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This Month

Issue No: 705 August 2009



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FROM THE CHAIR

As is usual at this time of year, the Society was once again acting as hosts for the visit of the children from the Childs Hill School (8 July) supported by John Squire and his friends, and the St Luke's School (14 July) guided by Pam Corcoran and her helpers. The loco lads turned out to provide engines for both events, which naturally were well enjoyed by all the children as they experienced the rides along our railways. The Society has one more charitable event, the MENCAP Day - Saturday, 19 September.

Sharing our Colney Heath site with members from other model engineering Societies has always been a feature of our Society. April saw the visit of the Fareham MES; Mike Chrisp is of course their president. June saw the visit of the Chingford and Chelmsford Clubs. This latter visit was well hosted by Jan Harris, Rita and Ron Thorogood, and Jean Chrisp. Mike Chrisp and I made sure that the event was smoothly organised. It was good to see so many of our own members present on that day. Brian and Sue Apthorpe will be hosting their own private club day on 8th August, and again would welcome any of our members to be there to greet our visitors.

I am pleased to report that the major project of rebuilding our steaming bays is planned to start in August. At an informal loco meeting at the track, it was confirmed that the two old wooden sheds would be cleared in August and dismantled. Their site would be cleared and foundations laid for three 20 feet containers. These containers will ultimately be covered with wooden cladding to present a more pleasing appearance of that area of the site. It is expected that this project could take three years (three phases) to complete. I am pleased that there has been so much keen support to upgrade the whole steaming bay area. Considerable donations have been offered to defray the cost of two containers. Thanks to all who have pledged funds.

Now I wish to remind all members that both Mike Chrisp and I will be standing down from our posts of Vice-Chairman and Chairman respectively, at the next AGM. We have both enjoyed carrying out these activities on behalf of the Society, but we both feel that it is now time for fresh younger 'blood' to take over the reins. If any member feels that they would like to have a go, why don't you talk to us informally and we will tell you more about the fun and responsibilities.

David Harris

Mike enjoys a turn at the regulator of Derek Brown's 7¼in. gauge Manning Wardle locomotive 'Anna' that ran faultlessly – just like a well oiled sewing machine – and gave a lot of people considerable pleasure during the party.
Photo: Jim Macdonald

TREASURER'S REPORT

As I write these notes, I have five working days to go before I retire to a life of decorating, gardening, etc, etc and perhaps some time in the workshop. Everybody tells me I will wonder how I ever found time to go to work as well.

After Mike Crisp's extremely enjoyable 70th birthday celebrations on the 27th June, we took ourselves and the V3 off to Germany for our holiday during which we visited what I believe is one of the finest and most interesting 7 ¼" and 5" ground level railways it has been my pleasure to drive on. The Dampf-Bahn-Club Hostein www.dbch.de/ railway at Schackendorf is laid out in such a manner that the variety of routes one could take without having to return to the station area made for interesting journeys only limited by the need to take water. The site encompasses loops, reverse loops, lakes to bridge and a tunnel to descend into and more to the point climb up out of up a fairly steep gradient. All the track and points are well laid and the ride is smooth. The Club members host this eight-day annual International Event with visitors this year from all over Europe and Scandinavia, in all 102 people registered with 52 engines plus some who had not registered. The catering and drinking arrangements were organised with Teutonic efficiency so we were never left hungry or thirsty. I have a 26 minute video to show if anybody is interested.

Having missed the July Council Meeting, I note from the Minutes that the following people were approved by those present to join the Society.

Mr David Trigg, Interest; Garden Railways.

Mr Michael Randell, Interests; Traction Engines and Garden Railways.

Master Karl Newton, Interested in everything.

Welcome to you all.

As mentioned by Geoff Howard in his notes last month, members of the Barnet Model Railway Club are joining the Society, having lost their own premises. Three BMRC members are already in the Society and six more will be joining us next month.

My final comment is that I will be sending reminders shortly to the seventeen members who have not yet paid their subscriptions, including two north of the Watford gap.

Mike Foreman

THE JULY GENERAL MEETING BY OMAH

The meeting was opened by Mike Hodgson, standing in for Mike Chrisp who had gone to Bristol for IMLEC. David Harris said he felt grateful thanks were due to Jean Chrisp for organising Mike's 70th birthday bash which was enjoyed by all those present. He apologised for the lateness of the newsheet, mea culpa. He has ordered a tonne of coal, beans and nuts at a cost of £360, which should have been delivered by the time you read this.

