

The Chairman's Notes

May I congratulate the team of platelayers led by Jack and Keith on the completion of the circumnavigation of the boating pond by our ground level railway. I have personally seen this team working at the weekends at early hours when only idiots with steamrollers are up at the track. May I thank you all on behalf of the Society for all the hard work you have put in for the benefit of us all and congratulate you on the achievement of your goal.

Finally, as many of you will know, Geoff Wren is in hospital at the moment. On behalf of all members I would like to send best wishes to you, Geoff, for a speedy recovery and we hope to see you out of hospital and back down the track soon.

John Squire, Chairman NLSME

Treasurer Twittering

All is still fairly quiet on the financial front. The anticipated spend on non-routine items has not yet started.

Bernard Lambert

From the Membership Secretary

Membership still stands at 241 comprising 155 Full, 41 OAP, 17 Junior, 17 Country and 11 Honorary Members.

New Members

This month we have no membership applications to approve.

Bernard Lambert

Understanding Engineers: Lesson Number Two

To the optimist, the glass is half full. To the pessimist, the glass is half empty. To the engineer the glass is twice as big as it needs to be.

The Last Spike (Screw)

The Completion of the Ground Level Cuckoo Line Loop

On Sunday the 28th September the team of "navvies" gathered to drive the last spike, or rather bolt the last section of the ground level cuckoo line loop into place.

The team comprised of JOHN A., KEITH B., JACK E, DEREK F., DAVID H., JOHN S. & DAVE S. But this day the team was boosted by the presence of Jack's six-year-old grand-daughter Emma who insisted she wanted to help 'build the rails'.

This was the culmination of the endeavour, which had been approved less than 12 months before at the October 2002 Loco Section meeting. The majority of the donkeywork was carried out by Derek, David, John S and Dave, assisted by John A, who filled in by bolting completed sections together and helping Jack and Keith in drilling sleepers and rail. Sleepers and rails were jig drilled to ensure accurate gauge and joint expansion. These jigs were all made by Jack who was also responsible for the design and manufacture of all the point work on the ground level railway - this with some assistance from Keith and earlier with Jimmy Taylor.

The loop has 12 ten ft straight sections including the slew rail, which transfers the five-inch gauge rail from one side to the other and thirty-one curved sections, which had to be rolled. This roller was also made by Jack. The loop point/turnout was originally destined for a siding to a carriage shed, to be built at the bottom end of the site, but as we have as yet no passenger carriages it was decided to more usefully use it for the loop.

On this auspicious day, in late September, the last shorter sections of track which had previously been assembled were dropped into the gap to be coupled up; when whoops it was found two rails had been drilled too close to the rail end and the fishplate screws would not fit. It was ironic that this last section was the only one in the entire loop that had been drilled incorrectly. The rail was taken off the section and down to the workshop for remedial action (bodged) and returned and bolted back in place. Eureka, sighs of relief and satisfaction that we had completed the loop before the running season ended.

We had to have a run round to celebrate before the hoi polloi came. John Amos had brought his loco in anticipation of having a run round but couldn't start his fire without a blower, so the container was opened and the type 31 was pressed into service with Keith's ground level 2-seater passenger truck in tow. Keith and Jack (appropriately – Ed) took the first two runs with Emma as guard, the others taking turns. These first runs were to go round the loop into HENLEY HALT, reverse onto the turntable and reverse out, for the next driver to take over.

The whole team were very pleased at the way the track ran and on the next Sunday Brian A. took his B1 round and commented 'not bad'- praise indeed! Since completion several others have run on the new line including Derek P. Peter M. and Nigel G.

Derek in fact ran with a train of unfitted wagons and guard's van making a very attractive sight in the autumn sunshine.

