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# The News Sheet

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# **The Results of the Elections to Appoint Officers of the Society: 4 May 2007**

## **Note by the Editor**

First, on behalf of all members of the Society, I would like to thank Donal Corcoran for his chairmanship this past year, and for his handling of the AGM on 4 May. The meeting was attended by 88 members, was a good-natured affair and received Donal's Report for the Year with spontaneous acclamation.

The results of the elections are as follows:-

Chairman	David Harris
Vice– Chairman	Mike Chrisp
Secretary	Rachael Chapman
Treasurer	Mike Foreman
Council Member	Les Brimson
Council Member	Tony Dunbar
Council Member	Derek Eldridge
Council Member	Peter Funk
Council Member	Ian Johnston
News Sheet Editor	Nick Rudoe
Auditors	Jean Chrisp & Jim Robson

I am now in the third year of my "editorship" and look forward to another year of editing your News Sheet; do keep those contributions, articles and photos flowing in!

*Nick Rudoe*

## **Chairman's Report for 2006-07**

It is the time to reflect on what has been yet another successful year in the life of the North London Society of Model Engineers. Two years have passed since I last stood in front of you to give my state of the Society speech and in a way it is pleasing to see that we still have four members on either the Council or the Tyttenhanger Committee under the age of thirty. This of course will all change this year, whether for better or worse will be a matter to look back on, but either way the Society can look forward to a prosperous future.

The problem with time is we all get older; this inevitably leads to the loss of a friend or two. This year the Society felt the loss of Alan Harmer twelve months ago, Ken West at the turn of the year and just over a month ago Len Disney, who although not a member at the time of his death due to ill health, was an active

member for a long time. I would like to take a minute in quiet reflection following the loss of our friends.

In a year when the Society was unable to fill all the vacant positions created at the last AGM I believe that we have effectively discharged our duty to the Society and its membership. Unfortunately these vacant positions have meant the need to move Council meetings and I hope that this did not cause problems for members; I actively encourage all members to attend at least one Council meeting. Peter Weeks is a prime example; one year ago he had no idea what went on at a Council meeting, and today he is standing for election to the Council.

This year we as a Society have been entertained by some outstanding talks at our General Meetings and the credit for this should go to Mike Chrisp alone. Mike has brought us Malcolm Stride's superb talk on the Brush Company, Malcolm High's talk on Laser Cutting for Model Engineers, our own Tim Watson's talk entitled 'Models, Microscopes and Molars', a led discussion on how to paint a model, and lastly our own Three Wise Men (in Kieran's case Monkey!).

My favourite General Meeting over the past twelve months has to be the splendid talk given on the Rolls Royce Merlin engine by Colin Gent and expertly added to by some of the members and guests who were in attendance. In my opinion that is how a meeting on such a subject should run, with Colin as interested in the individuals' different perspectives as everybody else present.

It is probably safe to say that our General Meetings have had something for all the members of the Society. This is without dealing with the other meetings that the Society holds each year, a true display of the value that the North London Society of Model Engineers gives each individual member.

It is not only because of the meetings that I have just mentioned, but also the use that the Headquarters based sections make of this building that truly makes Headquarters such good value for money each year. This is improved further still by the flexibility of having access to a building twenty-four hours a day seven days a week.

June and July of last year started the post AGM year with a flurry of activity, a new format News Sheet, our second in nearly as many years. This time it was **only** a change from A4 to A5, to reflect the changes in the postal system, but poor Nick still had to put in the hard graft to help save the Society some money. I hope you all agree the new format has been a great success.

### **Cover picture:**

Shafts of sunlight catch *Sadie* and her passengers as Ian Reddish pilots her along the GL track on the loop round the Cuckoo line.

**Photo:** Owen Chapman

July saw the Society hold an EGM to deal with the unresolved issue of subscriptions. I have been criticised for stating in the Society News Sheet that the meeting was a well-mannered affair, but I stand by that statement and nobody should tolerate a member shouting over another member - everybody has an equal say within the North London S.M.E. and that is the way it should stay. The EGM, for most at least, satisfactorily resolved the subscription issues and everybody should by now have paid their dues for the forthcoming year.

This time also saw the Society host Childs Hill and St.Lukes Schools as well as some Children from Chernobyl at Colney Heath. These are mid-week events and therefore are not best suited for everybody to be able to attend, but there is not a better group of events to attend. Few get more enjoyment out of a visit to Colney Heath and it puts into perspective exactly what we all take for granted.

An event later in the year of a similar vein was Mencap's visit to Colney Heath. This year saw their 28<sup>th</sup> annual visit to us; I have been involved in at least the last 17 of these events, but they never become a chore for the same reason I mentioned before: the total look of pleasure on the individual people's faces.

These four events are a shining example of what the Society helps to put back into the community within which we exist; not everybody is as fortunate as us to have access to facilities like Headquarters and Colney Heath. We are the lucky few!

I will start this year's section reports with the **'OO' Section** for no other reason than Geoff Howard was the first to provide me with extra details for this report. It has been a busy twelve months for the Section that initially started the year completing Midsomer, the Section's new exhibition layout. The layout has already attended two shows, one in October 2006 at Berkhamstead and more recently at John Keeble Church in Edgware during April 2007. The layout was a huge success at both with many members of the public stating that it was the best layout at the shows! Well done lads! As well as working on Midsomer the section has been installing an incline to connect Midsomer to the permanent layout within the 'OO' room. They have also installed a lift-up section to the permanent layout enabling easier access to the centre of the track. This year hopes to see Midsomer run at further exhibitions and to see the incorporation of a layout donated to the Section. The late Peter Roake originally owned the layout and was a founding member of the Section; it therefore seems a fitting tribute to incorporate the layout in his memory. I am also reminded that the section still runs on the layout, despite all the ongoing work, on the first Wednesday of each month and don't worry - their bark is worse than their bite!

