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The News Sheet

This Month...

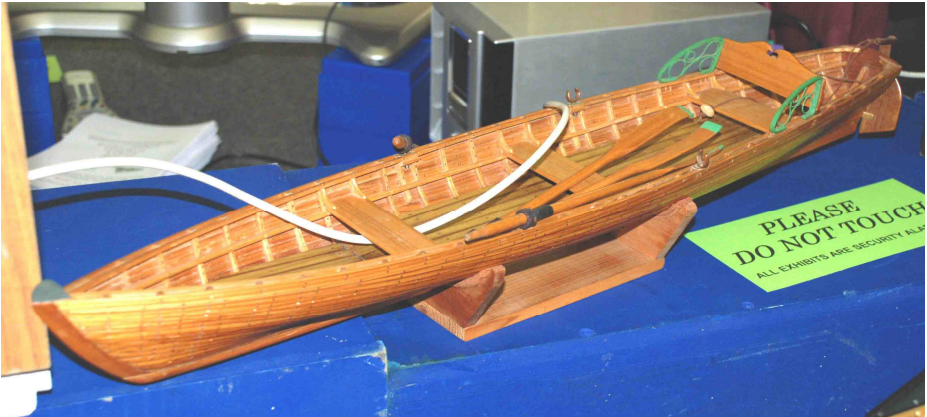
Garden Railway News & Notes (page 8)

Mike's Musings (page 10)

The London Model Engineering Exhibition (pages 12 and 18)

General Meetings Update (page 19)

For Sale (page 20)



Plus...

From the Chair (page 2), Treasurer's Report (page 3), Committee Meeting News (pages 4 and 21), Site Manager's Report (page 6), December General Meeting (page 6), December Loco Section Meeting (page 7), January Loco Section Meeting (page 11), GLR update (page 14), January General Meeting (page 15), Dates for Your Diary (page 23), Officers, Council Members and Section Leaders (page 24)

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From the Chair

May I wish all members of the Society a happy, active and productive New Year; already your officers and supporters have planned a considerable number of activities for you all to partake in. Come along and join us.

December and Christmas seem to be a long time ago, but I would like to take this opportunity to thank Mike Chrisp and Jean for their efforts in providing such a wonderful spread at the Christmas General Meeting on 7 December. Videos, particularly of the railway at Alexandra Palace, were on show, but it was difficult to hear the commentary due to the general hubbub of conversations. It was a very pleasant informal social evening.

Unfortunately, I was not able to be present at the Christmas 'do' organised by Tony Dunbar and Margo on Wednesday, 12 December, but reports indicate that it too was well supported and enjoyed by all. My thanks to Tony and Margo for their efforts.

In the period between Christmas and the New Year, the HO Section was again active in having an Open Running Session on Saturday, 29 December. This started in the afternoon and extended until the early evening. Many friends and visitors, some from afar, enjoyed the hospitality offered by the HO lads. Thanks chaps.

Model engineering activities have already started and we were treated to a first class general meeting early in January, when Mike Chrisp presided over a series of films made by the Video Section of members' workshops. It was pleasing to note that most of the workshops viewed were as untidy as my own, but how does Mike manage to keep his so clean!! Our thanks to Dave Lawrence and Mike Dwyer.

The Council have had their first meeting of the year, and have decided that in the interests of safety there will not be a Society Halloween event this year. The last running day will therefore be Sunday, 26 October 2008.

Similarly, the Council has recommended that, as the Colney Heath site is so water logged, and that Easter is so early this year, the site should open on Sunday, 13 April. This will be discussed at the January TSC meeting.

With regard to the 'Safeguarding Vulnerable Groups Act 2006' mentioned in my last 'From the Chair', it is considered that as the Society does not carry out 'any form of teaching, training, or instruction of children', this Act does not apply to us. However, it is incumbent on the Society to have in place good 'Codes of Practice' to protect all members and their visitors.

Finally, may I congratulate all those hard working groups beavering away at

Colney Heath. The pond is drained and is being cleaned out, the Ground Level Railway is disappearing into the distance, whilst the raised track deviation already has the main sleeper supports in place. Others are working on a clear up programme in readiness for the spring. Well done to you all. I think that we have enjoyed one of the best winter working parties for years.

David Harris

Treasurer's Report

I would like to belatedly wish everybody a Happy New Year. We are pleased to welcome two new members to our Society:-
Daniel Procter,
Junior, Loco

Gregory Metcalf,
Gdn Rly. & Marine

Next month the Council will be discussing Subscriptions for the forthcoming year, and as I have mentioned in a past report I am more than happy to accept payment of subscriptions by a Standing Order arrangement. To make things easier, having a Standing Order form ready before next month's announcement will be a good move and help to spread the Membership Secretary's workload. Please contact me if you would like a S/O form sent to you.

The Society provides a telephone in the coach at Colney Heath site for **emergency** use. Recent telephone bills indicate that it has been used for non-emergency calls, including national calls and directory enquiries. The latter cost over 70p each and it would be appreciated if suitable coinage be put in the cashbox in the kitchen to reimburse the Society for such calls.

