

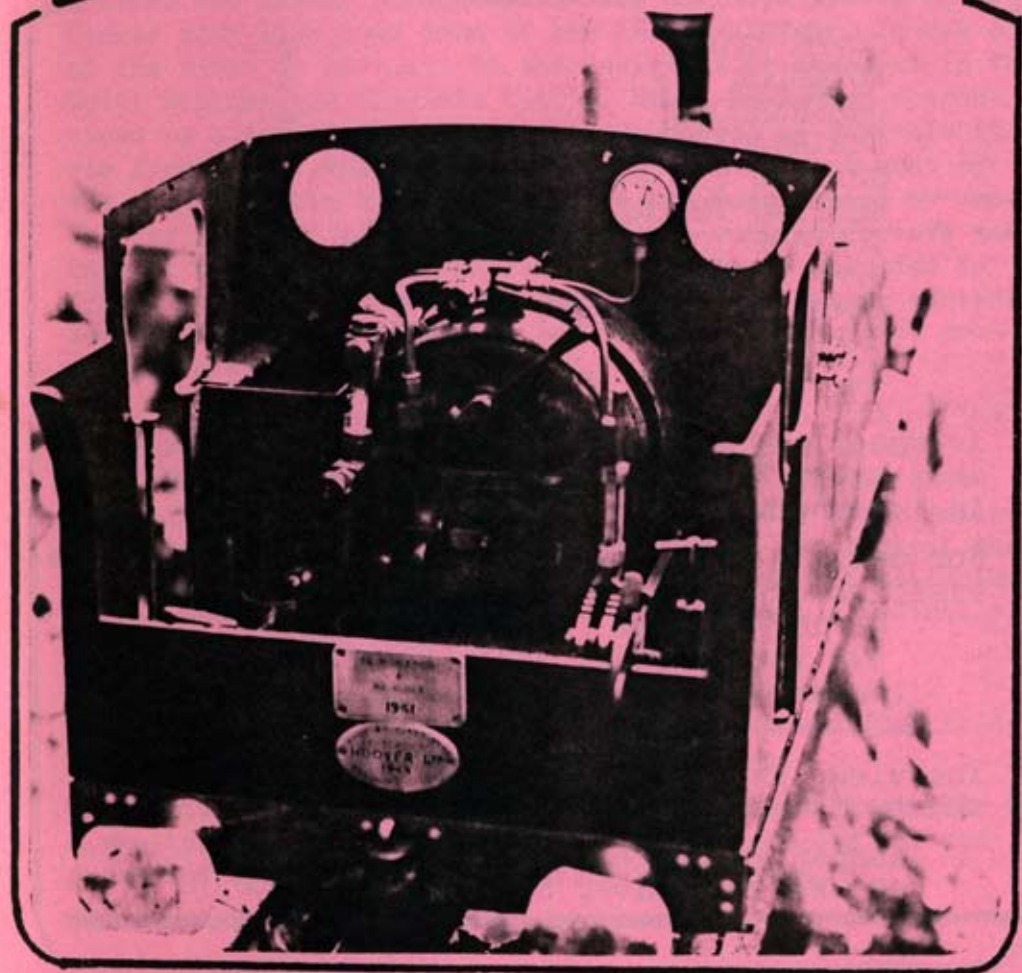
NUMBER

16

JUNE

1981

ASHPAN



JOURNAL OF THE
ICKENHAM & DISTRICT
SOCIETY OF MODEL ENGINEERS

ASHPAN

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Ickenham and District Society of Model Engineers meet every Friday evening at their headquarters in Ickenham.

For details of the society and membership please visit us on any Friday evening or contact:

Derick Jenkins (Hon. Secretary),
199 The Fairway, South Ruislip; or
Peter Pardington (Hon. Chairman),
78 Campden Road, Ickenham.

The views expressed in Ashpan are entirely those of the contributors.

Ashpan is Edited by Malcolm Parsons,
105 Waters Drive, Staines.

ASHPAN

COVER
STORY

BUTCH

A view of the society's 5" loco. "Butch" seen frequently by drivers but rarely photographed. The engraved plates on the bunker rear give some idea of the loco's history. It was one of the first to be built to the design as it appeared in the Model Engineer in the late 1940's. Built by Hoover apprentices as a training project in their school at Perivale it was first completed in 1949. The loco. then spent most of the next 13 years being taken apart and reassembled by successive teams of apprentices. The final work at Hoover's was in 1961 when the loco. was rebuilt when it was decided to find a more appropriate home for it. Which, through contacts between Hoover and IDSME, is how the loco. came to be presented to us at Ickenham in 1962.