The **Slot Car Section** took part in last year's Nationals with members performing well individually across the board with a victory and third place in the Production Challenge Intermediate Grade Final, along with fourth and seventh in the Production Challenge Main Grade Final. As a team the boys came a respectable third place. Not

only have the Slot Car Section been representing the Society externally, they continue to run race nights here on Wednesday and Thursday, and have made a substantial donation to the Society funds throughout the year.

This year the **Video Group** hosted part of the Triangle competition. The Video Group's entry for this years competition was called 'Wrong Number' and was well received by all present but did not take the victory.

The **'HO' Section** has been busy attending shows including shows at Colchester and Dartford, both of which were hugely successful and attracted much attention to their hard work and effort. The Section also visited Colney Heath for what has become their annual pilgrimage to the site for fun in the sun, and yet none of this has stopped the work continuing on their layout. The numbers involved on a week by week basis seem ever increasing and this can only be a good thing for all involved.

Moving on to the Colney Heath based sections:

This year presents a first for the North London Society of Model Engineers, because in October 2006 the Society gained another Section, the **Ground Level Railway Section**, a Section that has already grown in stature and has achieved so much in such a short space of time under the leadership of Peter Funk. This year's work parties have seen this group achieve two lines of track to the edge of the 'new' land that the Society acquired just over eighteen months ago. This has meant the relocation of the Ground Level Railway carriage shed, a project which is also nearing completion, and has meant that we will soon be able to operate dual line track up to and onto the new land, thanks to the loan of a large quantity of dual gauge seven and a quarter / five inch track and points from Kieran Corcoran. This means that forty-three new track panels were made totalling 860ft (264.5m) of track over the last winter and now means that around the new land (but not the complete loop) and excluding the Cuckoo Line loop there is a running distance of approximately 3,182ft (985m). Not only has this work been going on but also the team working on the Ground Level Railway Terminus have nearly finished the roofs over the station and steaming bays, providing that extra bit of shelter from the elements. This is on top of the continuing maintenance schedule required to keep such an undertaking in running order.

The **Loco Section** has also had a very productive year; the investment of time and money continues in the rail replacement programme and it is hoped that this project may well be concluded this winter. The anti-tip rail project has also continued this winter and now over half of the track has been completed. This winter has also seen a change to the manner in which we deal with the general public when they are on site; gone is the old method that blocked a large section of the thoroughfare and a new queuing system has been installed on the Cuckoo Line side of the station. This appears to be a very successful change and long may it last. The change of queuing system has also meant that time has been spent on the existing fencing around the station area,

with the wooden palings being replaced and allowed to drop as they approach the Ground Level Railway in order for all to gain an unimpeded view of the railway. Work has also been carried out in the 'new' land with CAD drawings and the physical marking out of a proposed route around the 'new' land for the mainline, which has provided interested parties with the opportunity to view the reality of the paper drawings.

Unfortunately Colney Heath like everywhere has been affected by the statutory regulation implemented by the government in recent years. This has taken effect through the Society's implementation of the Southern Federation of Model Engineering Societies' Child Protection Policy, as well as a disability accessibility audit of the site and the implementation of the new fire regulations affecting places where people meet.

Also at Colney Heath the **Garden Railway Section** have been changing their railway and introducing an ingenious solution to a problem of space; the outer 'O' Gauge line has been replaced by a new dual gauge 'O' Gauge / Gauge One line enabling the more popular Gauge One to have that extra bit of flexibility. The Garden Railway's Wednesday meetings at Colney Heath are now well and truly established, and all those in attendance always have a good time and they are about to host part of G1MRA's Diamond Jubilee celebrations in June. This activity has resulted in plans to extend the railway to be contemplated; hopefully this can become a reality in the not too distant future. The Garden Railway team have also provided Colney Heath with two new picnic benches and I challenge you to spot the difference between the two: I assure you there is at least one difference!

The **Marine Section** has had a busy year too with visits from organisations including the Toy Boat and the Sub groups. This despite the fact that for a lengthy period the Boating Lake suffered from Blue Green Algae, which lowered the opportunities to sail on the Boating Lake. This problem has been resolved following a lot of research into the subject. Work over the winter concentrated on cleaning the lake and relaying some of the edging slabs around the pond; it is surprising how much the relaying of the slabs changes the entire impression of the pond and its surrounds.

Moving onto the **Stationary Steam Section**, members have had a very busy year starting with their attendance at the Leighton Buzzard Bypass Rally all the way back in June 2006 and most recently at a Burrell Road Run in April 2007. In between, members have represented the Society at Whitwell, the Punch Bowl Rally, Redbourn Museum, Presswood, the Gunpowder Mills, Notcutts Garden Centre and 'The Boot' Public House to name but a few.

The **Fetes and Fair Section** has also had a very active year; like the Stationary Steam Section they started their year at the Leighton Buzzard Bypass Rally and also attended the Punch Bowl Rally, Leverstock Green Village Fete, Notcutts and Colney

Heath School. They also made their first appearance at Capel Manor for the 'Classic and Vintage Car Show'.