Finally, the Society has recently taken delivery of a new supply of NLSME Lapel Badges to the standard design. Anybody who has lost their existing one or just wishes to purchase a new one, please contact me; they are £2.50 each including post & packing.

Mike Foreman

Cover picture:

Among items shown on the North London SME stand was Dick Hall's attractive Thames skiff based on recollections from rowing on the Thames and a description by an elderly boat builder encountered in a Bosham pub. Dimensions were determined by the size of the drawing board available at the time! A purist might criticise the result but it is a delightful memento of happy times. **Photo/caption:** Mike Chrisp

Committee Meeting News I

Emergency Council Meeting, 26 November 2007

This Emergency Council Meeting had been called to discuss the roof of the Society's Finchley Headquarters. Damage caused by vandals had resulted in rain-water penetrating the building with consequent internal damage. The purpose of the meeting was to discuss the problem, agree a solution and plan a way ahead.

Damage had been caused by persons gaining access to the roof. The felt covering had been penetrated and lead flashing and guttering removed. A hole in the felt was located over the room housing the '00' Section layout. Removal of flashing had allowed rainwater to penetrate an upstand, damage roofing timbers and flood the old library. Rainwater had also entered the '00' layout. Photographs were shown of the area during its original construction.

Having identified two sources of leaks, it was proposed to replace the damaged chipboard with 18mm plywood, repair the upstand and re-felt as necessary. A felt covered fillet was proposed for the upstand in place of lead flashing.

It was reported that the building had been watertight for about five years and that most of the roof is solid. The damaged area above the '00' layout has been protected using temporary sheeting. The old library could not be made waterproof and the resultant damage is considerable.

It was suggested that Peter Funk should be asked to complete the repairs. Peter agreed that he could begin work on the roof in a few weeks' time. Tony Dunbar had prepared a Schedule of Work that had been copied to Peter and Mike Foreman. Pending any possible insurance claim it was noted that the police should be informed. Tony Dunbar agreed to do so accompanied by Dave Lawrence.

The small store room is protected with lead flashing. Two persons had been ejected from its roof. A rudimentary ladder, shelter and sleeping bags had been discovered on the roof and removed.

It was noted that the Society's lease on the Headquarters building awaits review. In view of this it was suggested that we may not wish to invest considerable sums on refurbishment but it was noted that we are obliged to maintain the building in a serviceable and weatherproof condition. Following discussion, it was suggested that we consider funding the repair from our own resources.

Mike Chrisp observed that we are particularly fortunate in having Tony's expertise to prepare a Schedule of Work and Peter's to complete the repair. It was agreed that

there is no conflict of interest in proposing Peter Funk to do the work. A quotation from Peter is awaited.

{For latest position see the report of the January Council meeting on page 21 of this issue. - Ed.}

Tyttenhanger Site Committee Meeting, 26 November 2007

The repairs to 'Butch' were discussed; a budget has been set aside for the repair. The Class 37, Jupiter and the Class 31 Electric locomotives are also in need of overhaul.

Raised track: Good progress is being made on building work for the deviation but no attempt has yet been made to break into the existing track. It is unlikely to be ready for the beginning of the 2008 running season unless more people work on it. Refurbishment of signalling is well in hand.

Ground Level Railway: Peter Funk had supplied 4 tonnes of MOT and purchased 500ft. of 2 x 2in. tanalised sleeper material for £30. Track construction is making good progress and no significant problems have been encountered.

Boating Lake: It was reported that work seems to be making good progress.

Garden Railway: A Chimenea has been purchased to keep the team warm.

Council meeting, 10 December 2007

Tony Dunbar and Les Dobbs (H0 Section) attended the Chingford SME presentation by Phoenix models. It was an excellent evening. It was suggested an invite be extended to Chingford members to attend our own forthcoming meetings.

Excerpts from the Vice Chairman's report:

I have been able to assist with the raised track deviation by calculating offsets to suit different track radii and preparing a graph. Les Brimson made a new radius gauge using this data and the deviation has been set out to everyone's satisfaction. Foundations have been dug and will be concreted at the earliest opportunity.

We were unable to support this year's Chronos Open Weekend with models but visited (24 November) and spent money. I was given three items for our general meetings raffles.

I visited St Pancras International (27 November) and was much impressed. I was also impressed with the newly refurbished London Transport Museum in Covent Garden. The most recent SoFed Committee meeting was held that same evening when Footman James and the SVGA were discussed. *(continued over page)*

It is interesting (but regrettable) to report no entries for the traditional SMEE Competition held 1 December. There were several items of work on the table and an enjoyable time was had by all at the SMEE Christmas Party. I was pleased to spend time talking with Neil Read – Technical Editor, Model Engineer magazine, who leaves the magazine at the end of December.