Since then the loco. has seen sterling service both on the old up-and-down track and on the 'Circle Line'. In 1973 performance was declining and Fred Matthews decided that another rebuild was in order. Most importantly a new boiler was fitted. Additionally the mechanics were overhauled; the cab remodelled to cut away the rear cab sheet and to include a coal bunker on the left side of the firebox, and finally the loco. was repainted.

Based on a LMS 0-6-0T dock shunter, our "Butch" still performs well on IDSME rails and (stand by for arguments to begin) out-performs certain other club locos.

The photo was taken on one of our Saturday runs last year by a visitor to the track. We thank the photographer for the print and apologize for not recording his name.

STICKY

from the minutes of 22 April 1966

Finally, Mr ----- brought along a magnetic chuck and some liquorice allsorts.

ASHPAN NOTEBOOK

PROGRAMME

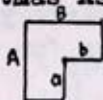
Ron Bonwick has been appointed Programme Secretary for the season 1981/2. He is now busy preparing our indoor programme for Friday evenings throughout the winter from October 2. If you can fill an evening or have any ideas or suggestions for doing so please contact Ron as soon as possible. Ideally he'd like to have as much as possible of the programme fixed by early September so that we can start publicity. There are no details of any dates yet - except for the AGM; that's fixed by constitution for the last Friday in September, this year the 25th.

WALKIES

No doubt it was our Welsh trips which sowed the seed of a walking interest in IDSME. More recently we've walked off Christmas excesses, a small group of individuals have set foot on the Pennine Way and last month our President, Ken Hall, spent a weekend walking to Brighton to earn sponsorship money for a local hospital. All this interest in walking has led to the idea of regular weekend walks for those who are so inclined. Once a month the "Idsme Blister Club" will be putting their best limps forward...details from the Chairman.

SOLUTION

Talking of our worthy Chairman, he set a problem in the Christmas Ashpan. How do you split a piece of land like this:



between four people, each receiving a share of equal size and area? The answer is that with your ruler you ascertain that $A = B$, $a = b$ and $2a = A$. Then you do this:



and then this:



. Simple in'tit!

For more brainbeasers turn to page 21.

NEXT

Thanks to Messrs Adams, Pardington, Twose and Weeks for contributions to this issue of Ashpan. Your name could feature in the credits for the next issue - just get your contribution to the Editor by 1st September, please. Then, hopefully, we shall have another bumper edition of Ashpan ready for publication on AGM day. In the pipeline are articles on railway inclines, European travel and an interesting miniature loco. What are you going to write about???

SILVER GROWLER

Congratulations to Eddie Allchin for the Silver Medal won by his 5" gauge Metropolitan electric loco. at the 50th Model Engineer Exhibition at the New Year. One of the first (if not THE first) public appearances by the loco. was at our open day a couple of years ago and we hope that the finished article will be on show this year. By the way, Growler was the nick-name given to these locos by 'Met' motormen.

UNDERGROUND

by Malcolm Parsons

No, Ashpan isn't taking a special interest in Mr Sexton's Railway, nor becoming a different type of magazine!

Our 'Underground' is about the passion of certain IDSME members for grovelling about in holes in the ground. Most famous of these exploits have been in North Wales but other downings have been reported from the Northumberland coalfield, the engine houses at Kew and even a remote Hebridean island.

There is even a national club for people with such a hobby though as far as is known no IDSMEs are members.

But, as with so many popular pastimes, commercialism is creeping up (or rather down) and now holes-in-the-ground

are suitable venues for family trips on Sunday afternoons.

Most famous of course are the open-to-the-public slate mines in North Wales. But there is a growing underground industry in the Peak District and even examples in the Home Counties.

One of the delights of our regular visits to Kew (the on-the-ground bit) is the chance to look at their small but often interesting selection of industrial archaeology books. There is also an IA magazine, Industrial Past, and recently at Kew I picked up a back number which included an article on the various underground workings which can be visited.

Most noteworthy are: the Chatterley Whitfield mining museum at Stoke-on-Trent (featuring a 700ft ride - drop? - in a miners' cage); the Tar Tunnel at Ironbridge, and a drift mine at Beamish, Co. Durham -- all these, of course, being associated with the coal industry. Near Matlock in Derbyshire about eight caverns, formerly lead or flourspar mines, are open to the public, while in the West Country tin, copper, iron ore and stone workings can be visited. Nearer home the famous 'Hellfire Club' caves at West Wycombe are old chalk workings as are the Chislehurst Caves in Kent. Finally, in Norfolk you can climb down ladders into old flint workings.

Full details are in the Summer 1980 issue of Industrial Past. The magazine has various articles, many of which are likely to be of interest to IDSME members.

