

Issue No. 840 December 2021

The News Sheet



December 2021

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Front cover photo; -

Tom Luxford's magnificent Stained-glass window of the Club's logo fitted to the original club workshop. (See Bookworm article on page 18 of this news sheet).

Your editor is very grateful to all those who have contributed to this edition and through 2021. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.



As usual there will be no January edition so get writing for the February 2022 issue. Have a happy Christmas and New Year.

Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.



Chairman's Comments

Les

Another year nearly passed, seems only a few moments ago we were pondering how 2021 would pan out for club. But, past it nearly is, and, given the circumstances, it has been a good year for us. All section activities have resumed, and several good and enjoyable events held at Tyttenhanger. Also, it was pleasing to see nearly all sections represented at the recent club visit to Bentley Priory, home of fighter command during WW2.

As expected, our funds have diminished due to loss of income, aside from membership fees, whilst expenditure continued for recurring and existing project expenses. We are still in reasonable financial health but if Covid strikes again next year we would have to look more carefully at project expenditure.

Inevitably thoughts now turn to 2022. Following my comments last month, I have had no representation from members as to whether Tyttenhanger should open to public next year. From that I take it that there is no strong feeling for or against. Council will review the situation and recommend, by March 2022, whether to re-open or not. (As stated last month, my personal preference is to reopen). You will read elsewhere in this issue that we are contingency planning for re-opening to the public in late May, though events outside our control may scupper that plan.

Notable in the year has been progress toward the steaming bay project, due to be complete for the year 2000, as many will remember! Key to this was replacing the chemical toilet and wash facilities in the steaming shed before it can be demolished to make way for the new steaming bays, a long overdue improvement of our facilities. It has been my policy in writing these notes to avoid crediting, by name, persons who undertake tasks on our behalf as it is always a risk that I miss every member who participated in the works. However, in this instance it is appropriate that I break this rule and mention Grahame, Mick and Jonathan who have over 14 months spent two days every week, excluding Covid shutdowns, on a project that, significantly, is for the benefit of all members. They have constructed and fitted out a washroom of superior quality and are deserving of particular acknowledgement. Others have contributed I know, and our thanks to those also for assisting Grahame, Mick and Jonathan, who worked tirelessly and good humouredly to provide something all will use regardless of section interests. Thanks again.

At November council meeting we reviewed and agreed a conceptual plan for improving the kitchen and toilet facilities at HQ as being in line with what is required. This concept will be presented at the January general meeting for comment and, hopefully, members approval. Thereafter we can develop budgets

and timescales for the work. It would be good to have this upgrade finished by 2024, that year being the 40th anniversary of our occupancy of the building.

Winter maintenance has started at Colney Heath on our traditional day and time of Sunday mornings. There are no new projects to start but plenty of ongoing work and maintenance, hope to see you there.

Wishing you all the best for a happy Christmas and a jolly new year.

See you at track or HQ

TYTTENHANGER INTERIM RULES EFFECTIVE 19th July 2021
UNTIL FURTHER NOTICE

OR

AS MAY BE AMENDED FROM TIME TO TIME

(Issue: Rev 4)

- Members only, their families and invited guests allowed on site
 - Site is closed to the public
 - Gate to remain closed at all times
-

A new supply of bags of coal has been delivered
to the Colney Heath site.

Anthracite Beans in 25kg bags

The size most used on our locos. £12.00 a bag.

Anthracite Grains in 20kg bags,

Suitable for 3 1/2" gauge or those with very small fire-hole doors. £10.00 a bag.

Welsh Dry Steam Coal in 25kg bags

In larger lumps, which would require breaking up to use. £11.00 a bag

Contact the Treasurer. Mike

Treasurer's Report

By Mike

Another year past and what have we got to show for it? Some few new locos and carriages and wagons putting in an appearance in different gauges, in particular the most impressive carriages with detailed interiors on the Gauge One track.



Being linked to the NLSME Gauge 1 What's App Group

I have greatly enjoyed viewing their efforts running around the track at Colney Heath, some at scale speeds. It certainly keeps some of their owners exercised walking around the perimeter of the track keeping an eye on their trains. Must be good for the waist-line even if the chocolate biscuits are a distraction.

Despite our lack of income in the past two years because of Covid lockdown we have still been spending money on projects with one or two new items in the pipeline. This largess will obviously have to be kept under close control until we are able to start replenishing the coffers with income from Sunday opening to the public next year.