The December General Meeting by OMAH

Once again, Mike Chrisp had organised the December meeting to be a combination Christmas feast with entertainment. He had been at HQ since 5 o'clock setting out the goodies, (acknowledgements to Jean), which, as usual exceeded our needs. (As on previous occasions, the excess goodies appeared at the Sunday workparty, who made short work of them.) Mike had brought along a couple of DVD's, one on the Wood Green and Ally Pally Railway and an episode from 'Last of the Summer Wine' entitled "Full steam behind", shot on the Keighley & Worth Valley featuring L97. The entertainment being combined with consumption of nosh and assorted beverages, the evening was most successful.

Mike thanked us all for coming and David thanked Mike and Jean for the provisions and organisation. We showed our appreciation in the usual manner and departed into the night.

SITE MANAGER'S REPORT

This year's Winter Working Parties have seen three major projects being undertaken; the cleaning out of the pond, the extension of the ground level railway and the new deviation of the raised track. However, other essential activities have quietly been undertaken. The small shed adjacent to the lower station has been cleared out, and much of the dead fallen wood gathered up and burnt.

Quietly, and out of sight, Peter Brown has been beavering away repairing the tunnel shed. The door damaged by vandals has been repaired with new panels, the windows covered with marine ply and all will be painted. He tells me that he just needs to repair the roof to finish off the job. The shed and its surroundings need clearing out; maybe that job will be done too!! My thanks to Peter for his efforts.

There are still many jobs to be done but the rather wet weather this winter has tended to slow down some of our progress. Should it be decided to open to the public in mid April, then hopefully we shall be able to catch up with these jobs.

You are still welcome to join us. Jim makes a welcome cup of coffee (or tea) half way through the Sunday morning!

David Harris

The December Loco Section Meeting

By Mike Chrisp

The pleasure of running the meeting held Friday 21 December 2007 fell to your scribe. Previous Section Leader Adrian Reddish had retired and Chairman David Harris was otherwise committed. One important purpose of this meeting was to elect a new Section Leader. The only volunteer was Mike Ruffell who was also unable to be present owing to a prior commitment. Mike had written to David to apologise for his absence and subsequently authorised Mike Chrisp to read his letter to members present at the meeting.

He wrote that he believed members knew him well enough to decide whether he would "*be any good as their section leader*". He made it clear that he would be unable to attend working parties every Sunday; his attendance would be irregular. Except when holidays interfered, he anticipated attending all Tyttenhanger Site Committee meetings. He added "*On the face of it, if elected, it sounds that I will only be a part time leader, however I guess that part time is better than no leader, only time will tell.*"

The matter and the letter were discussed. It was generally felt that the Section Leader should have a clear overview of section activities and that this did not necessarily require attendance at all section activities. Mike Ruffell was proposed as Loco Section Leader by Derek Perham and seconded by Mick Avery. On a show of hands, Mike Ruffell was elected unopposed. Nineteen members were present. Adrian Reddish was then warmly thanked for his work as Section leader.

The meeting continued with Peter Davies who discussed ideas for the forthcoming Gala Weekend, and Ian Johnston who provided an update concerning the imminent Alexandra Palace model engineering event. Jim Robson brewed tea and there was a raffle for which several generous donations were gratefully received. Peter Funk spoke briefly about progress on the Ground Level Railway and the evening finished with a viewing of part of the BBC TV *Model World* programme first broadcast in 1972. The film showed NLSME members busy in the workshops at St. Albans College and running their locomotives at Colney Heath. Mike Chrisp augmented Bob Symes' broadcast commentary and identified those involved, many of whom had passed away during the intervening thirty-odd years.

The meeting closed at 10pm.



Garden News &

Above: the 9F looking resplendent at the steaming bay. Constructed from an Aster kit in just a week, which must be a speed record!

Below: the two Cardeans (one in Caledonian, the other in LMS livery), the County, Hall and 2-8-0 nestling together in the sidings make a beautiful picture - if only we could afford some of the photos in colour!



Photos by:

Patrick
O'Donnell,
Greg Metcalf,
Nick Rudoe

Enjoying the winter sunshine outside the coach - what, no bar-becue?!



Railway

Notes

Just a note to say that the Garden Railway Section is going from strength to strength and is well attended every Wednesday, with a further four people looking to join soon. So far this winter the weather has been very kind to us and we've barely missed a Wednesday. Typically we have a good mix of engines from all eras and regions, together with several trains of carriages and goods wagons. Today, 23rd January, nine locos were in steam: two Cardeans, a BR 4MT tank, a GW 2-8-0, a County, a Hall, a 9F, a 4F and a Caley 4-4-0; plus an American Diesel-Electric.

With anything between 8 and fourteen members present, lunchtimes are a jolly affair, with much ribbing going on and great camaraderie. In fact one could be forgiven for thinking that it's a luncheon club! Interspersed with the hilarity, a lot of useful technical advice and practical tips are passed on.

During the current cold weather the newly-assembled portable stove (aka 'Chimenea'; the name they use down Mexico way) has proved very popular; there seems to be a queue to stand next to it and warm one's nether regions. So much so that with everyone standing round it we've had to move it to the middle so that spectators don't get in the way of those who are steaming engines!