Although you don't go down-below there, you may also be interested to learn of another IA location now open to the public: this is the Amberley Chalk Pits (so there is an underground connection!) Museum near Pulborough in Sussex. Here they are building up a collection of all sorts of industrial artefacts.

Of course, if you're wondering if you'd like to take up an interest in things underground no doubt during the average IDSME working party you'll find someone digging a hole... or you could try a trip on the Piccadilly Line!!!

CHAIRMAN'S CHAT

Gentlemen,

Here we are with another Summer season in full swing, but with a lot more work to be done to complete the major projects in hand.

However, by the time you read this I hope that the station canopy ironwork will have been erected, this done of course it is all plain sailing to the end of the project!

During the very successful trip to North Wales a few weeks ago, discussions were held about club matters, "as I recall it was about 3.0 am," and one outcome of these was an idea for a club handbook. This would take the form of a pocket sized book and would include such things as a history of the society, rules and regulations etc. etc. It was thought that a joining fee should be reintroduced to cover the cost, and all new members would receive a copy plus a club badge. This idea is being put into practice by David Sexton.

At a recent Friday meeting it was decided that what we need is a "Quartermaster" to be responsible for all our tools and equipment. So many times somebody goes into the workshop to get the shears, rake etc. only to find that either they have been put back in the wrong place, or, worse still, not put back at all! One of our newer members, Mel Fuller, has been appointed to this post, and I would ask all members to co-operate with him, especially when you consider that by profession he is a Police Officer!

To continue the good news for a moment, as our water supply is now installed and "running" and, more important, paid for it has been decided to reduce the cost of tea and biscuits back to its original 10p. However there is no rule to say that you shouldn't continue to shove 20p into the ever willing palms of the treasurer!

Finally, may I welcome Steve Pennack and Ted Morris to the fold, bringing our total membership to 40, an all time record.

GETTING THE RIGHT LINK

by the 'Little cycle' maker

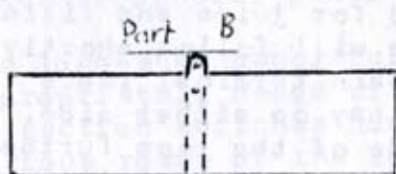
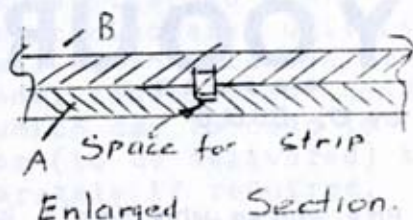
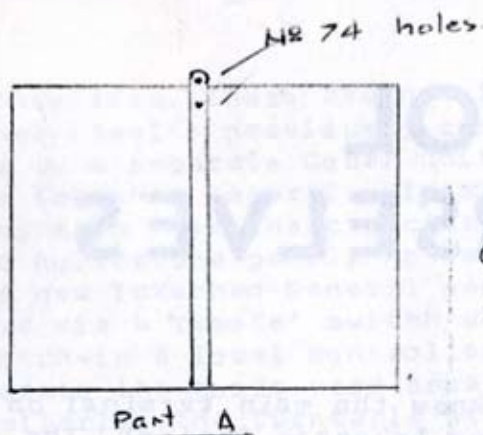
Ever since I started making fully detailed model cycles, the one component I have never looked forward to making is the chain. These have 80-90 links and I have often thought about mass production but have never got very far.

However, after Peter Reynolds' talk on jigs I got thinking (a dangerous habit) and came up with the following idea which works.

The jig is made from $\frac{1}{8}$ " steel plate approx. 2"x2". Down the centre, I milled a slot the same width as the chain link and three times the thickness. I then cut off a $\frac{1}{2}$ " slice with the slot running down the middle and into this I silver soldered a piece of steel the same width as the slot and projecting twice the thickness of the link. I now have parts A and B.

B is placed on A so that the projection engages with the slot and the two pieces are drilled and dowelled and bolted together. One end is filed to the shape indicated and through both pieces are drilled two No.7 $\frac{1}{4}$ holes at the correct roller centres.

The link material which is .020" thick is cut into strips the correct width of link and laid into the slot and bolted up. The two holes are drilled and the end rounded up. The metal is removed, cut to length and reversed, using the drill holes to locate and the other end rounded up. This little device was made up in an evening and has saved a lot of time and worn fingers, and I know that all the links are the same size.



KEEPING THE RED TIE FLYING HIGH ?

extract from THE RAILWAY MAGAZINE; June 1924

"The uniform of the staff of the late L&SWR included a red tie. This L&SW practice, as a result of the grouping, has been extended to other sections of the Southern Railway. From May 1st, the uniform staff of the SE and C sections have been supplied with a red tie. The underlying idea is said to be that in cases of emergency these ties can be used by the man as a red danger flag by daytime and, by placing a protected light under the red neck tie, by night also."

