

# November 2000

## Contents

[Thoughts of Chairman Dell](#)

[Tythenhanger Gazette](#)

[Loco Section News](#)

['Copped at Tythenhanger!'](#)

[Slot Car News](#)

[An Account of Barleylands Steam Rally](#)

[50 Years Ago Part 2](#)

---

## Thoughts of Chairman Dell

I've always had a love-hate relationship with the car; loved them when they were going well; hated them when they gave trouble.

I started off as a motor cyclist but when I got married my wife was a reluctant pillion rider to say the least, so I started to look round for alternative transport. At that time you could pick up a Morgan three-wheeler for around £75 in excellent condition but Margaret just didn't seem to like them. We looked at several but to no avail. She just wouldn't take to a Morgan – shame. At that time scooters were coming onto the market and she quite liked the look of them so we ended up with a 150cc Lambretta. We had some very enjoyable tours of North Wales and Devon and Cornwall but after a while Margaret's interest started to wane. Was it the fact that we spent 10hrs in the saddle coming back from Cornwall? (I enjoyed it). So then we turned full circle and bought an Isetta three-wheel bubble-car: Our first car if you can call it that. I bought it from George Grosse of Finchley. As I had never driven a car before I took things quite steadily from Finchley to Barnet. Its registration number was WYN 777, a quite valuable number plate by today's standards. As I sailed proudly into the drive of my house I promptly knocked off the headlamp on the off-side. Not a good start, although later I passed my driving test in it. The cost of the Isetta was £315. The Lambretta covered the deposit and the HP was around £12 a month. It was a good little vehicle and we went everywhere in it. The only fault was when you got over 40mph it vibrated so badly that you had to stop every so often to go to the toilet.

My first real car was a 1956 Ford Prefect, two years old and in very good condition. I bought it from a greengrocer, Stanley Ryall. It was fitted with every extra you could think of; sun visor, mud flaps which were white and a car heater. It even had a venetian blind at the rear window.

It had a three speed gear-box with no synchromesh on first and a vacuum windscreen wiper which got slower and slower as you went up hill.

After about two years I had an endowment policy which was about to mature so I bought a Ford Cortina, brand new. I kept it for eight years and finally gave it to my sister-in-law who still owns it. It's 42 years old and still going strong.

After several other cars of doubtful pedigree I bought a yellow Reliant Scimitar and

promptly became a boy racer although by this time I was far from being a boy. But I was still a boy at heart and it was my favourite car. I've now turned full circle and own a Golf GTI but I'm no longer a boy racer (only sometimes). Being of advanced years I remember petrol at 1s 3d a gallon. That's under 15np a gallon. What days, although we still moaned about the price of petrol.

And then there were the cars I nearly bought:

Jaguar XK120 £750

AC/Cobra £1,350

Citroen Light 15 £600

Rolls Royce £3,000

I've had a count up of the cars I've owned and it totals over 40. I still love and hate them!

The St Albans exhibition was as good as ever. Our stand was the usual high standard thanks to Frank Hills and all the regular helpers. And a special thanks to Brian Kennedy who works so hard erecting the stand at all our exhibitions.

As you know we're trying to build a garden railway. Following the great model engineering principle of getting something for nothing, if anyone has any old loose timber that may be useful could they please contact me.

*Frank Dell*

---

## [Tyttenhanger Gazette](#)

The October Loco Section meeting was a 'Work in Progress' and being after the Summer was held back at HQ, Summers Lane. The first half hour was spent discussing what's going on in the Club and as usual will be reported elsewhere in the News Sheet.

A 'Doris'

Several splendid models were on view on the table and the first to speak was Derek Eldridge. He started his 'Doris', a 4-6-0 3 1/2" gauge LBSC design, on January 1st and it is now at the rolling chassis stage with brakes and water pump less cylinders. To quarter the wheels on the axles Derek made a jig to LBSC design which was accurate but not strong enough to keep the wheels in position whilst they were pressed home. The quartering was done in the lathe by the accepted method that has been noted before. The wheels should be secured with Loctite 638, with .002" to .003" clearance between wheel and axle for the Loctite. Derek had used .001" which was a bit tight. A slight shoulder on the axle also provided a drive fit. The importance of the alignment of the cylinder bore with the drive axle was considered. It was decided that this is not critical as the connecting rod big end moves up and down automatically taking up any misalignment, and the axle moves on its suspension anyway. It is just good practice to fit the cylinders to the frames with the centre line of the piston rod in line with the middle of the drive axle, with the axle held at its running position on the suspension.

