



The News Sheet

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The Chairman's Notes

June has flown by, with the Society active at HQ, Colney Heath and at outside events. Starting at HQ members have been active in their normal weekly activities, but have also found time to do work which most of us, myself included, would not have noticed, they have been doing the normal gardening around the HQ building. This is a good job done, but it has also alerted us to some issues of maintenance to the building that hopefully can be carried out before it becomes a major issue with respect to the railway affected by the problem.

At Colney Heath members from Chingford, Colchester and Fareham Societies have spent a Saturday in the sun running on our challenging track and everyone involved had a fantastic day. Colney Heath has also played host to a group of model Submariners with an interesting array of models and another day of lovely sunshine to enable another enjoyable day for all those present.

Shortly after the Newssheet deadline Colney Heath will also play host to the annual North American Section visit and I hope that everyone has a good day.

Away from the Society sites the Stationary steam section have been very active with members attending in no particular order the Leighton Buzzard Bypass Rally, Enfield Gunpowder Mills, Redbourn Museum and Whitwell Rally with Timothy Watson making his first appearance as a North London SME Member at this rally.

The Fetes and Fairs Section have also been out this month; they attended the Leighton Buzzard Bypass Rally giving

rides to the public and generally drumming up interest for our hobby.

Well done to everybody involved in all these activities and those that I have not mentioned; the Society would not be the place that it is without your input.

14th July EGM

Elsewhere in the Newssheet you will find the topics that will be discussed at the forthcoming EGM; these include the Council's proposal for amending Rule 4 of the Constitution as well as the Council's proposal for the subscription rates for the year 2007/08. Also included is the members' petition proposal submitted to the Society during the May 2006 EGM.

Also at this meeting we will be attempting to fill the vacancies left within the Council following the AGM in May; currently Mike Chrisp has agreed to become the Society's Vice-Chairman and Mick Avery has been co-opted onto the Council to take Mike's place as a Council member. I hope that these appointments will be acceptable to everybody otherwise Mike is happy to continue as a Council Member as he was elected in May.

As yet we have not received a nomination for the position of Secretary.

Child Protection Policy

Before I finish off my Chairman's Note I have been asked to mention the Child Protection Policy document, which went out with the June 2006 News Sheet without explanation.

This document is derived from the example discussed and distributed by the Southern Federation of Model Engineering Societies, with the version sent out last month having been discussed at Council. The guidelines set out in this policy document should be adhered to as we live in times where the safety of children is rightly taken seriously.

A member before taking part in any activity associated with the Society should have read and familiarised themselves with this policy. Knowing these simple

points can help to avoid any misunderstanding that could arise following your actions.

And finally...

Congratulations to James Brimson upon obtaining a 1st Class in his Masters Degree in Civil Engineering. James, perhaps you can help out your Dad with his favourite task of building bridges!

Have a good month!

Donal Corcoran

Treasurer's Report

Hopefully the subscription debate will come to an end on 14th July at the EGM. We have proposals from the membership and those put forward by the council to discuss. Also if you can come up with a well thought-out idea between now and then, then I don't see why we can't discuss that too. We will also set subscription rates for the year 2007-08 at this meeting. The details are printed elsewhere in this issue so I won't go into them here.

We have 4 new members to welcome into the Society this month:

Bexfield, Paul,
L

Guerrier, Tony,
L, GR

Gibbs, Michael
L, GE, GR

Watson, Timothy
SS

And now for the really boring bit....If you have paid your subs then you can skip this bit and move on to an interesting article printed elsewhere in the News Sheet.

The time to have paid your subs is now well overdue but still a few absent-minded members have yet to renew. The

Cover picture:

New star performer this year: Mike Foreman's V3 on a wet birthday party on 6 May .

Photo: Owen Chapman

constitution states that on the 30th of June I will be writing to you to remind you and give you notice to pay within 21 days or you will cease to be a member. So unless you get your subs in soon this will be the last News Sheet you will receive, so please pay now to avoid me having to write to you!

Kieran Corcoran

Notice of the Agenda for the EGM on 14 July 2006

As announced in last month's News Sheet the Society has called an Extraordinary General Meeting (EGM) for the 14th July 2006. The EGM will discuss and decide upon amendments proposed to the Society's Constitution, Rule 4; also on the agenda for the EGM will be setting the subscription rates for the year 2007/08 as well as filling the vacancies within the Council.

Rule 4 of the Society's Constitution currently reads as follows:

An annual subscription is payable. The rate of such annual subscription shall be as recommended by the Council and subsequently agreed in General Meeting from time to time. A reduced subscription shall be payable by members under the age of eighteen years (hereinafter called "Junior Members") or still in continuous full-time education and members upon attaining the age of 65 years.

A registration fee as recommended by Council and subsequently agreed in General Meeting from time to time to be paid by new members to cover administration expenses and include a Society badge.

The Council has received a request from the following members (K.Bartlam, F.Hills, J.Edwards, R.Price, D.Perham, D.Franklin, G.Case, M.Cummins, P.Lancaster, D.Eldridge, R.Todd, J.Riches, W.Ellerby, M.Collingwood, P.Precious, P.Prior, J.Amass, J.Winson, B.Apthorpe, K.Hughes, R.Piper, J.Mills, R.James, N.Griffiths, D.Foster and R. Thorogood.) to replace the current Rule 4 with the following:

An annual subscription is payable. The rate of such annual subscription shall be as recommended by the Council and subsequently agreed in General Meeting from time to time. A reduced subscription of one quarter of the annual subscription (to the nearest round number of pounds) shall be payable by members under the age of eighteen years (hereinafter called 'Junior Members'), or still in continuous full-time education. A reduced subscription of three quarters of the annual subscription (to the nearest round number of pounds) shall be payable by members upon attaining the age of 65 years.

