

## **The Chairman's Notes**

Firstly on behalf of us all I would like to send Peter Shewry our best wishes for a speedy recovery and look forward to his return to tea duties after his course of treatment.

The sun shone on our special event for the Three Valleys staff on the 20 July. We had a splendid turnout from the membership; it has been some time since I have seen such a display of high quality locos on the track at the same time. The Slot Car Section operated their mini racetrack; the Marine Section with John Morgan's harbour in use put on a high quality display. The Garden Railway Section operated trains all afternoon and Stationary Steam provided rides behind the little Burrell and the steamroller added to the scene. As usual at these events member's wives supplied a constant flow of tea.

We didn't have a huge number of visitors but enough to make it all worthwhile. I suspect that we picked the wrong weekend, it being the start of the school holidays when many people take off towards the sun. What we did do is to provide a very good afternoon for our visitors from Three Valleys and I would like to thank all those members who supported this event so well. I might add that every one there seemed to be enjoying them selves, which is what it's all about.

Our next general meeting will be a talk by Mike Chrisp on his experiences in his role as the Editor of Model Engineer and knowing Mike as I do I can recommend this as a forthcoming event not to be missed. We are also hoping to organise a visit to the St Albans organ museum for our October general meeting. This has yet to be confirmed but should be on Friday 4<sup>th</sup> October. The November General meeting will be work in progress at HQ.

*John Squire*

## **From the Secretary**

In case anybody had noticed you haven't heard from me for what seems like ages but it's only a couple of News Sheets!

My main excuse is that Les Dobbs and I were doing a tour of British Columbia, Washington and the northern tip of Oregon for part of June and most of July. In the first 12 days we stayed in 11 different hotels and in the first two weeks we drove 2800 miles – the third week was a bit lighter –we only did 900 odd miles! Magnificent Country, lots of mountains, trees, empty roads and lots of wildlife – we saw bears, reindeer, deer and bald eagles without trying!

Back to business - and – nothing to report!

A visitor to one of the birthday parties asked if we could advertise his lathe for sale: the advertisement for his Atlas lathe appears in this News Sheet.

*Tony Dunbar*

# **Marine Mutterings**

## **From Bernard Lambert**

Our first Open Day was a great success with several clubs in attendance and many interesting boats on the water. See John Morgan's report in this News Sheet.

Do not forget our second Open Day on Sunday 15<sup>th</sup>. September. I trust you will all turn up and have a good day.

We can still use some assistance on Sunday mornings with grass cutting and general tidying up around the Lake.

We are also still thinking about the next winter work program – so far we have had little response from members. Some of you must have some ideas of what you would like to see happening in the Lake area. Please tell John (Morgan) or myself.

The 'Club boat' should be running by the time you read this. Everybody is welcome to have a 'go' with it. But watch out for John and Bernard giving it extensive sea trials!

Enjoy the boating - Bernard Lambert

# **Treasurer Twittering**

August is a nice quiet month and apart from some background work to bring our insurance cover up to date there is nothing significant to report on our finances.

*Bernard Lambert*

# **From the Membership Secretary**

## **New Members**

This month we welcome two new members approved at the August Council Meeting:

**John Mills, Lawrence Wood,**

*Bernard Lambert*

# **Winter Workshop Evenings**

## **What Next?**

### **By Mike Hodgson**

On one of the warmest days of summer, I find myself compelled to think of the workshop in the winter. What to build next?

The gauge one Project loco was clearly inspired by the garden railway when it was new. Looking round for inspiration, there is the "new" boating lake, on which is sailing "HOBNOBLIN". This is a splendid 36-inch sailing yacht built by Tom Luxford and very fine it looks too. He says it was one of the easiest things he has built - all done in three weeks. Tom then goes on to complain about the cost of the radio.

For those of you who are interested I can tell you that radio control is a lot cheaper, than it used to be. So that's it - decided! The next workshop thing will be HOBNOBLIN for which I must thank Frank Inman for very kindly coming up with the drawings. I intend to provide templates for the boat bulkheads and maybe some planking material. The design by Vic Smee appeared in Model Boats in 1984.

The meetings will of course continue to keep an interest in PROJECT, and "support" it 'till all the locos are happily chuffing round the track. The September meeting will be about all the wonderful tools and bits you have found at steam rallies and model meetings this summer.

## **Congratulations Kieran Corcoran!**

Kieran, a member of our Club since a small child, has recently gained a first class honours degree in mechanical engineering from Portsmouth University. He's now planning to do a Masters degree with the express intention of always being a full time student! Well-done Kieran.