As you can see the Society has prospered during the last twelve months and with the plans that the individual Sections already have in place, it is clear to see that the next twelve months will be just as exciting and prosperous.

It has been an honour being the chairman of the North London Society of Model Engineers, one which at a later point in life I may wish to repeat, but until then I wish you all a successful year and hope you give my successor all the support and respect the position demands.

*Donal Corcoran*

## **SITE MANAGER'S REPORT**

The promised painting of the new fencing has started. I liked the look of the pale natural finish, but I like the new red cedar finish even better. Already the station area looks smart and effective. Peter tells me that he quite enjoys the painting task, finding it therapeutic in getting a good finish. The new fencing round to the toilet area has been completed and, in due course, a new gate will be fitted to match the fencing.

It has been suggested that the working parties should continue, at a low level, throughout the summer, particularly tidying up the 'building site' areas. This has already started; Nick Bone has cleared out the old ballast from the old track bed by the pool and has filled the area with soil prior to re-sowing. Brian Baker has tidied up the area around the toilet. Further work will be carried out in the same area prior to grass seeding.

At the last Tyttenhanger Site Committee meeting, it was decided that the proposed bridge over the Ground Railway line would go ahead. This will, of course, enhance the view of the trains passing below on the network of lines around the pond area. A pathway to the toilet will also be replaced for folk who cannot climb the bridge. The gateway to this path will be locked and access will be by request from the stewards. This pathway and gate will be built over the summer months, but the bridge design and construction will be a longer term project. Peter Funk and the Ground Railway team are to be responsible for its ultimate construction.

If you would like a gentle summer Sunday morning's activity with a friendly team, come along and join us. Coffee/tea is provided free!

*David Harris*

## The Chairman's Notes

Firstly, may I say how deeply honoured I am to be elected Chairman of the North London Society of Model Engineers, one of the premier Societies of the country, particularly as I still feel a bit like a new boy in comparison with so many long standing members. I thank you for your support and confidence in me.

I would also like to thank Mike Ruffell for also standing, for without either of us, an election would not have been possible. Both of us had accepted our nominations for the benefit of the Society.

May I also thank all the other candidates who stood for election as officers or Council members. It was good that members of the Society had a choice and were able to democratically select new members of the Council.

I was much encouraged by the 88 members of the Society who had made the effort to come to Headquarters for the AGM. I do not remember an AGM so well attended nor one with such a positive spirit. We now have an excellent Council membership, well able to work together for the benefit of the whole Society.

I must thank Donal for his Chairmanship during the year and for his efficient handling of such a large meeting, and also the past Council for all their efforts during a somewhat awkward year. We now look forward to renewed friendships and comradeship in this 2007/8 year.

Already I have had a phone call from Keith Catchpole of the Chingford and District SME, commenting on how well he and his mates enjoyed the LNER day. Thanks to Grahame Ainge and his supporters for their efforts to make that day such a success.

The Marine Section Toy Boat Regatta was also a happy occasion with many visitors using our marine pond for most of the day. At least the sun shone for part of the time, so all were able to enjoy the facilities of Colney Heath at their best.

Just a reminder about important dates in June. On Wednesday, 13 June, GIMRA will be visiting us at Colney Heath as part of their Diamond Jubilee celebrations. All members are welcome to attend. Bring your boats and locos along and help to make it a memorable day for the Garden Railway Section.

On Saturday, 16 June, Mike Chrisp and I (plus many helpers) are hosting a Club Invitation Day. Three clubs, Chingford, Chelmsford, and Fareham will be visiting us. You are all welcome to come along, meet our guests and stay a while for a chat and refreshments.

*David Harris*



## The Treasurer's Report

Firstly I would like to say thank you to all the members who took the trouble to attend the recent AGM, all eighty-eight of you, and for your vote of confidence in my humble efforts to present a set of accounts reflecting the state of the Society's finances during the past year and to carry the task forward for the forthcoming year. I cannot promise instant answers to any queries you may give me, because a) I am still in gainful occupation supporting the pensioners of the country, b) contrary to popular opinion I do have a family and a life outside of the Society, but not necessarily outside of transport in general and c) I would like to see the inside of my workshop occasionally. Rather than burden our Editor and our postal charges with distributing copies of the Annual Accounts to everybody, would any paid up Members who wish to see a copy of them, please either email me (my email address is on the back page) or call me and I will send them a copy.

At the last Council Meeting we were pleased to elect two new Members to the Society: -

David Lapham       Locos., 'OO', Garden Railway, General Engineering.  
 Stephen Kempson   'HO', Slot Cars

Finally a reminder to any Members who have yet to pay their subscriptions for the forthcoming year. Please let me have your cheques as soon as possible, payable to the NLSME, together with a stamped, addressed envelope for return of your Membership Card and receipt, to me at the address shown on the back of the News Sheet.

Full Membership	£52.00
Senior Citizens       (over 65)	£47.00 (available after paying Full Membership for a period of five years).
Country Membership	£20.00
Young Person/Student Mem'ship	£6.00 min. or £1.00 per year of age. (ie.16 years old = £16)

*Mike Foreman*



# LNER Invitation Day; 5 May 2007

## By Owen Chapman

(all photos by Owen)

Stiff and tired from the AGM the previous night Rachael and I turn into the gate at 9 o'clock on Saturday May 5<sup>th</sup> to find someone else is here already. Grahame Ainge and Roger Bell are fixing a banner, one of the final preparations for a day that has been in the planning now for well over six months by Grahame. The banner reads "Welcome to the N.L.S.M.E's LNER invitation day." Brian Apthorpe is already by the steaming bays, overall-clad linking his B1 together at the end of the far track, and we disembark to put out the signals and start the first of the refreshments that will be handed out continually all day. A marquee tent is already standing and is filling up with engines that will not be running today.