The Society Council proposes to amend Rule 4 as follows:

An annual subscription is payable. The rate(s) of such annual subscription(s) shall be as recommended by the Council and subsequently agreed in General Meeting from time to time. A registration fee as recommended by Council and subsequently agreed in General Meeting from time to time to be paid by new members to cover administration expenses and include a Society badge.

The second part of the EGM will deal with the subscription rates for the forthcoming year 2007/08; the Council has decided to put forward two proposals for discussion at the meeting.

These two proposals are as follows:-

Proposal One

The subscriptions will remain the same as the current financial year (2006/07) with the same concession rates as were available this year.

Full Membership - £52

Country Membership - £20

Young Person/Student Membership - £6 or £1 per year of age (i.e. 16 years old = £16)

Proposal Two

Full subscription will remain the same; a concession rate (a reduction of 10% on the Full Membership to the nearest whole pound) will be introduced for Senior Citizens who have paid Full subscription rate for a period of five years; with the remaining concessions staying the same.

Therefore the subscription rates for the year 2006/07 would be as follows:

Full Membership - £52

Senior Citizens - £47 (available after paying Full Membership rate for a period of five years)

Country Membership - £20

Young Person/Student Membership - £6 or £1 per year of age (i.e. 16 years old = £16)

We look forward to your participation at this meeting.

The Council

Information Received by the Society

The Society has received notification that Blackgates Engineering is moving to new premises as from 5 June 2006:-

Blackgates Engineering, Unit 1 Victory Court, Flagship Square, Shaw Cross Business Park, Dewsbury WF12 7HT Tel: 01924 466000

The Society has received details from Doncaster and District MES of their public running days.

The Society has received an invitation to:

- 1 City of Oxford SME Open Weekend 22/23 July.
2. Frimley and Ascot Locomotive Club Open Days 11/12 August
3. Reading Society of ME Open Weekend 18/19/20 August.
4. G Scale Society (Kent Group) Model Railway Exhibition on Saturday, 15 July at Faversham.

and a copy of the Southern Federation News (June).

The Society has also received an invitation to have a club stand at the London Model Engineering Exhibition at Alexandra Palace on 19-21 January 2007.

All these details will be posted in the coach at Colney Heath.

The Chelmsford, Chingford, and Fareham Club Day hosted by Mike Chrisp and David Harris was most successful. The sun shone and on a brilliant summer's day, Colney Heath was at its best. Our thanks to Mike and Jean Chrisp, David, Jeanette, and Judith Harris, Rita and Ron Thorogood, and Mike Avery for all their hard work throughout the day. Well done.

Note from the Editor

“Has the Editor gone mad? Why have I received a News Sheet in A5 format? What in ****’s name is going on?!”

Relax, everything is under control, I think. In its infinite wisdom (ie to con its users out of more dosh) The Royal Mail has decided that with effect from 21 August this year postage rates for letters will reflect the size, weight and thickness of the item involved. Royal Mail call this “Pricing in Proportion”. What it means is that a “Letter” will be defined

as A5 size, 5mm in thickness and up to 100gm in weight, and will cost 32p (the current first class rate) or 23p (second class). Royal Mail say that these prices formerly applied to letters up to only 60gm, so “there is a price reduction here”. Royal Mail now defines a “Large Letter” as A4 size, up to 25mm in thickness and up to 750gm in weight, and has imposed a sliding scale with break-points at 100, 250, 500 and 750 grams; for large letters up to 100gm the prices are 44p and 37p for first and second class respec-

tively. It doesn't require a degree in rocket science to work out that if the Society takes no action regarding the News Sheet, ie maintains it as an A4 format publication, our postage costs will escalate considerably. Therefore, back in February your Council approached me and Robert Oldfield (whose business is responsible for enveloping the News Sheet each month and consigning the copies to the Royal Mail), and jointly consulted us as to how we should deal with the pricing changes. I produced a mock-up of the Feb News Sheet in A5 format, and the Council unanimously agreed that this was the preferred option. Rather than leaving the change to the last possible date, I decided to implement the move to A5 with the

July issue; the result is in your hands!

Given that I am writing this before completing the entire issue, I am expecting that there may be some aspects that could be improved. For example:-

- Do members prefer two columns per page, one per page, or the mixture of both that I have designed into this issue?
- Are folk happy with the size of the photos?
- Any other suggestions? - constructive, please!

If you have views, please let me know by phone, letter or email; my details are on the back cover.

Nick Rudoe

Examination and Testing of Miniature Steam Boilers

The season is now underway and the Society's Boiler Testers have now completed several boiler tests. Following these tests it has become apparent that some members required clarification on some points of the new boiler testing regulations.

The main point that requires clarification is the duration the new certificates. As far as the Hydraulic test certificate is concerned this depends on the type of material that the boiler is made of:

Copper Boiler Hydraulic Certificates

Hydraulic certificates for a copper boiler last for a maximum of FOUR years; this period of time can be reduced at the discretion of the Boiler Tester.

Steel Boiler Hydraulic Certificates

On a new unused steel boiler the first hydraulic certificate lasts for a maximum of FOUR years, any further hydraulic certificates last for a maximum of TWO years; these periods of time can be reduced at the discretion of the Boiler Tester.