Supplier of this extract, Jock Weeks, points out that there didn't seem to be any instruction as to whether the person should remove the tie before using it as a danger signal!

CONTROL YOURSELVES

by D. DUBLO

For those who don't know the main terminal on the OO has been christened Ickenham General. The track plan that has been roughly laid down for sometime has been finalised, wired for juice and fixing down firmly with ballast will follow shortly. Basically there are two main terminal roads (the main lines), with a bay on either side. From the bay towards the inside of the room further tracks lead to the goods yard and back into the loco-shed. Main entrance to the loco-shed is beyond the station tunnel. From the goods yard it is possible to take a train across the doorway bridge to the goods yard of the country station (Ruisbridge). Although this is a useful test run or can be used for shunting of stock it will not feature as part of the layout's regular operations. (Apart from well-known underground railways or other toy railways, when did you last see a real railway going round in circles?)

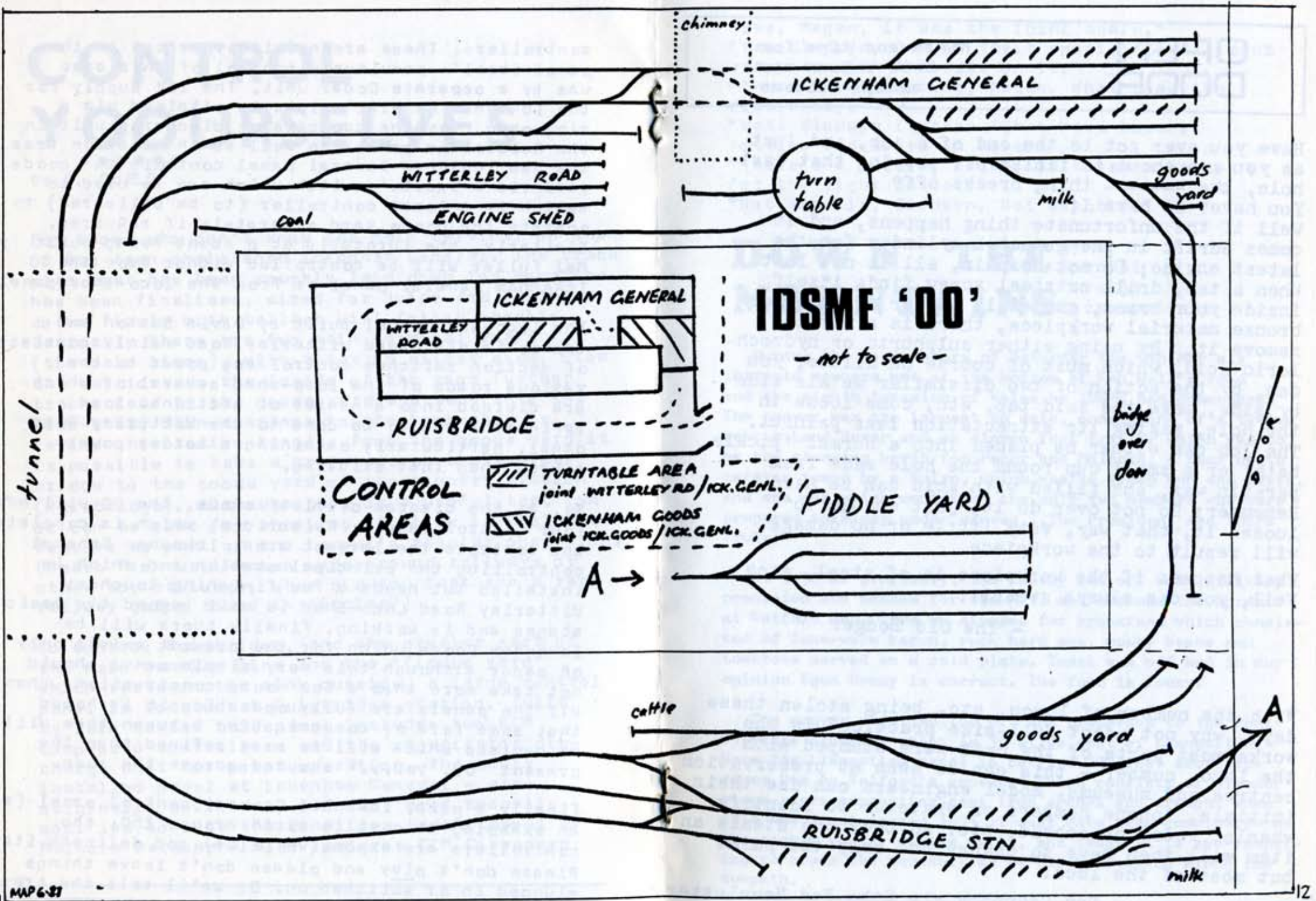
To control Ruisbridge, and the greater part of the main running line and the 'fiddle yard' which rests on the sink outside, a large control panel is located at Ruisbridge station. Built by Iain Hunter this panel includes two ECM Compspeed controllers and the capacitor discharge unit for point operation. The newly installed panel at Ickenham General - also originally devised by Iain but more recently modified to suit the finalised track layout by Malcolm Parsons - also features ECM Compspeed