The day is quiet, still and almost uncomfortably cold following over a month of unusually hot weather but soon more cars come through the gate and the first of our visitors arrives. Tom Parham, a familiar face from the Maidstone society, swings round and positions his car to unload his venerable V3 2-6-2T. We relax a while and catch up on some gossip since the last time we met as our other friends are still negotiating the evils of the M25.

The scene changes from one minute to the next with Tom anxious to light up and a new arrival asking if he can unload his engine. Grahame comes to greet everyone whilst I begin to unload, move the locos to their steam-raising locations and direct the drivers to the running-book and its notices. An O1 appears from the back of a car, and then a B1 follows. Now we have a queue of cars waiting to unload at the lifting table. A P2, then an N2. A long box that I am told will load straight onto the tracks. The table groans and rises very slowly under its weight. The end is opened to reveal



the familiar details of a large Gresley locomotive's cab controls expertly miniaturised. It is an A4 named Quicksilver and it glides out of its box with the effortless ease it will show all day. Sev-

**Left:** Does it have Kylchap like mine???

eral members and visitors swarm round her but there is still more to come.

Tom now has steam up and I help him onto the main line from the traverser. Other engines have blowers on their chimneys and the steaming bay is busier than it has been for a long time. As the V3 heads up to the tunnel I point my camera across to where Ron Price is contemplating the A4 with a furtive glance down the double Kylchap chimney.

Next on the track is Chingford Club's O1 "Nigel Gresley" 2-8-0 built as a club project and whose construction is chronicled on their website. Still engines are arriving and whilst interest is on the arrival of a Winson 9F a strange machine quietly appears on the corner bay. It's Ron's marvellous recreation of Gresley's 10000. Martin Parham's P2, a vision in Apple



*The P2 was in the busy station when the sun made a brief appearance.*

Green, blows past barely breaking a sweat. A 5-inch N2 from Colchester begins a run with cries as the cab mounted clack valve blows through. This, the only casualty of the day still completed several circuits in this state before finally failing.

The crowds gather and I find myself allowing Tom to enjoy Grahame's superbly supplied draft beer by running his engine for a time. I think this must have been a ploy as all the other engines were booking off shed and the signals were constantly stopping us by the traverser. Getting started again is fun though. The main line at Colney Heath is a different place when busy as you have to really watch the signals and judge your speed so as not to come up too close to the engine in front and not to hold up the other engines too much at the station. One run we had to stop several times as the 9F in front was struggling, the visiting drivers not used to our difficult curves and gradients.

The colder weather is causing the exhaust steam to condense and hang in the air like cotton wool, so I wander down to the new land with my camera. Viewed from the new ground level section the 9F rounds the curve, its column of exhaust rising straight up to the trees a graphic indication of the effort required. I settle down to watch the



**Left:** *the Stirling single*

trains on the steepest part of the track. The parade includes many superb engines as well as those already mentioned. In total we had an A1, A2, 2 A4s, 3 B1s, a J70, L1, 2 N2s, O1, P2, V3, V4 and W1 types, a Netta, two Stirling Singles and interlopers 9F and a Juliet. Six of these designs were multi-cylindere machines, the models today giving

no concession to size or operational convenience, especially the four cylinder compound Hush Hush 10000, named British Enterprise from our own master builder Ron.

Many of these paraded past me and a few performed some spectacular hill starts as the signals in front cleared. Two runs come particularly to mind with the P2, Lord President, streaking past, with Sue Parham warming her hands by the controls, Mike Avery, Ian Murray and Mike Foreman squeezed on behind (whose wives weren't looking then?). Later the A4 60015 with a full load came to a stop to attend to sticking drain cocks (a Stainer problem traditionally) and then restarted as the sun came out for a brief time. This was hotly followed by Ron and 10000, its tiny Kylchap exhaust clattering loudly and distinctively.

At the station many interested members and visitors watched the line up with the most interest going to Quicksilver and its chime whistle, but the P2 and Hush Hush came just as popular. Many people had multiple rides on their favourites; the prize for the most mileage must surely go to Nigel Dant and his son however.

Later one by one the engines retired either so their owners could watch some of the others, talk or even to begin the battle home. Some engines ran for nearly five hours delighting the many watchers, riders and interested folk braving the cold. The final engines on the track were the L1, once familiar to many of our members and the Stirling 8 foot Single number 95 at about 4:30.

We all had a superb day and thanks not only go to the visitors for travelling so long to run their precious locomotives but to Grahame Ainge for the beer and the foresight to organise this brilliant event in the first place. The Gauge 1 garden railway also was in action and a superb coal-fired Great Northern Atlantic pulling a rake of North Eastern coaches caught everyone's eye. It was good to see so many friends, make new ones, and examine some very fine working models performing together

on our superb site and challenging tracks, giving pleasure to many.

Many thanks to those club members who helped on the day, displayed or ran locos and a special thank you to those members from visiting clubs who ran their locomotives and made the day such a success.