Steam Test Certificates

Steam test now occur at a maximum interval of 14 months but do not last beyond the length of the boiler's hydraulic certificate; this means that a copper boiler can be tested on three occasions at 14 month intervals. However the last steam test certificate can and will only last for 6 months unless a new hydraulic test is completed.

Following the initial steel boiler hydraulic examination the boiler can be tested on three occasions at 14 month intervals; however the last steam test certificate can and will only last for 6 months unless a new hydraulic test is completed. Upon a hydraulic retest a steel boiler can only have one 14 month steam test certificate before being issued a 10 month steam test certificate again unless a new hydraulic test is completed.

The Boiler Certificate

The main reason for revisiting the examination and testing of a boiler at this point is to clear up any confusion that may surround the new paperwork regarding your boiler test.

Following the successful completion of your first boiler test you will receive two paper certificates and one card certificate; this is a major change from the form of certificates issued under the old regulations. The card certificate is a similar form to the old card certificate that you would have been issued with, and it contains a little bit more information than the old certificate did, but while running at Colney Heath it will do exactly the same as the old certificate (proof of a valid boiler test).

The two paper certificates will be needed whenever you visit another Society (non-North London SME members will be required to show these when they visit our club). The first certificate is the hydraulic certificate and comes in a A4 format. Those of you who already have a new type valid hydraulic certificate will have seen that a portion of this certificate is retained by the Society; this slip is sent

to the Southern Federation of Model Engineering Societies where the details are stored as a record of issued certificates.

The second of the paper certificates is the steam certificate and is an A5 sheet; unlike the hydraulic certificate you receive the entire sheet, as no information needs to be sent away to the Southern Federation of Model Engineering Societies.

It cannot be stressed enough that all three of the pieces must be retained and especially when you are visiting other clubs and societies you will need to take all of the current certificate sheets with you.

Small Scale Boilers

As stated in the first article Garden Railway (among other) boilers cannot as yet be tested under these regulations. I have however received notification from the Southern Federation of Model Engineering Societies representative on the Boiler Test Code Group, that work is on going to rectify this problem. (Thanks very much to Mike Leahy for letting me know.)

A Reminder

Prior to presenting your boiler for examination you must measure its full water capacity in litres; this is because the new test procedure requires this information to be included on the certificate. All boilers must have at least two methods of providing the boiler with water (either by injector(s), axle-pump or hand-pump), and all fittings (such as water gauges and blowdowns) must be in full working order.

you telephone a Boiler Tester to book an appointment in advance.

Society Boiler Testers

Before everyone goes rushing up to Colney Heath for a boiler test please remember all the Society Boiler Testers are volunteers donating their time to test your models; we therefore request that

The June General Meeting by OMAH

Our speaker for the evening was Malcolm Stride, known to some as the Associate Editor of the Model Engineer magazine, also compiler of Club Chat. His subject was a history of the Brush Company and some of his experiences whilst working there. All nicely illustrated via computer program and projector.

Henry Hughes as the Anglo-American Light Corporation, building buses, trams, cars & saddletank locos, originally founded the Company in 1865. It became Brush Electrical in 1889 and the Falcon Works in Loughborough was established, engaged in constructing electrical machines and transformers, steam trams & locomotives, buses/cars and horse-drawn trams. In 1899 they introduced the 'Sprite' 0-4-0 loco; 1902 the 'Brushmobile car, trolley buses and electric trams; 1907 the first all metal bus; 1913 Brush "Ljungstrom" turbines, (made under licence from the Swedish company); 1915 aircraft repair and construction. These early aircraft included: Maurice Farman S7 'Longhorn' with a 70hp Renault engine with 'pusher' propeller, Avro 504C with 80hp Gnome

rotary engine and Short 184 seaplanes. Their involvement with the aircraft industry resumed during WW2 with HP Hampden fuselage repairs and the construction of deHavilland DH89 'Dominie', some 455 of which were



Production of Dominie aircraft in 1944

built (they were towed tail first to Derby Road airfield for test flying!) Other wartime construction included 'Lancaster' wings and RAF crash tenders. During the war they first got involved with diesel loco experiments when in 1940 they converted the 'Sprite' steam loco into a diesel electric loco (rather like the LMS and 1831, which was based on a 3F chassis), and in 1947 their first commercial diesel, an 0-6-0 shunter appeared. They continued with diesel loco devel-

opment, some of which were more successful than others, one of their best known being the Type 4 which became the BR Class 47.



Class 4 production during the heyday in the late 1960s

Malcolm joined the company as an apprentice in the sixties and moved through various areas before settling into the transformer area. He worked in Erection, Test, high voltage lab, Methods and Production Control. Brush had been noted for its transformers since the late 1890's. They came in all shapes and sizes but probably the most notable were the very large ones used in the electricity supply industry; there was a nice snap of two traction engines pulling a large transformer each c1900 and a low loader moving an even larger one in the 1980's. Power transformers must be reliable, otherwise there could be a loss of supply, which tends to make people peevish; also

they are expected to have a fair longevity, at least 25 years, since their installation is a fairly major event. To this end they are stringently tested, the main tests being heat run (short circuit at reduced voltage), Over Voltage (like a boiler test) and Impulse test (to simulate lightning strikes). The last of these could be quite exciting as it used impulse generators that could produce up to 3,600,000 volts. To obtain a large surge they used to charge up capacitors and then discharge them using spark gaps to simulate lightning under various conditions. When "fired" they made quite a bang, occasionally causing alarm on Loughborough station which backed onto part of the test area. The business is still in existence; it was bought by BTR in 1991 and sold to FKI Group in 1996. It is now known as FKI Energy Technology and still makes Rotating Machines, Transformers, Switchgear, Locomotives and power gear. A most interesting evening, my only regret being that I was unable to take notes in the darkness of the slide show and thus missed most of Malcolm's asides and anecdotes.