(The above was written by one of the leaders of the project, who, being very modest did not wish to be named. I have therefore to disguise his name using the guidelines of the Cambridge Scientists mentioned last month – it was Ktiah Bratalm. It has occurred to me that in fact the whole team who have consistently, even persistently, toiled on the project are to a man, modest individuals. Perhaps there is a moral here – Confucius he say, 'Modest men move many mountains.' Ed)

Marine Mutterings

By Bernard Lambert

I was unable to attend the October meeting at H.Q. for which I must apologise – I was away on a holiday, which got extended.

Those who attended report a small turnout of Marine members and an even smaller turnout of Garden Railway members. This leaves us no option but to cancel Marine meetings at H.Q. for the time being.

I am rather sad about this and could easily be persuaded to call the occasional meeting if there is any demand – if any of you want the odd Marine meeting at H.Q. please let me or John Morgan know.

Every Sunday until Easter starting at 9.00 am. (or as early as you can make it!) - Marine working party at Colney Heath. Without working parties the Lake and its surroundings would soon degenerate so please turn up if you can. There will be work enough for all!

Enjoy the working.

Bernard Lambert

Locomotive Section November Meeting.

Friday November 14th at the Headquarters. 8pm.

The visiting speaker is Martin Dawes who will be travelling all the way from Biggleswade to see us. Martin has researched extensively the Rail Link from Kings Cross to the Great Northern Cemetery at Southgate. He will be giving his illustrated talk **The End of the Line**. Martin has published a book of the same name, which is available at the High Barnet Museum in Wood Street, Barnet.

Please come to the meeting and hear a fascinating talk.

As usual the reliable Frank will be responsible for the teas, the resourceful Roger will write up an account for the Gazette and Ian will donate the raffle prizes. Donations and help in any of these tasks welcome.

Ian Johnston.

Young Street Yard

Members will be pleased to learn that by the skin of our teeth the new layout reached the point where it was sufficiently advanced for us to be able to take it to the Tring and District MRC Exhibition held at

Ashlyns School, Berkhamstead on the 11th October. It was very well received – our train ferry and working lift bridge creating a great deal of attention and interest. The exhibition, one of the largest in the area, had 30 layouts in all the various scales and gauges from 2mm:ft up to G scale garden railways and was attended by well over 1000 people!

Numerous copies of the Society information sheet were distributed. Our attendance at the show has resulted in an invitation to take the layout to the prestigious Festival of Model Railways at Alexandra Palace in March of next year.

Altogether it was a great day out, thoroughly enjoyed by all those who staffed the layouts and by the many who came to watch.

Clive Winter

North American Open House

On Wednesday December 10th at HQ.

Starting at about 19.00hrs – All Welcome

Refreshments will be served!

We hope to see a good turnout

St Albans Exhibition

By Maurice Cummins

I would like to thank all the members who assisted in setting up the stand for the exhibition. It was a good presentation of members' work. I would also like to thank all members who supplied the models for display on our stand.

This year we had a plan showing where our stand was situated although confirmation of us exhibiting was only received three weeks before the exhibition date.

Once again we have been invited to participate in the **London Model Engineering Exhibition** to be held at **Wembley Exhibition Centre** from 23rd-25th January 2004, so once again I will be asking for helpers and models.

A Big Thank you to the Track and Tea Stewards

This season seems to have had the best turnout of stewards for some years. This year, apart from a few notable cases we have had a very good attendance and an efficient performance of duties. The tea stewards in particular have performed excellently for what seems to have been one of the busiest seasons for some time.

Where else can young families go on a Sunday afternoon and get rides behind those wonderful locomotives for free? Many seem to have deserted Van Hage's railway because of the fees, and word of mouth travels fast making our track an ever more popular attraction. Mum and Dad can also benefit from the excellent teas and the cakes gladly donated by the wives.

A special thank you is also due to those long suffering senior members who have stood in at a moment's notice, without accolades especially when they see their names in the 'not yet rostered' column of the News Sheet.

The 'Phone a Steward' system seems to have worked well to remind those who habitually forget. It is after all, only one Sunday afternoon a year that their presence is needed, for what is a very enjoyable chore.

