluable (we owe him); this plant must take the place of dozens of men and doesn't stop for tea.

A new position has been made and filled by Mr Richard Payne who is now responsible for the installation and upgrading of the contractors' line which utilises the G.L portable track and runs parallel to the trench being dug. It serves to carry materials from the car park in the truck that was purposely built for the job, and is earning its keep transporting up to ¼ of a ton of MOT when full.

Mr Peter Brewster has surveyed the area around the pond and toilet block with a view to making the points to enable continual running around the hump and back to the cuckoo line, including crossovers in case of failed trains to allow us to run round. Mr Allan Marshall showed me a lovely crafted paddle switch he had made; this was to be fixed on the new welded track as a test, and it was then that a discussion started: the result being that it may be possible to isolate sections of the all-welded track and switch the signals similar to the raised track. This will be discussed further at the next track meet.

I have finally managed to set the G.L.R budget at £3,380. This was presented to the council and approved by all present at the last meeting. It is at this point that I

would like to thank the council and all club members for allowing us to continue spending on this considerable project; the end result will be a great asset to the N.L.S.M.E and will serve us for many years to come.

It is my pleasure to announce that four club members have expressed a desire to invest some of their own money in the G.L.R project and a fifth, namely doggy Dave, has already opened a B O C account for us in his name and has supplied the welders with a large bottle of argon to get us going (well done Diamond Geezer). I just knew when I first met Dave he was an ok guy, which leads me on to the rest of you steam nuts. If there are any gentlemen amongst you who feel you would like to be parted with some of your hard cash to help the cause, please let me know a.s.a.p. I have compiled a list of donors and would love to add to it. I can only draw one conclusion from this outbreak of generosity and that is that you like what you see and hope to ease our project on. The G.L.R crew and I will do our best to make it happen.

Sincerely yours,

P Funk G. L. R section leader.

HOT NEWS. As of today, 22nd Nov, the steel for track construction was delivered; many thanks to Brian, Adrian, Dave and Mike for offloading the lorry.

The November General Meeting by OMAH

Chairman Dave being unable to make the meeting, Mike Chrisp had some announcements in his stead. We had received a note from a member of the City of Oxford Society to say that he had two locos stolen. Please see the panel on page 10 of this issue. Mike had recently been to Tilgear and had come away with two boxfuls of catalogues; anyone requiring one please contact Mike.

Some members will remember Chris Hogg, who moved to Yorkshire. His brother Angus had written to say that Chris had died in his sleep from a massive heart attack aged 49. We stood for a few moments in silence as a mark of respect.

Our subject for the evening was work in progress and there was quite a good selection on the table. First up was Peter Funk with the frames of his 7¼ in. version of an American wood-burner, similar to his 3½ in. 'Virginia'. So far he had been able to get the materials at a reasonable price, until he started looking at castings; the driving wheels were of the order of £100 each and the cylinders would need a second mortgage. He was at the Harrogate exhibition for the whole show in company with Brian



Baker, and had ample opportunity to look round; two helpful events happened. On the Wolverhampton Club stand was the identical loco and displayed with it was a wheel pattern. He left a message for the builder, John Boydon, who phoned later, apologising for not having got back to him, and offered to take the pattern to a local foundry and get a quote. Peter thought that this was a great example of the camaraderie of model engineers. The other thing was, having considered making the cylinders from solid he needed a largish chunk of cast iron and Mike Chrisp suggested asking College Engineering. The proprietor said he could bring in a piece the following day, which he did, thus giving Peter another example of helpfulness. He happened to be talking to Peter Badger one Friday about the art of making springs since he needed some for the axles. "You don't want to make springs" responded Peter and proved it by giving him a custom made set the following Sunday! (Are you beginning to get the feeling that some people are a bit 'jammy', I am!) The front section of the 'bar frame', which looks incredibly slender, was welded to the rear section which is of normal height to accommodate the axle boxes.