controllers. These are now incorporated in the panel itself: previously control of this area was by a separate Codar unit. The 16V supply for the Ickenham General points is obtained via a ring main from the capacitor discharge unit in the Ruisbridge panel. As well as the station area, the new Ickenham General panel controls the goods yard via a 'remote' switch which can be used to switch-in a local controller (to be delivered) to operate the goods yard separately if required. Similarly, the turntable at present being built by Mel Fuller will be controlled either from the Ickenham General panel or from the loco-shed panel.

The loco-shed panel built by David Sexton and appropriately named Witterley Road mainly consists of section switches controlling power to the various roads of the loco-shed several of which are divided into a number of sections. Some refinement has to be done to the Witterley Road panel, particularly obtaining a better power source than that existing.

So, as the diagram overleaf shows, the OO will have four control panels: Ruisbridge, which is complete and controls the largest area; Ickenham General controlling the principal station and which is installed but needs a few finishing touches; Witterley Road Loco-Shed is well beyond the basic stages and is working, finally there will be Ickenham Goods which for the present exists only on paper although this very simple panel should not take more than a few hours construction. When all the panels are fully operating it is hoped that some form of communication between them will be devised which will be more refined than the present "Oy, you..." shouted across the room.

Finally a plea. Ickenham General control panel (as an example) at cost is worth around £50: the controllers are expensive (£16+) and delicate items. Please don't play and please don't leave things plugged in or switched on. Or we'll tell the treas



OPEN DOOR

hints and tips for
this column are
always welcome

Have you ever got to the end of a job, and just as you are about to finish off tapping that last hole, the ----- thing breaks off? You have? So have I!

Well if the unfortunate thing happens, and it comes adrift in the gunmetal cylinder for the latest engine; Do not despair, all is not lost. When a tap, drill or steel screw finds itself inside your brass, gunmetal, copper or phosphor bronze material workpiece, there is a way to remove it. By using either sulphuric or hydrochloric acid, which must of course be dilute, you can, by the action of two dissimilar metals side by side, make the said tap, etc, come loose in the hole, making its extractation less painful. The job can either be placed into a normal 'pickle bath' or a small cup round the hole made from parafin wax, and filled with acid can be used. Remember; Do not over do it, just enough to loosen it, that way, very little or no damage will result to the workpiece.

What happens if the workpiece is of steel, etc? Well, you can always swear!!!

- The Old Bodger

With the number of locos, etc. being stolen these days, why not adopt full-size practice? In the works most parts of the unit were stamped with the loco. number - this can be seen at preservation centres and museums. Model engineers can use their initials, 'phone numbers or whatever to identify wheels, rods, crosshead, etc. Anybody who steals an item will then have to change not only the paint but most of the loco.

- Don Coventry via Sthn Fed Newsletter

"See, Megan, it was the IDSME again."

"Yes Blodwyn. One of their special Club biscuit wrappers with a riddle on it."

"There's interesting, Megan. What does the riddle say?"

"Well Blodwyn it asks 'What have houses, bottles and doors in common.'"

"There's a puzzle, Megan. Is there a prize for the right answer?"

"Not exactly, Blodwyn. Not exactly!"

DOWN THE MOUNTAINS by a Special Foreign Correspondent

During the early hours of Saturday the 9th May six intrepid members met at the bottom of Ken Hall's road and the eighth invasion of Wales by IDSME had commenced. The convoy was the largest to date, consisting of a twelve seater Land Rover and an eleven foot trailer which was to be the sleeping berth for Peter and Malcolm, a four berth caravan towed by a Volvo, which was to sleep Ron and David, and one car which contained the only two members who were prepared to sleep under canvas...The President and Yours Truly!

At 4.30 am precisely, the convoy set off with military precision and headed for the M.1. and crossed the border at Watford Gap. Here we stopped for breakfast which consisted of luke-warm bacon, rock hard egg, mushy beans and tomatoes served on a cold plate. Toast was off and in our opinion Egon Ronay is correct. The food is lousy!