The layout is turning out to be a good all-weather track, with the gravel in the middle proving to be a god-send and no mud; our track is possibly one of the most successful and regularly-used Gauge One tracks in the country.

Finally, Bob Gamble, a garden railway member, has recently undergone an operation and on behalf of everyone in the Section we wish him well.

Malcolm Read & Nick Rudoe

Mike's Musings

(formerly known as Loco Section News)

As I know you all read our excellent tome from cover to cover you will be aware that Adrian Reddish has resigned from the post of Loco Section Leader. A job that he has been doing for some years.

What you all may not be aware of is that for some peculiar reason when asked if there were any volunteers for the job, my arm went up and on the 20th Dec I was elected to the vacant post.

The first thing that I would like to do is to thank the members present for their confidence in me, also to Adrian for his commitment and the hours and days of hard work that he has undertaken for the benefit of the Society and its members. Thanks Adrian.

All being well I shall publish the Stewards Rota for 2008 in the next issue of the Newsletter and the format will be the same. Like past section leaders I would ask you all to check the dates that I have allocated to you and if you are unavailable please try to swap with another member, but don't forget to let me know what is happening otherwise the Rota could get into a bit of a mess. Whilst fully appreciating that some of you will have prior commitments and holidays booked on the allocated dates, please remember that on the grounds of safety we can't open our gates to the public without your help. Last year some members took two or three turns as stewards, hopefully with your help this situation will not arise again this year.

One of the things that the section leader has to do is to organise the Friday evening meetings and as you can no doubt appreciate at the moment the cupboard is a bit bare. So if any of you have a particular theme that you would like to see featured, or if I'm lucky you may even have a pet speaker up your sleeve, then please let me know.

Section meeting Friday 15th February 8.00pm.

Peter Funk - 3rd ground level progress meeting to discuss the interaction between ground level and raised track.

Let's have a good turnout at this meeting as its very important that as many members of the section as possible have a chance to be updated and to express their opinions.

Finally may I wish you all the very best for 2008. Happy steaming.

Mike Ruffell
Loco Section Leader

The January Loco Section Meeting

By Roger Bell

Mike Ruffell, our new Section Leader, opened the meeting although there were only eleven of us; others were involved with the Model Engineering Exhibition at Alexandra Palace. Mike announced that it was suggested that we start the official running season later this year on the 13 April to allow the ground to dry out. If anyone wants to run they can, but the site will be closed to the public, and a sign to that effect will be put in place: 'Due to engineering works site closed to the public'. Having gauged the feeling Mike will put this proposal forward.

Mike Foreman has some club badges for sale.

The topic for the evening was a selection of videos taken by members. The first one was taken by Mike Ruffell at an event called 'Steam on the Met' in 2000. One sequence showed two trains running in the same direction alongside each other on adjacent tracks; each would take it in turn to pass at speed and then drop back to make another pass and so on with much power and steam. The other loco was Eastern region 61572; there were plenty of good shots from the footplate.

We watched a steam road roller being reversed into a narrow road. The very capable girl driver was working really hard spinning the steering wheel back and forth; the rear wheels had holes in them for taking ice spikes, which would be fitted from the outside and secured with a pin on the inside of the rim. Asphalt was then laid across a yard, our capable driver spreading it with a shovel, whilst the roller laid it flat.

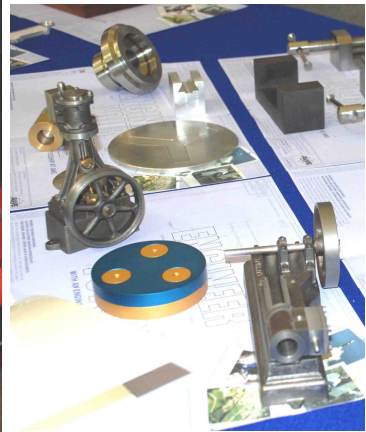
Mike Foreman's film was of the Wolsztyn celebration of the 100th operating year of the depot; this was 27 April to 3 May 2007. There were sixteen resident locos plus many visiting ones including one GWR loco.

The next rather dramatic film was from the West Coast Railway Company's Mallaig line to Fort William hauled by 75014 through some of the finest scenery in the country.

Finally back at the track, we watched boats on the pond from the visiting 'Toy Boat Association' while other visitors were enjoying the table top railway.



Displayed on the High Wycombe MEC Ltd. stand and built to a scale of one quarter full size using stock materials, this model of a Suffolk Iron Foundry court white liner is based on a prototype probably built around 1900. The remains of the prototype, shown in its restored form in the photograph behind the model, were unearthed during excavations for foundations for a house extension.



It was a real pleasure to find that I was encouraged to develop engineering at the Apprentice Academy. Accompanying work on display was of a very high quality. It was a pleasure to meet some of the young apprentices about their apprenticeships.