Some wives and partners who were not in the Tea Stewards rota feel left out and would like to help. Can those members whose partners are willing to help in this way please let me know.

Thank you, once again for your help

Ian Johnston

Tyttenhanger Gazette

by Roger Bell

The October Loco Meeting was a talk entitled 'On and Off the Footplate' by Bill Davies which covered his thirty-nine years career on the railway. He started as a fireman then driver's assistant then driver. He is now based at Bedford as a driver/instructor, which involves amongst other things assessing the standard of other drivers.

A few railway plates and a couple of lamps were on the table, which he described; the paraffin oil lamp is made of four separate parts. In the 1980s new trains were introduced with an electric rear lamp, but nobody trusted them so the paraffin lamp remained in service. Bill recounted the tale of one blowing out and the signalman stopped the freight train at the next box, the driver had to walk back twenty units to find the door into the guards van jammed. After an extra effort it struck the head of the Guard who was sleeping across the doorway and knocked him out.

Bill moved to Bedford in 1978 and was driving the Rolls Royce DMU's then driver only operation. The tunnel from Farringdon to Blackfriars was rebuilt at a cost to the G.L.C. of £45 million, which opened up a route across London. Thameslink took advantage of this and in 1988 introduced the Bedford to Brighton service. The amount of extra travel this generated was amazing. There were 156,308 trains run last year and the Company made a profit of 10p in the £1.

The talk was illustrated with slides from past and present of locos' depots and stations. We listened intently as each one was described and punctuated with a tale from railway life. One such tale was of the class 319 loco, whilst walking past the power unit inside the loco the electro magnetic fields were so strong that it would wipe clean ones credit card, so you could not draw any money out from a cash dispenser.

Whilst driving a 391 at 80mph through a reverse curve the suspension rocked rather badly; one of the pneumatic bags had punctured (photograph of chap with a Lilo pump inflating it on the platform). Speed was then limited to 45mph.

A house he used to live in was named 'Stretton' and the seven foot long sign he bought for £2-50 was fitted to the boarding on the front of the house, having removed it to paint the house two locals asked where the sign was as one had given a visitor directions following the sign. It was in fact used widely as a landmark.

Captured on film was a drinking bowl for dogs on a station platform in a purpose built housing inscribed 'with the courtesy of Virgin Trains'.

Things can go dramatically wrong; in 1976 he left Charing Cross for Margate, Ramsgate and along the coast. Having come out of one of the tunnels he saw this chap ahead in the 'four foot' working on a 'spider' a small track circuit breaker, he whistled, the chap acknowledged but did not move, again he whistled and again the chap acknowledged but did not move. He thought I'll hit him and applied the brakes

including the emergency; air was coming out all over the place. After what seemed like half an hour the chap stood to one side as he drew up alongside him. He said 'we've got enough bother guvnor without you guys stopping all over the place, the colour draining from his face as he spoke. This was the nearest miss he has ever had.

Another guy opened his lunch box at dinnertime to find no knife and fork, so he ate nothing and took the whole lot back home. Next day at lunch his mates said 'got your lunch George' he lifted down this enormous heavy box containing his lunch plus every knife and fork in the house. 'See how she likes to be without a knife and fork,' he said. His wife had to go next door to borrow one.

43428 was captured in 1976 emerging from Old Warden tunnel hauling a goods. The exhaust gas was slow to clear from the tunnel and on several occasions the driver and fireman were found on the floor clasping a wet rag to their face.

One station was used for filming the 'Fourth Protocol'. A stunt man as Michael Caine sped right onto the platform in a 2.3 litre Rover, did a handbrake turn and jumped into the inward opening driver's door as the train was leaving at speed. It was deemed too dangerous to jump into an outward opening carriage door. Bill was the driver, and after a few unsuccessful attempts he cart-wheeled out of the car, fell over and just managed to get in the cab saying to Bill words to the effect that he would have to do it again. This time he was greeted with 'Oh darling that was wonderful' Michael Caine then appeared to put his face back into the film.

