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# ASHIPAN



JOURNAL OF THE  
ICKENHAM & DISTRICT  
SOCIETY OF MODEL ENGINEERS



ASHPAN  
COVER  
STORY

# METRO SNOW

ASHPAN's cover this issue has two themes - winter weather and things Metropolitan.

The photograph was taken in January 1969 at Baker Street station and shows L92 - one of London Transport's ex-Western pannier tank locos - on de-icing duties. It was about to leave the station to run 'fast road' to Chesham. Wire 'sleet'-brushes had been fitted and one can be made out attached to the bottom of the mid-side steps.

Last year we had the snowiest winter for some years and on New Years Day 'Butch' was to be found on de-icing duties on our track. This year we hope the weather will be milder. Not because running steam engines in the snow isn't great fun but because we are busy relaying our track on a concrete base. And it's no good having deep snow if there's no track but lots of work to be done!

There won't be any steam trains on the 'Met' this year, either. Although, as we were told on our visit to Neasden depot (see page 7), the 'T' stock de-icing unit may be used. There were other Metropolitan sightings at Neasden although it is now very much a London Transport depot.

The interest in the 'Met' is steadily growing. Recently there have been several books on the railway - two with particular local interest; Eddie Allchin brought his fine 5" gauge 'Met' electric locomotive to open day last summer, while in OO a 'Met' 0-6-2T is available in kit form and a kit for the original 4-4-0T is promised soon.

Hopefully some 'Met' rolling stock, modified from proprietary products, will be shown during the OO evening on 11 January.



## ALL CHANGE

You must by now have noticed that there is something different about this issue of Ashpan. It's "gawn little" - A5 sized to be technical. Although the previous format was easier to produce, the smaller size takes less paper, is easier to handle and, it is to be hoped, the finished product looks a little more professional.

Contributions are still needed, bearing in mind the new size. Full articles, notes for Open Door (see page 18), illustrations for the cover - all are most welcome.

Plans are that the next issue will be published on Open Day (21 June). The latest date for your contributions is Friday 30 May...please.

## THINKING CAPS ON

While on the subject of Ashpan, this page of tits and pieces seems to be a regular feature. So are there any ideas for a title? Following the Ashpan theme it could be Ash Shed or Ash Pit or .....

## MORE CONCRETE

If you hadn't gathered from the earthworks and presence of the concrete mixer, this winter we are putting the 'old-main-line-in-the-woods' onto a concrete base. In one corner we've always had problems with flooding and digging down we didn't go far before hitting the water table. The new base - if not preventing the water rising - will make maintenance at lot easier.

## BETTER GIN

General Interest Nights this autumn have been some of the best-ever with some interesting working demonstrations. We have been entertained by a pre-war (First world war that is!) toy steam engine, a modern Hornby 3½" gauge Rocket, 1927 clockwork trains and perhaps the best sight of all was a group of members on their knees on the floor trying to get an 0 gauge electric loco. (also 1920s vintage) to run round its circle of tinsplate track. Sadly, no one had a camera!



# IDSME VISITS



Over the past year IDSME have made a probably unprecedented number of visits. Some were extensions of our usual North Wales trip; some were regular outings with something added - like a climb to the top of Kew's tower or firing -up at Swakeleys ... firing-up their central heating boiler that is ! Finally there were "the visits" - to a railway depot, pumping engines, a windmill and even (even?) a brewery. Here are members' views of some of these visits.

## NEW WORLD

While on our yearly Welsh expedition early this year we visited the Centre for Alternative Technology, a "nearly lost world" which was situated on the side - well it was a steep walk from the car park - of a mountain near Corris.

This place showed all sorts of things that can be adapted to our advantage in this world where fuel and resources are getting harder to find. It showed some remarkable ways to preserve and adapt.

First preserving and using waste in the form of liquid from the human body - it's used on the vegetable garden, but being at Easter time and too early for most plants to have grown, it was difficult to judge the results. Perhaps August would be a better time to visit.

Plastic sheet, bags and containers are used for things such as compost containers, cloches, linings for pools and for greenhouses. Plastic piping is used for irrigation and in the form of coils as collectors for the sun's rays to heat water - one of these solar panels is included in the plastic roof of a house.

String is used for all sorts of things - like using a windmill to wind up a length which lifted a plunger to pump water from a low to high level, this could, of course, be done by a steam engine if the wind stops blowing or if there's a world shortage of string !