It is a great achievement by those who have worked so diligently through the summer on the new Steaming Bay washroom, which I understand is now commissioned apart from the door lock arrangements and a couple of other minor items. It will mean that I will have to make only one more trip to empty the Elsan portable toilet, before it can be disposed of and Dave Green's toilet out building consigned to history

Those of you that missed the opportunity to visit Bentley Priory in November missed a treat. The guided tour and the explanations of how Fighter Command was organised from the Priory during the Battle of Britain was an eye opener. Thanks to those who organised the whole event for those who attended.

Unless any unforeseen Covid lockdowns occur, we will be holding our New Year's Day running session at Colney Heath for all members to attend and enjoy. Clockwise running on the Raised Track will be the order of the day controlled by certain signals and line of sight driving.

Meanwhile wishing everybody a very Happy Xmas and Best Wishes for the New Year.

Keep safe and keep engineering.

Mike

Club visit to Fighter Command at Bentley Priory

By OMAH Mk II.

On the 9th November forty-five members many with wives and girlfriends (but not at the same time) assembled with enthusiasm at the doors of Bentley Priory for an exciting visit to the Museum.

The Battle of Britain was a decisive battle during World War II, and was fought in the skies above Britain between 10 July and 31 October 1940. Had the Battle been lost, Britain would have almost certainly been invaded by Nazi Germany.

RAF Bentley Priory played a pivotal role during the Battle of Britain as Headquarters of Fighter Command. In the



museum there is an interpretation of the “the one, the Few and the Many”. The one being Air Vice Marshall Dowding who masterminded the surveillance of the air over England to spot invading planes. The few were the fighter pilots flying Hurricanes and Spitfires who with Dowding’s planning won the air battle over England. The many were the general population of England who maintained the few and the many.

So why Bentley Priory? Well, it had been a Hotel, a Girls School as well as an Augustinian Priory but in recent times it had become a social and political hub. The Priory occupied a lofty position overlooking the surrounding countryside and was bought by the war office in 1926. When War broke out the fighting was in France and Britain was putting large numbers of planes onto the Continent to fight and often to get destroyed. Dowding noticed this and demanded that a strong fleet of fighter planes should remain in England to resist invading German planes. This was the first move and it was jolly good that the Government listened because if they had not then we would have lost the Battle of Britain and the Isle would have been invaded.

The next item that Dowding devised was a system of listening via rudimentary radars. These were listening positions which could ‘hear’ planes approaching and find their direction and distance off which was relayed to Bentley Priory and by triangulation the positions plotted to enable too ‘few’ to take off and attack and destroy the imposters.

Bentley Priory had a large plotting room covering the whole of the UK south and east coastline from Cornwall to Scotland where incoming squadrons of enemy aircraft could be identified and the information distributed to the fighter groups around the country.



By diligent work the RAF found that they were winning and eventually Germany gave up due to their losses. So, Dowding and the RAF won the Battle of Britain and secured the Country for us.

At the Priory we visitors were split into three groups, the scribe's group was led by a lady called Sharon who 'knew her stuff' and was able to put it over consistently with a good voice and a ready wit.

Our tour ended at about 12,45 with time to enjoy the fresh air of north London. Soon and invitation was given that lunch was ready and we all re-entered the café



where we were confronted with mountains of sandwiches and gallons of hot tea, which we attacked with Zest and almost won but were defeated by the appearance of yet more sandwiches!

After copious thanks to the ex-NLSME member who masterminded the tour, the satisfied group left Bentley Priory; very grateful to Mr and Mrs Brimson for organising such a successful and informative visit.

Air vice Marshal Dowding with King George VI and Queen Elizabeth in September 1940 at Bentley.





Track Stewards Rota Looking forward to 2022

By Nigel

Well, what another roller coaster year 2021 has been. What with further lockdowns – I've lost count on how many we have had, and as a result of this yet again we have had no public running. With our winter working parties at least able to carry on and Christmas not too far away, and booster vaccines becoming available, hopefully 2022 will be much better than the last two years.

At the recent November Council Meeting we had a discussion and agreed that we should at the very least start planning for a full 2022 public running season. At the present point in time Council realise that there is a possibility that the best laid plans are liable to change due to circumstances beyond our control. However, it does make sense to plan our Track Stewards Rota in the hope that our public running season will commence on the third Sunday in May. The reason for the delayed start being due to the already announced celebration on Bank Holiday Monday 2nd May of the Society taking over the Tyttenhanger site 60 years ago.

Members can be reassured that given the general age profile of society members Council will not sanction opening for the public again until we are happy that by doing so, we will not be exposing our members to any risk above that which we had before Covid-19.