He recently bought an Omnimill from Tim Bittleston, which is quite substantial and is making life a lot easier for the larger components. Using a tip acquired from Les Brimson, Peter bored the axle holes in the boxes and having turned a suitably sized spigot he was able to mount it on the mill with the axlebox pushed on at right angles to the table. Having used packing and clocking the top of the box to be parallel to the table he could machine the correct amount off and then, having rotating it 180 degrees when resting on the table it was automatically in the right position to machine the opposite end. Similarly, he was then able to repeat the exercise for the sides of the box to machine the slots for the hornblock. He was justly pleased with himself for the success of this method and had enjoyed carrying it out.



Ian Johnston is doing a history of the minelayer Agamemnon which was one of five busy laying mines in 1940 with the object of laying a minefield from the Orkneys to Norway, quite a task. Since Norway was overrun by the Germans before we got there, we had to go to plan B, which was to alter the route from Orkney to the Faroes then on to Iceland, requiring a lot more mines. The ships could carry in the order of 500 mines apiece which were mounted on a four wheel carrier which ran on rails down the centre of the ship and out through the stern at the rate of one every 12 seconds! One of the mines

Ian shows off his yacht

exploded just after going under severely damaging the ship's propeller, could have been a lot worse. Eventually some 11,000 mines were laid in two parallel rows. It was a big undertaking but had the advantage of discouraging German shipping from using the more convenient northern route. The *Bismark* managed to slip through but in doing so was spotted, thus starting the pursuit which ended in her being sunk. After the war, the minesweepers were kept busy for quite a while gathering in the deadly harvest - rather than me! Also on the table was a yacht complete with RC unit from Lidl. These were on sale at their Borehamwood branch for £19.99 which is pretty cheap, but Ian came across one at a branch in Scotland at £9.99 which is staggering. Unfortunately, Lidl only have their specials for a short period but there is always a chance of a repeat. It was suggested that we could have a Lidl/NLSME flotilla if they are offered again so please keep your eye on Lidl.

After tea, (thankyou Ron), Bert Mead was persuaded to say a few words about his G1 Southern coach the first of a set of three to be completed. He is also starting a kit for a GWR class 4700 2-8-0. It is assembled by a soldered tongue in slot method and comes a section at a time; Bert estimates he will be 97 when it is finished.



Mike Ruffell has completely disassembled his 'Simplex' for painting and had just brought a few bits as an example of progress. One of the things he found in the process of taking it down was that he had used the wrong material for bearings. Although it is a pain to have to remake them, it is a lot better than have them crumble after a short time of running with the loco in a finished condition. One of the time savers that he has used is to bring the balance pipe into the bottom of the tanks via O-rings nipped up by a suitably shaped spanner. Can't wait to see it finished and on the track.

Dave Lapham was next up, (it was jolly good of him, not to say risky, to come to the meeting on his wedding anniversary!). Dave had bought a part-built 7¼in 'Midge' from E-bay but having decided it was a bit large for a first project he found another part-built on E-bay, this time a No 2 Railmotor, and had a boiler built by Paul Tompkins. He was having problems setting the valves but found that the trouble was caused by the reach rod being too short; having lengthened it by silver soldering the valve setting was sorted. He had a further problem due to the boiler being ¾ in too small in diameter; he hopes to have fixed this by making a





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to Sunday 20th
January 2008

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Friday and Saturday


10.00am - 4.00pm
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(Last admission one hour before closing)