The next gadget was (was?) a hydraulic (water) ram lifting water from a small stream up a pipe to a storage tank - unless this item is adjusted by someone with basic knowledge (like a society treasurer) it makes a useful shower fitting.

Elsewhere on the site there are windmills for electricity generation; home produce and, of course, fuel-efficient housing, using double doors, double windows and walls filled with insulation. One such house has a notice on entering which asks visitors to close one door before opening the second. However, this was too much for seven IDSMEs all entering at once!

But the place certainly gives food for thought.

K.C. II

## OLD WORLD

The Ironbridge Gorge Museum is a series of sites in the six square mile area around Coalbrookdale and the River Severn in Shropshire about 30 miles north-west of Birmingham. The gorge was the scene of the remarkable breakthrough which sparked off the world's industrial revolution; Ironmaster Abraham Darby smelted iron using coke as a fuel.

Returning from North Wales this year's IDSME expeditionary force stopped off for a day at the Museum.

We started at the Coalbrookdale Museum and Furnace Site where Darby first perfected his smelting technique. The museum was not yet open but we wandered around the furnace site and saw among other items remains of an early vertical boiler locomotive while overhead modern Merry-go-Round trains trundled their heavy loads of coal to nearby Buildwas power station.

Near the museum is the Coalbrookdale Institute, a gaunt brick building which would not have been out of place among t'mills of more northern climes. Walking down the dale the presentday Coalbrookdale Company works - now run by Glynwed Foundries and producing such things as Rayburn cookers - was passed before we reached the Wharf and Warehouse alongside the fast flowing River Severn. The Warehouse was built in the 1840s and is now a museum and display centre.

After an hour or so looking at the exhibits, here another short walk led us to the Ironbridge. A lot of



roadworks were in progress and it was interesting to note that kerbstones aren't used - instead decorated iron edges separate road from path. The bridge was built in 1779, the first iron bridge in the world and cast at Coalbrookdale.

Having left the vehicles at the Furnace Site we retraced our steps and then drove to what we anticipated would be the most interesting part of the visit - Blists Hill Open Air Museum. This is a 42 acre site where historic Shropshire industries of iron, coal and clay, early transport systems and the domestic scene are being recreated.

Immediately inside the museum entrance are David and Sampson, double beam blowing engines built in Glasgow around 1850 and used for a century to power blast furnace bellows at Priorslee, a few miles from the museum. The engines are poorly protected from the elements and their lack of motion adds to their desolation.

Nearby are the remains of the Madeley Wood Company's three blast furnaces which produced pig iron up to 1912. These are slowly being rebuilt and other items introduced around them but it is early days ...

It's early days too at the small town that is being built up, it's rather like something out of a Western but what is there is interesting. Plenty of time was spent inspecting the sawmill, printing shop and other buildings including the start of a railway yard. On from here is perhaps the best item we saw - a Red Clay Mine. The vertical boiler, winding house and headgear are not the originals but the "hole" is ! However, the complete reconstructed set-up is most convincing. It was here that one lost member looked in the window just as everyone inside was told to look outside - at the winding gear !!!

Continuing round the site the 'route' follows the canal and then down an inclined plane before returning past various reconstructed buildings, headgear, and even an adit pit (complete with wagon).

With 42 acres there's a lot to do at Blists Hill and it will be interesting to visit the site in a few years time to see the progress.

After a full day we didn't see all there is at Ironbridge; the Coalport China Works Museum, the Tar Tunnel and other smaller items will have to be the subject of a further trek. But what we did see made a different end to the annual Welsh trip and although most rushed straight home for two members there was another visit. A hundred yards up the



6 road from Blists Hill is the All Nations pub - where the beer is home brewed ...

M.A. P

## WATER AND WIND

Despite certain comments about navigation the convoy of IDSME vehicles drew up together outside the Cross Keys Inn at Great Bedwyn at exactly 1 p.m. After a pleasant lunch our party - seven members, three wives and three children - motored the final mile to Crofton, home of the world's oldest working beam engines.