Mike had brought along Edward the Compressor, who was chuntering to himself in the old library, plus the pressure regulator and a vast assortment of tube and threaded connectors. The pressure regulator has a fine control and a large scale to indicate the pressure setting. First up to bat was Keith Barltrop who had brought his 2½ in. gauge 'Uranus', 2-8-2 loco which had been chocked up to allow the driving wheels to revolve. Keith had attended the Enfield Tech Engineering club, as did the originator of 'Uranus' who had started building it in the 1940s'. When he died in 1967 Keith bought the loco intending to finish it, but it sat in his garage for 40 years, (sounds familiar), until he was prompted to do something with it and sent it to Lynx Models for that purpose. Some two years and several £k later it arrived, it looked quite nice but wouldn't actually run. Dave Lapham persuaded him to return it and they took it back and assured Keith that it was now fine. Keith has tried steaming it on the Cuckoo Line without success, apart from its lack of go the wheelbase is too long for the sharper bends. There were several suggestions from the floor, mostly in favour of removing the flanges of at least one pair of driving wheels, as on the 9F. It has also developed a leak round the firehole door, which was a bit discouraging. Mike then turned on the air, which failed to produce any motion apart from distinct hissing sounds, mainly caused by the lack of the threaded valve spindle from the bottom of the gauge glass. This having been corrected the pressure built up accompanied by a crescendo from the whistle as the valve was stuck open. This was cured by Dave Lapham giving it discreet taps with a spanner in true automotive fashion. Still no movement even with 60lbs on the clock. It was concluded that the regulator was refusing to open.

Next up was John Riches who had produced a Stuart 10H, wrought in the form of a mill engine, which he had machined up from a set of castings from the late Charlie Starnes. It ticked over quite happily at 2psi and crept round at 1psi. John was typically modest about a very nice piece of kit.

Dave Lapham described his lack of success at getting the boiler for a 7¼" 'Midge' to a high enough temperature to melt silver solder even with

propane plus Oxy-Acetylene. Thinking it might be his technique that was at fault, Dave knocked up a couple of smaller boilers, one of which had a single cylinder engine mounted on top as on a traction engine. The soldering proved quite successful and the engine ran very smoothly down to quite a low pressure. (I spoke to Dave during the tea break to ask where he had got the design for the engine and he said that he had schemed it out for himself using measurements based on cylinder size, length of throw, etc, based on his automotive experience.)

Dave Lawrence had his twin cylinder engine, which self started and ran very nicely, yet again down to low pressure. It is intended to go into a launch, hopefully with a flash-steam boiler.

Laurie Steers recently bought a higher wattage controller for his new loco as the current one kept cutting out. He produced the instruction manual, which says; "if you are reading this after you have blown up the unit please return it to us for repair. If you can remember the circumstances which caused it as the information will be helpful in analysing the problem"! (Or words to that effect.)

Some years ago Jim Macdonald went to evening classes at St Albans college where he met Mike Chrisp who suggested he joined North London, (now we know whom to blame!). There was a single cylinder oscillating engine in the ME which, it was claimed, could be built in a day. Several folk said rubbish so Jim set out to prove them wrong, he started at 8am and finished it by late evening. It ran beautifully, once they had sussed which connection to put the supply on.

One of our newer members, Sue Rose, held up a DVD, which she had bought on eBay for 99p, plus £2.74 postage, which contained an array of drawings for models from a variety of journals, British and American, c1950s'. Sue wished to donate it to the Society library, a generous gesture that was much appreciated. Thank you Sue.

Ian Johnston related how he had attended Barnet College workshop three hours a week, which had given him grounding in metalwork and enabled him to build a Stuart No7 and a 10V engine. Having bought a Peatol lathe he built a small single cylinder engine, a Stuart Turner double acting oscillating engine and boiler, sold ready built and mounted on a plinth ready to go in a boat. Each one was run satisfactorily and duly applauded.

The inimitable Peter Badger displayed a rather nice Stuart 10V, mounted on a base with a vertical boiler and a water tank with hand pump, plus an ex-cycle dynamo driven by the engine. The diameter of the boiler was dictated by the large rack of copper tubing at the firm where Peter was employed at the time. The engine performed as well as one might expect from the hands

of the maestro. The piece of resistance was, as last time, the large beam engine in a glass case adjacent to the door. This started instantly and ran beautifully, although Edward grumbled a bit at having to supply the extra capacity. (I had assumed that this was a members engine that had been given to the Society and was surprised to learn that it was built by the apprentices at De Havillands, which accounts for the interesting variety of materials. When the training school was closed down the model engineer, evening class was moved to Welwyn Garden City and the model moved with it. Mick Avery moved as well and just happened to be around when the instructor said that unless anyone was interested in the model that it was going in the skip! Shortly after that it was safely ensconced in the back of Mick's car.)