Having driven a loco' on the electrified line from Bedford to Farringdon the driver has to remember to lower the pantograph; it is not done automatically. To forget costs £20,000 to replace it.

A passenger asked Bill how she could get her disabled mother onto the train as she was in a wheel chair. Endeavouring to give good service and having no guard, being one man operated, he used a ramp to fit the chair in a special area designed for the job. About to strap her in he asked their destination - whoops wrong train!

Looking back on his service so far, Bill described it as a mostly very enjoyable career; he enjoyed the work and the company and would recommend it to anyone. He is proud of the fact that he has been a loco man and has been accepted by them in a job that is really monotonous and repetitive and needs a high degree of concentration.

Bill was an easy and fast public speaker, it was such a pleasure to listen to him, his wit and vast knowledge made it a memorable evening. Mike Foreman who had heard Bill speak before gave a vote of thanks for an enjoyable evening.

News from the Tyttenhanger Committee

The Tyttenhanger Committee held its October meeting on the 7th of October, with the news being brought to the attention of those whom did not already know that the Ground level loop around the Cuckoo line is now fully operational, and has received more than favourable reviews from those who have driven around it. Well done to all who have put so much time and effort into it.

As the end of the running season will be upon us, we would like to make another reminder that we have had some fires during the summer and now that running has officially stopped, now is the perfect time to check over your engine's ashpan and see if you can stop anymore cinders from escaping.

As a final note with the running season over, this means winter work parties have started and we look forward to seeing you all on Sunday mornings at Colney Heath, we have lots of projects to continue and to start, so the more members who turn up the more we can achieve during this time.

Donal Corcoran

BIRTHDAY PARTIES

Now that the final official party of the season has taken place could I please express my thanks to all the stalwarts who have supported the parties throughout the summer. I have not been able to make all of them due to family commitments (and indeed one I forgot entirely!) - but the team managed beautifully without me. I have thoroughly enjoyed the last two seasons, and raised a bit of brass for the Loco Section into the bargain.

Some of you will be aware that my wife and I are moving back to Cheshire, probably before Christmas, so a new party organiser will be required for next year. I can recommend the task wholeheartedly.

I shall miss the club and the friends I have made, but intend to remain a member and will try to get down for our 60th birthday next year.

Once again, my thanks to all. Take care of our club - it, and the members, are precious assets.

Ian Murray

The Annual Mencap Day By William Mason

This event was held at Colney Heath on Saturday 20th September 2003 which was a very fine day with temperatures up in the mid 20s centigrade, the hot summer amazingly still continuing. It was a successful day and as always a very enjoyable day for both us members who provided the entertainment and for the many children.

Five steam locomotives were in attendance and the two club electric locomotives ran. Thanks to all those who ran and gave so much pleasure to the children.

I enjoyed donning my bowler hat and acting as the 'Fat Controller' on the station. Another source of delight to the children was Ian Murray providing musical entertainment for the guests with his squeeze-box. Ron Todd's big red traction engine on the grass and Adrian Reddish with his Sweet Pea on the ground level track, both giving rides, added to the attractions.

As always we could have done with more help, especially since some children are in wheelchairs who need to be lifted both on and off trains. Don't forget then that members are needed to help with that job next year and also to push the wheelchairs from the departure platform to the arrival platform. Join us next year and enjoy a delightful and satisfying day. The 'Date for your Diary' will be announced as soon as we know it.

50 Years Ago **by Grahame Ainge**

Part One

'We done the bugger,' said Sherpa Tensing after reaching the top of Mount Everest in 1953. This was one of the many significant events that occurred 50 years ago. 1953 for Britain had started badly with the disastrous east coast floods in February killing more than 280 people and leaving thousands homeless. The year ended with severe 'smogs' in our cities so the ascent of Everest in the summer might for some have acted as a little boost to morale in a country still coping with food rationing despite the war having finished nine years earlier. During the year, on the world stage, Stalin died and was replaced by Khrushchev in the Soviet Union whilst on an even happier note Watson and Crick proposed the structure of DNA in a pub in Cambridge. With the suggested three-dimensional structure of the molecule immediately accepted, the door was opened to major research in the life sciences and later earned the two scientists and another of their colleagues a Nobel prize for medicine. And it was the year when the Goon Show started on the wireless. Indeed a year to remember.

