

The News Sheet

This Month...

Marine News (page 3)
 General Meetings Update (page 6)
 The St Albans DMES Model Show (page 11)
 Letters - pages 12 and 13
 Stewards rota for October (page 13)



Plus...

The Chairman's Notes (page 2), Secretary's Snippets (page 3), Treasurer's Report (page 3), The September General Meeting (page 4), News from the Loco Section of the Tyttenhanger Committee (page 7), The September Loco Section Meeting (page 8), Dates for Your Diary (page 15), Officers, Council Members and Section Leaders (page 16)

The Chairman's Notes

A few days ago I had the privilege of attending the site at Tyttenhanger when the club entertained the MENCAP group. Everyone, even the folk from MENCAP thoroughly enjoyed themselves during the afternoon, when we had sunshine and were spared the rain which the Oval and the test match were not! A great number of our members helped and the youngsters and their carers and families were given rides on the raised track, the ground level track and of course behind the miniature traction engine. Teas and sumptuous snacks were served from the coach, and every face at Tyttenhanger - both members and MENCAP - had a smile on it. I am now eventually getting round to the topic that I wish to bring to your attention. **That of an archive.** Jim Robson was strolling around the site wearing a rather happy proprietorial air and informed me that the MENCAP afternoons had been organised every year without exception since 1978. That was when he was Chairman of the Club and kicked the ball off. No wonder he looked so proud of the event.

The Club has a very rich history reaching back to 1944. As far as I know there are no archives and no central holding for photographs or cine film. Why was the club formed in 1944? Who were the founder members? Where did they meet? What were the most important sections? The move to Church Farm and to the Rowley Green site is clothed in mystery as far as I'm concerned. When and who formed the slot car section? They are very vigorous and successful now and it would be interesting to know something of their history. The model railway section always seems to have been present but it would be nice to know something of the layouts and members in the past. Those diesel cars racing along a rod track seem very exciting and pose an exhilarating and noisy idea of a hobby; how were they controlled and is there anyone that ran them still in the club?

I think that it would be wonderful if a few of our membership could get together and write up sections of our past and then organise them into a comprehensive history of the club. Perhaps the good offices of our excellent editor could be used and the history of the Club formed into instalments each month and then the work of the various authors bound onto a book. Members with photographs of days gone by could perhaps get them 'scanned' by members that are proficient in that procedure. Then we could have an excellent archive of photographs for future generations.

The same could be said of artefacts concerning the club. Does the leaded glass window made by Tom Luxford and dedicated to the club still exist? There is a wonderful black and white photograph of it with Tyttenhanger in the background at Headquarters. Dave Lawrence who refurbished the photograph is going to make a film where the photograph which was of course taken by Geoff Cashmore will feature. Where did the wooden light masts adjacent to the steaming bays come from? These are just a few of the questions that need answers.

Now consider and think. Can you just write a small item about our glorious past? It will be pleasant for you to reminisce and very pleasurable for the rank and file to read it. So perhaps in the first place we could submit items about our history to the editor of this worthy journal and eventually we could accumulate the history that way. The same could be said about the photographs for an archive. You could let Nick scan them and store them and publish them in the *News Sheet* and so be of interest to us and stimulate us to reminisce. So let us all catch a bit of nostalgia and put pen to paper or photograph and send to Nick and so make life more interesting for us all.

Now for something rather different. For several years the *Model Engineer Exhibition* has been held at Sandown Park. I know it is a little difficult to get to and that we seem to be well supplied with exhibitions in the North London area, but it really is the 'father' of the model engineering exhibition and it is their seventy fifth year. Many of us are able to trace its history back to the old Horticultural Halls and all the venues since. And perhaps we owe the addiction to model engineering to those exhibitions of the past!

At the moment no one has come forward to mastermind a stand at the exhibition, which is held at the end of this year. There must be one of you with the organising flair to head up such a stand. If you feel that you could assemble a team please let me or our secretary know and then we can book a space. Otherwise I think I should ask for a contribution from each section of the Club and call our stand 'NLSME a Club of clubs'. I would hope that the stand, whoever organises it, will not need continuous stewarding.

Now there's some food for thought or action for you!

Have a good month,
Ian J

Secretary's Snippets

The Society has received a copy of The Southern Federation News for September 2005. This will be available in the coach at Colney Heath.