It was decided to have one more go at 'Uranus', with a panel of experts assisting. This panel consisted of a large proportion of the members present, who concluded that the regulator was not opening. They all agreed that the whistle was in excellent condition. Altogether a most enjoyable evening.

Jim Robson



Keith Barltrup with his 'Uranus' Photo: Jim Robson

GENERAL MEETINGS 2009 – FORTHCOMING PROGRAMME

Unless otherwise stated, General Meetings are held 8–10pm at our Legion Way Headquarters in North Finchley. Thanks to Peter Davies (a man with a persuasive manner) we usually have a raffle (donations of suitable prizes appreciated), and thanks to Ron Thorogood (maestro of kettle and teapot), we usually have refreshments around 9pm. All profits from meetings go directly to club funds. All members are welcome at any of our General Meetings and we are always happy to see members' friends and family, too. We like to see a good attendance to support our speakers and look forward to your company.

7 AUGUST 2009 FORUM: ENGINEERING MATERIALS

It's yellow metal – is it brass, bronze or what? What's de-zincification? What's season cracking? It's non-magnetic – does that mean it's stainless? Can I solder aluminium alloy? Can this piece of steel be hardened? What sort of adhesive will work for my assembly?

This evening's meeting is designed to provide an opportunity to discuss the materials we encounter in the pursuit of our hobby. Someone among us usually has knowledge and/or experience to pass on to allay some of our concerns about materials that may be bothering the rest of us. Come along to share your expertise and/or problems relating to engineering materials

4 SEPTEMBER – PETER STERN

Our own Marine Section Co-Leader has the floor to himself.

2 OCTOBER – ON THE TABLE

Time to show off progress on current projects

6 NOVEMBER – COLIN GENT: CA CLASS WW2 DESTROYERS

Tonight's illustrated talk replaces the February presentation cancelled due to foul weather.

MIKE'S MUSINGS.

Firstly I would like to say a big thank you to John Riches for the splendid repaint of the Class 37, it looks like new.

I think that most of you are aware that Alan Marshall and John Riches have over the past few years been busy either installing or maintaining the ground level and raised track signalling system, quite a formidable task. However some help would be much appreciated so if any of you good folk out there have an interest in signals and would like to help please contact Alan or John.

At the July TSC meeting we discussed and agreed to make a start on the steaming bay/workshop/loco storage project. The first stage will be to remove the roller shed and the wooden storage shed alongside. This will be done around mid August. The next stage is to lay the foundations for and purchase two additional storage containers, which will be placed in their designed position.

However before we do this the area behind and adjacent to the workshop needs to be cleared of all the very useful and some not so useful items that have been placed there over the years. Now I appreciate that some items do have an actual owner, so if you still want your property please take it away by the beginning of September or we will clear it for disposal on the 2nd Sunday in September.

You will all be glad to know that I still have a few vacancies for track and tea stewards duties therefore if you fancy filling one of these vacancies please let me know, as I'm sure you will be successful in your application.

Whilst on the subject of volunteer help, Rachael Chapman who has for some years kept our coach stocked with tea, coffee, etc, etc will be standing down at the end of this year's running season. On behalf of all members I would like to say a big thank you for all your hard work, so thanks Rachael. Now, what I need is a volunteer for this extremely important job. If shopping appeals to you then once again I'm sure that any applicant will be successful. Please contact me.

Once again for those members who intend to BBQ their meat on the last of the summer BBQ evenings, they will find charcoal and lighters in the station hut. Also if any of you have a spare grill shelf from an old cooker then it would be appreciated up at the track as our old ones have seen better days.

Forthcoming Loco Section Meeting.

- Friday August 14th:** - Last BBQ of the season at the track.
- Friday September 18th:** - Steaming Bay project update. A chance for members to air their views and suggestions on this major project.

Mike Ruffell.
Loco Section Leader

WELSH STEAM COAL

The Society has purchased one tonne of coal in 20kg bags from Signal Fuels. There are forty bags of bean size and ten bags of small nuts. All will be individually numbered and stored under lock and key. Coal will be made available free to bona fide passenger haulers on Sundays, Birthday Parties and Fetes and arranged events. Bags will be available for sale at £7.50 per bag for private use. Each bag sold or released for use will be recorded in the record book in the coach.