A further invitation day to visitors is a being planned by Mike Chrisp and David Harris for June the 16<sup>th</sup> as well as the group lead by Brian Apthorpe in August. It is always worth the time to visit; there is always something very different to be seen and good company to be had. Next year? How about Narrow Gauge for a theme?

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## **GENERAL MEETINGS 2007 – FORTHCOMING PROGRAMME**

Unless otherwise stated, all our General Meetings are held 8–10pm at our Headquarters in Legion Way, North Finchley.

We usually have a raffle and are indebted to Ron Thorogood for providing refreshment at around 9pm.. Any donations of raffle prizes are much appreciated. All profits from teatime and the raffles go directly to club funds. Please call me if you have an idea for a meeting, or if you feel you can enlighten and/or entertain your fellow members. We can comfortably seat about fifty in our meeting hall. You are specially welcome when we have special Guest Speakers. Friends and/or family are also welcome at any of our General Meetings.

We look forward to your company ...

### **1 JUNE 2007 – BRAKES & BREAKS**

This evening we shall be addressed by two of our own members: Bert Mead and Jim Macdonald.

Bert’s experience of full size railway practice and building miniature live steam locomotives means that he has much to offer on these topics. His theme for tonight will be vacuum and Westinghouse brakes.

Jim is a widely travelled trained BBC cameraman with a good eye for a picture and a liking for taking photographs. He has already demonstrated an enviable ability to assemble an interesting and enlightening view of the places he has visited. Tonight he will take us on an illustrated tour of his more recent excursions – breaks both near and far.

### 6 JULY 2007 – BRING & RUN

If you have a model which will run (on air or whatever), bring it along this evening so we can all enjoy seeing it in operation.

If it doesn't function quite as well as you had hoped, there are bound to be experts on hand to advise with words of wisdom!

### 3 AUGUST 2007 – A FUN COMPETITION AT THE TRACK

With the permission of the Section Leaders concerned, the indulgence of the Tyttenhanger Site Committee and the efforts of a few press ganged volunteers(?), our summertime General Meeting at the track will hopefully be both entertaining and challenging for participants and onlookers.

All we need now is a small group with some interesting(?) ideas to organise the Fun Competition(s) to accompany the barbecue.

*Mike Chrisp*

## Ground Level Railway Update by Peter Funk

The GLR has reached THE NEW LAND on 26. 04. 07. In just under 5 months the track bed had been dug, back-filled and new track fabricated & laid. One member in particular at the beginning of this project estimated and I quote, that "it would take us at least 5 years to get to the new land!"; he threw down the gauntlet and the challenge was on. Even I was surprised at the rate of construction the project was proceeding at: 43 new dual-gauge panels were constructed each at 20 foot long with 3 rails to weld per panel; the total length of weld was 6" of weld per stretcher x 20 stretchers x



*The gang about to lay a panel of ground level rail at the far end of the newly laid track.*

**Photo:**  
Mike  
Chrisp

43 panels = 5,160 inches or 418 feet of weld. Both Jerry Moore & myself had previously been employed as coded welders & were expecting to be doing all the welding between us using arc welding until Mr Mike Hodgeson said you don't want to do that, this is how you want to do it, and produced a mig welder from the boot of his car! Not being one to argue I looked at Jerry and winked saying "I'm not sure mig welding is strong enough to hold the gauge but we'll let you try." When Mike had finished the 43<sup>rd</sup> panel I had to agree with him tongue in cheek that mig welding was the right way in this instance; he now is affectionately called Mike the mig (a title well earned).

I have been in discussion with Mr. J. Riches about the signalling through the narrow sections. John asked if he could purchase the parts for construction, and this was put before the TSC and agreed. He has since shown me the items purchased including the circuit lay out (all a bit beyond me) which he assures me will work with very bright L.E.Ds - thanks John; I will be watching this project with anticipation and any help you need with the building of signal stalks, please ask.



*The gang posing on another panel of rail temporarily laid just on entry to the new land. Photo: Mike Chrisp*

Much in the same vein Mr Alan Marshall has suggested signalling the Cuckoo line and crossing area. To this end I've asked that Alan & John talk to each other so as to avoid confusion in construction and keep things uniform. Any developments must be discussed with the RDG who in turn will seek approval from the TSC; many thanks John and Alan.

What a "great" team we have and they are all part of the NLSME. I look forward to the next stage of the build and hope more of our talented members can now join in, as there's still plenty to do! Congratulations to our newly elected members in their respective positions, and I look forward to working with you on the Council.

Due to popular demand I have been asked to run the all night enduro-run; this will be after the loco section meet/ BBQ evening on the 15<sup>th</sup> June - see you there as ever on the ground.