The order for the new fence at Colney Heath has been placed by the Society with The Three Valleys Water contractor. The contractor expects to have the work completed by the end of the first week of October. It

will then be the Society's responsibility to remove the 64 concrete posts and generally clear the land along the old fence line. Hopefully, the autumn weather will not get too wet before this work is completed. Have a word with Adrian Reddish if you are available to join the Sunday morning working parties.

David Harris

Treasurer's Report

Hopefully included with this month's News Sheet is the new club membership list; so all of you who have put last year's one in a safe place can now contact people again. Otherwise, just two new members to introduce this month:-

Nicholas Griffin

Interests: Loco, HO

Nicholas Bone

Interests: Loco

Kieran Corcoran

Marine News

Our September open day for visiting clubs was not blessed by the best weather we have seen this summer, but was nevertheless an enjoyable event with a range of boats on display. All our visitors had previously attended this autumn event and had looked forward to us staging the regatta. I am grateful to those NLSME members who joined in and I would particularly like to thank John Morgan for once again assem-



bling his splendid harbour and helping me to entertain our guests.

The photo feature shows some of the activity on our pond: a lifeboat and a steam driven ice-breaker, both pre-war vessels.

Chris Platford

Cover picture: Grahame Ainge has a chuckle with his CME, Keith Welch, and the two Mikes on 3 September, the first public steaming of his new Sandringham Class B17/6 loco, *Kimbolton Castle*.

Photo: Owen Chapman

The September General Meeting by OMAH

The meeting was opened by our genial chairman Ian Johnston, who enquired if anyone had any other business to discuss before the evening's entertainment began. Derek Perham said that he was concerned by a rumour that it was intended to change the rules of the Society to return to the original system. He suggested that an EGM was required before this change could take place. Mike Collingwood confirmed that we had an EGM for the previous change. Ian reported that Katie Dear had had a serious problem with her pulse rate, which went off the clock; she has since been sorted in hospital and is now back to 120. Dave Foster had a blood problem that saw him hospitalised; he has been sorted and is now out but not comfortable (at the time of writing).



Bert shows off his detailed handywork.
Photo: Mike Chrisp

Mike Chrisp then took over to introduce those who had brought along some Work in Progress. First up was Bert Mead with the tender for his gauge 1 Drummond D15 LSWR loco. Since on this tender the leaf springs and brake gear are

highly visible they had to be included. Because the 10BA bolt heads looked oversize Bert reduced them using his file rest, (a labour of love). The hand pump and spirit tank have yet to be made and he has not yet decided how to fix the coal rails which are rather fragile but a prominent feature.

Derek Perham introduced the clock he is suggesting for one of the Workshop Night projects; it does not require any drive mechanism. It is a sundial which can be made cheaply and would also make an unusual present. Derek had seen one of this type in Singapore where the shadow is almost vertical due to the closeness to the equator; it is called an Armillary equatorial sundial, from the Latin 'armilla' meaning bracelet. It looks like a large, open globe, and has the circular dial plate fixed in the plane of the equator. The dial contains the scale marked with the hours, on

which the gnomon's shadow falls. The gnomon, the part which casts the shadow, takes the form of a rod set perpendicular to the dial, and therefore lies parallel to the earth's axis. Because the earth rotates at a constant speed (constant for diallists, not for preci-



Derek proudly holds his Mk 1 Armillary equatorial sundial, very simple and made of wood. **Photo: Mike Chrisp**

sion astronomers!*) of 360 degrees in 24 hours, all the hour points are equally spaced 15 degrees apart. The essential step is that the angle between the gnomon and the horizontal must be equal to the latitude of your home location. For example, and taking the extreme cases: at the poles the gnomon would be set vertically, at the equator horizontally. The figures for sundial settings are readily available on the Internet (never thought I would hear Derek say that word); for example the angle for London is 51.5°. As you move North or South of our capital city you have to



The Mk 2 version; the gnomon is in the form of an arrow, complete with head and fletches, and is made of brass.
Photo: Mike Chrisp

add or subtract minutes (geometrically speaking) to be correct. However the amount of change in time – at any rate, within the UK — is so small it's not worth losing sleep over. The Singapore sundial used a curved piece of material for the dial and a rod for the gnomon. Derek showed us his Mk1 model which had a strip of plywood for the dial and a piece of dowel for the gnomon. (Compare the cost of this to a company in Somerset who wanted typically £295!) Having been set to the correct angle it was calibrated via sunlight at several points and the rest extrapolated. Derek then produced the Mk2, a posh metal version with an arrow-head on the end of the gnomon. He had worked out a formula which with a 15° arc equated to 1.309 interval marks on a 10in. length of dial with the gnomon mounted at the mid point of the dial and being 10in. long.