The Kennet & Avon Canal links Reading and Newbury with Bath and Bristol and opened in 1810. The summit is close to Crofton and here a pumping station was built to raise water from springs and, later, Wilton Water to the summit via a specially constructed leat. The first engine started work in 1809 and in 1812 a second was installed. Both were Boulton and Watt engines and the second still survives although in a modernised form - it was converted to a different (Cornish) working cycle in 1844. About this time the original engine was replaced by a Sims Combined engine. New Cornish boilers also appeared about this time to replace the original "wagon top" boilers.

In 1851 the canal, and pumping station, was taken over by the G.W.R. The new owners made few modifications until 1905 when the Sims engine was rebuilt as a simple condensing engine and the three Cornish boilers were replaced by two of the Lancashire type. Again, little happened until the 1950s when the engines stopped, the 1812 being the last to work, in 1958.

Fortunately, preservationists took over the canal and engines and we were able to see the results of their labours. Also on site were some interesting model engineering and other displays.

From Crofton it was only a few minutes journey to Wilton Windmill. Built in 1821 this tower mill became disused earlier this century but has now been restored. Unfortunately we were not able to see the mill working but several members bought bags of stoneground flour and no doubt there was added interest to the cooking in certain Ickenham homes that weekend.

Apart from miniature railway visits this was the first real IDSME family outing for about 20 years and very pleasant a day it was, too. Perhaps we can organise something again for next year.

M.A. P



# THE REAL NEASDEN

7

Saturday, 1st December, dawned bright, dry and warm and just after 9 a.m. your scribe and his guest trod daintily down the steps of the eastbound platform of Eastcote station.

They were greeted by he who (we think!) likes to be known as 'Grandad' looking somewhat apprehensive; no surprise, we found out later he hadn't been on a train for a long time !

It really was a good day for right on time (not cancelled) along came the 9.06 train to Baker Street bearing within its bosom a somewhat ecclesiastical group of a 'Friar', a 'Sexton' and a 'Parson', all in the care of 'He who drilled many holes !

Having noted the absence of 'The Little Cyclemaker' (puncture ?), 'He who computes the airways' and 'The Energetic Stoker' the party settled down for the journey - including a fleeting moment of the Jubilee line. We were met by 'He who keepeth watch for the Martians' and after a while - having offered prayers (for a non-stop train ?) - 'The Energetic Stoker' arrived but the envoy of our host had not yet appeared. The doubters enquired of the 'Sexton' but were little satisfied.

However, the hopes of the faithful were fulfilled when in true railway fashion, spot on 10.00, Mr. Burrows, Technical Assistant, Neasden Depot appeared and led us to the gate (house). Having admonished "Lay not thy person upon the purveyor of energy" we met our other two guides, Messrs Aldridge and Keen and our tour began.

Those who visited Ruislip Depot will know of the coincidence that the first items shown to us were steam cranes. For your scribe these were particularly nostalgic since both were identical to machines worked on as an apprentice. The older crane made by Graftons of Bedford is so old as to have chains rather than wire rope for hoisting; I put its age at 80 years.

From this point in the high level non-electrified sidings we could see a panorama of the whole depot with its 38 tracks, some very sharply curved. On our way to the old steam shed we passed some very mixed departmental stock including some of the "Met Rly" origin.

At the shed was a 30 ton crane, formerly steam but now converted to diesel, and one of L.T.'s diesel locos. Nearby were two sleet locomotives built from old (1903 ?) tube stock motor coaches but now disused although the air compressors were being used to mix de-icing fluid.



Having walked over to the inspection shed for the vehicles, according to type, receive their 9 week or 20 week inspections, we were given the opportunity to inspect the underneath of both surface and tube stock, also a demonstration of the controls of 'A' and 1972 stock.

We then passed to another shed where the former Metropolitan Railway electric locomotive, 12 Sarah Siddons, was stabled. Usually used for brake block testing the getting-on-for 60 years old loco was on loan to the Met for hauling the leaf-clearing train up Chorleywood bank. Completely separate air and vacuum brakes were fitted and many were impressed by the massive character of the electrical equipment; your scribe once rode on one of these locomotives and remembers the very lively ride!

The tube-gauged grinding train, also used to clear leaf deposits, was also visited before we passed into the lifting shop. In this shop vehicles requiring out-of-course repairs, such as failed traction motors, wheels with flats and such like, are dealt with. Several cars were seen with their bogies withdrawn for attention. Adjacent was the fitting and trimming shop where contactors, relays, seats, bodywork details, etc. are repaired; prominent in this area were the Polish-made wheel lathe and the brake equipment testing.