An aerial view of the Falcon works from around 1963

The June Loco Section Meeting by Roger Bell

The meeting was a talk with pictures by Ralph Copnall on British owned Argentine Railways. Ralph described himself as an enthusiastic amateur on all things to do with railways; his only claim was that he grew up with them. His maternal grandfather went to Argentina to work as a stationmaster and Ralph was born in Buenos Aires in 1934 and so saw the zenith of steam and its decline thereafter.

Railways came to Argentina in 1857 when the Argentine Great Western started a 13-mile line from Buenos Aires. The company had been established locally and employed two English engineers; Daniel Gowland came to England to purchase two steam locomotives of no specified gauge. He took advantage of the availability of two broad gauge (5ft 6ins) 0-4-0 saddle tank locos' from E B Wilson of Leeds that were intended for India. Having arrived the first six mile service began in August 1857.

The railways came before the towns so the towns grew up around the stations. Broad gauge was probably chosen as it was used in Brazil, Chile and Spain. The

line was eventually extended to Mendoza. The 205-mile stretch between Junin and Mackenna was claimed in 1930 to be one of the longest straight and level lines in the world. The station at Buenos Aires, Plaza Constitucion was built in 1930 as a temporary structure and still stands today; the land was reclaimed from the River Plate. During the period 1930 to 1933 the terminal had an annual movement of 40 million passengers and ranked second only to Liverpool Street with 76 million. The trains hauled up to ten coaches weighing 400 tons without passengers; most common was eight coaches.

The platforms were very low and to deter passengers from rushing across the tracks to get between platforms a fence was erected between the double track lines; this also prevented passengers getting off on the wrong side, and possibly in the path of another train. However many would step out of the carriage onto the top of the fence and jump down anyway. The platforms were staggered such that a stopped train would not block the level crossing roadway, the crossing being



8. Buenos Aires Great Southern Railway: Louras de Zamora suburban station 9.5 miles from Buenos Aires, Plaza Constitución terminus, looking south about 1926. Note the wire fence between the tracks to stop passengers alighting on the wrong side.

behind the train.

The track had equally staggered rail joints which despite trials elsewhere to the contrary, gave a superb smooth ride. Tapered rail joints were also used and found to be a slight improvement. Despite having broad gauge, the potential loading gauge was not taken full advantage of.

The locomotives were all built by firms such as Beyer Peacock, North British, Armstrong Whitworth, Hawthorn Leslie, The Vulcan Foundry, Robert Stephenson, to name a few. The basic engines were very British in outline although in general driving wheel diameters were smaller. There was one loco with a wheel diameter of 6' 8½"; an Atlantic built by North British in 1906, it was later converted to a Pacific in the local railway workshops and ran on the Buenos Aires & Pacific Railway.

Other differences to UK design were headlights, cow catchers and tilting buffers. The buffers would be tilted such that they would not hinder an animal caught by the catcher being thrown clear.

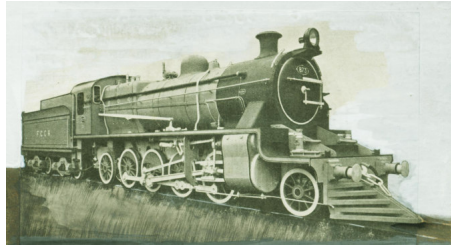
The coal was imported from South



Wales but after supply problems during the First World War many were converted to oil firing. However many locos were not and remained coal fired to the end.

One popular loco was an oil burning three cylinder 2-6-4T class 8E introduced in 1923 by the Buenos Aires Great Southern (BAGS as it was known by expatriate staff) for suburban services.

The most powerful non articulated steam loco was a 2-8-2 freight with 5' 7" drivers rated at 40,320 lb tractive effort. These were used in the Andean



foothills approaching Mendoza, were built in 1929, and one still survives.

Finally a mention must be made to Argentina's contribution to diesel electric traction. The BAGS CME Saccaggio train had a power car at each end with Sulzer diesels and Oerlikon generators with a power bogie on each carriage. This entered service in 1930 and continued until 1948.

Ralph then showed us photographs from the preservation scene, complete with an English style red cast telephone box.

As the meeting closed we thanked Ralph for coming along to talk to us and give us an insight into this far away place.

General Meetings Update

Unless otherwise stated, General Meetings are held at our Headquarters in Legion Way, North Finchley, 8 - 10pm. Ron Thorogood dons his chef's hat to provide welcome tea, coffee and biscuits at around 9pm for which our many thanks, Ron.

7 JULY 2006 – FORUM: SOLDERING, BRAZING AND WELDING

The joining of materials is a fascinating and sometimes challenging business. For many applications and for a variety of reasons, some model engineers consider a fabricated assembly to be superior to a casting.

The aims of this presentation are to review some of the available processes and, perhaps more importantly, to discuss and resolve any difficulties experienced by those present at the meeting. Our NLSME membership is rich in knowledge and expertise and this evening should provide a unique opportunity to tap into it.