The convoy rejoined the M.1 and proceeded to the Pont Cysyllte aqueduct which is $3\frac{1}{2}$ miles east of Llangollen. Here the Llangollen canal is carried 127 feet above the river Dee on Telford's aqueduct which consists of slender stone piers supporting cast iron arches and trough. When this was first opened 1805 it must have been considered as the eighth wonder of the world, and today it is awe-inspiring to cross the aqueduct as we did by walking along the towpath.

Lunch was drunk at a well-known hostelry at Dolgellau and the camp site was reached by 3.30 pm. After setting up the site, the two pairs of quoits which consist of metal rings approximately $6\frac{1}{2}$ " in diameter with a $\frac{1}{4}$ " hole which Peter Reynolds had made for our landlord Hugh Rowlands, were tested before being handed over.

The following day we emerged from our respective sleeping accommodation at approximately 8.30 am and rushed down to the river to do our ablutions and disappear behind bushes according to our urgent needs. We then proceeded to cook breakfast after evicting Malcolm and Peter from the Mobile Hilton, which housed the cooker.

After having a further cup of tea on the patio, we donned heavy boots, loaded our packs and set off, first calling on Hugh to deliver his quoits and to persuade him to accept a payment for the use of his land.

We then proceeded to Manod quarry where someone had conveniently left a door open and we were able to carry out an inspection of today's method of cutting and splitting the slate. This was very similar to the method adopted 100 years ago but minor variations had been introduced to mechanize the handling of the stone and water curtains to minimize dust and to comply with the Health and Safety at Work requirements. We also carried out our annual inspection of the pair of doors inside the mountain which still mystify us as we are not certain what happens beyond them. All we know is that a vast area is heated, ventilated and illuminated and is under surveillance 7 days a week.

From this mine it is possible to walk through the mountain via the original working tunnels, galleries and inclined planes all of which contain remnants of equipment used by the quarrymen, to Craig Ddu. Here the traditional method of mining has given way to open-cast quarrying and many of the tunnel entrances have been obliterated and large roof-falls are occurring in the adjacent galleries. It is doubtful whether we will be able to gain access to this area in the future

At 5 pm we clambered aboard the Land Rover and with Malcolm at the controls, drove down a steep, narrow, winding road which compares favourably with the Llanberis Pass and will hence-forth be known to us as "White Knuckle Pass". Malcolm was relieved at the bottom gate where Peter regained control.

An enjoyable hour or so was spent playing quoits with Hugh and several farmers and we began to get them worried. If Peter's quoit had been 5lb instead of $3\frac{1}{4}$ he may not have overshot the marker so frequently.

That evening because of the strict licensing laws we had to cook our own dinner which consisted of steaks cooked in red wine, accompanied by wine, cheese and biscuits in the Mobile Hilton Hotel, which began to adopt the atmosphere known only to those who have been on previous trips. After several cans of beer and much discussion we finally retired at 3.0 am.

On Monday, life continued its normal sedate pace and we drove half way up White Knuckle Pass and walked a circular route taking in several abandoned slate workings. Because of an error of navigation by the map-reader, who shall remain nameless, we stumbled across a gold mine, where in his haste to beat the treasurer to it, the Chairman got a bootfull of ice-cold water. Sorry to say, we found no gold.

The walk continued up a very stiff climb skirting a bog to find our original objective which was a lake ringed by mountains. This we skirted and emerged onto a bluff overlooking a panorama of high-level marshes, valleys and peaks. Here the party rested for an hour or so admiring all that was before them, but soon the majority of the party were asleep including our treasurer who kept a beady, plastic eye open the entire time, which confused the Chairman who had wished to take a candid camera shot of the sleeping beauties.

The walk continued round the mountain and across a peat bog to the bottom of the spoil tip of Rhiwbach quarry, where we scrambled up a mountain of loose slate, and

climbed the $\frac{1}{4}$ mile long incline where the gradient is approximately 45 degrees, to emerge at the rear of Manod quarry, and, after a short walk we arrived at our starting point.

Tuesday found us back at Manod quarry from which we walked along the bed of the tramway linking Rhiwbach quarry with Maenofferen. Although this is virtually level, walking can be heavy-going in places where it is flooded and ankle deep in liquid mud. This tramway skirts Llyn Bowydd which used to supply power to the quarries at a lower level, and Llyn Newydd which still supplies water to the Llechwedd quarry. The tramway terminates at the head of the incline plane which passes through Maenofferen quarry. The lower incline plane was last used in 1977. We understand that Maenofferen is the only quarry where slate is still being mined. To avoid upsetting the mining company, we confined our inspection to the abandoned workings above the workshop level.