As in previous years it is my intention to issue a draft Track Stewards Rota in either the February or March issue of the News Sheet. The basis I will use is that stewards will be able to do their duty on the same 1st or 3rd weekend of the month as they have done in previous years. New members will be allocated a date where a vacancy has arisen. However, if this is likely to cause a problem would you please swap your duty date with another member and then let me know, preferably by email, – address on the back of this News Sheet. If you are not on email then please telephone me with the details of who you have swapped with – again my number is on the back of the News Sheet.

All members are reminded that being a member of the North London Society of Model Engineers requires you to commit to do at least one rota duty when you join or re-join each year. If, however, you are unable to perform the duty on the date published it is your responsibility to arrange a swap with another member and to advise the two Senior Stewards involved of the change. A phone call or email allows the Senior Stewards to plan for the number of stewards who will be there

When drawing up the rota we will continue to take into consideration country membership, distance from the site, advancing years, fitness and members of the Gauge 1 Group who will be continuing to do Sunday tea duties, so not every member of the society may be listed.

Our public running days provide a lot of pleasure to parents and children who come along to the site at Colney Heath. After two very lean financial years the income from the public, as well as the subscriptions we pay, goes towards improving and/or maintaining our facilities not only at the track but also at Headquarters.

Nigel

(On behalf of the Council) December 2021

For Sale

A set of 7 unused brand-new drawings for a 7 ¼ Gauge 08/10 0-6-0 electric loco by Dan Jeavons bought recently when in a state of enthusiasm which because of work load has now waned.

Cost £65 yours for £4

Contact; - Terry



Forthcoming General Meetings

In the past our members have been as good if not better than the imported variety of speaker. So, if you know of a member who would be willing to talk for an evening or even half an evening shared with another member; then that would be excellent. Please let me know. The Programme at the moment reads thus: -

Friday 3rd December. A festive gathering. A chance to meet folk from other sections of the Club. Light refreshments will be provided and a backdrop of films from the past glories of the track will provide interludes to 'glue' the evening together.

Friday 7th January 2022. This was usually an evening which took place during the ME Exhibition at Alexandra Palace where members could chat to others who had also been to the Exhibition and purchased items not seen by other members at a fraction of the expected price! This year it will be **an opportunity to have a cuppa** and a chat whether there is an exhibition or not. Anyone want to show his collection of slides, a short film?

Friday February 4th. A fantastic journey to the Steam Festival from St Albans by miniature traction engine by Professor Timothy Watson. An epic journey by miniature traction engine from St Albans to the Dorset Steam Fair. Taking three days with lots of thrills if not spills; the talk will be augmented with video recordings in sound and colour! As a **bonus** a recent adventure across the London Thames Bridges by miniature traction engine filmed by Jim Macdonald. Not to be missed.

Please be reminded that our assigned parking at HQ is to the left of the site alongside and beyond the end of our building.

Any questions regarding the meeting contact, Ian Johnston on; -
020 8449 0693 or e-mail ian@jtc.me.uk

Visiting HQ? - Check if the changes to the Central London congestion charge limits impact on your journey by car to HQ.

From 25th October 2021, London's Ultra Low Emission Zone (ULEZ) will be expanded to create a single, larger zone up to the North and South Circular Road. You can travel along the North & South circular without charge but within the limits of these roads you may be liable for a charge depending on your type of vehicle.

HQ is located just to the north of the North Circular Road.

If you intend to travel by car to visit HQ and are likely to pass through the new expanded ULEZ area you should check on the government web site; -
<https://tfl.gov.uk/.../ulez-expansion?cid=ulez-2021>

Enter your vehicle registration number and it will tell you if you are liable for Central London congestion charge. Only one charge applies.

General Meeting Friday 5th November 2021.

Work in Progress’.

By OMAH Mk II.

The scribe approached HQ with trepidation. The abandoned British Legion had been legally taken over by a large group of Hindus who are in the midst of celebrating Gujarati New Year (5 November). Gujarati New Year falls on Shukla Paksha of the Kartik month. So there! At the crowded entrance we were met by a friendly and efficient security chap who knew well who we were and guided us to a safe parking slot. The same happy meeting with security occurred with other members who were attending the ‘Work in progress’ meeting.

Once inside the meeting room Mick and Jonathan were already preparing a magnificent model of *Locomotion 1*. The other artifact on display was a fine-looking model of a *stationary engine* offered by Gerald. So, we were in for an enjoyable and short meeting. . . we thought!

The scribe did not realize what an important *Locomotive 1* is in railway history. It was built by George and Robert Stevenson the engineers railway promoters and business men. It was the first to carry passengers regularly and was powerful enough to not only haul at least 400 passengers but one hundred tons of coal as well with the train extending 400 feet in length. It changed the fortunes of the towns of Stockton and Darlington. A point that is not forgotten in that a new statue of *Locomotion 1* has been made that rises above its plinth in Darlington at predetermine times with noise and smoke!