In the North London Society of Model Engineers there were still many privations but it was a very significant year because a real advance was made with the rapid building of the permanent track at Arkley. Although it was not finished until mid 1954 a great deal of the heavy work was done in 1953. There were two members who were the driving force behind the track, Ed Hobday and Roleau Wuidart. Not only were they the driving force but they were the most industrious, acquiring materials and putting in endless hours of physical work. The similarity to the position today, 50 years later, when the persistence and hard work of Jack E. and Keith B. leading the construction of the ground level track with a band of helpers at Tyttenhanger will not be lost on

members. The News Sheet of March-April 1953, the first issue to report the events from January, paid tribute to the Club's Arkley pioneers:

The combined efforts of Messrs. Wuidart and Hobday are bringing an ambitious scheme into fruition.

It may be thought invidious to single out two names when so much has been done by so many.

Recently, Mr. Wuidart has been running "double headed" with Mr. Hobday and the result is that the whole of the concrete arches and pillars are now made and ready for erection at Arkley.

We feel that the splendid efforts made by these gentlemen should be capped by every available member offering his aid to erect the structure.

It goes without saying that the track will have to be named and officially opened. May we be so bold as to suggest that two names be ineradicably linked with the track, and offer for your consideration, "Wuidart's Curve" and "Hobday Straight" Further, as a tribute to the "Peter Pan" of the Society, "Pinnock's Junction."

The Early Months of the Year

The year had got off to a somewhat inauspicious start with the January General Meeting which consisted of a 'free for all. Everyone was turned loose and so much was said and so little heard that we have nothing to report, excepting that everyone appeared to have a very good time.'

At the January Loco Section meeting, Mr Hobday had reported on the excellent progress which was being made on the permanent track despite the appalling weather. 74 legs, 110ft of straight and 215ft of curved sections had been cast. At the time the total straight lengths required were 225ft 6" and 266ft 8" of curved sections so the concrete work was expected to be completed within a few weeks. The track when complete was to be roughly triangular in shape with a total length of 492ft and minimum radius curves of 45ft.

By February Mr Hobday was able to report that all concrete work for the track was complete and a party was organised to load about nine tons of concrete beams, posts etc on a lorry for transporting to Arkley. The plan was that digging would commence in the spring for assembling the track. Some of the steelwork had already been obtained.

Until the track at Arkley was useable, running would take place on occasions during the summer at the Harrow club's track and it was estimated that some ten locomotives from the NLSME would be running there.

The Model Cars Section still met regularly and at one meeting Mr Ransom had his new chassis on view, built from parts of a bomb computer! The reporter hoped it was not from an atomic bomb! Mr Wuidart was not only active with the Loco Section but was also helping the Model Car Section by supplying lots of wire for the track counter and sorting out problems with the apparatus. A meeting held in St John's Hall in

February was judged a success since it attracted several visitors, seven of whom asked for Society enrolment forms.

The usual annual 'do', the Dinner and Dance at the Salisbury Hotel Barnet, was successful as ever and the children's Christmas party on the 17th January had also been a success 'thanks to the old faithfuls who always turn up when there is something to be done and do it.' It will hardly come as a surprise to learn that Mr Wuidart arranged the film show during the evening and 'footed the bill.' Mr and Mrs Tankard and 'Our Ernie' (Mr Simes) were also particularly thanked.

Mr WG Lee was writing a series on constructing small injectors in the News Sheet. As soon as the first article appeared, the Society's patron, Curly Lawrence (LBSC) responded by informing him in the next edition that he was 'plodding along a road which (Curly himself) signposted in the Model Engineer some 25 years or so ago' and suggested that modellers should follow his instructions instead. It was pleasing to see that despite this unnecessary and rather hurtful intrusion Mr Lee continued his series to completion.