The bogie side control spring tension was discussed. What should be its pressure? This met with a few blank faces as many designs do not have springs here. The purpose of the spring is to pull the chassis sideways in the direction the bogie has gone as it enters a bend in the track. This is a bit of a black art and I believe a light spring was suggested.

The tender was 90% finished last year. Derek was asked why he chose this model to build. Whilst he was not too sure, it was suggested that 'Doris is a successful design, an attractive loco and capable of hauling a reasonable load. He had spent too many years building a 'Tich'. His rapid progress with this model was down to spending two to three hours a day in the workshop and by packing up gardening.

#### An Australian Paddle Steamer

Whilst Tom Luxford was on holiday on a lake between Victoria and New South Wales, (no name but if Tom had named the lake no one would have known where it was anyway) a trip on a paddle steamer inspired him to make a model of it. An old hot water cylinder proved to be the ideal material as it would not rust, so he prepared a drawing of it from some photographs. The model was about two foot long with hull, paddle wheels and lower decks in place. The copper was not annealed as the way we do it, it would have distorted. In Tom's amusing casual style he noted that the decking was still a bit curved from being a cylinder. Some lead ballast will be placed inside to bring the paddles down to the water level, and a twin oscillating double acting steam engine will be used for propulsion, possibly meths fired. The upper deck is the next stage. An interesting model for its diversity.

#### A 'Butch'

Reg Dale is building a 5" gauge 'Butch' in the style of engineering and workshop practices of 1937; no Loctite and with keyways and tapers. Wheel quartering on this loco was not required as the wheels and axles had keyways milled in them. The keyway in the wheels was finished by broaching. The castings were a bit on the rough side so mild steel bar was used where possible. The chassis was built up with stretchers and horns fitted and then the horns were milled for the axleboxes, this being an alternative method to machining the horns with the frames and horns bolted back to back. It looked at the running chassis stage and it will be run on air, stripped down and painted, then rebuilt. This was a superb model.

#### A Shay

The 3 1/2" gauge Shay is a project of John Caldwell and at a rolling chassis stage. It has eight wheels; four on each bogie. The wheels were fabricated from a hub, rim and eight spokes. John was turning the wheel treads with his nephew in the workshop and this distraction led him to take 1mm too much off the diameter of one wheel. A tyre was made to suit and heated to 300 degrees C. This was dropped on and shrunk into place. Whilst this is a common practice, to do the calculation of the bore diameter based on the coefficient of linear expansion of the material and the temperature rise and find it works is always a pleasing experience. The full size prototype was built in the 1920s but this model is currently being serialised in the Model Engineer magazine. John also spoke of a drill grinding jig he had made: Another Model Engineer design.

#### A Jubilee

Frank Hills brought along the tender for his 5" Jubilee class locomotive. This was bought as a self assemble kit but unfortunately some of the parts did not fit and were of poor finish, causing much rework to be done himself. Whilst he has had many assurances from the supplier, the situation is far from satisfactory. He explained that on a visit to the factory to see the chassis run on air, air was leaking from the pistons and valves. He is the second member of the Club to have encountered problems with this supplier. Frank said that the Company admit they have a lot of problems with the loco,

have stopped production of it and are getting an outside firm to sort the design out.

The attendance at the meeting was less than it used to be but the workmanship of our engineers was up to its high standard.

*Roger Bell*

---

## Loco Section News

By the time you read this, the Colney Heath running season will be over and winter working parties will be about to begin. This gives time to reflect on the past summer and look at some of the good things that have gone on. I wonder about the members we didn't see during the summer. For many it is difficult to drive or get a lift to Colney Heath. With so many members in our Society retired I'm sure that a visit from more able members would brighten up the day and be much appreciated. Please contact me if you are able to visit someone less fortunate than ourselves and I will make the arrangements.

Further reflections highlight events at the track that we must make permanent fixtures in our calendar. The first, our Water Company Open Day, should be turned into a regular event. Likewise our Invited Club Days, although we should split the visits over two days in future. As I write this I am reminded of another annual fixture happening next weekend: Halloween Night - a very popular evening for all.

The winter working parties will start on Sunday 5th November. Most people turn up between 9 and 9.30 and finish between 12.30 and 1.00, with free coffee provided at around 11am. This season we are determined to complete the ground level railway between the lower station and the toilet block, so volunteers are required here. The coach is another ongoing project needing volunteers, along with the general maintenance teams dealing with the site and the raised track. There is plenty of work for all. No Volunteer Is Turned Away.