Locomotion 1 was the first to use coupling rods, the first to carry passengers regularly, and the first to go into preservation and no doubt several other firsts, that avid readers of the *News Sheet* will inform the scribe of in due course.

Jonathan had done much research into the engine and had sourced several suppliers for



metals and plans and anecdotes. The boiler on the original had only one fire tube which was inefficient and eventually spelt doom to the original; Jonathan fitted about thirteen tubes. The inefficient first full sized boiler exploded unfortunately

killing the driver who had tied the safety valve down with a rag. Covid has created opportunities because Jonathan spent hours alone in the workshop that he would not have done if the 'Lock Down' had not existed.

Jonathan had made a fine job of the engine not only battling with stubborn metal, inaccurate castings and disinterested suppliers. We will all await with bated breath to see that fine model romping down the ground level 7 ¼" track with Johnathan at the regulator.

Next on was Gerald. He had built an exquisite horizontal steam engine during the 'Lock Down'. No doubt reminiscent of the mill engines he admired in his youth in woollen mills in Yorkshire. Probably at the same time that the scribe was admiring and watching the smooth steady motion of the horizontal steam cotton mill engines in Lancashire. Gerry's fine model worked well on 15lbs psi and was made so exactly that it ran well without piston rings making do with lubrication to seal the pistons.

Suddenly there was a commotion in the Hall and a breathless Nigel arrived with a front bogie of his *Type Twenty* Locomotive. He had been delayed on a closed A1 South Motorway had transferred to a crowded A10 South Road before his sudden welcome gasping appearance at Summers Lane. Nigel had been 'building' his *Type Twenty* for years but the 'Lock Down' got him moving faster to completion.

The type 20 locomotives were diesel/electrics and about 288 were built for light fast freight work, they became partially redundant with the growth of road traffic and as they had no coach heating system were only good in the summer to Skegness. Many found employment in private work like channel tunnel construction and around quarries, weed killing trains and on one occasion a journey to Prague with a relief food train. *Type 20's* mainly worked in pairs linked bow to bow so that the driver had the ends with greatest visibility due to the shape of the 'front end' with the large front facing windows.

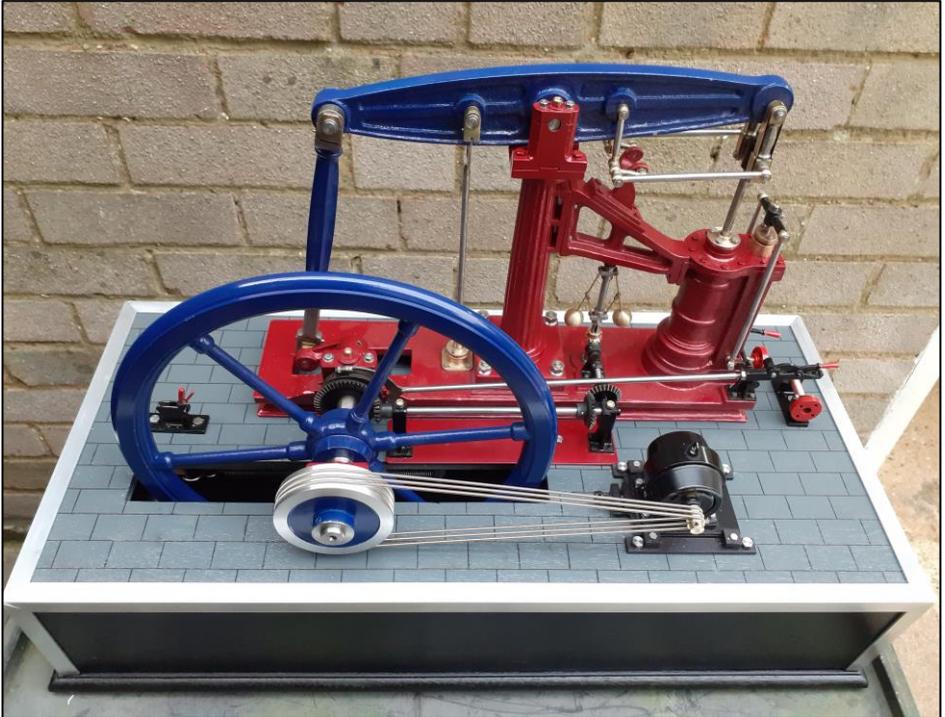
Nigel seems to have fallen for the *Type 20* after seeing Brett Hudson's *Type 20* locomotive. He spent a lot of time not only researching the loco but also the purveyors of parts for it, such as names that the scribe cannot repeat for confidentiality. Wheels were turned, chassis squared, motors acquired and buffers formed all visible on the silver screen. These days rather pleasant way for describing the build is by taking photos at each stage so that they can be displayed with each item manufactured.