Cutwell 2009 Catalogue

Copies of the Cutwell 2009 Catalogue for Model Engineering Cutting Tools have placed in the main-room at HQ and in the coach at Tyttenhanger. Anybody who wants a copy please take one. Cutwell have been trading for 12 years and carry a stock of around 10,000 items, but have produced this M.E. Catalogue with the needs of Model Engineers in mind.

Safety Notice

Members are reminded that they have an obligation when driving locomotives on unsignalled track at Colney Heath to drive within line of sight speed conditions that enable them to safely stop if a hazard or obstruction is seen.

This is particularly important on the raised track around the steaming bay section where the traverser is located and instances of potentially dangerous approaches have been witnessed.

A Marshall, Secretary, on behalf of Council

MARINE MUMBLES (Rides Again).

(All photos by Peter Stern)

I promised not to mention any more of Dave Lawrence's pond bottom cleaning inventions, but Mk. 2 sewn together blanket (not Michael Jackson's son) seems to work. Can't wait till the Mk. 3 towed, sunken; duvet cover rears its ugly head, so to speak. It will happen, I know him too well. Watch this space!

I see you poor people have got me giving a General Meeting talk on 4th September. It will be on the mysteries of Airbrushes (they are me) and other aspects of Airbrushing. With weather on our side, and a following wind, people can have a play with my air brushes outside. I have counted them!!

The Marine Section is hoping to find a free evening at HQ during the winter months to restart our meetings again. What has made this possible is the renewed interest in the section again, and all things that sit on the water. Will keep all informed as things happen.

After special dispensation from "The Boss" I was allowed to come to the Toy Boat Regatta, while she participated in that Race for Life. It's going to cost me; I know it's going to cost me. Considering the showers on Sunday 19th there was a good show of toy boat bodies. There was quite a lot of 1950/60's Japanese built hand painted toy warships (pre- decals, I think). I was particularly interested in a 1912 built clockwork armoured cruiser which came in various sizes to suit the pocket money. That's early enterprise for you. Lucky there was a wind as quite a few yachts were on the water. It



certainly seemed another successful regatta and, we look forward to seeing them all next year (got to say that as they will probably read this).

The latest news to date on The Thames Festival display is still nothing. I think if I haven't heard anything by the middle of August we can assume we are not included. Has anybody seen any advertising "blurb" on it? I know I haven't.

Peter Stern.

Surprising what a bit of wind will do!
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Model aircraft carrier. Even the helicopter rota spin.



Cabin Cruiser. Get that stick off my rudder!

A Memorable Day by OMAH Mk2

Mike Chrisp woke and sat up in his cot early in the morning of Saturday 27th June 2009. He greeted the day by throwing his arms in the air shouting: 'I've made it'.

Now, serious model engineers would think that very strange because as a breed they never seem to finish anything, let alone in their sleep! No, what Mike had 'made' was that seventy years ago to the day he was dragged kicking and screaming into this world and it was now time to celebrate his seventieth birthday.

After a breakfast of orange juice, muesli and no doubt best Darjeeling breakfast tea Jean suggested that a trip to Tyttenhanger might be in order to view progress on the Sepulchre which is known to many as the New Signal Box.

He must have twigged that something was afoot because as he approached the site, posters let Joe public know that Tyttenhanger was reserved for a private event. Uniformed and courteous stewards soon guided his car to a suitable parking place although the lack of Valet parking was noted.

Presently the sound of merry jazz music was heard from the coach platform played by the celebrated Franklin Street Jazz Band who must have great stamina as they seemed to play nonstop during the whole event - apart from frequent visits to the refreshment base.

The ground thronged with over 200 merry makers all ready to wish Mike a Happy Birthday. He was soon shown where the beer tent was situated although Mike has a nose for these things and could have easily found it unaided. A jug of Fullers excellent pale Discovery bitter was dispensed by a team of willing barmen and bar ladies and it was time for Mike to look around. The garden railway was in full swing and locomotives on the raised track were plying their trade taking folk on journeys. Some wonderful locomotives were seen on the newly developed ground level track including Mr Derek Brown's newly serialized *Anna* in pristine condition. Several immaculate miniature traction engines plied for passengers, mingling with the crowd of guests.