4 AUGUST 2006 – AN EVENING AT TYTTENHANGER

Our now traditional summer General Meeting at our Tyttenhanger track site will be an opportunity to gather for an informal sociable evening with friends, family and colleagues. Few clubs or societies are blessed with the superb facilities we enjoy and an evening at the track site at this time of year can be very pleasant indeed. All are very welcome to play an active part in this gathering or to simply sit, chat and watch what's going on!

Hopefully some will wish to run their locomotives on the track(s) and others may choose to steam a traction engine or two. I very much hope to persuade one or two of our marine members to organise something of a suitable nature on our boating lake as well.

The barbecue will be lit, so feel free to bring something along to cook and enjoy. Most of us like to cook steaks, sausages and burgers, but why not try barbecued fish, or sweetcorn, or bananas? Mmmm! Tea and coffee will be available throughout the evening but if you want it, I'm afraid you'll have to bring your own alcohol.

1 SEPTEMBER 2006 – ON THE TABLE: WORK IN PROGRESS

What are you working on? With the busy days of summer largely behind us we have the happy prospect of lengthening evenings and time to spend in our workshops. This meeting provides an opportunity to show fellow members our current project(s) and to discuss any technical matters giving us cause for thought.

A few fortunate fellows will be invited to 'Show and Tell' during the evening, but please don't hesitate if **you** have something to bring to the meeting.

Mike Chrisp



Letters

MR. J. P. DALTON

11 June 2006



John is seen here at the regulator of his unusual locomotive. The prototype was one of only two used by LT for engineers' trains. (Photograph by Mike Chrisp)

Dear Mike,

Would you please convey to the Members of the North London Society a big thank you for opening up the site and track to the Chelmsford Society of Model Engineers and other clubs last Saturday. I would also like to thank you for arranging the day and the sunshine! We all had a great day out running, talking and sampling the array of food put on by the ladies of your Society, which was very welcome by all.

I would also like to thank you for the copy of the article and pictures that you wrote for last year's visit and will make sure they get seen and read by all who made the visit last year. It's just a shame they weren't published after all your efforts.

I hope we may be allowed to return at your convenience in the not too distant future.

Yours sincerely,
John Dalton



Letters

E.G. Millington,

To: N.L.S.M.E.,
News Sheet Editor.

8th June 2006

Re: Child Protection Policy

Dear Sir,

An admirable document for the protection of children, but another step forward to the 'nanny state'.

A lot of the information exceeds the bounds of children's and parent's protection. If the children are subjected to the normal risks in life, far from protecting them the parents are restricting the dangers we all have had to experience as well adjusted citizens of the future. I would suggest listening to the experts is about the last thing needed. If children are not exposed to some of the dangers, how are they going to cope when the parents are not around?

I used to run my loco at fetes and schools and the N.L.S.M.E. track most Sunday afternoons in the 60's and 70's and never caused or witnessed anyone being hurt; people were taking photos all the time without obscure sexual connotations. As regards parents lifting the children on and off the trucks, they are usually away as soon as the trains stop.

I think the whole policy is a waste of time and no excuse for a bit of plain common sense which seems to be very uncommon nowadays.

Yours sincerely,

	Track Steward Rota 2006			NO SHOW
Date	Senior Steward	Track Steward	Track Steward	Track Steward
16-Apr	Ron Price	Maurice Cummins	Graham Price	Steven Don
23-Apr	Nigel Griffiths	John Amos	Mark Braley	John Waldoock
30-Apr	David Harris	Adrian Newson	Derrick Franklin	Keith Ashman
07-May	Brian Aphorpe	Nicholas Bone*	David Jones	John Fitzgerald
14-May	Jack Edwards	David Spencer	Kevin Wilson	Adam Gorski
21-May	Grahame Ainge	Peter Foreman	Simon Pearson	Peter Brown*
28-May	Grahame Gardner	Peter Precious	Ian Johnston*	David Burman
04-Jun	Robert Oldfield	Frank Hills	Richard Castle	Michael Dear
11-Jun	Les Brimson	Roy Hall	Roger Brown	Jack Sanson
18-Jun	Keith Hughes		Victor Burgess	Philip Rowe
25-Jun	Jim Robson	Ian Buswell	John Riches	Richard Cross
02-Jul	Ian Johnston	David Snellgrove	John L Morgan	Naughton Morgan
09-Jul	Mike Avery	John Winson	Jonathan Avery	Nick Rudoe
16-Jul	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
23-Jul	Ian Clift	Peter Lancaster	John West	Bob Gamble
30-Jul	Keith Bartlam	John Cattle	Gerald Moore	Peter Fraser
06-Aug	Mike Chrisp	Ian Reddish	Alex Chapman	David Foster
13-Aug	Mike Ruffell	Brian Baker	David Marsden	Brian Kennedy
20-Aug	Mike Foreman	Alan Marshall	Peter Berkley	Mike Franklin
27-Aug	Donal Corcoran	Lawrence Steers	Philip Hyde	R. Thompson
03-Sep	Tony Dunbar	Colin Thomson	Geoffrey Eccles	Owen Chapman
10-Sep	Brendan Corcoran	Peter Davies	Peter Brown	Larry Cheeseman
17-Sep	Jim MacDonald	Chris Reynolds	Peter MacDonald	Peter Brewster
24-Sep	Adrian Reddish	Dick Payne	Nicholas Bone	Martin Ginger
01-Oct	Stephen Smith	Roger Bell	Paul Lacey	Barrie Davies
08-Oct	Kieran Corcoran	Gavin Lang	John Mills	Richard Hesketh
15-Oct	Chris Vousden	John Sandwell	Ron Todd	Malcolm Reid
22-Oct	Terry Baxter	Peter Weeks	Derek Smith	Derek Eldridge

NB: For any selected date/row, please read across both pages to obtain the names of all designated stewards.