Suddenly the mesmerized group realized that time had run on and that it was well past ten-o'clock so thanks were given to all the participants, the crowded lecture theatre, to Peter for conducting the raffle and to Les who was unable to demonstrate his model due to time constraints.

Sanderson beam engine in 1/12th scale

By Derek

With the Stuart engine completed (*See p17 Feb 2021 Ed*) and after much thought I decided to build a beam engine for the next project to try and keep sane with the dreaded COVID19 knocking on the doors of the world and keeping social contact to very few people.



There are several beam engine designs around having kits of materials and castings available from the model engineering suppliers in the UK.

I wanted a model of a size to be handleable and easy to manoeuvre with ease on the building bench, so the Sanderson design in 1/12th scale was decided on which was available from Blackgates engineering.

The Sanderson engines were manufactured by Robert Sanderson and Co. of the Albyn Foundry, Little Govan, Glasgow. In 1840 to 1898 years, several types were produced mainly for pumping duties in Mines, Water, and sewage disposal but many were used to drive engineering equipment and to generate electricity by driving Dynamos from the main drive shaft of the engine.

The kit was sent for and delivered well packed and very heavy for the young lady who nowadays seems to deliver parcels from their private cars.

Starting on any new model one has to check all cast and raw material components to the material list and to be correct and plentiful before for any machining takes place, this was done and the only discrepancy was the gear set to drive timing operation, this became a problem as most gear cutting in the UK is now done one on CNC machines and small quantities are no longer affordable or available.

The gear set consists of 6 gears, one pair of 10/12 teeth and one pair of 24 teeth 45° bevels and a matched pair of 3-1 bevels. This problem was put on the back burner hoping a set could be found.

The Base casting was in need of much fettling and an omitted machine pad for the coolant pump had to be got around. The cast scalloped edging was very poorly cast and took several hours to grind to shape as machining was not possible owing to chilled hard spots. A replacement was sent and the same problems were present so a solid Tungsten Carbide end mill had to be used on all the iron castings. The main beam again had several hard spots and pivot pads were o/o/line with each other so the centre of pivot bores had to be selected causing o/o/centre positions and the best side of the beam hopefully being on the aspect that will be seen when finished.

The 4 sheet drawings were not easy to use with the same component parts viewed on different sheets, obviously having been redrawn from one assumes Clarkson drawings, as they were I believe the first suppliers of casting and drawings many years ago.

Several errors were found in dimensions for parts on differing sheets so all had to be checked before starting turning or milling ops.

The marking out of bores and centres was the next step and after fettling all casting were given a light spray with grey etch primer, I find that scribe lines are easy to see and machine up to, also it doesn't rub off.

The Column was turned and set up on Mill for side pad and location slots to cut, the top platform to hold main pivot shaft and caps, was then machined, to fit and Loctite in position on final assembly.

Next the cylinder and valve chest casting were carefully marked out and bored to drawn dims. The valve chest easily milled to dims. and ports milled out and cross drilling all done, then the piston and valve rods made using Stainless and fitted with Silicon O rings.

Main beam drive rod is a cast fluted rod with a top forked connection to beam and the bottom end a flat section for a split bearing as a big end bearing, a difficult part to machine owing to its shape.

Next the Cylinder to Column casting required a day or two to decide how to hold and dimension to suit the now temporary assembly of Column and Cylinder onto base, the side mounting onto Column is via three 1/8th wide tenons into matching slots on an iron plate onto Column side, these are held by six 10 ba. Countersink screws and the angled support Web then mounts on that held by four 8 ba hex heads, a top pad for the parallel motion forked casting to mount on and the small pad to Cylinder top held by four 8 ba hex heads.

All clearance and threaded holes were then drilled and threaded plus spot faces where possible.

A Ball end form tool for the motion rods ends was made and a cross drilling jig for the ball ended bearings, 10 in total plus spares, these were to be Silver soldered on to 3/16th dia. at the centre of each rod, then barrel tapered to 1/8th dia at the ends to match the ball ended bearing stem. A plate with pitch dims was made to hold centres of rod pairs, for the soldering op.

The three pairs were made to drawn dimensions and put aside until the piston end and valve end links were made, these being very fiddly and consisting of 12 components, but when assembled look very nice and unusual in modern day engineering link manufacture.