The London Model Engineering Exhibition

18th - 20th January

Text by Ian

Photos and captions by

‘Ee Ba Gum thet were a right grand do thet were’, were the words uttered by one of our North Country colleagues when he lurched out of Alexander Palace on Sunday afternoon. And I would add that the NLSME stand was one of the jewels that made it ‘right grand’. It was our club member’s contributions, both in models and help that made the stand ‘right grand’.

The quality of the models was superb and the variation from all sections of the club well represented. The stand just showed what the club stands for and what it does as a Club. The arrangement of the stand was well balanced with 7 ¼” locomotives flanking the ends. The centre pieces of 5, 3½” and 2½” locomotives just set the show off. It would be invidious of me to mention any model in particular as the superb model makers’ skills were represented from all sections of our



...t young men and women are being
...ing skills and expertise in the AWE
...nied by excellent portfolios, the
...igh standard. It was also a pleas-
...sters who spoke with enthusiasm

Model Engineering Competition

January 2008

by John Johnston

written by Mike Chrisp



An interesting variety of models was presented by the West London Meccano Guild which is affiliated to the International Society of Meccanomen. This walking dragline excavator seems to have captured the imagination of a young visitor and it is probably true to say that many of the model engineers visiting Alexandra Palace were introduced to model making through ownership of Meccano. Your editor is one; as a child he had a small Meccano collection, but having progressed to adulthood augmented his collection and built a model of the same Ransomes and Rapier dragline, the W1400.

wonderfully diverse club. I mean diverse in all respects not just the models but in the members. They come from all walks of life and are

all of very diverse personalities and now seem to be gelling into one homogeneously cooperative Club.

Whenever I visited the stand there were always at least three members ready to welcome visitors and to answer their questions with all the helpfulness that you would expect a North Londoner to dispense.

Well done NLSME.

G.L.R NEWS UPDATE

Happy new year to all

A most wonderful thing has occurred for the benefit of the society in general and the G.L.R project in particular. I am pleased to announce that one of our longstanding and well-respected members, has presented me with a five hundred pound donation to help the G.L. Railway construction. Following discussions with our treasurer, it was considered and decided that this and other donations received toward the G.L Railway should be kept in a separate fund within the society accounts, as are the C Rylatt and Tyttenhanger funds. This year's society accounts will therefore include a G.L.R NEW PROJECTS FUND overseen by the club Treasurer and drawn upon by the Ground Level Section. This is in addition to other Society funding of the project.

This fund has now been boosted by a further donation of £200 from yet another well respected member. I thank both members for their generous donations and belief in our project. Perhaps you are thinking 'I could do that'; well.....please do!!! Feel free to give to me or Mike Treasurer contributions with any specific instructions as how you wish it to be spent, toward rolling stock, signals etc. I will do my utmost to see this project go down the right TRACK to the advantage of us all.

Work at the track continues at a blistering pace; the last of eight straight panels has been made and laid. We now intend to work both rail heads together alternating between rolling curves and trenching so as to minimise waiting time on finishing panels and laying them, this will allow us to know where the next one starts. The crew that I am privileged to be working with seem to have picked up the pace of their own accord, and I seldom have to get the whip out these days. The food on Saturdays has become even more of a pleasure to get cold and wet for, although there are mutterings that Marian (my boss) hasn't yet supplied us with one of her cakes; to this end I plucked up courage and approached her who must be obeyed. I got this reply and I quote; "you haven't got a cake because you have all eaten too much over Christmas and are all on a diet". I was going to argue the point and explain that Peter Mac hasn't got fat over Christmas and needs bulking up so as to work even harder, but thought better of it - when on testing the scales, the needle bent (can't think why). I'm sure we will get a plum and cream sponge as soon as I work out how to straighten it?

The February loco section meeting will combine with the third G.L.R meeting, and the intention is to discuss the interaction between the elevated and ground level.

Please come along and raise any issues and ideas you may have to enable us to make positive and informed decisions on the next steps to take in the development of our railways.

Last but not least I must congratulate the CINE SECTION for putting on a most enjoyable evening at the general meeting 4th January 2008; the clubhouse was packed and everyone I spoke to said how much they had enjoyed the evening. This outbreak of happiness seemed to spill over to the next Sunday's working party at the track where many members were still talking and laughing about Friday's antics. Let's hope that the hard work put in behind the scenes will continue to be appreciated by all and maybe carry over to the summer gala event, hopefully to include the official opening of the completed G.L. loop.

As ever in the muck

The January General Meeting by OMAH Mk 2

It was a cold and miserable Friday night as OMAH Mk 2 trudged through the deserted streets collar turned up, shoulders hunched against the wind and rain. 'Be lucky if we get more than a couple of diehards at the meeting tonight' he muttered to himself as he approached the headquarters of the NLSME.

The creaky door was prized open and much to his amazement he was not alone at Headquarters at all; basking in the red warm glow of wall heaters a large merry crowd of welcoming fellow model engineers was assembled ready to enjoy the first meeting of 2008. They had rather like the Three Kings travelled great distances to be present and counted. Only there weren't three Kings there were at least thirty of them and they weren't all called King.