The mass sundial, as modelled by Derek
Photo: Mike Chrisp

I expect most folk have seen the sundials on church towers where the gnomon hangs downward and casts its shadow on the dial below. Since they could not be set to the appropriate angle they had to be calibrated the hard way with the distance between the marks varying with the sun's angle. These were called Mass sundials, whose purpose was to tell parishioners when it was time for Mass. Derek had also made one of these which he mounted on the bungalow wall for calibration, which did not go down too well with higher authority. (I for one found this bit absolutely fascinating and learned a great deal. I hope they get a good response from the Workshop Night clientele.)

Our worthy Editor then stepped up to show us some rolling stock, some finished and one under construction, for the Garden Railway. The finished items in-

cluded a 'Bolsover' coal truck, and two ballast hopper wagons: the first the LMS version, and the second a Dogfish from the BR era. The two hopper wagons will eventually form part of a complete ballast train



Nick Rudoe displays the work so far completed on the tender for his Midland Compound, together with a picture of a completed model.

Photo: Mike Chrisp

with sleeper and rail wagons and an appropriate brake van. The coal wagon was plastic, the others brass soldered with 179° soft solder using Bakers fluid for flux. They were sprayed with suitably coloured car paint, the brass models having a thin coat of single-pack etch primer. Nick also showed a tender for a Deeley Mid-

land Compound which was under construction; this had also been soft soldered using a mini blow torch.

Mike Hodgson had brought along some of the jigs and gadgets used in refurbishing his 1963 Morgan sports car, which he has owned since 1973. These particular bits and pieces were used to bend the trim. The original trim was held on by wood screws but since the frame for the bodywork is made of Ash and steel screws and Ash don't get along well together Mike is securing the trim with pegs Araldited in place. The finish colour will be Forest Green.

(Funny how often evenings that do not look promising turn out to be really interesting, possibly because folk have more time to chat.)

Mike thanked the participants and we responded in the customary manner.

• **Note from the Editor:-**

Having had a life-long interest in astronomy, but knowing little about sundials, I found Derek's talk fascinating. As Derek said, the time shown by a sundial does not keep in step with the time shown by a clock. The reason for this difference is twofold: the earth's orbit is an ellipse, and the ecliptic, the plane of the earth's orbit round the sun, is inclined to the equator. This leads to what is known as "*The Equation of Time*". Folk who are interested can follow this up in a textbook on astronomy, or by going to the web; try www.sundials.co.uk/equation.htm for starters!

Nick Rudoe

General Meetings Update

By Mike Crisp

Friday 7 October 2005

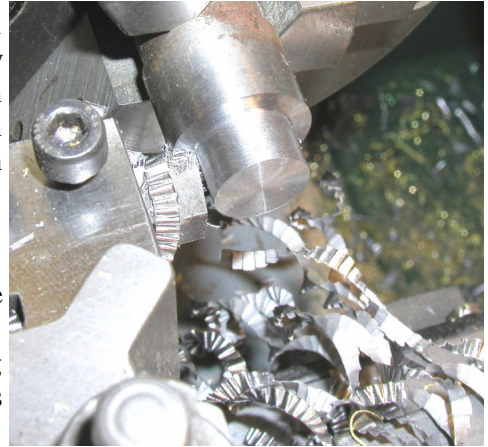
PLEASE NOTE PROGRAMME ALTERATION!

Preparation and Maintenance of Small Cutting Tools

I regret to have to announce that Keith Catchpole's eagerly anticipated illustrated talk tracing the history of sound recording as developed by Thomas Edison has had to be postponed – not due to ill health, I hasten to add, but owing to a double booking! I look forward to arranging an evening in early 2006 when Keith will be able to entertain and inform us about this fascinating topic.

In its place, I thought it would be useful to deal with the cutting tools which we as model engineers use routinely in our workshops. I propose to show how to grind a lathe tool from scratch and then to explain the purpose and effect of altering the basic angles and profiles of the cutting edge. If time (and discussion) permits, I hope also to take a look at drills and milling cutters, so hopefully the evening will be useful to all who enjoy machining metal.

The meeting will be held at our Headquarters in Legion Way, North Finchley, 8pm - 10pm, with tea and biscuits courtesy of Frank Dell.