The piston and valve end cross heads are a simple centre piece with arms to take the driven link rods and hold the piston rod and valve rods, both are then driven by the beam for the piston rod, and valve cross head by an eccentric from the main drive shaft by a long timing rod, via small rocking links to either side of the valve chest for timing of the valve events.

The connector on the timing rod end has a quick release mechanism as to allow starting and pre warming of Cylinder, the hand lever mounted on the other end of timing cross rod lever could be held in a natural position until all condensate was exhausted.

Two rocking levers and one upright drive lever were made holding pitch dimensions, as the pitch dimensions are important to keep valve movement correct, and are swung on a short cross shaft then set up at 90 degrees to give equal timing movements, on a pair of cast bearing support brackets held on two machined pads on base plate by four 8.ba. hex heads in each bracket.

A Yoke plate is the drive from the beam with split bearings each side and universal joint to the water pump, fitted with bypass and clack valves under the base, which would have had access to in one assumes, a small area for pipe work and maintenance of the boiler water levels etc.

A governor was the next assembly to be made, this was again a bit fiddly with small bosses to be cross drilled in pairs to get equal movement on the flying weights and to drive the centre rod down through the base for controlling the steam input.

The swinging arms lift and lower the sliding boss when speed increases by centrifugal force all driven from the main shaft with a 3 to1 ratio of 90deg bevels, running alongside the base on two cast upright supports with bearings, and to position the pair of bevels lining up the unit to the centre line of the governor, as mentioned the gears required had to be sourced from Meccano suppliers and these all had to be modified to suit the shaft size differences and not have the old standard slotted grub screws which all Meccano parts are secured with, after many difficult modifying ops, they were all blacked by Pixel solution which works very well.

A ball end form turning tool was made using 1/8 th x 5/8th inch section ground flat stock hardened after forming and backing off the cutting edges, for the 1/2 "inch dia for the governor fly weights.

The main fly wheel only needed a little fettling on the spokes as Blackgates supply at no extra cost a fully machined wheel and only needed two set screws for mounting onto the main drive shaft.

I decided to mount the engine on a raised plinth with a under access for 12 volt motor driven directly onto the fly wheel for demonstration of the engine to a correct speed as would have been in its working life, I didn't want any switches showing and constructed a hand lever with a sprung release locking side lever, which has a pivoting arm reaching through to a pivoting Paxolin plate holding the motor to drive a small flat Silicon covered flat drive wheel under a soft coil spring for engagement, a micro switch was mounted to connect the power supply, a rechargeable 12 volt battery is shipped in a access door on the right end of the plinth.

A working dynamo was purchased to add to the model and the overall size plus casing design seemed to be to scale, the output of this dynamo is 6 volts at 8000 RPM which is not available on this type of drive.

The engine ticks away nicely on 8 to 10 lbs of air pressure and can be connected to a supply via flanged input pipe under the valve chest. A flanged exhaust pipe is shipped alongside for steam or air exhausts.

Paint work is spray cans from Halfords car touch-up range a clear lacquer spray is applied to the whole model as all rods and bright metal parts are prone to rust and discolouration. A glass display cover will be purchased to keep dust away.

My next project has not yet been decided.

Watch this space.

Derek

Bookworm Writes – 1962

Can 2022 really be the 60th year since the Club moved onto the site at Colney Heath? I suspect along with other members that can remember that wonderful year, my owner will be re-reading his dusty old copies of the News Sheet for the 1960s and reliving younger days when his hair was more plentiful and the pace of life seemed less rushed.

1962 the year when he and *the lads* among them Geoff Cash, Ron, Tom Luxford, Geoff Wren, Ed Hobday (Master builder of the Arkley track), John Sumpter, Ted Moon, Dave Chisnal.....oh and many more folk disappointed at the loss of Arkley, found new stimulus and a fresh hope for the future.