Our next meeting at headquarters, on Friday 10th November, will feature Bryan Webster talking about the resurrection of the West Highland line and his work on the Ffestiniog Railway. The December meeting is open to all Sections (as are all our meetings) and will feature Chris Reynolds and his talk with video on the making of "Robot Wars". Remember the start is brought forward to 7.00pm and drinks and eats will be available.

Finally special thanks to all who helped with our record number of birthday parties this year, which have helped to boost the Section's funds.

*Jim Macdonald*  
*Joint Locomotive Section Leader*

---

## 'Copped at Tyttenhanger!' A MAID OF KENT

As I've previously mentioned in these columns, my formative years were dominated by Gresley and the LNER, yet I find myself having spent some 2000 hours building a Maid

of Kent which as you all know is based on the L1, designed by Maunsell and operated on my least favourite railway - the Southern. A curious choice which perhaps requires some explanation.

As I look back I realise that I first met Maid of Kent by courtesy of Bert Mead. In between my two spells of membership of the NLSME I went to Colney Heath as a visitor and still enjoy a memory of Bert and his Maid of Kent "City of Sarum" effortlessly hauling loads of delighted passengers for hour after hour. I saw lots of engines at Colney Heath during that period but the one I marked up for a possible future project was Maid of Kent.

With the passing of time and retirement I started to build my Simplex. It was a beginner's engine with relatively simple elements and claimed to be a good hauler. Enough to say that Simplex came up to all my expectations. With the building of my first engine I rejoined the NLSME and found myself becoming increasingly involved. The second Maid of Kent influence came when I met Brian Apthorpe with his LMS version. Brian is a regular performer on Sunday afternoons and I cannot recall any "failed engine" situations. Even the injectors work with consummate ease to the point that Brian is scornful of axle pumps and doesn't fit one. Brian assures me that his obvious running success is due to a preventative maintenance programme which I'm sure is true but I like to think that the design takes some of the credit.

By this time my Simplex was near completion and thoughts of the next project were well advanced. I realised during the Simplex construction that I was on top limit for weight and handling, and the giant 5" LNER Pacific was just wishful thinking. Enter Maid of Kent for the final audition! Here was a tender engine, rather handsome and - as I'd witnessed over some years - a magnificent performer, and to be practical around the same weight as Simplex albeit with the tender as a second load. The drawings arrived, all 16 sheets! Either inside or outside cylinders with a wide choice of valve gear. Les Brimson - the last influence - offered me a set of surplus driving wheel castings at a virtually scrap price. The die was cast; engine number 2 Maid of Kent was in the works! A preliminary study of the 16 sheets revealed that Les's wheel castings would never make an outside cylinder LMS 4P. The balance weights were positioned for the inside cylinder, Southern L1. A spanner in the works - I would have to get on my bike, go to Hoddesdon, and buy at full price a set of castings from GLR. A night of reflection and I was beginning to think that a crankshaft might be rather fun and after all Bill Mason did say that inside cylinders are better; there is much less yaw at speed. I turned over in my bed. Could I really be seen building a Southern engine? Not a water trough over the entire system and all those dreadful electric carriages. Mind you after Bulleid, who at one time was Gresley's assistant, things did improve and those Merchant Navys were real stompers! The following day I cut the frame steel and Maid of Kent was back in the works.

Some two years later after a fairly straightforward build I was faced with my Armageddon - the dreaded paint job. Having come this far I did owe the engine a decent and accurate livery. I know little about Company liveries, least of all the Southern, but I did know a man who had a book on the subject. Nigel Griffiths beat me to the post at the St Albans exhibition some years ago and acquired at a silly price a book with all the answers. Around 1926 when the L.1 first appeared things were still muddled after the 1922 amalgamation and liveries were given little attention. It seems that Maunsell and the Board settled for a colour called "light olive". Armed with this information and a Precision Paints colour card I sought help from St Albans Paint Factors who have the ability to blend some 2000 car colours at the touch of a computer button. It seems that Maunsell's "light olive" in car terms becomes Code 298 "olive drab". Half a litre of 298

dosed with a matt finish agent is what you see on my Maid of Kent. I hope Mr Maunsell would approve.