Come to the October General Meeting and discover how to sharpen lathe tools so they will cut properly!

Friday 4 November 2005

Our Section – The Video Group

Continuing my policy of asking members of the various branches of our Society to demonstrate and describe their activities, tonight we turn the spotlight on our Video Group.

Members of this group were originally involved with shooting and editing 8mm film stock but with the current availability and convenience of electronic equipment, material is now produced in electronic form. The presentation will include a review of their activities in the 'early days' as well as an outline of their current projects, and we may even get to see some examples of their work!

The meeting will be held at our Headquarters in Legion Way, North Finchley, 8pm - 10pm, with tea and biscuits courtesy of Frank Dell.

Friday 2 December 2005

Pre-Christmas Social Evening

I plan to kick off the Christmas Festivities with an opportunity for members, partners, other family members and friends to mingle and chat while enjoying a Finger Buffet (bring your own fingers!) with accompanying liquid refreshment of both alcoholic and non-alcoholic varieties.

To get us into an appropriate frame of mind, this informal evening will begin with a few anecdotes and reminiscences to amuse, entertain and educate all present

Friday 6 January 2006

Members' Auction Sale

Following the success of last year's tool sale, the January General Meeting will feature another auction of fine

- 9 Rabbit damage, fill in holes.
- 10 Power feed for the Garden Railway

Notice

- 1 "Rule 1.1 When present on an informal visit, Members
 - a) must close the Main Gate after entering the Site and must close and lock it on leaving
 - c) are to open only the premises needed. Before leaving, members are to ensure that they have replaced equipment used and secured the premises."
- 2 Don't leave it to someone else, **IF YOU OPEN IT, CLOSE IT and LOCK IT.** It is your responsibility.
- 3 Will those members who walk their dogs at Colney Heath, please clear up after them.
- 4 The order for 7 ¼" vacuum braked bogies will soon be made. If you would like to take advantage of the bulk price of £188 (inc. vat) each place your written order with me now!

Events

Thanks go to those who helped with MENCAP on 10th September and the Birthday party on 17th September. The children at both events had a great time.

On Saturday 1st and 8th October there are two birthday parties, your help really would be welcome.

The loco section meeting on Friday 21st October from 8.00pm at Headquarters is a talk by Chris Vousden about Terminal 5. Come and support this event.

Our last running day of the season, Saturday 29th October, starting at dusk! Halloween at Colney Heath is always a great evening. If you haven't been before it's one not to miss.

Don't get up late!! Get up and come to the **Sunday morning 30th October winter working party.** Support your club!

Adrian
(Loco Section Leader)

The September Loco Section Meeting

By Roger Bell

Regular readers may well ask what happened to these reports over the last three months; these meetings were barbeques or informal gatherings at the track and enjoyable as they were did not provide me with enough interesting substance on which to do a report. However, now back inside headquarters the September meeting was quite the opposite.

Hours and hours of work had gone into the preparation of the meeting, and even as we gathered a visual display from the now much smaller overhead projector showed photographs from Sunday afternoons at the track, a pleasant introduction to a meeting. There were sixteen proposals for the track extension, each one on its own sheet and complete sets were on display around the room. Twenty-six sets were available for members to take home; further copies are available from Adrian. These are just proposals or ideas; it is unlikely that any individual proposal will be adopted 'lock, stock and barrel' as the final plan, but undoubtedly parts of them will be incorporated.

Like engineering itself we have to start somewhere; undoubtedly Concorde began life as a design on an A4 sheet drawn with a Biro.

A questionnaire had been sent to members and its results are being used to assist the direction of the development.

Adrian Reddish took the chair, his first meeting as Loco Section Leader. He described the agenda for the evening.

Jim Macdonald spoke of the history behind the proposals. Our raised track is one of the best in the country (3½" and 5" gauge), and the ground level (5" and 7¼") started after the Society entered a shunting competition which we as a club won. We were then offered a lot of rail from a garden centre, which did not prove satisfactory and the rail is now used as an anti-tip rail. We have learned a lot since then, like it's best to have one platform when carrying passen-

gers as a second one would also have to be manned. Engine and carriage sheds were built as well as sidings, a turntable and a level crossing at the site entrance. A signal box was also planned but has yet to materialise. Having reached the toilet block it was realised that it would not be finished in five years, and one thought was to move the second station and turntable every year as the track was extended. It was not thought possible to go round the pond but as further study proved this feasible this extension was built.