	<b>Track Steward Rota 2007</b>		<b>Not filled</b>	<b>NO SHOW</b>
<b>Date</b>	<b>Senior Steward</b>	<b>Track Steward</b>	<b>Track Steward</b>	<b>Track Steward</b>
08-Apr	Maurice Cummins	Ron Price	Graham Price	Guy Ellerby
15-Apr	David Harris (1)	John Amoss	Mark Braley	Jeffrey Bolton
22-Apr	Mike Chrisp (1)	Adrian Newson	Derrick Franklin (1)	Keith Ashman
29-Apr	Brian Apthorpe (1)	David Jones (1)	Paul Bexfield	Dave Chisnall
06-May	Tony Dunbar	Jack Edwards	Kevin Wilson	Adam Gorski
13-May	Grahame Ainge	Grahame Gardner (1)	John Johnston (1)	
20-May	Nigel Griffiths	Alan Marshall	Peter Foreman	David Burman
27-May	Peter Davies (1)	Michael Dear	Richard Castle	Geoffrey Mogg
03-Jun	Les Brimson (1)	Roy Hall	Anthony Mason	John Johnston (2)
10-Jun	Keith Bartlam (2)	Victor Burgess	Roger Brown (1)	
17-Jun	Jim Robson (1)	Ian Buswell	John Riches	Frank Adams
24-Jun	Roy Chapman (1)	David Snellgrove (1)	John L Morgan	Naughton Morgan
01-Jul	Mike Avery	Jonathan Avery	John Winson	Nick Rudoe
08-Jul	Ian Johnston (1)	Mike Hodgson	Philip Rowe (1)	John Beesley
15-Jul	Ian Clift	Peter Lancaster (1)	John West	Bob Gamble
22-Jul	Keith Bartlam (1)	John Cattle	Gerald Moore	Peter Fraser
29-Jul	Peter MacDonald	David Foster	Paul Godin	Chris Reynolds
05-Aug	Mike Foreman (1)	Brian Baker	Lawrence Steers (1)	Brian Kennedy
12-Aug	Mike Ruffell	Peter Berkley	Mike Franklin	David Broom
19-Aug	Donal Corcoran	Kieran Corcoran	R. Thompson	Alex Chapman
26-Aug	Stephen Smith	Colin Thomson	Owen Chapman	Matthew Stallard
02-Sep	Brendan Corcoran	Dave Green	Martin Ginger	Steven Don
09-Sep	Jim MacDonald	Michael Gibbs	Tony Guerrier	Barrie Davies
16-Sep	Adrian Reddish	Nicholas Bone (1)	Peter Brown (1)	Peter Fox
23-Sep	Robert Oldfield	Tim Clementson	Paul Lacey	Ian Reddish (1)
30-Sep	Chris Vousden (1)	John Firth	Michael Smith	Keith Bartrop
07-Oct	Les Brimson (2)	John Sandwell (1)	John Mills	Richard Hesketh
14-Oct	Terry Baxter	Gavin Lang	Ron Todd	Malcolm Reid
21-Oct	Dick Payne (1)	Peter Weeks (1)	Derek Smith (1)	Derek Eldridge (1)

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

### **Steward Rota**

Please find above the Steward Rota for the 2007 running season. Thank you to those who have put themselves forward to do a second steward duty. Your contribution is very much appreciated. As you can see there are still spaces to be filled. Those of you, who have not yet put your name forward for a second duty, please contact me as soon as possible.

### **STEWARDS DUTIES      IN ORDER OF PRIORITY:**

1. **TEA & TRACK STEWARDS TO SIGN THE RUNNING BOOK**
2. Raised embarking Station.
3. Raised Steaming Bay.



			Not Filled	NO SHOW
Date	Track Steward	Track Steward	Tea Steward	Tea Steward
08-Apr	Derek Eldridge (2)	Derek Perham	Ron Thorogood	Mrs Thorogood
15-Apr	Grahame Gardner (2)	Roger Bell (2)	Derek Smith (2)	R Lidzey
22-Apr	David Snellgrove (2)	Nicholas Bone (2)	George Case	Mrs R Chapman (1)
29-Apr	Frank Hills		Mrs Apthorpe	William Mason
06-May	Reg Piper	Keith Hughes (1)	Raymond Goss	David Metcalf
13-May	Mike Foreman (2)	Peter Brewster (2)	Mrs R Chapman	Mrs K Reddish (3)
20-May	Peter Precious	David Marsden (1)	Mrs. Griffiths	Mrs Marshall
27-May	Peter Weeks (2)	Chris Vousden (2)	Mrs K Dear	
03-Jun	Peter Brown (2)		Frank Inman	
10-Jun	Ian Reddish (2)		Dave Lawrence	Mrs K Reddish (2)
17-Jun	Peter Sheen		Peter Prior	
24-Jun	Derrick Franklin (2)			Mrs J Morgan
01-Jul	Jack Sanson		Colin Bainbridge	
08-Jul	John Sandwell (2)			Graeme Brown
15-Jul	Peter Badger (1)		Mrs Clift	Pat Badger (1)
22-Jul	Roy Chapman (2)	Timothy Watson	Mrs C Watson	
29-Jul	Peter Badger (2)		Pat Badger (2)	John Morgan (M)
05-Aug			Mrs Foreman	Chris Dean
12-Aug	Peter Lancaster (2)		David Morgan	
19-Aug	Richard Cross	Jeffrey Bolton	Peter Funk	Lawrence Steers (1)
26-Aug		Nicholas Griffin	Ian Johnston (2)	Mrs Smith
02-Sep	Peter Davies (2)	Roger Brown (2)	L Brooks	Mrs P Corcoran
09-Sep	David Jones (2)	Keith Hughes (2)	Mrs. MacDonald	Julie Davies
16-Sep	Dick Payne (2)	Philip Rowe (2)	Mrs K Reddish (1)	Mike Chrisp (2)
23-Sep	Peter Badger (3)		Pat Badger (3)	
30-Sep	Grahame Gardner (3)			Richard Hall
07-Oct	David Marsden (2)		Rai Fenton	Mrs B Fenton
14-Oct	Peter Brewster (1)	Jim Robson (2)	Mrs Baxter	Jenny Baxter
21-Oct	David Harris (2)	Brian Apthorpe (2)	Roger Bell (1)	Pat Badger (4)

4. Ground Level Car park Station.
5. Gatekeeper & Car park management.
6. Raised Disembarking, carriages & Boating Area.
7. Ground Level Henley Halt & Toilet Area.
8. Tea Stewards to bring fresh milk and after clearing up, remove and take home black rubbish bags. The only way that rubbish can be disposed of is by members taking it home.