This completed our tour but on our way out we inspected another relic of the old days on the 'Met' - De-icing cars ESL 118A and B, rebuilt from two former "T" stock driving cars originally built in 1932 and the only survivors of their type.

The party had an impression of a spacious, clean depot although the Chairman was surprised not to see tool boxes everywhere, your author was not!

F.C. M

WALTER AN HHOPSH

A Furthertr p w(oopsh neearlty fell) wash  
to a Brewa ry i at Henley on temshh. Hapefully th  
thish report will appier in a futcherish e  
edishun of Asshpit pan. Zzzz  
zz z

W. H. B..



# AIR POWER FOR IDSME

by  
Peter  
Pardington

On the centre spread can be seen the pneumatic circuit for controlling the points on our ground level track.

On the right hand side are the five air cylinders used to operate the point blades. These are double acting with adjustable cushioning at both ends to stop "hammering" at each end of the stroke.

To the left of these are the five port valves used to control them. The one at the top is double pressure operated from two valves on the departure platforms (bottom of left hand page). The other four valves are solenoid operated in conjunction with the signalling system.

Returning to the top cylinder for a minute, on the right of this are two trip valves (3-port). These control two starting signals of the semaphore type (top of left hand page)

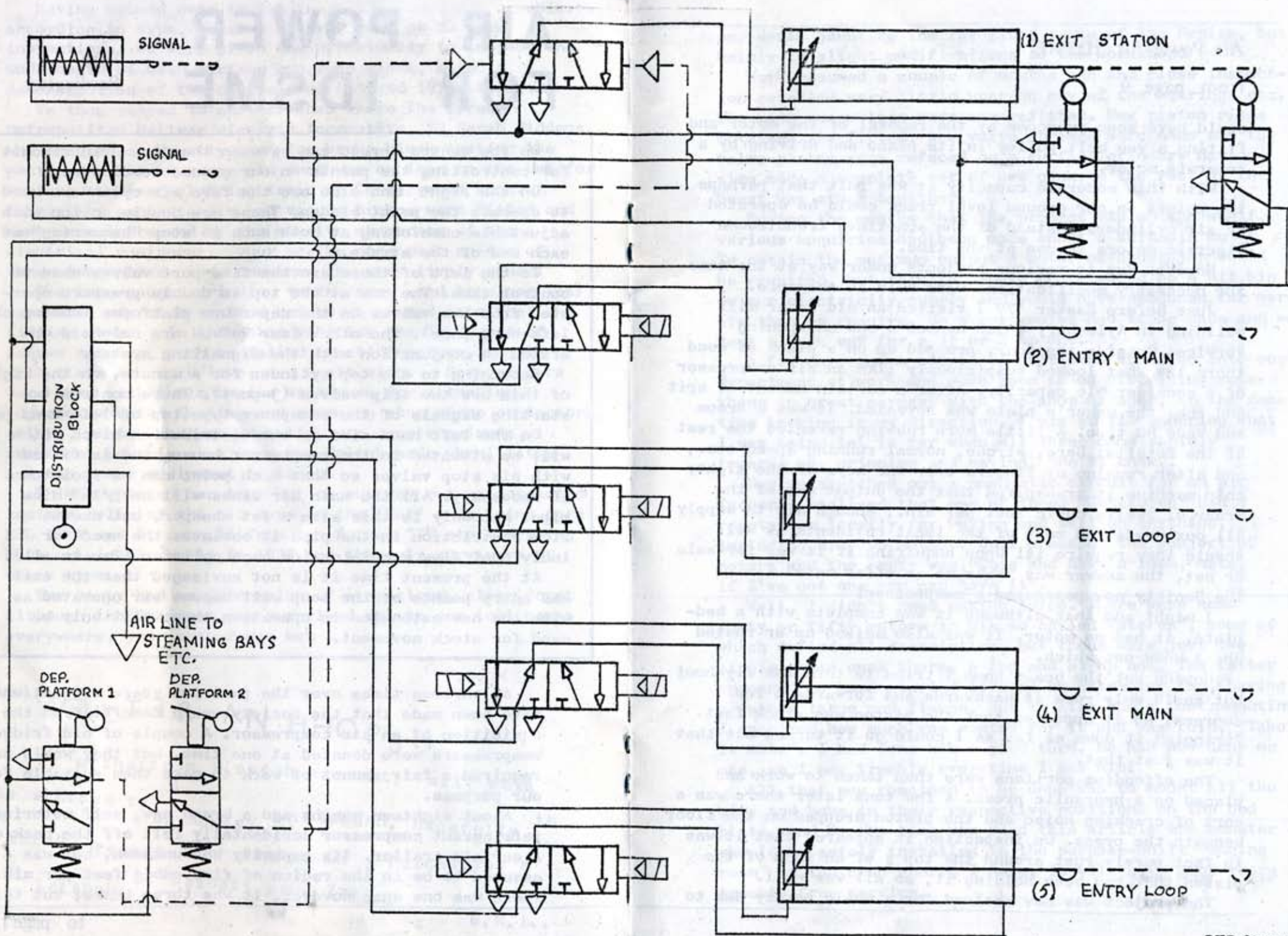
On the left hand side is the distribution block which will be situated in the compressor house, and is fitted with six stop valves so that each point can be isolated if necessary. All the main air lines will be 5/16" diam pipe. Not only is this size a lot cheaper, but due to flow restriction in the pipe it obviates the need for individual flow regulators on each cylinder (Ten in all)!