We all know that the Ashford L.1s were not endowed with the personal touch of a nameplate. My model is an exception and enjoys the name of "John Finbow". I decided some years ago that my locomotives which represent many years of T.L.C. would be named after people who had had some considerable influence on my life. Locomotive No.1 the Simplex quite rightly is named "The Lady Beryl" after my long suffering wife. John Finbow was my boss at the Company from which I retired. He was very good for me and was also a railway enthusiast and we went on several steam trips together including Mallard's maiden journey after restoration from York to Marylebone. John Finbow was also largely responsible for my retirement gift of a week's Driving & Firing Course on the Bluebell Railway with Clive Groom. John is younger than myself - but then who isn't! - And I was pleased on his recent retirement to present him with an enlarged framed photograph of the locomotive which carries his name. I understand that this now graces his Study desk.

Summarising, can I say how delighted I am with my Maid of Kent. K N Harris's modified valve gear gives a great exhaust beat and to me she's a real engine. No regrets and I'm even beginning to develop a soft spot for the Southern.

Now for the postscript - I did get my Pacific after all. Regretfully not a Gresley but a Thompson "Hielan Lassie" in 3 1/2". Some months ago out of the blue there was a phone call from Ken Clover whom some of you may remember. Ken had been approached by old friends in Newcastle who were trying to dispose of Hielan Lassie bits and pieces from a deceased estate - the origins are a bit obscure. As you know, Ken only builds his own stuff to Gold Medal standard but lesser mortals like me might be interested. I collected the bits, ordered a set of drawings and found a suitable corner in the loft. Last week I dusted off the kit and am now unravelling the intricacies of three cylinders! This engine is destined to be named "George L. Crook" but that's another story.

*name*

---

## [Slot Car News](#)

In these days of often sterile and processional motor racing having Dr Who's Tardis and going back in time to (depending on how old you are) one of motor racing's golden ages does appeal one weekend a year. It's possible to do just that. I refer to the Goodwood Revival Festival held in September. The whole event is geared to take you back to a bygone age. The drivers, mechanics, officials appear in period dress and the spectators are encouraged to do the same. Even the people on the gates checking tickets said good morning! I have never seen so much tweed and plus fours as I did that weekend. The armed forces were also well represented. One 'airman' had an enormous stick-on handlebar moustache. I even saw a fully dressed Russian soldier. Most of the women dressed for the occasion sported seamed stockings which was a most welcome sight. There were fully kitted out U.S. Army jeeps taking spectators to various areas around the track and American G.I.s selling ice creams. One of the restaurants was called and authentically fitted out as a field kitchen. As well as the sights and sounds around the track the true stars of the show were the magnificent racing cars driven as hard as they were when new.

Virtually every racing car manufacturer from the last 60 years was represented, but for me the Lancia/Ferrari DSO recreation racing that afternoon was just the most beautiful thing out there. As well as the racing there was a Jim Clark and John Surtees tribute. The Jim Clark tribute was on Saturday, a procession around the track of his famous and not so famous cars he raced including his gorgeous Indianapolis winning Lotus. Whilst this was going on, to mark the 60th anniversary of the Battle of Britain, at least half a dozen spitfires gave a fantastic display over this former W.W.2 airfield. The sun was shining, the grass was very green, the racing was great and Tony and myself had a pint of Bass in our hands – bliss.

I must thank Dan for going away to race in Brussels and letting me have his ticket and leaving his car with a tank full of L.R.P. It was the weekend of the fuel crisis. One thing that Tony and I noticed was how empty for once the M25 was. So, even the drive home took us back to the good old days before the roads became clogged with traffic. As I said, Dan was racing with the Team in Belgium and yes they won again. Unfortunately the W.O.S team had a terrible time with the handling of their car and only finished fourth. I saw this car being driven round our Club track the following Thursday and it looked truly awful. No wonder they looked so fed up having to drive that thing for 24hrs.

Paul Howard (the quiet one) is off to Finland (hooray) to look for his own Father Christmas but is coming back again (boo) to regale us with his stories of success or otherwise in the slot racing world championships. Good luck to him and we shall hear of his exploits in this column soon.

Racing Calendar for November

2nd Sports Handicap/ Track Clean  
 9th F.1.  
 16th Sports  
 23rd 1/24th GP.12  
 30th 1/24th Prod

*Steve Francis*

---

## **An Account of Barleylands Steam Rally**

Mr Frank Dell offered Samuel Skuce (me), Ian Reddish and family, a chance to join with the following people; Stationary Steam Section Leader John Squire, Marine Section Leader John West, ex-Stationary Steam Section Leader Terry Baxter, Brendan Corcoran and family (BIG) as well as Loco Section Leader's son Peter Macdonald and an expert on steam engines, Peter Badger to a Steam Rally and Country Fair at Barleylands.