The hubbub soon settled after a joyous 'Happy New Year' from their own Mike Chrisp, Chairman David Harris and the new Loco Section Leader Mike Ruffell. A couple of parish notices were given out which went right over your correspondent's head and then the real business of the evening commenced.

Dave Lawrence was introduced (he really needed no introduction as he was well known in the field of experimental model engineering). However his role on Friday was that of presenter of a *Hole in the Wall* documentary about fellow model engineers' workshops. He wanted to let the Club know that there were other miserable gits about or perhaps spread the word that there is a world of opportunity and enjoyment out there in their sheds for the taking. Not by the scrap dealer they hoped!

Dave and the technical team headed by Mike Dwyer steamed out into the unknown for a good bit of filming in the wider North London Area. A good teaching maxim was 'from the known to the unknown' and so true to that tradition, Dave L. himself was the first victim; a form of masochism they supposed. He let the gathering see his very adequate workshop with his experimental boiler and working steam engine. The voyeurs also saw his electric bi-plane made out of MacDonald's polystyrene boxes with at least half an hour's flying in it and the capability of carrying a small digital camera under the body. So, members who are contemplating a bit of hanky panky on Colney Heath Common this summer better watch out or at least look up into the sky and see if Dave's plane is snooping overhead! Dave's son's workshop got the treatment next when the meeting saw the superb boats he was making. The team then had a cup of tea.

Next on the list was Ian Johnston. The team had a problem in gaining entry because the occupant of the house mistook them for Jehovah's Witnesses but were given a right royal welcome once their credentials had been scrutinised. They saw his first lathe, a Peatol lathe, recommended to him by Dr Peter Clark, a Zyto lathe, a Kerry lathe and a Micron milling machine. They thought that Ian was a bit of a poser and suspected that he had hired the gear just to impress the team just like George Case did when he won the 'Best Station Award' by 'borrowing' flowers from the Crews Hill Nurseries. The team thanked Ian then had a cup of tea.

Next victim was the financial adviser Mike Foreman. The Club saw film of his workshop constructed of timber from Oakleigh Park Station. Today's commuters still can't understand where their roof went and why the station is so short. Machinery showpieces were a *Boxford ME70* used from new after collection from the Halifax factory in the back of a car and a *Fobco* drilling machine. *Enterprise* showed herself (a Gresley B3) being excellently refurbished and they all saw that *Rob Roy* was alive and well after her travels all over the continent. The team thanked Mike then had a cup of tea.

It was time for a break and the assembled group at headquarters had small but perfectly formed cups of tea skillfully prepared by Ron Thorogood. They partook of the raffle, during which a veritable cornucopia of prizes was won by lucky ticket holders.

The next brave man was Peter Funk; his garden was admired by the team. Peter's workshop was also admired; especially an immaculate *Boley* lathe and the imaginative work Peter had carried out restoring a massive drilling machine to 'new' condition. Peter's model work was also admired. A good start had been made on a 7¼ in American style locomotive and the traction engine wheels made from redundant gas cylinders had to be seen to be believed. The assembled throng wondered how he found time to 'do' model engineering at all, bearing in mind his very deep involvement with the ground level site at Colney Heath. The team

thanked Peter then had a cup of tea.

The production team were the guests of Bert Mead. He showed the crowd just what can be done with a hand drill and a rickety old *Myford*. Bert must number among the very best of model engineers in the world and the Club was humbled to see what he could achieve in that workshop. Bert is well into his nineties and with true pragmatism he has taken up the manufacture of gauge one rolling stock, (built perfectly of course). The astute interviewer Dave noticed some drawers under the bench. Remarking on them they turned out to be the first pair of drawers he and his wife possessed when they got married many years ago; not of the war utility design when they ran out of linen you understand but substantial furniture. Bert had only cut the legs off his first dressing table and chest of drawers to use as a very useful base for the work bench and a handy store for lathe accessories; can you beat that? The team thanked Bert then had a cup of tea.

It was a trip into the countryside to see the next workshop; that of Tony Dunbar. Again the garden was admired and then the workshop viewed. Tony has gone to the heavy extreme. His locomotives were a *9F* in a fairly advance state of construction and of course his *Britannia* which is seen and admired 'up at the track' frequently during the summer. Some rugged machinery was viewed made by that well established firm of Warco. The team thanked Tony then had a cup of tea.

To round the evening off, the willing team again went out of town, this time to visit Mike Chrisp. His superb workshop was seen without a hair out of place. The equipment was all in pristine condition. Models of the *Titfield Thunderbolt* in 5" and 3½" were much admired and the motivation for their progress and future completion understood. A great similarity with Dr Peter Clark's workshop was noted which is almost where the team came in because it was Dr Peter Clark's workshop that stimulated one of the first contestant's workshops, that of Ian Johnston.