At the present time it is not envisaged that the exit and entry points of the loop will become air operated as with the new extension in operation these will only be used for stock movement.

At various times over the past few years suggestions have been made that the Society would benefit from the acquisition of an air compressor. A couple of old fridge compressors were donated at one time, but they would have required a fair amount of work to make them suitable for our purpose.

About eighteen months ago a brand new, self motorised refrigerant compressor accidentally fell off the back of a certain trailer. Its capacity was unknown, but was assumed to be in the region of five cubic feet per min. There was one snag however, it was three phase, but this







## Air Power for IDSME

from page 9

could have been overcome by the removal of the motor and fitting a vee belt pulley in its place and driving by a separate motor.

With this moderate capacity it was felt that perhaps the points on our ground level track could be operated by air cylinders instead of the sometimes troublesome electric motors in use at the time.

However due to various projects under way at the time the necessary modifications were held in abeyance.

Just before Easter '79 I visited an old water mill building in Aylesbury which housed a saw sharpening service. Outside the door, propped up on a plank of wood there lay what looked suspiciously like an air compressor of a considerable capacity. After a certain amount of spit and rub, the maker's plate was revealed. It was a Broom and Wade N2 type. A little more rubbing revealed the rest of the details: Bore, stroke, normal running speed etc., and after running my fingers over the keys of the mighty chip machine it transpired that the output was of the order of twelve cubic feet per min., enough air to supply all our needs and most of the local residents as well should they require it! Upon enquiring if it was for sale or not, the answer was "Make me an offer mate". The Society now possessed a compressor!

I might add that although it was complete with a bed-plate, it had no motor. It was also seized up or rusted up, I knew not which.

Having got the beast home I tried to turn the flywheel but could only rock it backwards and forwards a few degrees, so it appeared that the piston was stuck fast. Stripping it down as far as I could go it turned out that it was just that.

The offending portions were then taken to work and placed on a hydraulic press. A few tons later there was a sort of cracking noise and the piston dropped on the floor beneath the press. On inspection it appeared that it was in fact purely rust around the top  $\frac{1}{8}$  of an inch of the piston that had been holding it, so all was well.

The project was now shelved for a while partly due to

our usual jaunt to the far flung parts of the Empire, but mainly to slight modifications to the workshop!

Work resumed a couple of months ago and close inspection revealed very little wear on any of the bearings etc. The main assemblies were now refitted. New piston rings obtained and fitted, new valve springs were made and the valve plates were refaced on a surface grinder. Having also made a complete set of new gaskets the rest of the beast was stuck together.

During the months that the project was on the shelf, various enquiries had been made about a suitable motor. To obtain the maximum output a motor of about 3hp would be required, but this in single phase would be a bit big on our electricity supply and would have produced far more air than we require. So a compromise had to be made and we kept a look out for a  $1\frac{1}{2}$  or 2 hp one.

A few days ago a couple of gentlemen strolled into our department at work and were seen to be discussing something in great earnest with the shop manager, at the same time looking in my direction. I was still wondering what I was being let in for when all three came rapidly towards me, grinning and saying, "He'll know".