On Sept 7th the Roller left Colney Heath at 7:00am on a low-loader for the Steam Rally in Essex. The Roller is called "Lillian" (or Puffing Billy-commentator's joke!!). She arrived at about 8:30am. Owned by Frank and John Squire (but who owns which side is unknown), she was built in 1926 to the patented design of 1922. She is a Wallis & Stevens Advance Steam Roller with a livery of mostly green and red with a light coloured canopy which might be black by now like I was on Sunday 10th Sept when we left to go home (she may be cleaner than me by now).

Brendan's Aveling and Porter (Frank tested me on this, name of make) is a converted Showman's Engine (was a steam roller, now a Showman's). Aveling and Porter could convert steam rollers into bigger and more elaborate engines, which were used at fun fairs either on display or for powering rides. The engine is called Susan. She is in green and yellow livery, which looks very smart at night with the lights on.

Terry and Peter B brought along miniature Showman's and traction engines which are to a scale of 4 inches to the foot. In fact, the top of the engine is about 4 feet high. Terry made both engines himself and does not mind me helping him with them. I can fire the traction engine and check the water gauge, adding water if necessary. However, I am not allowed to drive it without supervision from the owner. When I am 17 I can drive them on my own with a driving licence. We/I started off by cleaning out the smoke box, tubes, firebox & ash pan of Lillian. The others cleaned the brass, copper and paint work while I put a full bag of wood into the firebox. We got a rag soaked in paraffin and put it in to the firebox. Another soaked rag was put onto the shovel which was lit by a match. We let the fire spread and place it on top of the first rag in the firebox. We had to put on coal every ten minutes for the next hour or so and once we were in steam we opened the drain cocks on the double cylinders and opened the steam valve(regulator). John S shut the regulator and put the engine into gear, re-opened the regulator taking the brake off at the same time. The steersman started steering the roller to the left while reversing and changed the valve to forward while centring the roller as we moved along the road to the "Public Steering Area" only before 1:00pm. After 2:30 they were allowed to steer the steam engines.

Between 1:00pm-2:30pm the steam engines go into the two arenas, the second arena started at 1:30pm where the miniature steam engines go for the parade as well as blowing their whistles(which is high pitched for the engines). At 2:00pm the big boys engines(full size) go to the main arena for the parade as well as blowing their whistles (which is very noisy and low pitched plus a little high pitched).

After 2:30pm we went back to the pitch where we parked the engine while we waited for the other engines to go out of the arena and then we went into the second arena to continue "Public Steering" with me steering it there and going once round the arena. Then I let someone else have a turn until 5:00pm when I steered it back to our pitch.

That night at 6:30pm we all went up to the beer tent (NO I DID NOT HAVE A COUPLE OF PINTS!!) and I had a couple of pints of coke. Then a load of Showman's and some traction engines and one steam roller (not ours) arrived at the beer tent for a beer or so at 7:00pm. The Showman's engines had their dynamos ticking over and flywheels. The lights were very bright in the evening and looked more elaborate engines than the traction engines and steam rollers and a more spectacular sight. I stayed there until our full size Showman's was ready to go back to its pitch at 11:00pm after putting some water in its tanks. John S walked in front of the engine to show the way as it was very dark. We then all tried to go to bed but some did not think we should, by blowing their whistles until 00:30am when I fell asleep in my tent.

P.S. We ate when we could and cooked in the caravan (even though I was as black as I could be).

The next day was similar but we did not go to the beer tent that evening because we left at 7:30pm to make our way home.

I hope I've got everything correct. If there are any errors please accept my apologies.

*By Samuel Skuce*

---

## **50 Years Ago Part Two**

### **NLSME Exhibition on Cinema Newsreels!**

Exhibitions were a feature of the Society from the early days and in 1950 the 5th was held. As so often before it was held in Ewan Hall in Barnet. Mr Vaughan was appointed exhibition manager and it was planned to hold it in September over a period of 7 days! This was the longest exhibition that the Society had staged and it drew attention not only from the lay press but was even featured on cinema newsreels.

### **A Visit to a Risque Show?**

Another feature of the early days was social occasions and on 6th March 108 guests attended the Society's annual dinner and dance ('the best yet!') held at the Salisbury Hotel, Barnet. The band was George Brown's and the cabaret was by Reg Williams (comedian) and Jack Brockton (singer). Mr Nutter who was Section Leader of General Engineering was an accomplished performer in his own right and was the MC.