It was proposed to extend the line towards Dingley Dell and additional land was requested from the water Company in 1998. They have never said no, but that we could have the land when they had finished using it. Discussions with the water Company have been ongoing since. It has been agreed that our club would bear the cost of moving the fence using a Water Company approved contractor.

Donal then gave a visual presentation highlighting the course the meeting should take. 1. The first view of members' proposals.

2. Items for consideration.

3. Tea break.

4. Members proposals.

5. Any other thoughts.

6. To put forward our aims and visionary ideas.

7. To give all present the chance to express their opinions.

8. To discuss both the ground and mainline tracks considering all points and avoid unnecessary changes later on, thus saving time and effort.

A photograph of the new land coned off was shown.

At the members' proposals stage each proposer described his contribution with comments coming from the floor throughout.

I write as it happened, a bit disjointed here and there, sometimes a bit contradictory, complete with comments from the floor, some comments apply to more than one proposal, but readers will follow the flow.

Proposal One by Peter Funk.

He did not mind what the layout looked like; he would just like to see something done to satisfy the enthusiasm of many of our members and to make our track the best in the country.

Ground level runs under the main line which is feasible.

No stations on the extension, to save having to man them.

The ground level sidings are 5" and 7¼" gauge.

Only two members are interested in GL5. It's a large

facility for a small number of people.

Make room for the embellishments and add them at a later date.

The ground level should not compete with the mainline; the advantage of the ground level is that one can play trains.

Passing loops should be added in case one runs out of steam and to enable the running of more trains.

Public access allowed in designated areas as and when we choose to open them up, so that they only enter controlled areas.

We could have extra stations and only stop at them when they are open.

Proposal Two by Mike Foreman.

Emphasised safety, points should fail safe.

A loop is provided for continuous running on the ground level.

5" gauge sidings are in one area, 7¼" gauge in another.

The bulk of the track is on the top of the mound, it could be moved around a bit.

The land falls away 2 metres at one end; a lot of digging would be required.

The fall of the land is a very important point.

Some lengths of the track, raised on piers would be so high it would be difficult to get off if one had to.

You can draw anything you like at this scale but it's all the difference between chalk and cheese when you look at the levels.

These proposals will not be discussed only tonight; there will be further discussions in the future.

There is 9ft 6" required between rail level heights where the ground level is run under the mainline.

Proposal Three by Arthur Hamberlin.

Ground level extension only with passing loop.

No extension to mainline due to land level constraints. The questionnaire showed that only two people were interested in GL5, so why all the proposals with sidings.

We are an engineman's Society more than a railway running trains. GL5 is a completely different operation.

It has a skew bridge which is difficult or impossible to construct.

Proposal Four by Chris Reynolds.

Nice extension to mainline and ground level.

No points.

Tunnel on mainline, which could be added later.

Proposal Five by Derek Perham.

Pond will fill up depression in land.

The soil for the embankment for the track is provided from the pond area.

The pond would be a nice feature together with a wild-life area.

Proposal Six by Mike Chrisp.

Ground level with a continuous running loop.
Ground level sidings and turntable.

A common platform for raised and ground level tracks.
To have a dedicated wildlife area where members do not go; this looks good on other club's tracks.

A memorial garden could be added, dedicated to those members who had passed away.

Proposal Seven by Mike Avery.

Ground level without loop but sidings added.
Dual approach ground level track is a must.

Proposal Eight by Maurice Cummins.

Main line extension goes over ground level.
A cutting would be 2ft deep.
A container for secure storage would be provided, which must be in place before the fence is moved.
If soil is moved it takes two years to settle.

Proposal Nine by Alan Marshall.

Single ground level approach line with passing loop.
Ground level sidings.
Viewing areas.
What are we here for? We are here to provide facilities for ourselves. The area should be for members and guests only.
Wheelchair access must be a 'no go'.

Proposal Ten by Ian Johnston.

A reversing triangle which could be in operation at the end of the first season provides for complete trains to be turned.
This provides for an area that traction engines could run to.

Proposal Eleven by Adrian Reddish.

Ground level roundhouse, engine sheds and turntable similar to the one at Woking.

Proposal Twelve by Adrian reddish.

Similar to proposal eleven.

Proposal Thirteen by John Amoss.