Mike exchanged Greetings with visitors from far and wide. Model engineering clubs from all over Britain were represented and representatives from major model publishers and model engineering suppliers and Colleges of Further Education were present to wish Mike the best. They reflected the successful and diverse nature of Mike's activities in the Model Engineering World.

Mike was left in no doubt as to the nature of the gathering as rather like a Chairman Mao rally, the ground was festooned with posters of Vice Chairman Mike Chrisp doing things that Chairman Mao would certainly have not done.

Soon Jean suggested that it was time for sustenance and Mike discovered that his son-in-law Jof had organised a barbecue on an industrial scale. Spare ribs, beef burgers and pieces of chicken were being dispensed, well cooked and in copious quantities. Although assiduously declining offers of assistance, he was ably supported by his wife, Mike's daughter Barbara and their son Jacob. Most of the guests not only brought themselves but had prepared food to present to the gathered throng. There was no need for the little boy with a couple of tins of tuna and a baguette in his knapsack to try to feed the five thousand; here there was enough food for the five thousand and plenty left over! Everyone had brought food for at least eight other folk with the result that the tables in the marquee groaned with a surfeit of outstanding and varied victuals. From fresh salmon and shrimps via various salads and a cornucopia of cheeses to your scribe's humble offering of apple crumble among a galaxy succulent of deserts or should that be 'puddings' for the snobs.

The organisation was superb. A book was distributed by glamorous granddaughter Bethan, Jacob's sister, so that guests could write candid comments in it as a record of the day. Even a party of members had been delegated to collect rubbish from the site as it was created during the gathering.

Soon it was time for speeches. The proceedings were opened by Mike's elder daughter Jacky who thanked everyone for making the day so great. She introduced Mike's longstanding friend Geoff Sheppard who gave a sincere and accurate speech for the occasion. Mike himself concluded in his usual eloquent style with an emotional mention of absent friends and a proud moment when he said that he knew every person present, which at that time must have not been far short of two hundred and fifty. He thanked everyone for all the undoubted hard work and organisation that had gone to make the day such a success masterminded by that capable wife of his, Jean and no doubt in great measure executed by many accomplished and hard working club members.

Soon it was time to conclude and Mike with a throng of happy, very well fed and watered visitors made their various ways home, satisfied that he had celebrated a Very Happy 70th Birthday.

Thank you Mike!

Super Saturday Celebration!

Jean and I wish to record our thanks to all our North London SME friends for everything done to prepare the Tyttenhanger Track Site and to provide expertise and assistance on the day to make my birthday party such a fantastic day. The site looked marvellous and everything seemed to go according to plan. Everyone who has commented since has said what an excellent day they had among family and like-minded friends. Late June is a busy time for holidays and other activities, so unfortunately some were unable to attend, however we reckon about 240 were present during the day and some had travelled a considerable distance to be with us.

Our thanks too for all the wonderful food and drink that was brought to share. There seemed to be plenty for all. Our son-in-law Jof worked ceaselessly at the barbecue for most of the day preparing hot meats on what has been described as an industrial scale! The band played music everyone seemed to like, and those who ran locomotives, traction engines or boats of whatever scale or gauge attracted considerable interest and attention.



A number of kind folk even brought cards and gifts, some of which became separated - so I have no idea from whence a few gifts came. If you haven't yet received a message of thanks from me, it's because I have a small collection of anonymous but nevertheless much appreciated presents. I hope you will accept this message as my acknowledgement and thanks for your kindness.

The official part of the day, cutting the cake
Photo: Owen Chapman

There can be no doubt that the birthday party celebrated at the track on Saturday 27th June 2009 was one for the record books - I'm very glad I was able to be there! If you have access to the internet and care to look at the 'official' photographs taken during the event, go to www.nickwiltshire.co.uk and enter the username: mike and the password: birthday.

Mike Chrisp



Tony Guerrier hauled 8 adults for 12 laps around Bristol SME's Ashton Court track to record 0.68% efficiency and reach a respectable twelfth place in a field of eighteen contestants. **Photo:**Mike Chrisp



Attaining 1.54% efficiency with his 5 in. gauge *Britannia: Coeur de Lion*, Len Steel won the Previous Winners section of IMLEC 2009 at Bristol. **Photo:** Mike Chrisp

Our Man at Bristol

The 40th International Model Locomotive Efficiency Competition - IMLEC 2009 - was held at the Ashton Court Estate track of the Bristol Society of Model and Experimental Engineers, currently celebrating their Centenary.