Steward Rota

For us to carry out our “**Duty of Care**” for our members and visitors it is imperative that all Stewards turn up **or make alternative arrangement.**

There are a few changes and additions. A few more have agreed to a second duty, which is very much appreciated. For us to achieve a full six track stewards and two tea stewards each week a few more such volunteers will be needed to fill the spaces. Please pick an empty slot and let me know as soon as possible.

- 1 If you cannot attend on your allocated slot for whatever reason, **arrange a swap with another member. BUT PLEASE LET ME KNOW** so I can amend the published list.

				NO SHOW
Date	Track Steward	Track Steward	Tea Steward	Tea Steward
16-Apr	Jack Edwards*	Peter Weeks*	Ron Thorogood	Mrs Thorogood
23-Apr	John Shawe	Dick Payne*	David Metcalf	Mrs.Griffiths
30-Apr	William Mason	David Snellgrove*	R Lidzey	Mrs Harris
07-May			Merwyn Smith	Mrs Aphorpe
14-May	Reg Piper	Mike Foreman*	Robert Hatton	Raymond Goss
21-May	Jeremy Deans	Frank Hills*	Ray Smiles	
28-May	Mike Avery*	Jonathan Avery*	George Case	Mike Chrisp*
04-Jun	Geoffrey Bullock	John Sandwell*	Ron Thorogood*	Mrs Thorogood*
11-Jun	Arthur Rixon	Derek Eldridge*	Ken Wilsher	Mrs Reddish*
18-Jun	Reginald Axton		Dave Lawrence	Frank Inman
25-Jun	Frank Adams	Brian Baker*	Peter Prior	Nicholas Griffin
02-Jul	Geoffrey Mogg	Owen Chapman*	John Morgan (M)	Mrs J Morgan
09-Jul	Chris Platford		Colin Bainbridge	
16-Jul	John Beesley		Graeme Brown	Mrs Badger
23-Jul	Philip Rowe*	Alan Marshall *	Harry Henderson	Mrs Clift
30-Jul	Jeffrey Bolton	Maurice Cummins*	Raymond Randal	Harold Barrow
06-Aug	Paul Godin	David Burman*	Alexander Robinson	Jim Robson*
13-Aug	Peter Sheen	Guy Ellerby	Chris Dean	
20-Aug	David Broom	Chris Vousden*	David Morgan	Mrs Foreman
27-Aug	Lawrence Wood		Peter Funk	
03-Sep	Peter Lancaster*	Derrick Franklin*	Maxim Sarche	
10-Sep	Dave Green		L Brooks	Mrs P Corcoran
17-Sep		Ian Reddish*	Mrs. MacDonald	Mrs Brewster
24-Sep	Peter Fox	Mike Franklin*	Mrs Reddish	Laura Reddish
01-Oct	Alex James		Mrs Smith	Julie Davies
08-Oct			Rai Fenton	Mrs Betty Fenton
15-Oct	Tim Clementson	Brian Aphorpe*	Derek Perham	Richard Hall
22-Oct	David Harris*	Roger Bell*	Mrs Baxter	Jenny Baxter

- 2 If you appear on the list and you do have a valid reason why you should not. **PLEASE LET ME KNOW**
- 3 If you notice someone who has left or has a valid reason not to be on the list **PLEASE LET ME KNOW**
- 4 Most importantly if you do not appear on the list and should be **PLEASE LET ME KNOW**

I also ask that **ALL TRACK and TEA STEWARDS SIGN THE RUNNING BOOK** for monitoring and insurance purposes.

It is not much to ask to do your duty, **but to just not turn up is unreasonable**. It is your responsibility to yourself and your club to make sure this season runs smoothly, so we can carry out our responsibility for health and safety for all those that visit and enjoy our wonderful facility. The Tyttenhanger Committee thank you all, in advance for your help.

Adrian, Loco Section Leader

Loco Section & Tyttenhanger Committee News

Happenings

The Chingford & Chelmsford SME day went very well with a good number of guests that enjoyed a great day out at our track. There was a good variety of engines and many thanks came from our guests for an enjoyable day. At the Loco section meeting, a good talk by Ralph Copnall about the British owned railways of Argentina, was so enjoyed by those who came. Ian Johnston also announced that he was standing down as organiser for the Loco section meetings program. Thanks Ian for all your efforts at organising some wonderful talks and speakers over the past few years. This act will be hard to follow. Tony's HO day was enjoyed by many HO and Loco members. The weather was good, a good number of steam trains for the American section and friends to drive.

We have had two parties in June that were held on the same day. Thanks to those who helped to make these parties a success. This made it possible to double our income in one day. The question now is should we do more double parties on the same day? This in theory could double our income without increasing the eight days agreed. Please let me know what you think and if you would be prepared to support and help to make it happen.

Notice

We have had quite a lot of complains with regard to members dogs fouling the site. It is your responsibility to clear up after your dog. We have discussed this matter at the Tyttenhanger committee and have the support of the council. If this issue does not dramatically improve then the inevitable banning of all dogs from the site will follow. So it is up to you dog owners to make sure that the site is kept clear of Dog fouling.