We entered by a flooded tunnel where the water was approximately 10" deep, and after 100 yards or so we were on dry ground, which was ridged with the impressions of a caterpillar track. After a short walk through winding tunnels we emerged into one of the largest chambers we have seen, being in excess of 100 ft. wide and approximately 80 ft. high.

It is normal for the galleries to be 60-70 ft. wide by approximately 50 ft. high, with intervening pillars of rock dividing the galleries. It would appear that the pattern of working here is to remove the alternate pillars of rock as the weight overhead is reduced by the removal of the mountain cap.

The bulk moving of slate and rubble is achieved mechanically, hence the track markings, and the waste material is being dumped in lower galleries, which are over 100 ft. lower than the gallery by which we entered.

The slate is being conveyed by tramways through the mountain to workshops situated outside the mountain.

Initially, we thought we were exploring abandoned workings but we had to revise our thoughts when we found a diesel locomotive and a string of wagons in one of the tunnels, the engine still being warm, and at the end of that tunnel heard voices speaking in Welsh. We beat a hasty retreat, our presence not being revealed. However, we understand that they have ventilation problems with this form of mining as the exhaust fumes reach a high level making working conditions intolerable, and they are having to revert back to traditional mining techniques.

This was the nearest we got to a working mine. We retraced our steps along the tramway, briefly looking into

SPECIAL
NOTICE
FOR ALL
SHAREHOLDERS
OF IDSME
(WALES)
UNLIMITED

from the
FINANCIAL
TIMES
28.4.81

Vimto sees home growth

Although he feels it is difficult to forecast the outcome of the current year's trading, Mr. P. Nichols, chairman of J. N. Nichols (Vimto), cordial manufacturer, says that a steady expansion of home trade sales can be anticipated throughout the group.

Mr. Nichols tells members, in his annual review, that export sales reached a record figure, and for the first time for a number of years demand was fully met. This resulted in a larger than usual amount of stocks being

held in export markets at the end of December.

"These, together with the higher rate of exchange of sterling, have resulted in a considerable reduction in demand at the beginning of 1981." The directors, he says,

As reported on March 19, pre-tax profits were £1.84m for the nine months ended December 31, 1980, compared with £1.81m for the previous year. The dividend is effectively unchanged at 7p net.

several tunnels which were found to be flooded and will be on next year's agenda.

As we approached Manod we could hear thunder in the mountains, and that evening we experienced our first heavy rainstorm, which persisted throughout the evening.

On Wednesday, Ken and David decided to climb Snowdon while the rest of the party investigated Dorothea Open Cast Quarry where the floor of the workings is over 300 ft. below ground level, and is almost completely flooded forming a large lake. Many of the buildings can still be identified, and the pump house and boilers are still intact, but derelict. The approach road has been blocked by a land-slide but this did not present a problem to the athletic raiding party.

Thursday found us at the Llechwedd deep mine where the approach is by an inclined plane tramway which descends approximately 450 ft. below ground level. From this level there is a chain of passages and galleries linked with staircases and the whole area is illuminated and has been given a tape recorded commentary. All who visited it were impressed and it is clearly an area not to be missed when visiting the district.

In the afternoon we finally struck gold, yes, we found a gold mine after following a farm track for miles over rough and broken ground and came across a range of derelict mine buildings.

The entrance to the mine was on the side of a stream, and the main heading extended into the mountain approximately $\frac{1}{4}$ mile with side galleries radiating in all directions. The first 100 yards or so were flooded, but the rest of the workings, though wet, were passable. The ore bearing strata had been worked out leaving large cavities which were supported by decaying timber props, and in some areas these had already collapsed.

The top of an inclined plane was found but as it was flooded for its entire depth it could not be investigated. Near the entrance to the mine, on the site of the ore crushing plant, we came across an amateur gold prospector who looked somewhat sheepish when we turned up. He was panning for gold, and we understand he has been quite successful and has collected up to $\frac{1}{2}$ an ounce of gold in a week, panning in his spare time. Needless to say there was a rush to try our hand and we had a fair amount of success. This pastime is legal provided you do not attempt to sell the gold, for which the farmers are prepared to pay up to £120 per half ounce. We are not giving details of the location or panning procedures to protect the site from ruthless exploitation.

On Friday, we broke camp and came home. The expedition force retreated across the border without mishap, older, wiser, dirtier (except for Ron who shaved every day) and determined to return next year. On reflection did we all return? ... David wasn't seen again after mid-day Thursday

and there was a big pile of earth by Ron's caravan ... had he been interred ?