As the team left the workshop they saw a notice on the wall reading as follows:-

*God put me on this Earth
To complete a certain number of projects,
Right now I'm so far behind,
I will never die!*

OMAH II thought that very apt after the *fly on the wall* view of member's workshops and their models. The team thanked Mike then retired for a well-earned cup of tea and perhaps for a well-earned visit to the Gents!

The meeting finished precisely at ten when the happy band of model engineers burst out into the night air to retire to local hostelry for a little more than a cup of tea.

Ian Johnston

More pictures from the London ME Exhibition

Photos and captions by Mike Chrisp



Displayed on the High Wycombe MEC Ltd. stand and built to a scale of one quarter full size using stock materials, the prototype for this model of a Green's 10in. 'Silens Messor' lawn mower was probably built around 1900. The prototype is shown in its restored form in the photograph behind the model and featured a chain drive at a time when all the opposition equipment was gear driven.

This 3½in. gauge Class 37 diesel locomotive was featured on the Ickenham DSME stand. Built from photographs and details of the prototype, this scratch-built miniature is powered by a 100cc straight four-cylinder petrol engine to the builder's own design. All six axles are driven through bevel gears from the main drive shaft.



GENERAL MEETINGS – FORTHCOMING PROGRAMME

Our General Meetings are normally held 8–10pm at our Legion Way Headquarters in North Finchley unless stated otherwise. We usually have a raffle – thanks to Peter Davies (donations of suitable prizes appreciated), and refreshments around 9pm - thanks to Ron Thorogood. All profits from meetings go directly to club funds.

We can seat about fifty in our meeting hall. All members are particularly welcome when we have special Guest Speakers and we are always pleased to see members' friends and family at any of our General Meetings. Please call me if you have an idea for a meeting, or if you would like to enlighten and / or entertain your fellow members. On the other hand, please also let me know if I schedule regular meetings that you don't much like. I am very keen to see more folk at our General Meetings and look forward to your company.

LOOKING AHEAD - UPDATE

Please note that the Annual General Meeting will take place on Friday evening 23 May 2008 to allow sufficient time for the Society's accounts to be prepared, audited and circulated beforehand. In accordance with the normal timetable the May General Meeting will take place on 2 May 2008, the topic for which has yet to be arranged. Suggestions and/or volunteers welcome!

1 February 2008	Forum: Workshop Topics
7 March 2008	Frank Banfield: Archive 16mm Films
4 April 2008	Keith Hale (CuP Alloys): Silver Soldering
2 May 2008	Meeting
23 May 2008	Annual General Meeting

1 FEBRUARY 2008 – FORUM: WORKSHOP TOPICS

Following our traditional forum format, this evening provides an opportunity to discuss workshop matters of relevance and interest to model engineers and as raised by those present. Bring along your workshop problems – someone's bound to come up with at least one solution! We like Hints and Tips, too.

7 MARCH 2008 – FRANK BANFIELD: ARCHIVE FILM EVENING

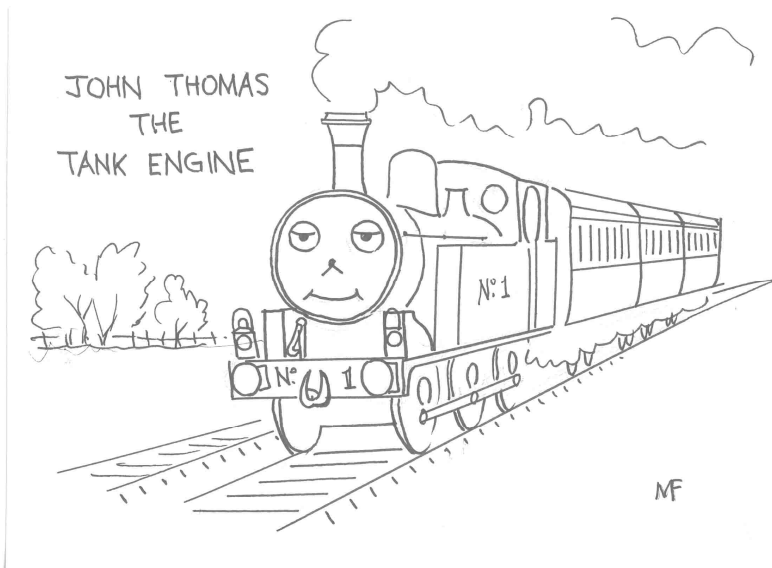
Several years have elapsed since we welcomed Frank Banfield to Finchley with his 16mm film projector and a selection from his extensive and varied collection of archive films. It's high time we repeated the pleasure - tonight's the night!

(Continued over page.....)

4 APRIL 2008 – KEITH HALE (CuP Alloys): SILVER SOLDERING

Many model engineers use silver bearing alloys to join assemblies during the creation of their model. The success of the result depends upon the use of appropriate materials and correct techniques. An acknowledged authority on the subject, Keith Hale has agreed to share some of his expertise with us. He will have travelled a long way to spend the evening with us at Finchley so I hope we can fill our meeting room with members and friends for his presentation.