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

- 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.
- If you appear on the list and you do have a valid reason why you should not,

**PLEASE LET ME KNOW.**

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

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.

## **Loco Section & Tyttenhanger Committee News**

The issue of Club batteries was discussed at Committee. Investigations are being made into sourcing the most suitable batteries. It was felt that the present batteries were not man enough for the job and were not lasting long enough.

The issue of access to the toilet block was also discussed. We were in favour of looking into a suitable design of a bridge over the Ground Level Railway. In the meantime a better access on the ground will be made as soon as possible.

### **Loco Events**

The LNER day was a great success. Our thanks go to Grahame for arranging a great day that saw wonderful visiting engines and was enjoyed by all.

The May Loco section meeting will be held at Colney Heath with the traditional BBQ evening. So bring your family and invited guests. These evenings are also open to all sections of the society and are always most enjoyable. So come with food and drink, maybe run your engine. Shall we have a reverse running evening? Maybe an all night running, it went very well last year? Unless otherwise stated these Loco section BBQ evenings will run at Colney Heath in May, June, July & August.

We have been invited to do a fete at Hertingfordbury Village (near Hertford) on Sat 16 June. This is a new venue and we have been guaranteed a minimum of £200. If you would like to support this event contact either Jim MacDonald or xxx Also the Fete at Colney Heath School on Sat 30 June will need support.

We have a talk for the September Loco Section Meeting. Kim Winter (Clive's Brother) will present archive film of World War 1 narrow gauge railways entitled "Narrow Gauge Railways of The First World War from the Archives of the Imperial War Museum, Presented by the War Office Locomotive Society".

The film includes footage of Baldwin 4-6-0s, Dick Kerr and Westinghouse petrol locomotives. There is even a fleeting glimpse of a Péchot-Bourdon articulated locomotive. Kim will also talk to us about the work of the War Office Locomotive Society, which is involved in the preservation of the WW1 Hunslet 4-6-0T now at Shildon. There will be a raffle in aid of WOLS funds, the prize being a print of the preserved Hunslet 4-6-0T.

Urgently needed are ideas for future Loco section meetings. Have you something to share with us all, do you know someone who has something we will all enjoy to hear or see? Any ideas?

Mon 28 May Bank holiday - private members running day.  
 Sat 2 June Chingford open day invite  
 Sat 9 June Birthday Party – Smith – (help required)  
 Fri 15 June Loco Section Meeting – BBQ Evening – Colney Heath  
 Sat 16 June Hertingfordbury Village Fete  
 Sat 23 June HO Section visits Colney Heath.  
 Sat 30 June Birthday Party – Harris – (help required)  
 Sat 30 June Colney Heath School Summer Fete  
 Sat 14 July Birthday Party – Williams – (help required)  
 Sat 14 July Leverstock Green Fete  
 Sat 14 July Redbourn Rally  
 Tue 17 July St.Lukes School visit at Colney Heath

### ***Adrian***

(Loco Section Leader)

*The Johnston family cycling by rail in Sweden. See last month's write-up of the Loco Section meeting, in which Ian said that the Swedish experience gave him the idea for converting his surplus exercise bike.*

**Photo:** Ian J.



## Tyttenhanger Events

First of all we would like to say a big thank you to all of you who helped with our birthday parties and events last season. They were a huge success. We already have lots of events booked for this year so it is set to be a busy season. The current list of confirmed dates are 9<sup>th</sup> and 30<sup>th</sup> June, 14<sup>th</sup>, 21<sup>st</sup> July, 22<sup>nd</sup> and the 29<sup>th</sup> of September. We also have 2<sup>nd</sup> of June and 11<sup>th</sup> of August as serious enquiries. In addition to this the annual Mencap visit is September 15<sup>th</sup> and St Lukes school visit on the 17<sup>th</sup> of July. We are conscious that these days unintentionally rely on many of the same small band of dedicated enginemen but that also some members have not realised that we do not just need people. A Saturday's running can be very fulfilling with a steady supply of enthusiastic passengers and maybe even a slice of cake, though a relief driver may be required whilst you eat it.

We need Locomotives (steam, battery, main and ground), traction engines, drivers and site stewards for all of the above dates. If you are available and would like to help with any of these dates please contact us at [events@nlsme.co.uk](mailto:events@nlsme.co.uk) so that we know whom to expect. Please come and support your society as the bookings of these dates help maintain our railways and the coach as well as positively encourage regular return visits and hopefully new members. All running events are published in the Diary section of the News Sheet.

We have also received requests to attend two local events this summer. First, a new event at Potten End near Berkhamsted organised by the Dacorum Machinery and Steam Preservation group on the 28 & 29<sup>th</sup> of July, at which the portable raised track will be attending from the Fetes and Fairs Section - see the panel on the opposite page. This event is in aid of the Hospice of St Frances. If you would like to exhibit your engines or support us anyone is welcome and we have available some entry forms. Also some of our traction engines will be making a pilgrimage to The Boot on August bank holiday. Come and enjoy a pint with them.