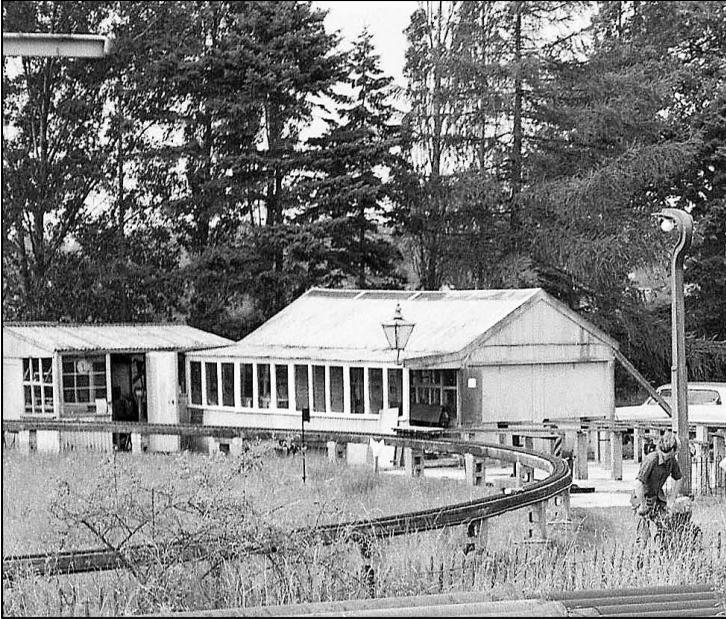
It so happens that I came across a piece my owner had written for the News Sheet in the 1970's but then didn't have the confidence to submit; but as words are meat and drink to a chap like me, I hate to see a good meal wasted. I have therefore taken the liberty of dusting it off and present it to you now in that all important spirit of sharing. I hope then you will enjoy with me this glimpse of the past.....

Tyttenhanger the First Ten Years - By Engine Driver

After we gave up the Arkley track we were offered land in a couple of places but the site at Tyttenhanger had "Welcome 'written all over it. In the News Sheet for July 1962 a sketch showing the proposed new track layout of around 1,207 feet was printed so members could see what potential the new land had. Ideas included a new Pavilion (tea hut), workshop and toilet, loco shed and still a Club interest in 1962, a space for a model car track – this last item being for 'rail cars' powered by miniature petrol/diesel engines.

After much discussion amongst the chaps, we decided not to recycle the old track from Arkley but to buy new. So, with the new raised track coming together thoughts turned to building the workshop, loco shed and eventually a lock-up bunker where locos could be left safely on site. All luxuries the old Arkley site could not have as the grounds there were shared with the Water Board Sports Club.

That lock-up was built to last and was built to be bomb proof (we were big on the H bomb then), animal proof and more importantly safe from those of a nefarious nature (his words) wishing to steal from members the fruits of their labours – this it has now done on at least two occasions recently (1970s). As the rest of the site has come together, I think we have a lot of the right things in place now.



The shed in my opinion is one of our greatest assets even if it is like an 'Oven' in the summer months and cold enough to freeze the draincocks off a loco in winter. I for one am fond of it. Having recently added the substantial railway type lantern fixed on the foremost corner of the building, it now

provides welcoming light on a gloomy day to lead a weary oil-spattered engine driver to the entrance of the workshop where Tom Luxford's magnificent Stained-glass window of the Club's logo greets you. (See photo on front cover) Then onto the sink and running water (sometimes hot) to wash the hands and face.



With hands washed it's a pleasure to be able to fettle part of a loco or make good a repair to one of our splendid new carriages in the little workshop area by using the old Drummond lathe, drilling machine, or on a very good day the old milling machine – yes, all now showing that surface patina formed by the atmosphere and the advancing of the years (not to mention the odd bit of leaky roof)- but all kindly donated and collected over time. After turning right from the milling machine it's so convenient being able to access the main shed all under cover, especially on a cold wet day.

Looking back now I think we got the layout and positioning of the steaming bays and shed about right. We couldn't be sure we got things in the right place in those early days, as remember we had an empty field in front of us when we set things out. Other than putting up the low chestnut paling fence as a priority to separate us from the pumping station ground, the only other thing we knew was a must was to follow the line of trees on the right-hand side as it was an obvious route for a long straight stretch running as they do down nearly the length of the field, after that it was all up for grabs.

I for one am proud then with what we have achieved in the past ten years, and now we have the extension finished it really is something. Let's look then at a typical Sunday afternoon Club session and count our blessings, for just ten years ago things could have been so very different.

Sunday at the Track

After arriving and giving a cursory glance to see the old "Arkley Halt" sign is still safely on the other side of the track and hasn't been 'spirited away', with pipe lit and drawing nicely, I walk around the whole track checking for debris and faults –for example is the asphalt top melting anywhere, are any of the signal wires chewed - perhaps carrying the pint of milk for the afternoon teas (these glass bottles are heavy) up to the new wooden shed that is the station building and tea room. I think we eventually put it in the right place sitting as it does set-back from the platform in an otherwise open space with only the few apple trees nearby and with the thin strip of concrete that forms the station for company. The newer little shed that is behind the tea hut and is now the 'Ladies loo' is a big plus for the wives. Pity we have to find a 'Brave soul' to check inside for spiders before an afternoon running though. Having put the watering- can and hose out on the station platform ready to quench the thirst of a passing loco we are done here.