The competition was originally conceived and introduced by Martin Evans, Editor of *Model Engineer* magazine at the time, and a prolific designer of miniature steam locomotives. He had in mind a contest in which new ideas could be tested against established technology with the aim of improving the efficiency of miniature steam locomotives. The first IMLEC was held in Birmingham in 1969 and, except for 2001 when a disastrous outbreak of foot and mouth disease resulted in its cancellation, has been held every year since. Including this year, Bristol SMEE has staged the event six times – more than any other society.

During a very busy and very well organised weekend, 27 drivers ran their locomotives on the Bristol SMEE track that had been carefully prepared for the competition. Five 3½" gauge locomotives were entered and of the remaining twenty-two 5" gauge locomotives, four were competing as previous winners. North London SME's Tony Guerrier was one of the contestants. Scheduled for the Sunday afternoon of this full weekend event, Tony enjoyed a good run and turned in a very creditable 0.68% efficiency that put him in twelfth position in a field of eighteen contestants. According to information published in the programme, Tony's locomotive *Anthony Manor* was built to the classic Martin Evans *Torquay Manor* design. Its boiler is fed by means of two injectors, a crosshead pump and a hand pump. It is fitted with hydrostatic lubrication, had a full rebuild last winter and has been repainted in GWR livery to exhibition standard.

The winning 3½" gauge locomotive was Andrew Giffen's SAR Class 15F 4-8-2 built to a scale of 1in. to the foot. Andrew is a member of Reading SME. With a grate area of 36sq. in. and comparable in size to a 5" gauge 9F Andrew's engine was completed in 1970 by Ron Etter in Johannesburg and was awarded a Silver Medal at the 1976 Model Engineer Exhibition. Its features include a working steam/oil cataract reversing engine, steam/manual rocking grate, vacuum brakes and a turbo-generator.

Len Steel beat the other previous winners with his 5" gauge *Britannia* 4-6-2 *Coeur de Lion* built by Lionel Flippance in the '80s and purchased by Len in 1987. Len won IMLEC 1997 with it in heavy rain at Llanelli and has been a regular contestant in the Previous Winners competition ever since.

The locomotive that won IMLEC 2009 was Neil Mortimer's *Polly III*. Neil is a

member of Ickenham DSME. A *Polly III* kit locomotive it may be, but Neil has 'breathed' on it. Completed in 1994, it has since been modified to include a new cab, steam water pump and balanced slide valves. Neil runs it regularly on his home track.

At age fourteen years, George Winsall competed in IMLEC 2009 with his 3½" gauge GWR 45xx 2-6-2T to the *Firefly* design by Martin Evans. George beat by just a few months his father's record of being the youngest ever IMLEC competitor. Built in 1969 by George's grandfather Fred and rebuilt by his father Glyn, the engine has been driven at tracks and rallies ever since. George is a member of Rugby MES.

Members of Bristol SMEE are to be congratulated on presenting a superbly managed event. Your reporter certainly enjoyed his weekend and looks forward to next year's contest to be hosted 3-4 July 2010 by members of Bournemouth DMES. Visit www.littledownrailway.co.uk for details.

Mike Chrisp.



First to run and registering the highest figure from the start, Neil Mortimer from Ickenham DSME recorded 1.35% efficiency with his 5in. gauge *Polly III*.
Photo: Mike Chrisp

GARDEN RAIL

Looking through our excellent monthly NLSME newsletter has made us in the Garden Rail section realise that we are not really letting people know what we are about or get up to, so we are going to try and do a little bit every month for inclusion.

The Garden Rail section of our club is thriving. Our only real problem now being the size of our track. It is not big enough! Since our track was built in 2000 it has attracted over 20 active new members to the club. (mostly 'Gauge 1' but not all.) Rather strangely, and with our individual life-styles being what they are, it is mostly convenient for the bulk of us to meet weekly on Wednesday; although there are also members in attendance on most Thursdays and almost every Sunday afternoon.

Most Wednesdays this month we have had 10 to 15 members present. Some bring more than one locomotive (predominantly 'Gauge 1' live steam) and plenty of rolling stock. This includes carriages as well as plenty of goods wagons.

The highlight for us this month was NLSME's annual "G1MRA" open day. This year we held it on the 15th July. There were roughly 50 visitors in attendance from as far apart as Birmingham, Swindon and the south coast.