It has also been noticed that the gate has been left open on many occasions when the public are not invited. I ask yet again that members close the gate as the security of the site is being compromised. We do not wish to encourage the opportunist to invade our site. This is the day and age we live in.

Events

Sat 24 th June:	North American Section Open Day ay Colney Heath.
Sat 1 st July:	Colney Heath School Fete
Sat 1st July	Birthday Party (Help required)
Tues 18 July:	Visit by Children from St Luke's School (Help required)
Thur 20 July:	Visit by the Chernobyl Children (Help required)
Fri 21 st July:	Loco Section BBQ @ Colney Heath. Plus longest steam run
(contact Peter Funk)	

- Sat 29th July: Club Day visit by Northolt SME.
- Sat 12 Aug Private Function, B Apthorpe
- Fri 18 Aug Loco Section BBQ @ Colney Heath
- Sat 26 Aug Members party, J Edwards (CANCELLED)
- Mon 28 Aug Bank Holiday, members running day

Vacancies (No pay, large reward, liaising with Loco Section Leader)

If you enjoy our wonderful facilities and would like to give back, like me, something to our society, there are a number of vacancies that will be coming up soon. We have these immediate positions available, if you would like to know more at what is involved please come and have an informal chat.

- 1 **Birthday Party organiser.**
- 2 **Loco Section meeting organiser**
- 3 **Tyttenhanger committee member**

Adrian

(Loco Section Leader)

XX

Can you remember the Summers of Yesteryear

When.....

- The grass grew & had to be cut.
- There were more members than Public on a Sunday.
- A trip to the Ffestiniog with the junior section was a pleasure.
- Pete Davis could see his shoes
- We camped out under the stars and Tom’s City was run well into the small hours.
- Members didn’t have a care.
- We had an all night running session.

If you can & would like to do it again:

- All members are welcome:
- Come to the Loco Section BBQ on the 21st July at Colney Heath.
- Bring food for the BBQ, Drink for to be merry.
- Driving into the night. Camp out if you dare.
- A prize will be awarded to the longest running steam train & driver.
- Rules to be agreed on the Night.

Peter Funk

THE TRIALS, TRIBULATIONS AND TRIUMPH OF A GWR 1400 CLASS

by Michael Franklin

In the July 2002 issue of the News Sheet I wrote an article entitled "The Trials and Tribulations of building a 5in gauge GWR 1400 class Winson Kit locomotive". I concluded the article by stating that I soon hoped to achieve a life-long ambition of driving my own steam engine.

My optimism was soon dispelled. When I steamed the engine at the end of 2002 it would not move. With the help and support of club members I undertook some alterations. However, as I have no engineering skills and I do not possess a workshop, I could not achieve much. By 2003 I felt like giving up. Fortunately I was introduced to an engineer called Keith who belongs to Bishops Stortford Model Engineering Club. Much to my pleasure and surprise he agreed to look at my loco. It was agreed that he would completely overhaul my engine.

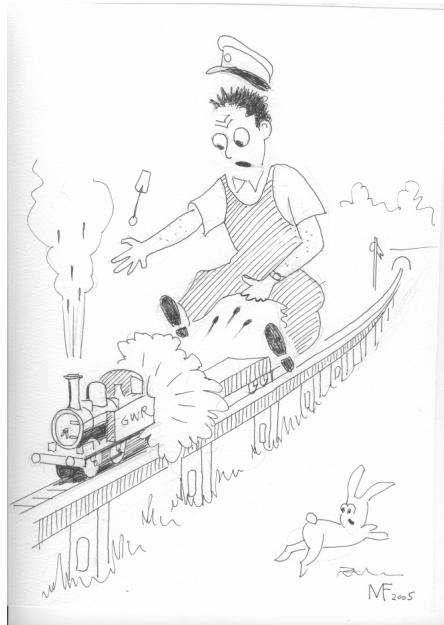
The work was done during the 2003/04 winter. It was necessary to undertake many modifications which included: cylinder rebores, fitting piston rings, modifying steam and exhaust passages and ports, attention to the valve gear, slide rods and big ends, refitting wheels, and many more adjustments including introducing stainless steel parts. So much for the quality of the Winson design.

A radiant heat type superheater was installed and the blast pipe was redesigned, a spark arrestor made, and the general

pipework was modified.

In the summer of 2004 I visited Bishops Stortford and saw my loco working properly for the first time. I also had the opportunity of driving the engine. I was then able to practise at Colney Heath and try to acquire the driving skills of balancing the fire, steam pressure and water level. However, once again I was to be disappointed with another setback, as water was accumulating in the smoke-box.