Having sketched out a pneumatic circuit for an air feeder I realised that one of these "Gentlemen" had a reputation locally for buying and selling anything, including his own mother! So I broached the subject of motors and the reply was, "Come and have a look, mate, if I've got one you can have it".

Well, I didn't need asking twice. There were some forty or fifty motors in his so called "stores", some of which defied all description, but there were just two single phase ones there, a  $\frac{1}{4}$ hp and a  $1\frac{1}{2}$ hp one. The latter appeared to have started life as an extractor fan, having a rather large end flange, but it also had a foot mounting. I enquired how much was wanted for it and was told, "Take it mate". I had done him a good turn, he had now done me one, so I now tremble everytime I see him!

All that now remained to be done was to mount all the bits and bobs in their respective positions on the bed plate, and by the time you read this article the monster should be safely installed in the purpose-built "engine room" at the club where, I hope, it will give many years trouble free service.



# THE OTHER TRACK EXTENSION

The official meeting had long since finished. But as so happens a group of members were still in the clubhouse talking about various IDSME matters. Rolling stock was the topic of conversation. Not that there were any problems with the stock itself. Just the shortage of rails to run it - and more important in this case to store it.

"We've got the basic circle," mused one member, "what we need is an operating base."

"Mmm," another thought out loud, "What about in the middle?"

"Not very practicable," said a third, "but we can't straighten out the circle, either."

Member one looked serious. "What about outside the circle?" he asked.

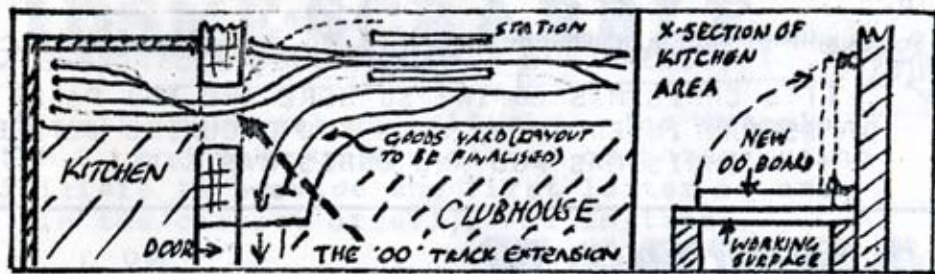
"Good idea," the other two said in unison.

"We can take a spur off from there," continued the first vaguely waving his arm in the right direction. "And there's already an opening to get across the old boundary."

"And that flat site beyond is just right for our dead-end terminal. All the basic facilities we need are there."

The three agreed, shook hands, and then cursed because it was too late to visit a certain establishment to put a seal on the arrangement.

So it was that the OO section sought permission to run a double track through the window opening



by the canteen and to use the working surface as the base for a 'fiddle yard'.

Experience at Open Day showed that while the existing stations coped well enough as stations a lot more siding space would be needed if a variety of stock is to be run. The work has started by laying in a double-slip at the country end of the country station and the new main line will shortly be laid to lead out to the new extension. A circuit around the clubroom will still be available for testing purposes but for serious operating it will not be used.

The 'fiddle yard', 'hidden sidings' or 'whatever - you - call it' will not be scened. Merely a flat board with sidings laid on it. This board, when operating is in progress, will be on top of the canteen working surface. When not in use it will hinge back out of the way to enable other vital tasks, such as tea-making, to continue.

As already mentioned, the initial task is to modify the present layout to join up with the new extension. Then the hinged board will be installed and fitted out. Only then will the canteen cupboard be removed, the window "adjusted", and doubtless we'll have to decorate the place, too, before operations can start.

Anyone got a track plan for Swindon works?

**ESSENTIALS**

from the minutes of 28 October 1960

Construction and operation of model locos - a few tips:

- 1) Water is most important...



IT'S CHRISTMAS AGAIN? SO HERE ARE TWO PAGES  
OF ASHPAN INTENDED TO KEEP YOU OCCUPIED BETWEEN  
CHRISTMAS PUD AND CHRISTMAS CAKE!