To give the maximum track extension without bridges or points.
An extra 600 metres of mainline extension.
Ground level extension is about 400 metres.
Loops and sidings could be added later.

Proposal Fourteen by John Amoss.

Similar to proposal thirteen.

Proposal Fifteen by David Harris.

Ground level crosses over itself.
Has footpath and nature reserve also a viewing platform.
Uses existing raised track.

Proposal Sixteen by Donal Corcoran.

A self contained ground level loop.

The following points were raised:-

52% said no to public access to the extension.

The ground level railway must have a minimum radius of 50ft with a maximum gradient of 1 in 70.

The mainline railway must have a minimum radius of 60ft with a maximum gradient of 1 in 90.

The steepest part of the mainline now is 1 in 72 coming out of Dingley Dell and on the final approach to the tunnel.

Tunnel and bridges to be designed with adequate width and headroom and to conform to the health and safety book 'Passenger-carrying miniature railways, guidance and safe practice'.

Finance will be a major constraint; it could cost £26,000.

We use the land under a licence; whatever we do we must consider our neighbours and the water works.

We cannot cut any of the trees down on the site.

There is no access through the water works, so the new land must be accessed via our site.

The new works have got to be right; we cannot cut corners.

A site survey exists that gives the land heights for the area concerned.

A round of applause was given for Donal for his work on the presentation.

To sum up.

We are very grateful to the water company for providing us with the use of this additional land which does give us a lot of scope.

Members should feel free to submit further proposals to Adrian; we are still in the planning stage.

A development team will be brought together to manage the progress of the work.

The aim at this stage is that the final layout will embrace the best ideas from the sixteen proposals and take into consideration all the points that were raised at the meeting.

The St Albans DMES Model Show 2005

By Mike Chrisp

The last weekend in September is usually set aside by St Albans DMES for their excellent annual exhibition of models. As in previous recent years it was presented at Francis Bacon School in St. Albans. The weekend was mainly fine and warm and the event was well patronised.

The school hall was used to display a variety of fine ship, locomotive and engineering models while the nearby gymnasium housed displays by Luton Model Boat Club, a slot car racing track manned mostly by our own Ian Fisher, and round-the-pole electric flying. The refectory not only provided an opportunity to sit and chat while enjoying welcome and appetising refreshments, but also to peruse the items for sale on the club sales stand and to study a good variety of Meccano and Bako models.

Plenty of car parking behind the school meant that nobody had far to walk to the Model Show, and the playing field was used for almost continuous flying displays throughout the event.

On entering at the front of the school, railway layouts greeted the visitor who could also mull over and purchase items of pre-used tooling and useful bar ends of brass, steel, plastic and light alloy. A railway artist demonstrated his talent and in the school quadrangle passengers could enjoy a train ride on a raised track provided by our own Jim Macdonald. Activity on a boating lake entertained visitors of all ages. Back in the main hall, a wonderful display of vintage boats caught your reporter's eye, as did the feast of model engineering displayed on our own North London SME stand located almost at the centre of the hall.



The rearranged layout of this year's exhibition was enjoyed by regular visitors to this show, who also took advantage of an opportunity to examine the trophies awarded at this event, to read a display outlining the Society's activities, and to enjoy conversation with like-minded colleagues.

A fine collection of models was displayed at the North London SME stand situated almost at the centre of the main hall of Francis Bacon School.

Photo: Mike Chrisp

FOR SALE

4ft. EDWARDS SHEET METAL GUILLOTINE
£200 o.n.o.

Contact: Peter Prior

Letters Page

September 8th. 2005

Letter to the Editor

Dear Sir,

The announcement of a new arrival and the opportunity to view was an irresistible invitation. As a Country member I joined a happy throng of fellow enthusiasts. The sky was at its bluest, the food and drink flowed "free" and there for all to see was Grahame Ainge's brand new "Kimbolton Castle". Far more attractive than a human new arrival, this B 17 looked good and performed faultlessly.

How pleasant to see admittedly 5 year older faces and to remember most names. All were so friendly but may I pick out just two names - our splendid chairman Ian Johnston and that old timer Bert Mead, pushing into the 90's but complaining that 10 BA nuts looked out of scale on his forthcoming D 15. What a man!

Thank you Grahame and NLSME friends for a wonderful day out. It made the 300 - odd mile journey well worthwhile.