All agreed that this was one of the most successful visits and plans are being made for next year. However, we must stress that these visits are arduous and a test of endurance as the inclines are steep, the terrain rugged, and it can be very cold at night as we camp at an altitude of 1,000ft. and the weather can be inhospitable. The underground workings are no place for anyone who suffers from claustrophobia as the tunnels are long and confined.

The evenings were spent at the local hostelry where we had dinner and got to know the local wits. At first they were suspicious, suspecting that we were geologists, but soon realised that we were harmless. As one put it to Ken "You would be dangerous if you had brains" !!



IDIOT TEST:2

by The Old Crank.

As the end of the winter's programme draws near, a great sigh of relief can be heard coming from the club members. A long season of being crowded into the clubhouse on Friday nights, with umpteen pairs of hot feet brewing inside enginemens boots since the previous Saturday night's bathnight, makes it hardly surprising that the occasional riot breaks out. It was during one such riot that Peter Pardington decided that he, being the club Chairman, ought to do something about it. Taking each of the ten members, who were fighting over who was to make the tea, by the scruff of their necks, he banished them to the far regions of the club grounds, inside the turntable. He placed the members thus:-



Peter then further decided, that to keep them from each others throats, he would erect a fence between them, so each would have his own compound. So, off he went to the club workshop to see what he could find. Unfortunately, all that he could see were three lengths of fencing that the committee had decided previously, were not to be cut up.

"Never mind!" Said Peter, "These will do nicely"

He picked up the three pieces of fencing, took them to the turntable, and because they could be slotted together in a variety of ways, and without putting any sharp bends in them, he managed to give each member his own separate cage. How?

A way to disperse pent-up frustrations, is to go hiking across the mountains of Wales, so decided the committee. Therefore, annually a joyous party sets forth into the wilds of Wales to tour the hills, valleys, mines and drinking parlours of the area. On one afternoon our happy band were wandering across the top of a mountain, when the familiar cry of 'Where are we?' echoed around the lofty peaks. A great panic ensued as each member told everyone else, by use of a map, where they were. Unfortunately, every answer given was different to any other.

"I know!" bellowed Colin Adams, breaking off from counting how much subscription money he had in his pockets. "Give me a compass and I will tell you where we should go."

"A ccompass!" the gathered crowd chorused.

"Yes a compass." repeated Colin, "Who's got one?"

The members all stood and stared at one another, then David Sexton started up "We havn't any, I thought you were going to bring one!"

"Me?" an astonished Colin stated, "Me?"

"Yes you!" David asserted, "Now what are we going to do?"

"I have a suggestion," chimed in Peter,

"What is it?" everyone asked.

"Well he began, "I have here on my arm a watch."

"We don't want to know the time," interrupted David.

"Shut up stupid boy," said Peter, beating him about the caranium with a loose slate. "As I said, if you use this watch, which is not electronic, you can easily and simply use it as a compass."

"How?" asked the stunned members.

Can you tell the members how Peter did it?

Just to finish off this exciting instalment; Whilst digging trenches for air pipes and cables to run the track point work, Jock stumbled across a large stone with a strange inscription upon it, stating what it had been used for. Jock decided that it must be of Roman origin as the writing seemed to be in Latin. So, being a canny Scot, and thinking there may be a few bob in it for himself, decided to take it to the local museum, where they could decipher it. So, to save old Jock's legs and to save severe strain on his bus pass, can you translate the message for him?



Here are the answers to Idiot Test No. 1, for those who have been waiting with baited breath.

- A) You do not get smoke from an electric train.
- B) Lift the middle full glass and pour it into the middle empty one.
- C) All the bags that were collected from each member were numbered from 1 - 10, and from each one a corresponding number of coins were taken. i.e. from bag one, 1 coin, bag two, 2 coins etc. The coins are then put onto the scale. If all the coins were the same weight, their combined weight would be a multiple of 55. There being 55 coins on the scale. What will actually be shown is a weight corresponding to the number of coins short, (the same amount as the bag number) in grammes, below a multiple of 55.

Good puzzling, and the answers to this instalment and much more in the next issue.

WANTED

YOUR CONTRIBUTIONS,
IDEAS OR
SUGGESTIONS FOR
THE 1981/2 IDSME
WINTER PROGRAMME.

The man to see:
RON BONWICK!

Has anyone any
photographs of
BUSES (or Trams
or Trolleys) in
the UXBRIDGE,
ICKENHAM,
HILLINGDON,
HAREFIELD or
COWLEY areas,
please?

The older the better!

Please contact:
Malcolm Parsons,
105 Waters Drive,
Staines.

available in
the clubhouse

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