In charge of inspecting visitors boiler certificates (all 'G1' association tested) and chief track marshal was Nick Rudoe, who did an excellent job, there being smooth running on all three tracks from 10am to about 4.30pm. Equally important was Malcolm Read in charge of the barbecue, Malcolm cooked over 70 sausages and 40 burgers. Tea steward for today was myself and brother Gregory. As in previous years we had a 'whip-round' amongst us regulars and met the cost of the food ourselves. We must thank all the other members present for all their help in making it such an excellent day and a credit to the NLSME.

Next month we hope to say a few words about our proposed new track, why we need it, and where it will be going. Judging from the comments in July's newsletter about the Garden Rail section's new track funding, perhaps if 50% of a members annual club subs went to the members declared "section interest" this would be a lot fairer than supporting other sections not of interest to the member!

David Metcalf

NLSME'S Annual G1MRA Open Day

Photos by
Patrick O'Donnell



Track Stewards Rota 2009				
Date	Senior Steward	Track Steward	Track Steward	Track Steward
02-Aug	Mike Chrisp	Ian Reddish	Alex Chapman	Rob Brook
09-Aug	Mike Ruffell	Brian Baker	Peter MacDonald	Brian Kennedy
16-Aug	David Broom	Peter Precious	Mike Franklin	Rai Fenton
23-Aug	Donal Corcoran	Lawrence Steers	Richard Deal	R Thompson
30-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Malcolm Barnes
06-Sep	Brendan Corcoran	Peter Davies	Michael Gibbs	Peter Badcock
13-Sep	Jim MacDonald	Chris Reynolds	David Marsden	Peter Brewster
20-Sep	Mike Foreman	Dave Green	John Firth	Martin Ginger
27-Sep	Kieran Corcoran	Roger Bell	Paul Lacey	Barrie Davies
04-Oct	Dick Payne	Gavin Lang	John Mills	Richard Hesketh
11-Oct	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
18-Oct	David Harris	Peter Fox	Tony Guerrier	Harry Henderson
25-Oct	Terry Baxter	Peter Weeks	Ian Buswell	Roger Clarke

G.L.R. News

“EXCITING NEW DEVELOPMENT” Hold the front page! we have made a decision, yes I repeat we have made a decision, the NEW STEAMING BAY PROJECT (S B P) will be started by the ground level crew, who in their wisdom will be completing the first stage, this will be known as (PHASE 1) and will include moving the existing container along with two new second hand containers and re-sited as per (C. VOUSDENS plan). Jim McDonald in a weak moment has indicated his desire to lead the project pending redundancy at his old job. He will need help in doing the actual work, so it is hoped to break down the whole project into a series of smaller phases each hopefully having a small work force and leader directed by Jim. As you may be aware Jim has been co-ordinating the signal box build and the results speak for themselves. I for one will be backing Jim all the way through the project and am asking anybody else interested in joining or leading a small team doing the work of their choice to please make yourselves known to either Jim Macdonald or Peter Funk. I have also asked our treasurer to set up or ring fence a separate account much like the existing Bridge account. The S B P (steaming bay project) fund has already attracted funding by loco section members and anyone with some spare cash to get rid of please see me or Jim. One of the first jobs to complete is to clear the area in and around the old sheds!!! Anyone owning anything around this area please would you claim it and take it home (until we build the new rubbish holding area) as a big trip to the dump is on the cards very soon. Materials for the

<i>Key = Bold Type:- 2nd stewards Duty.</i>				
Date	Track Steward	Track Steward	Tea Steward	Tea Steward
02-Aug			Chris Dean	
09-Aug	Norman Back		Geoff Mogg	
16-Aug	Paul Godwin		Ian Johnston	Val Johnston
23-Aug	David Burman	Dave Rose	David Morgan	Dave Laurance
30-Aug	Bryn Morgan		Peter Gooch	
06-Sep	Michael Woolsey		Mrs P Corcoran	
13-Sep	Michael Smith	Peter Sheen	Mrs MacDonald	
20-Sep	Adam Gorski	Keith Hughs	Ron Thorogood	Mrs Thorogood
27-Sep	Peter Stern		Rai Fenton	Mrs Betty Fenton
04-Oct	Paul Bexfield	Guy Ellerby	Mrs Smith	Les Brooks
11-Oct	Tim Clementson	Owen Chapman	Richard Hall	
18-Oct	Graham Gardner	Mike Franklin	Mathew Stallard	Mrs Harris
25-Oct	David Dunlop	Tim Watson	Mrs Baxter	Jenny Baxter

new build are already being stored adjacent to the container (slabs, bricks, & sand) please do not touch.