Another enjoyable social occasion was a visit to Swindon Works which was so 'perfect in every way' it served as a standard for future outings to emulate. A discussion on the subject of future events was held at which Joe (no surname given) suggested the Society should visit the Windmill Theatre. But the social organiser, LW Hill said that it was not quite the sort of thing he had in mind!

### **Science and Research**

One of the Sections of the NLSME in 1950 was 'Science and Research'. As a Section it made things for other Sections and in the News Sheet of the day it was reported that it had made a stroboscope for the use of all Sections. In addition to counting high speed revolutions, valve gears for example, could be 'studied in motion and irregularities noted which would otherwise be overlooked. 'Unbalanced propellers can be rectified by noting which blade is out of balance. In fact any moving mechanism can be studied in detail. Advice on its use will be gladly given. It will give us pleasure to assist.'

The Section also made a "round the pole" timing device which was used for the NLSME Regatta in April (see below) and a propeller testing tank. The latter was tested at the Section's March meeting although to do this someone had to hastily construct a propeller since no-one had remembered to take one along!

### **Boats and Yachts**

One of the most important events of the year was the Society's regatta which was held at Victoria Park (East London) on Sunday 23 April. It was held under the auspices of the Model Power Boat Association and included a nomination event, "round the pole" for A, B, C and D class boats and a steering event. Cyril Drayson was in charge.

Marine modeling was catered for in the Society by the Boats and Yachts Section of which Cyril was leader. The Section suffered a blow in 1950 when Southgate Council decided (without any consultation with the NLSME) to ban the use of 'all model power

boats using petrol vapour or other combustible substances' in its parks. This affected Broomfield Park which the Society regularly used and indeed had a special arrangement with the Council for a roped off section for its exclusive use on Saturday evenings. The reason for the ban was a desire to reduce noise in public parks. Unlike today when electric motors and r/c are usual, diesel engineered craft were the norm in 1950.

### **Model Cars**

The Model Car Section in 1950 had spent quite some time constructing a "rail track" where diesel powered (eg 1-5cc) cars could be raced. It was portable and consisted of 4 parallel tracks each with a "rail" and the cars were prevented from leaving the track by the rails. The Club track was christened 'Nordromo' and it was formally opened at St John's Hall on 20 May.

The track was in the form of an oval banked at each end and was 100 laps to the mile (measured on the 2nd rail from the inside). The design and construction of it was the work of Mr Kedgley.

Nordromo must have seen much use before the official opening because 6 months later in December members felt it was getting worn out and decided to build a new one.

No doubt mindful of the complaints about noise that had curtailed the operation of diesel powered boats in Broomfield Park, the Section decided not to build a concrete one at Arkley because of the possibility of causing a noise nuisance. So plans were mooted for a new Nordromo consisting of a figure of eight with fly-over. It was intended that it would have four rails correctly banked and be limited to 1cc engines.

### **More Trouble!**

Behind this successful and encouraging activity, however, there was trouble! And it was big trouble. Although the true nature of it is not apparent in the News Sheet it resulted, in December, in the resignation from the Society of GH Woodhouse (the Model Cars Section Leader), LC Strong (Public Relations Officer), S Palmer, S Kedgley, GH Pearce and HC Miller 'to avoid further embarrassing the Society'. The Editor of the News Sheet commented, 'with a large organisation such as ours we are bound, sooner or later, to draw together people of conflicting personalities and that seems to have been the root of the present trouble'.

In September the parties concerned had appealed to the Council, and to the best of their ability, the Council tried to find a solution – although it was clear that 'a state of incompatible relations existed'.

### **Our Badge**

But we can end this review of 1950 on a happier note.

Who designed the Society's badge I do not know but I think most would agree it is both distinctive and attractive. It appeared in the early years of the Society but in 1950 it was discussed at the October General Meeting with a view to changing it. Criticisms were that the design 'lent itself to confusion with a political badge' (I wonder what political badge the critics had in mind) and another speaker pointed out that the 'micrometer was the wrong type for measuring tubes'. As it happened 'the great majority of members were not in favour of changing the design .....'. And so thankfully it has remained unchanged to this day.

*by Grahame Ainge*

---

---

*The opinions and views expressed in this News Sheet are not necessarily those of the Society or editor.*

[Top](#)

---