Mike Chrisp



FOR SALE

A Gauge One kit from Barrett Engineering in 12 instalments (3 received so far) for a GWR 47 Class 2-8-0. I've had to give up as old age is finally catching up with me!

Anyone interested please contact Bert Mead,

Committee Meeting News II

Council meeting, 14 January 2008

Damage to HQ: Council voted that work to repair the leaking roof should proceed without an insurance claim and Peter Funk was asked to make estimates and then continue if the estimate was in the Council's opinion favourable. British Legion members will write to the Police with regard to the graffiti and whether patrols could take place, but as the gates to the area are usually locked patrolling may be impracticable.

It was recommended that the start of the running season should be 13 April to give the land a little time to recover. The last running day will be 26 October. This will be discussed at the next TSC Meeting.

Brian Apthorpe's private club invitation running day will be on 9 August . An invitation running day for Chingford, Chelmsford and Fareham Clubs will be 21 June.

The Council recommended that there should be no Halloween party this year; however next year 2009 there may be a Halloween Party for members and family friends only.

Legislation: The Safeguarding Vulnerable Groups Act was discussed. It was agreed to wait and see what Southern Federation promote at their next meeting. The consensus was that there was not a lot to worry about as the Society does not teach or instruct or congregate with youngsters or disabled groups on an organised basis. Vulnerable folk were only seen irregularly and this fact precluded the Society members from having to obtain formal certification; however it did not absolve the Society from a duty of care when vulnerable persons were on the Society sites.

Gala weekend, 28 and 29 July. The Society President would be invited to open the event and to open the extension of the ground level railway.

In response to a question about the level of subscriptions next year, the Treasurer replied that they would stay at their present level.

It was agreed that the Society will apply to '*Funds for All*' to obtain a grant to put a 'loop' in Headquarters for the hard of hearing.

Date of next meeting.: 11 February 2008

Chuckle Corner

How to deal with the Police if stopped for speeding

A Policeman pulls a driver over for speeding and has the following exchange:

Policeman: May I see your driver's licence?

Driver: I don't have one. I was banned when I got my 15th penalty point.

Policeman: May I see your owner's log book for the car?

Driver: It's not my car. I stole it.

Policeman: The car is stolen?

Driver: That's right. But come to think of it I saw the owner's log book in the glove box when I was putting my gun in there.

Policeman: There's a gun in the glove box?

Driver: Yes officer. That's where I put it after I shot and killed the woman who owns this car and stuffed her in the boot.

Policeman: There's a BODY in the BOOT?!?!?

Driver: Yes Officer.

Hearing this the policeman immediately calls his sergeant for back up. The car is quickly surrounded by armed police and the sergeant approaches the driver to handle the tense situation.

Sergeant: Sir, May I see your licence?

Driver: Of course, here it is. - It was valid.

Sergeant: Who owns this car?

Driver: It's mine officer. Here's the log book. -The driver owned the car.

Sergeant: Could you slowly open your glove box so I can see if there's a gun in it?

Driver: Yes officer, but there's no gun in it. - Sure enough there was nothing in the glove box.

Sergeant: Would you mind opening your boot? I was told there's a body in it.

Driver: No problem. - Boot is opened, no body.

Sergeant: I don't understand it. The officer who stopped you said you told him you didn't have a licence, stole the car, had a gun in the glove box and that there was a dead body in the boot.

Driver: Really? That's incredible! And I bet the lying B*****D told you I was speeding as well!

Mother Superior called all the nuns together and said to them, "I must tell you all something. We have a case of gonorrhoea in the convent."

"Thank God," said an elderly nun at the back. "I'm so tired of Chardonnay."

📖 Dates for your Diary 📖

Friday 1 February	8.00pm General Meeting; Forum: workshop topics; HQ, Legion Way, North Finchley
Monday 11 February	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 15 February	8.00pm Loco Section meeting; 3rd GLR progress meeting & interaction with the raised track; HQ, Legion Way, N Finchley
Friday 22 February	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Friday 22 February	<i>Deadline for copy to Editor for March News Sheet</i>
Monday 25 February	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, Colney Heath
Friday 7 March	8.00pm General Meeting; Archive 16mm films; HQ, Legion Way, North Finchley
Monday 10 March	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 21 March	8.00pm Loco Section meeting; programme tba; HQ, Legion Way, N Finchley
Friday 21 March	<i>Deadline for copy to Editor for April News Sheet</i>
Monday 24 March	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, Colney Heath
Friday 28 March	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Friday 4 April	8.00pm General Meeting; Keith Hale on silver soldering; HQ, Legion Way, North Finchley
Sunday 13 April	First public running day at Colney Heath (to be confirmed)
Monday 14 April	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 April	8.00pm Loco Section meeting; programme tba; HQ, Legion Way, N Finchley
Friday 18 April	<i>Deadline for copy to Editor for May News Sheet</i>
Friday 25 April	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Monday 28 April	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, Colney Heath
Friday 2 May	8.00pm General Meeting; programme tba; HQ, Legion Way, North Finchley



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.