Now back to the G.L.R. Alan Marshall has completed the signalling of the "P" siding. The G.L. crew have done the final ballasting / welding to this peaceful pull in complete with working track detection and lights. Well done Allen and crew "we move on". Sunday running continues at a pace with the resident Southern Pacific doing the bulk of the passenger hauling. It's so nice to see some of our long standing steam boys (the old uns) taking interest in driving and stewarding on the G.L.

Last Sunday Driver Ted (lord) Kitchener had great delight in collecting from the discerning crowd for rides given on the G.L.R. I think Ted as a comparative new member has really slotted in and is enjoying his time at the track; there on most weekends helping with birthday parties and public running. Well done Lord Ted, may you long reign and reside in your signal box.

P. Funk

G.L.R. Section Leader

The Model Engineering Exhibition 2009

A volunteer is required to organise the society's stand at the Model Engineering Exhibition 2009 at Sandown Park which is being held between 11th to 13th December. Please contact Alan Marshall

Now is not the time to inspect your shoes!

Dear Avid Reader,

I have just sent a missive to Mr Deith of Model Exhibition fame saying that we would be pleased to show off our prowess at his **Model Engineering Exhibition at Alley Palley between 22nd and 24th January 2010.**

I said in the letter that '**we** would be pleased' and not '**I** would be pleased' because as you all know that our stand is very much a team and Society effort. Last year we earned Second Place in the 'Best Stand' Competition. When you consider our abundance of members, their skills and of course their models; there is no reason why we should not gain the premier position.

I know that January 2010 seems a long way off but we are all not amazed how time seems to dash by and in no time at all January will be upon us.

If you can help in exhibiting your models, which ought to come from every section of the Society then please, can you let me know?

If you have any ideas on a **theme**, then can you do some planning and show me what we could do.

And finally if you are still reading this. Perhaps you could give me a couple of hints about members who have wonderful models but are a little reticent about showing them. I don't want it to be like the Stazze but there are many wonderful models out there which we would all like to see; let alone the general public of model engineers. And I would be proud to have them on **our** stand.

With best wishes,

Ian Johnston.

Jupiter For Sale

The Society is to dispose of its locomotive "Jupiter" which is currently in a disassembled state and requires a lot of TLC together with a new boiler. The new boiler replacement would be a non standard design for which the drawings are no longer available.

At this stage the Society invites members (or a group of members) who may have an interest in purchasing "Jupiter" in its current state to contact any of the following: Chairman, Secretary, Treasurer or Vice Chairman, with their proposals which would then be considered by Council.

Council are under no obligation to accept any proposal made.

A Marshall, Secretary, on behalf of Council

📖 Dates for your Diary 📖

Friday 7 Aug	8:00pm General Meeting Forum - Engineering Materials; HQ, Legion Way, Nth Finchley
Saturday 8 Aug	Invitation day (Apthorpe)
Monday 10 Aug	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 14 Aug	Loco Section BBQ at the track
Monday 17 Aug	Tyttenhanger Site Committee meeting; the coach Colney Heath
Friday 21 Aug	Deadline for copy to Editor for September News Sheet
Saturday 29 Aug	Birthday Party (Haines) Drivers and locos required
Friday 4 Sept	8:00pm General Meeting Peter Stern and the Marine Section; HQ, Legion Way, Nth Finchley
Saturday 5 Sept	Birthday Party (Mogg) Drivers and locos required
Saturday 12 Sept	Birthday Party (Ellerbyl) Drivers and locos required
Monday 14 Sept	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 Sept	Loco Section, Steaming Bay Project Update; HQ, Legion Way, North Finchley
Saturday 19 Sept	Mencap Drivers and locos required
Monday 21 Sept	Tyttenhanger Site Committee meeting; the coach Colney Heath
Monday 21 Sept	Deadline for copy to Editor for September News Sheet
25 - 27 Sept	St Albans DSME exhibition
Friday 2 Oct	8:00pm General Meeting Forum - On the Table; HQ, Legion Way, Nth Finchley
Saturday 10 Oct	Northolt visit (ref mike Ruffell)
Monday 12 Oct	8.00pm Council Meeting; HQ, Legion Way, North Finchley

Malden and District Society of Model Engineers Ltd have invited the NLSME to their open day to be held on October 10/11th. Visitors attending with a locomotive will get a free lunch and the tea pot will be on the go all day. An extensive 7 1/4" ground level track and 5" & 3 1/2" raised tracks are available. Members intending to visit are requested to contact the webmaster for details. On arrival members will need to register and produce a current boiler certificate.

Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.



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