# **Welwyn Garden City SME Anniversary Regatta**

We have received an invitation to join The Welwyn Garden City Society Model Engineers at their Anniversary Regatta on Sunday 8<sup>th</sup> September at the Stanborough Lakes.

Starting at 11:00 there will be various fun events including, balloon bursting; musical buoys and the traditional steering course. They intend to lay on food and tea/coffee.

Access is not as good as Colney Heath, but the park management have given permission for one car to run a shuttle service from the car park to the lake to ferry your models.

The Welwyn Club always give the NLSME open days full support and it would no doubt be appreciated if the compliment were returned.

Copies of their map will be left in the shelter by our lake and for further information, (i.e. What are “musical buoys”?) please contact me.

*John Morgan*

## **Marine Section Open Day 28th July 2002 By John Morgan**

As the weekend approached I had my usual panic and persuaded Bernard, much against his will, that we should start the preparations on the Saturday and indeed as events unfolded I was very nearly proved right... It was the erection of the gazebo that was the main concern: thoughts of last year's performance in front of a birthday party audience still all too vivid in my mind. Bernard was confident we would remember how it all went together once we started. He had also found the “instructions”, so what could go wrong?

I timed my arrival on site one hour before help arrived for the harbour to be set up (no way was I leaving that to Sunday morning!). Bernard arrived on time and, yes, at first all went well, this time the frame parts were quickly sorted and assembled, but then, as last year, it just as quickly fell apart. We knew it was the canopy that held it all together for the final lift, but for a while forgot how to secure it. It's the small, round pieces of plastic that form the foot for each of the poles that holds the key: the roof has ties that loop over the hook on this seemingly unimportant fitting. We really must make a note for future reference.

Now, after the second attempt at this exercise, we should be able to sort it in double quick time when the next open day takes place in September and Bernard can be allowed to have the Saturday off.

As we had made the effort and turned out, the seating and tables were sorted and the site cleared of the debris our neighbourhood rabbits had left behind after sorting new accommodation for themselves in the banks.

The Sunday coincided with the hottest day of the year, so it may have been just as well some preparation work was done in advance, especially as the crowd from Black Park, Slough, arrived at 08:45. They allowed 1-½ hours for a journey that took just 45 minutes! I rather ignored them at first, assuming them to be North London men, arriving at such an early hour, until they introduced themselves.

By the official opening time there were nearly a dozen on site and by 10:00 most visitors were in place, around 24, from Black Park, Brentwood, Welwyn Garden City, Hertford and St Albans. Four more joined in the afternoon to make it a round 30, including “other half”s” bringing with them 24 boats. It was obvious that their first priority was to find some shelter from the sun and I do not blame them at all, we are fortunate in having plenty of that (must remember not to go too mad this winter trimming the trees!)

As last year, I am indebted to George Case for providing a large pot of tea midway through the morning. All I had to do is press gang a “volunteer” (thanks Harold) into helping me to carry the laden table from the platform to our fence. After that our visitors were left to find their own refreshments and I understand that the ‘take’ in the coach was again well above “normal” for a Sunday.

Pitches claimed and thirst quenched, the lake started to fill up with models, including some rather large craft. Over the years sail power has slowly been increasing in popularity and our Open Day proved not to be an exception with up to three on the water at any one time.

After a time of free sailing, the first “volunteer” took on the steering course and did okay. This gave some others confidence to follow, but not exactly in a rush (I’m glad to say!). Taking a break at lunch time, the pace then increased a little until a dozen skippers had been round, including one junior who had not controlled a model boat before. A look at the score sheet and it will be seen that one name appears twice. No, it’s not a typo, Brian had two boats and he wanted to have a go with both....

The feed back from the Welwyn members has been again very favourable, so hopefully others felt the same and will return again. When will that be? Make a note - Sunday 15th September.

### Score Sheet

Name	Start Points	Hits	Miss	Points Lost	Total	Place
Mark Wiltshire	200			0	200	1
Alan Trowbridge	200	1		5	195	2
Brian McCraw	200	2		10	190	3
Malcolm Willmott	200	3		15	185	4
Tony Frost	200	4		20	180	5 (equal)
Derek Strange	200	4		20	180	5 (equal)

Brian McCraw	200	3	1	25	175	6
Harold Barrow	200	4	1	30	170	7
						(equal)
Nobby Thame	200	2	2	30	170	7
						(equal)
Roy Graver	200	5	2	45	155	8
						(equal)
Bill Gibson	200	7	1	45	155	8
						(equal)
JUNIORS						
Samuel Price	200	4	1	30	170	1

A hit of a buoy scores 5 points and a miss of the gate 10.