The March General Meeting was the annual jumble sale with Mr Pinnock in charge with the hammer. Such events are of course timeless and today we still periodically have our auctions with the patter and hammer now being ably handled by Mike C.

The April General Meeting was a talk by Mr Sparey of *The Amateur's Lathe* fame (first published in 1948 and still going strong) who spoke on workshop practice. He related the story of the Chinese and their examinations which at one time lasted for 21 days. There was only one question on the examination paper – 'What do you know?'

Turnover of Members

The Secretary revealed a quite amazing statistic about the Society; there was in 1953 a 25% turnover in membership – something we would be alarmed about if it happened today. Then, it was considered normal and acceptable. Does this say something quite fundamental about our Society then or perhaps now or probably both when the membership turnover in 2002-2003 was just 5%? In 1952 there were 163 members whereas in 1953 there were 148.

The Workshop

The Secretary, Mr Ransom, in his report in May mentioned what a success the Society's workshop was. This was a facility maintained largely by the enthusiasm of a Mr Gudger who gave 'the benefit of his skill to all those who requested it.' The Editor of the day, Mr Brooks, reported that Mr Gudger had been awarded the Gutteridge Cup for his contribution over the workshop and quickly went on 'to assure members that there is not the slightest truth in the rumour that Mr Gudger has commenced to fit both a pump and an injector to the cup.' The existence and extensive use of the workshop is interesting since it must show that some members at least couldn't afford, or did not have the space for, a workshop and the Club's facility obviously provided for a significant need. It was sad therefore that it did not last much longer as the roof was leaking and badly in need of repair by the autumn. A Mr Freeman donated sheets of corrugated iron to repair it, but it was too late: repair work was abruptly halted when the Society received seven days notice to get out of the premises!

Tribulations and Successes

All Sections of the Society seemed to be flourishing apart perhaps from the Aero Section which contained a large number of juniors. Meetings were poorly attended due, the Secretary said, 'to evening classes and bird fancying.'

In May the Society held a very successful regatta at St Albans with clubs as far away as Southend and Birmingham joining more local clubs for the event. Cyril Drayson's *Nippy* came first in the nomination competition.

Disquiet was again expressed about the fact that one third of the Society's funds were spent on the News Sheet despite it now being bi-monthly and Mr Nutter felt that the publication was 'not what it used to be. Mr Sparey was so concerned that he was unable to find words to express his disparagement.'

Personally, looking through past News Sheets up to 1953, I feel that the standards had not slipped over those years.

Mr HE White wrote an article, reproduced below, which by today's standards seems quite alarming.

MORE RANDOM THOUGHTS

By H. E. White, B.Sc.

SUPPOSE that there will be a few members of our own-or any other-model engineering fraternity who will resent the suggestion that small passenger-carrying steam locomotives are the most popular feature of Club activities, or perhaps it would be safer to say one of the most popular features.

Personally, I have been actively occupied for varying periods in the past with other branches of Model engineering, and my succession to the old-fashioned steam locomotive was purely subsidiary to these other interests in the first place; indeed, it was almost accidental, and arose out of my acquirement of a treadle-operated screw-cutting lathe many, many years ago.

It would probably have gone no further had it not been for the restrictions which limited our outdoor activities during the war years, which drove me into the workshop to the exclusion of all other pursuits.

I can well remember the locomotive which resulted from these circumstances- it was my second 3½in. gauge effort, although I must plead guilty to several gauge O steam – driven efforts "to please the baby" when my children were young. It was of course, made almost entirely from scrap, and was built as a freelance (very free indeed) "Atlantic" type, of which all that now remains to me is a photograph.

The wheel castings were made for me by a small local foundry-they were awful by present-day standards, with a surface which looked like (and behaved like) coarse emery paper.