# ASHPAN CROSSWORD

No 3

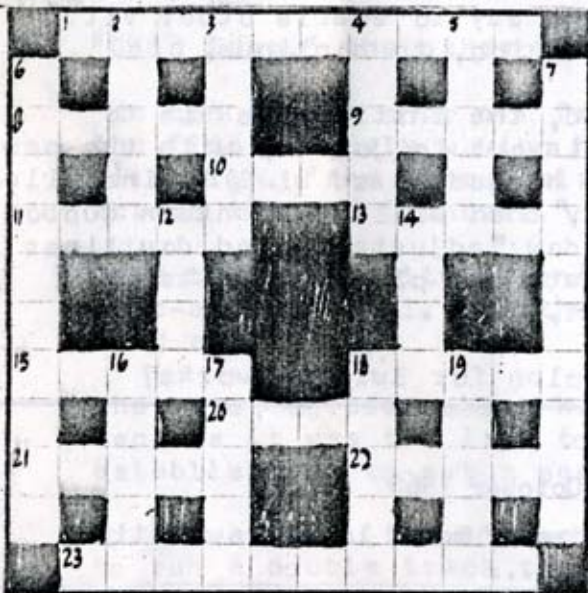
by "1000"

Across

- 1) A good Engineman keeps his eye on this.
- 8) To embrace.
- 9) A lifting strap.
- 10) Ship shape.
- 11) Trips to Wales, perhaps.
- 13) Place of action.
- 15) Hold off.
- 18) Together.
- 20) Irritated R.A.F. recruits.
- 21) To make dry.
- 22) Eject forcibly.
- 23) This rod might mate up with 6 down.

Down

- 2) Could be an Idol.
- 3) Sunday songs.
- 4) Durable, or for Cobblers.
- 5) To the point.
- 6) Imparts fore and aft motion.
- 7) Contracts.
- 12) Vegetable.
- 14) To mold theatrical players.
- 16) Musical Forte.
- 17) Irish cloth.
- 18) On the credit side.
- 19) Tearful vegetable.



SOLUTION TO No. 2

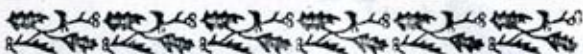
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 GARGANTUAN  
 ●S●AS●U●B●  
 ●I●L●●N●PL●  
 ASIA●STIES

# IDSME·SCRABBLE

A SEASONAL SUGGESTION FROM OUR PRESIDENT

Take a well-known set of initials - for example, I.D.S.M.E. and make up a sentence or phrase using the initials to provide the first letter of each word (in the correct order!). For instance:

I 've		I nteresting	
D one		D etails	
S ome	or	S poken	or ....
M ore		M entioning	
E ating		E arthworks	



## GHOSTS ?

Outside it was bitterly cold. Although it was April there was a hard frost in this Snowdonian valley. The moon and stars shone brightly but no man-made illumination relieved the darkness. The only sound came from the tumbling river. Outlined in the moonlight was what could have been a Romany camp. No traditional caravan, though; instead a trailer with a plywood body. Inside, warmed by a gas flame, sat seven men talking of the visit they had made that day. A thousand feet or more up a mountain and after walking waist-deep through snow they had found an old slate quarry. Walking through the wet, dark tunnels they emerged into a bright underground roadway. Heavy steel doors blocked their progress in either direction. What, they asked, was the purpose of the tunnel? A local industrial secret; national security; perhaps it wasn't to do with the British Government; may be it was more than world powers - was a Close Encounter near? All of these possibilities were discussed. Although the ale and cider intake had been high it was a long time before any of them dared venture outside to see if Star Wars were in progress.

Just a story, of course. Or is it?  
Come to North Wales at Easter and you may find out!



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or, how to give away secrets without being the 3rd, 4th or 5th man. Building models we all find (or, more likely, stumble across) easier ways of doing various tasks. This page is intended to let others in on your secrets. Contributions welcomed...

- A very useful aid in the workshop when setting up, is a lump of Plasticene. For instance when setting a workpiece in a vice on a milling machine or vertical slide, press the lump onto the chuck face then push a needle or pin into it such that the point is almost touching the line. Now wind the handles as appropriate and tap the job one way or the other as necessary. This method is very simple and it takes longer to read it than to do it. It also serves for the majority of set ups. If you want anything more accurate then use a D.T.I.

- When turning a job in the lathe it is very easy to "touch" the tool on the surface of the workpiece. However when milling it is not so easy to see what is going on. This is where the "fag paper" comes into its own. These papers come in several coloured packets, blue being the thinnest (about 0.001"). Its use is very simple, just smear a drop of oil on the surface of the job, then stick the paper on and smooth out. Now wind the cutter into the job carefully until it "sweeps" the paper to one side. For all intents and purposes the cutter is now touching the job.