## Jokes for Believers and Non-Believers

*These are sentences that actually appeared in a church bulletin or were announced in a church service*

This afternoon there will be a meeting in the South and North ends of the church. Children will be baptized at both ends.

Tuesday at 4 P.M. there will be an ice cream social. Will ladies giving milk, please come early.

Wednesday the Ladies Literary Society will meet. Mrs. Johns will sing "Put Me In My Little Bed" accompanied by the Pastor.

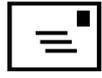
Thursday at 5 P.M. there will be a meeting of the Little Mothers Club. All wishing to become Little Mothers will please meet the Minister in his study.

This being Easter Sunday, we will ask Mrs. Jackson to come forward and lay an egg on the altar.

On Sunday a special collection will be taken to defray the expenses of the new carpeting. All wishing to do something on the carpet, please come forward and get a piece of paper.

The ladies of the Church have cast off clothing of every kind. They may be seen in the basement on Friday afternoon.

This evening at 7 P.M. there will be a hymn sing in the park across from the Church. Bring a blanket and come prepared to sin.



## Letters Page

### **A few words from a new member...**

Hello everybody. Just thought I would write a few lines for the News Sheet and introduce myself.

My name is Allan Hudnott and am about to turn 30 yrs old. I work on the railway at London Euston as a Station Team Leader and look after around 60 staff who deal with around 350 trains per day. My duties through the day can be anything from getting the team to turn round trains that have arrived late so they go out on time to loco changes and filling out operating incident forms. As you know the railway in this day and age changes very fast and before we know it there will be no more loco hauled trains left, just plastic units that will get us from A to B and train companies that try to believe that trains are really airplanes. The sooner these people realise the difference between the two the better. Only then will the railways move forward again.

I have always been interested in railways, as have most of my family. Having worked in the industry for many years there's just something in the blood. I can remember my Granddad telling me about the end of steam and how he missed the sights and smells of Duchesses attacking Camden Bank. The railway really has come full circle as I now see the end of passenger haulage behind class 47 diesel locos. This was the era I was brought up in and where my main interest in railways is.

My Dad started to build a Rob Roy many years ago and I remember going down the bottom of the garden to his workshop and watching him on his lathe making various bits and pieces. Unfortunately Dad never finished it. He only got as far as the chassis the wheels and the crank rods but I remember this taking quite some time. It looked great though and I wished it would be finished so I could ride behind it but sadly this wasn't to happen.

This leads me on to the reason why I joined the Club. I have wanted to have my own loco for a number of years and wanted an excuse to run one. This has been helped by my own 5-year-old son Christopher who is also train mad. We were looking on the Internet at different clubs and we found the NLSME site and made arrangements to come along one Sunday. As soon as I drove through the gates I was impressed with what I saw and how friendly people were. I even bumped into some old friends of my Dad's who made us feel welcome.

We then had a ride on the raised track and thought I was just going round in a circle until we got out of the other side of the tunnel and realised just how big the site was. Those of you who have been members for years probably do not realise how impressive the site is.

I hope to be an active member of the Club and am looking forward to helping build the extension track on the ground level as well as doing other jobs on Sunday mornings and during the winter. I have also just bought a small engine for Christopher

(That's the excuse I told the missus and I am sticking to it.) It is an 0-4-0 shunting loco with changeable bodies so a tram body will be going on it so it looks similar to the one in the books by Rev W Awdrey. It is battery powered, but it is a start for us. This will be put together during the next few months so it will hopefully be running for next year. One day we may buy a steam engine but I need lots of advice on this. For the time being I just enjoy watching the steam engines working up the bank towards the tunnel.

At the end of this year's running season I have offered to repaint the Club's Class 37 loco. As Frank Hills has now given the chassis an overall I think the body should follow suit. If any members wish to suggest a livery I would be happy to have a go. If there is a majority vote then that will be the livery that it will be painted in, I will put a list up beside the running book for your suggestions. Look out for some free pens that I have got hold of for the Club.

I also will be getting hold of some full size speed restriction signs that I will be giving to the Club just to make the driving that little bit more interesting. Perhaps they could go down near Dingley Dell if the drivers feel their engines could manage a 2 mph speed restriction on that section!

Anyway I'd better finish up or there will be no paper left for the rest of the News Sheet.

That's all for now.

Cheers, Allan and Christopher.

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The views expressed in this News Sheet are not necessarily  
those of the Chairman or Council of the NLSME