It was necessary for me to return the en-



Con fusible plug! Drawing by Michael Franklin

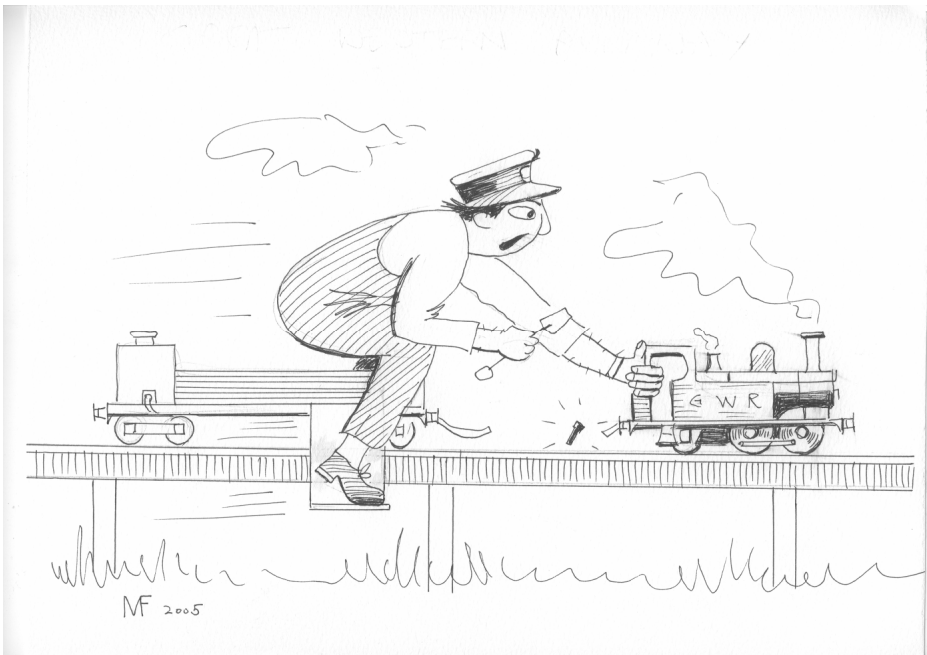
gine to Keith. Over the winter of 2004/05 he removed the boiler and repaired the leak. By the Spring of 2005 I was once again able to drive the loco.

I still had a lot to learn, and made various mistakes. On one occasion I allowed the water level to get too low and much to my surprise the fusible plug blew. I didn't realise I could leap off a driving truck so quickly! On another trip I dropped and lost my shovel. It is now painted white. The bar joining the loco to the driving truck became loose and broke away; luckily I was able to hold on to the engine before it ran away. The most worrying situation came about when the engine derailed on several occasions. The derauling problem was rectified by modifying the bar and the springs. All these mishaps made me real

ise there is no substitute for experience. I have certainly learned a lot from these incidents.

At long last I now feel confident I have overcome these teething problems and with good fortune I should be able to run my loco on a regular basis in 2006.

In conclusion I am now delighted with the engine. However, if I had realised when I started building this kit loco in 1998 what would be involved, I would never have started. Before Winsons started producing kit engines, I was thinking of buying a second-hand loco. In retrospect that may have been a better option, but I appreciate nothing is straightforward as far as steam engines are concerned.



Great Western Runaway.

Drawing by Michael Franklin

A woman stopped by unannounced at her recently married son's house. She rang the doorbell and walked in. She was shocked to see her daughter-in-law lying on the couch, totally naked. Soft music was playing, and the aroma of perfume filled the room.

"What are you doing?" she asked.

"I'm waiting for my husband to come home from work," the daughter-in-law answered.

"But you're naked!" the mother-in-law exclaimed.

"This is my love dress," the daughter-in-law explained.

"Love dress? But you're naked!"

"My husband loves me to wear this dress," she explained.

"It excites him to no end. Every time he sees me in this dress, he instantly becomes romantic, and ravages me for hours on end. He can't get enough of me."

The mother-in-law left. When she got home, she undressed, showered, and put on her best perfume, dimmed the lights, put on a romantic CD, and laid on the couch waiting for her husband to arrive.

Finally her husband came home. He walked in and saw her laying there so provocatively.

"What are you doing?" he asked.

"This is my love dress," she whispered, sensually.

"Needs ironing," he said. "What's for dinner?"

His funeral will be held on Thursday.

📖 Dates for your Diary 📖

Saturday 1 July	Colney Heath School Fete; also Birthday Party (help required)
Friday 7 July	8.00pm General Meeting; Forum: Soldering, brazing & welding; HQ, Legion Way, North Finchley
Saturday 8 July	Birthday party (help required)
Sunday 9 July	Toy Boat Regatta, Colney Heath
Monday 10 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 14 July	8.00pm Extraordinary General Meeting; HQ, Legion Way, North Finchley
Tuesday 18 July	Visit by children from St Luke's School (help required) Contact: Pam Corcoran
Thursday 20 July	Visit by the Chernobyl Children (help required)
Friday 21 July	Loco Section BBQ at Colney Heath; plus longest steam run (contact Peter Funk)
Friday 21 July	<i>Deadline for copy to Editor for August News Sheet</i>
Tuesday 25 July	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Saturday 29 July	Club day for Northolt SME; contact Ian Johnston
Friday 4 August	7.00pm General Meeting; Marine Section & BBQ at Colney Heath; contact Mike Chrisp
Saturday 12 August	Private Function (Brian Apthorpe)
Monday 14 August	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 August	Loco Section BBQ at Colney Heath
Friday 18 August	<i>Deadline for copy to Editor for September News Sheet</i>
Tuesday 22 August	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Monday 28 August	Bank Holiday - members' running day at Colney Heath
Friday 1 September	8.00pm General Meeting; Work in Progress; HQ, Legion Way, North Finchley
Saturday 2 September	Birthday party (help required)
Saturday 9 September	MENCAP children's visit to Colney Heath (help required)
Monday 11 September	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 15 September	Loco Section meeting; "A look back at the Season"
Friday 22 September	<i>Deadline for copy to Editor for October News Sheet</i>
Tuesday 26 September	8.00pm Tyttenhanger Committee Meeting; Colney Heath (coach)
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Every Wednesday	Miniature Railways, British and American and Video Group at HQ
Every Thursday	Slot Cars Section at HQ
Every Sunday	Morning work parties at Colney Heath (start 9.00am).