- When boring holes for bearings etc, rough bore the hole about 20 thou undersize, then finish bore for say an  $\frac{1}{8}$ " to a precision fit. Then, without touching the cross-slide handle, traverse the boring tool right through the bore. It will now be found that the bearing will be a nice press fit. This is of course due to the pressure on the tool pushing it away when it reaches the 20 thou step.

# PROGRAMME

Friday 4 January	:	see below
Friday 11 January	:	The "OO" Group Present...
Friday 18 January	:	Member's Slides
Friday 25 January	:	Old Musical Instruments, talk by Ivan Fear
Friday 1 February	:	General Interest Night
Friday 8 February	:	Club Night
Friday 15 February	:	Films by John Laker (Pt.2)
Friday 22 February	:	Camden Foundry, Mark III, talk by Peter Pardington
Friday 29 February	:	Another Auction
Friday 7 March	:	Club Night
Friday 14 March	:	to be arranged
Friday 21 March	:	General Interest Night
Friday 28 March	:	Film Night (16mm)

The 4th January was earmarked for a visit to the Model Engineer Exhibition but as the show that evening closes at 7pm that obviously isn't on. No doubt there will be a 'natter-night' at Ickenham instead. Later on, the 14th March also has to be arranged. Any ideas, please, to your friendly neighbourhood committee member.

A reminder that the last meeting of 1979, on 28th December, is a Club Night including election of 1980/1 programme secretary.

The 7th Annual IDSME Visit to North Wales will depart on Friday evening 28th March (after the films???) returning a week later on Good Friday. The following weekend - Saturday 12 and Sunday 13 April - we will again be taking the portable track to run at Kew Engines.

Our own track runs should be resumed on Saturday 3 May, followed by 7 June with Open Day planned for Saturday 21 June.

The OO group meet most Thursdays (but check first) and rumour has it that there will be regular outdoor working parties on Sunday mornings.



# CHAIRMAN'S CHAT

Gentlemen

As we approach the "half way mark" in our winter programme there are just a couple of points that I would like to make. Firstly, the attendance seems to be a bit on the low side. Nothing can be worse for a visiting speaker than to stand up at the front of a half empty room!

The other point is that meetings start at 8.00pm. I realise that not everybody can be present on time, but do please try, especially when we have visitors. Human nature being what it is, when the door opens everybody turns round to see who it is, quite unnerving for the speaker!

Now, may I welcome back to the fold Mr Barry Fryer who was a member some years ago, but had to leave us due to other commitments.

The concreting of the main line track bed is proceeding very well, thanks mainly to the efforts of two or three stalwart members and, of course, the ever hungry mouth of the concrete mixer.

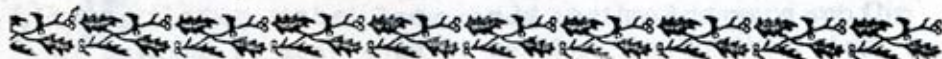
We have but one member entering the M.E. Exhibition in the New Year, and I would like to wish George Richman every success with his skeleton clock.

I would like to take this opportunity to thank Malcolm Parsons for his editorship of this magazine in a very professional manner, but the whole thing can only be made possible by us, the members, contributing articles for publication! He sets a press date for the next copy every time one is published. Frequent reminders are given on this but still articles get left too late for inclusion.

Don't forget that our part ends with writing, that's when the editor's job begins!

Finally may I wish all the members and their families a very Merry Christmas and a prosperous New Year (A model engineering one, of course).

P.J.Pardington  
Chairman IDSME



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# ASHPAN

Ickenham and District Society of Model Engineers meet every Friday evening in the society headquarters in Ickenham.

Membership of the society is open to all who are interested in model engineering and related subjects. Our members have interests ranging from model railways through all aspects of model engineering to full-size practise.

For further details of the society's activities and of membership please visit us any Friday evening or write to one of the following committee members:

Peter Pardington (Chairman),  
78 Campden Road, Ickenham;  
Iain Hunter (Secretary),  
38 Flenheim Crescent, West Ruislip, or  
Malcolm Parsons (Public Relations  
Officer and Editor of Ashpan),  
8 West Common Road, Uxbridge.