*Owen and Rachael Chapman*

### Advertisement

Buy direct from the manufacturer.

We have been manufacturing miniature pressure gauges for model engineers since 1970 in our factory in Birmingham using only components from the UK, Germany and Switzerland. All types of miniature brass pressure gauges ranging from: ½" to 3" diameter, 0-30 in Hg vacuum to 0-300 psi. Discounts available for quantities.

*(continued on next page)*

# Dacorum Steam & Machinery Country Fayre

28th - 29th July 2007

Greencroft farm, Potten End Hemel Hempstead

Dacorum



Machinery & Steam Preservation Group  
Email: dmps@aol.com



THE HOSPICE  
OF ST FRANCIS

## Entry

Adults      £3.00      Including Free Parking  
Child        £2.00

## The Show Includes

- ♦ Steam Engines
- ♦ Classic Vehicles
- ♦ Fire Engines
- ♦ Organs
- ♦ Working Demonstrations
- ♦ Trade Craft Stalls
- ♦ Vintage Ice Cream Vans
- ♦ Refreshment marquee (Beer Etc)
- ♦ All Enquiries Tel: 07749011629
- ♦ Tractors
- ♦ Stationary Engines
- ♦ Fair Ground



All proceeds go to the Hospice of St. Francis Berkhamsted.  
Charity No. 280825  
Donations are also welcome to Dacorum Steam & Machinery

### Directions

From H.H A4146 (towards Leighton Buzzard). At the mini roundabout leaving Hemel turn left into Galley hill, at T-junction turn right into Boxted road, site on left after 3/4 m.

## Advertisement

We also service, repair and calibrate all types of pressure, vacuum & temperature gauges with calibration certificates traceable to UKAS.

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CHUCKLE

CORNER

A Spanish Teacher was explaining to her class that in Spanish, unlike English, nouns are designated as either masculine or feminine. "House" for instance, is feminine: "la casa." "Pencil," however, is masculine: "el lapiz." A student asked, "What gender is 'computer'?"

Instead of giving the answer, the teacher split the class into two groups, male and female, and asked them to decide for themselves whether "computer" should be a masculine or a feminine noun.

Each group was asked to give four reasons for its recommendation.

The men's group decided that "computer" should definitely be of the feminine gender ("la computadora"), because:

1. No one but their creator understands their internal logic;
2. The native language they use to communicate with other computers is incomprehensible to everyone else;
3. Even the smallest mistakes are stored in long term memory for possible later retrieval; and
4. As soon as you make a commitment to one, you find yourself spending half your pay cheque on accessories for it.

(THIS GETS BETTER!)

The women's group, however, concluded that computers should be Masculine ("el computador"), because:

1. In order to do anything with them, you have to turn them on;
2. They have a lot of data but still can't think for themselves;
3. They are supposed to help you solve problems, but half the time they ARE the problem; and
4. As soon as you commit to one, you realize that if you had waited a little longer, you could have gotten a better model.

{I think that last bit must have been devised by a female chauvinist sow! - Ed.}



**From the pub philosopher:-**

Always remember that you're unique. Just like everyone else.

Never test the depth of the water with both feet.

If at first you don't succeed, skydiving is not for you.

Give a man a fish and he will eat for a day. Teach him to fish, and he will sit in a boat and drink beer all day.

The quickest way to double your money is to fold it in half and put it back in your pocket.

## 📖 Dates for your Diary 📖

Friday 1 June	8.00pm General Meeting; Brakes and Breaks; HQ, Legion Way, North Finchley
Saturday 2 June	Chingford DMEC open day invite
Saturday 9 June	Birthday party (engines & stewarding help required)
Sat/Sun 9/10 June	Whitwell Steam and Country Fair
Monday 11 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley
<b>Wednesday 13 June</b>	<b>G1MRA 60th anniversary; visit to Colney Heath</b>
Friday 15 June	8.00pm Loco Section meeting; BBQ evening at Colney Heath
Saturday 16 June	Hertingfordbury Fete & club invitation day; contacts: Mike Chrisp & David Harris
Sunday 17 June	Saffron Walden DSME Rally invite
<b>Friday 22 June</b>	<b><i>Deadline for copy to Editor for July News Sheet</i></b>
Saturday 23 June	HO section visits Colney Heath
Monday 25 June	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Saturday 30 June	Birthday party (engines & stewarding help required)
Saturday 30 June	Fete at Colney Heath School
Friday 6 July	8.00pm General Meeting; Bring & run your air models; HQ, Legion Way, North Finchley
Sat/Sun 7/8 July	Chiltern Traction Engine Club rally
Sun 8 July	Toy Boat Regatta, Colney Heath
Monday 9 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Saturday 14 July	Birthday party (engines & stewarding help required)
Saturday 14 July	Leverstock Green Fete
Sat/Sun 14/15 July	Redbourne Rally
Tuesday 17 July	St Lukes School visit to Colney Heath
Friday 20 July	8.00pm Loco Section meeting; BBQ evening at Colney Heath
<b>Friday 20 July</b>	<b><i>Deadline for copy to Editor for August News Sheet</i></b>
Saturday 21 July	Party (engines & stewarding help required)
Monday 23 July	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Sat/Sun 28/29 July	Dacorum Steam Fayre, Potten End, Herts
Friday 3 August	8.00pm General Meeting; Fun Competition at the Colney Heath tracks

**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.**