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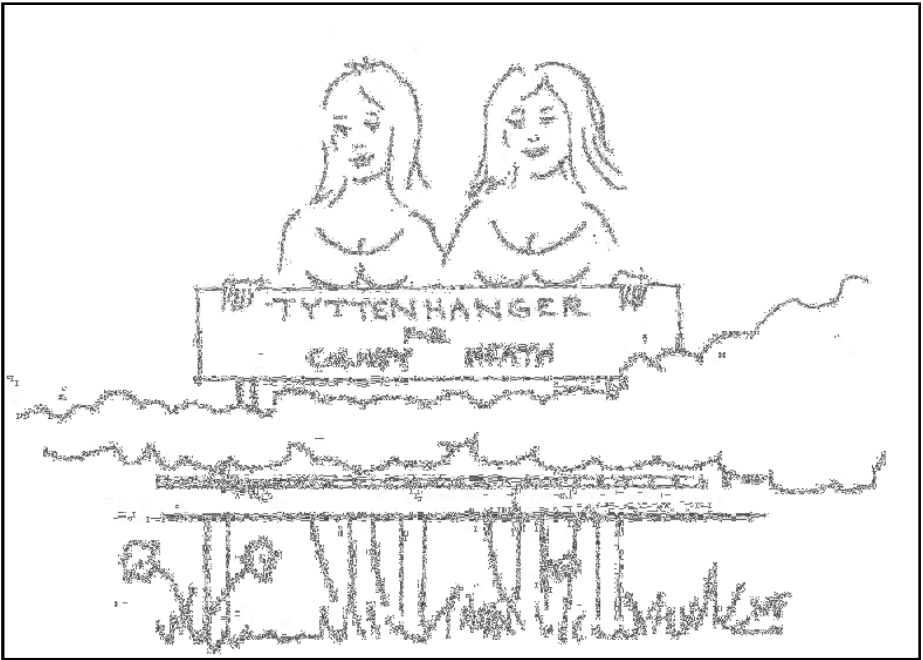
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Chuckle Corner



A cabbie picks up a nun. She gets into the cab, and notices that the very handsome cab driver won't stop staring at her. She asks him why he is staring. He replies: "I have a question to ask you but I don't want to offend you."

She answers, " My son, you cannot offend me. When you're as old as I am and have been a nun as long as I have, you get a chance to see and hear just about everything. I'm sure there's nothing you could say or ask that I would find offensive."

"Well, I've always had a fantasy to have a nun kiss me." She responds, "Well, let's see what we can do about that: 1) You have to be single, and, 2) you must be Catholic."

The cab driver is very excited and says, "Yes, I'm single and Catholic!" "OK" the nun says. "Pull into the next alley." The nun fulfills his fantasy with a kiss that would make a hooker blush.

But when they get back on the road, the cab driver starts crying. "My dear child," said the nun, why are you crying?" "Forgive me but I've sinned. I lied and I must confess, I'm married and I'm Jewish." The nun says, "That's OK. My name is Kevin and I'm going to a Halloween party."

📖 Dates for your Diary 📖

Friday 7 December	8.00pm General Meeting; pre-Xmas Social Evening; HQ, Legion Way, North Finchley
Monday 10 December	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Wed 12 December	8.00pm North American Section Open House, with refreshments; HQ, Legion Way, North Finchley
Friday 21 December	8.00pm Loco Section meeting; Xmas get-together & chat; HQ, Legion Way, North Finchley
Saturday 29 Dec'ber	2.00pm N American section extended running session; HQ, Legion Way, North Finchley; the perfect antidote to Christmas lethargy; Come and play trains on the HO layout. No experience necessary.
Friday 4 January 2008	8.00pm General Meeting; videos of members' workshops; HQ, Legion Way, North Finchley
Monday 14 January	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 January	8.00pm Loco Section meeting; programme tba; HQ, Legion Way, North Finchley
Friday 18 January	Deadline for copy to Editor for February News Sheet
Fri 18 - Sun 20 Jan	London Model Engineering Exhibition, Alexandra Palace Contact Ian Johnston if you want to help with the stand.
Friday 25 January	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Monday 28 January	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, Colney Heath
Friday 1 February	8.00pm General Meeting; Forum: workshop topics; HQ, Legion Way, North Finchley
Monday 11 February	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 15 February	8.00pm Loco Section meeting; programme tba; HQ, Legion Way, North Finchley
Friday 22 February	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Friday 22 February	Deadline for copy to Editor for March News Sheet
Monday 25 February	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, Colney Heath
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Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.