Dick Simmonds turned out the cylinder castings in bronze, and very good indeed they were. I still marvel at the way those horrible 5in. diameter wheel castings were "machined" on the old 3in. treadle lathe which I had

then; it is rather amusing to think that nothing on earth would induce me to undertake such a job with such equipment now!

The scrapbox was my sole material store; even the boiler came from it! This boiler was indeed an exhibit. It was made entirely from bits of scrap brass sheet of varying gauges-believe it or not! The flues were odd bits of old-fashioned brass gas barrel, rescued from 50-year-old Victorian gas fittings. Their diameter was so indeterminate that I had to make up special taps and dies to suit, 60 t.p.i., and I still have these as a memento. Of course, I had no suitable steel from which to make them, so I used bits of old iron, and case-hardened them.

When all the joints had been hammered over, riveted or screwed, the whole job was soft-soldered up, and tested to 200lb. Per sq. in. satisfactorily. It may be a matter of interest that the engine ran for a couple of years in my own garden, and was sold to a buyer in the Midlands in good running order, although I did impress on the buyer very strongly indeed that he ought to get a proper brazed copper boiler made for it; often I wonder whether he did.

I would say that the fact that I could not braze up a boiler would never deter me from making a locomotive. Many a good, and, indeed famous locomotive seen every year at the M.E. Exhibition has well soft-soldered joints all over its boiler, underneath the cladding, and there is much to be said for the use of good hard-rolled copper sheet, closely-spaced rivets, and solder to caulk the joints, with perhaps a cautionary silver soldering of the inner firebox joints.

I must say that my wartime example of an entirely soft-soldered "Atlantic" boiler gave every satisfaction over the two years during which I ran it, although, of course, I was always worried about the brass sheet, and if the water level had been allowed to drop too low the inside of the firebox might have been a heart-breaking sight!

Nowadays I have oxyacetylene equipment, and all my boilers are welded or brazed throughout, using all the wonderful alloys now available for this kind of work, and, of course, there is, in my mind, no question as to the superiority of this technique over the methods I used ten or twelve years ago.

Not only is the modern method capable of producing a boiler which will withstand the most shocking ill-use (as many a driver of my engines can testify, including myself), but is actually a tremendous advantage in another very important direction which is often overlooked in the discussion on this topic; the torch enables one to make up a boiler in half the time the job would otherwise take. No riveting is necessary, and all the flanging can be done over quickly-made wooden formers, because closely-fitting flanged joints are neither necessary nor desirable for making joints with welding alloys.

My point in discussing the kind of boiler which I made for the "Atlantic" is that rather than give up when the chassis was completed because I could not braze up a boiler, I would certainly go ahead with a soundly-constructed soft-soldered boiler.

The tender tank was made up from galvanised iron sheet, and showed no signs of deterioration; the only objection which I remember was that owing to the gauge of the metal, it was inclined to be a bit to flimsy. This however, is no longer interesting, as galvanised iron is now as difficult to obtain as the more orthodox brass, if not more so.

In May it was reported that the turnout at Arkley had been rather disappointing. Most of the work up until that time had been carried out by a small group. The most regular worker beside Mr Hobday was Mr Pinnock. At the time of writing (in June) all holes had been dug and the posts were going up – 150ft in all having been erected.

Progress on Loco Section members' work was reported with Mr Moon's *Molly* chassis and boiler and Mr Mead's *Paddlebox* boiler having recently been tested.

To be continued

The following are genuine complaints made to Enfield Council over council housing:

I wish to complain that my father hurt his ankle very badly when he put his foot in the hole in his back passage.

....and their 18 year old son is continually banging his balls against my fence.

It's the dog's mess I find hard to swallow.

I request permission to remove my drawers in the kitchen.

I want to complain about the farmer across the road; every morning at 6am his cock wakes me up and it's now getting too much for me.

I wish to report that tiles are missing from the outside toilet roof. I think it was bad wind the other night that blew them off.

I am a single woman living in a downstairs flat and would you please do something about the noise made by the man on top of me every night.

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