Regards

Peter Kearon



Another view of Grahame's 'magnum opus', which he modelled on Kimbolton Castle as it appeared in 1954. The prototype was a modification of the original B17 design, and like the prototype Grahame's model has 3 cylinders with Sir Nigel Gresley's conjugated valve gear.

Photo: Owen Chapman



Letters Page

Dear All,

Robbie and I are moving to the wilds of the East Midlands on the 6th October.

Unfortunately over recent months my mother in law has been very ill and we have been travelling to Wales virtually every weekend, so we haven't been able to get up to Colney Heath or HQ to say good bye.

I have no intention of leaving the club and expect to carry on doing my track steward duty and playing on the garden railway on Wednesdays. However I shall miss the regular involvement in club activities particularly when, with the new land available, our club has such an exciting and interesting future.

Over the years I have been involved in many of our projects at Colney Heath; I have dug trenches and put in water supplies, dug trenches and put in drains, dug holes, mixed cement and filled them up again. I have even been involved in digging the foundations when we "jacked up the tunnel". I have also moved tons of spoil from the pond to the car park embankment, loads of bricks for the tunnel mouth and miles of timber for the Garden Railway which is probably why I have a bad back.

But all my efforts in our club have been as part of a team of like-minded friends involved in pursuing a very pleasant hobby and if I had the choice I'd do it again. My daughter grew up playing at Colney Heath and our little dog "Tuppence" thought that she owned it. The club has played a major part in my family's social activities and provided many fond memories. My last project was the garden railway and the group of us that were involved in its design and construction have not only had the pleasure of seeing a project completed, but seeing a new section thriving and increasing club the membership.

I have also been involved with activities at HQ on Wednesday evenings; this mainly involved playing with the American HO layout and going to the pub. Other members of this section have been involved in some serious modelling but in the main I have stuck with playing and drinking and I highly recommend it.

So thank you the NLSME for providing me with so much fun and so many friends over the last 26 years.

Finally I must thank my wife for her support and tolerance of a husband who spends all his spare time playing with trains or road steam. I can assure her friends, who might have heard her mention that as a result no time was spent on any home decoration, that our new house is already in excellent order.

Best wishes to you all.

John Squire

Track Stewards Rota for October

Date	Senior Steward	Track Steward	Track Steward	Track Steward	Tea Steward	Tea Steward
02-Oct	M. Chrisp.	Robert Hatton.	D. Green	C. Reynolds.	J. Robson.	Mrs Robson.
09-Oct	T . Baxter.	R. Lidzey	J. Sanson.	P. Weeks.	Mrs Baxter.	M. Sarche
16-Oct	D.Jones	P.Sheen.	D. Spencer.	D. Grant.	R. Axton.	F. Adams.
23-Oct	R.Oldfield.	A . Scott.		J West.	P .Fox.	C Dean.

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📖 Dates for your Diary 📖

Saturday 1 October	Birthday Party at Colney Heath (help required)
Tuesday 4 October	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Friday 7 October	8.00pm General Meeting; Talk by Mike Chrisp; HQ, Legion Way, North Finchley
Saturday 8 October	Birthday Party at Colney Heath (help required)
Monday 10 October	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 21 October	8.00pm Loco Section meeting; talk by Chris Vousden; HQ, Legion Way, North Finchley
Friday 21 October	<i>Deadline for copy to Editor for November News Sheet</i>
Friday 28 October	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Saturday 29 October	Starting at Dusk! Halloween Evening at Colney Heath
Sunday 30 October	9.00am. Start of winter working parties at Colney Heath
Tuesday 1 November	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Friday 4 November	8.00pm General Meeting; spotlight on the Video Group; HQ, Legion Way, North Finchley
Monday 14 November	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 November	8.00pm Loco Section meeting; Work in progress; HQ, Legion Way, North Finchley
Friday 18 November	<i>Deadline for copy to Editor for December News Sheet</i>
Friday 25 November	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Friday 2 December	8.00pm General Meeting; Social Evening with wine and cheese; HQ, Legion Way, North Finchley
Tuesday 6 December	8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
Monday 12 December	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Wed 14 December	7.30pm Open House with the HO Group; HQ, Legion Way, North Finchley
Friday 16 December	8.00pm Loco Section meeting; talk by Robert Candish on the RHDR; HQ, Legion Way, North Finchley
Friday 23 December	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Wed 28 December	HO Group afternoon; HQ, Legion Way, North Finchley
Wed 28 - Fri 30 Dec	The Model Engineer Exhibition, Sandown Park

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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).