On then to putting out the few signals and checking the fire buckets around the track are out and filled. During hot dry summer days, I may also check to see if there are one or two beaters (board on a stick, not tweed and grouse type) to extinguish any rogue line- side fires that might be started from a dropped cigarette end or passing loco. Always good to remember and see if the 'Dogs Must Be on a Lead' and 'Out of Bounds' signs are still upright, and visible.

Checks now done, its back to the steaming bays and just one more job to do before steaming- up. It's my turn to empty the 'Elsan toilet' (with assistance) from behind the shed by first taking it – very carefully - to the other side of the chestnut fence and emptying the contents down the appropriate manhole cover. I will be so glad when we are eventually allowed to connect to the main drain. If by this point, I haven't covered myself or my helper in glory its back to the shed and time to open up.

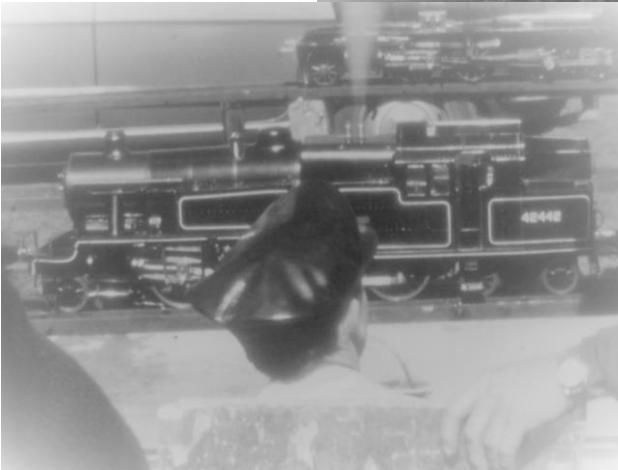
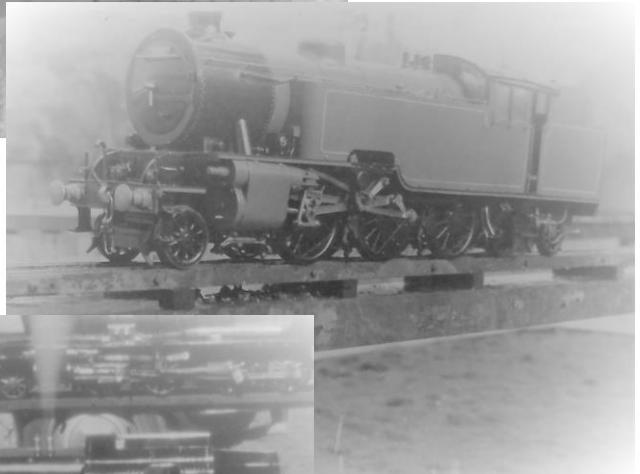
Here at last it's time to unlock the carriage shed, open the loco shed by opening the two large doors and detachments back to allow access to the steaming bays

from the lock-up, turn on the blower supply, (hopefully without getting a shock), unlock the lock-up and run my engine out. Some of the other lads will probably be running this afternoon, Cyril D may be there today running his Juliet, Ted M with Suzie M, Geoff Cash with George V, perhaps Ed H may pop- by and run his L1, Ron will probably be steaming up his latest, the Jubilee tank



Yes, we loco men of the NLSME have much to be proud of; I wonder what it will look like in fifty years' time?

Ah, as my owner would be the first to say, "nostalgia isn't what it used be"



Have a Happy Christmas
and here is to 2022!

Bookworm wishes to acknowledge the use of Mike Crisp's photo of the old shed which first appeared in July 2020 issue.



Narrow Gauge Garden Railway

By John

Season's greetings to all narrow-gauge fans everywhere, welcome to the last news sheet of 2021! Incredible....here's hoping that 2022 will see us getting back to some sort of normality.

It will be great to see the public back at Colney heath.... although the amount of people who have stopped me in the lane asking when they can visit again means we may get a bit busy!!

May I say thanks to all the contributors to the news sheet, I enjoy reading all the articles, even the ones I don't understand! And of course, special thanks to our editor Keith for his hard work in putting it all together.

And of course, to everyone who puts "something in " to the club, both HQ & CH, many thanks, without you the club couldn't exist.

Last year the festive narrow-gauge article consisted of a quiz to stretch the grey cells during the periods of boredom over the festive period, for example when "Strictly" is on telly. And because of the positive feedback, well, a letter from a Mrs Trellis of North Wales, here's another!! Hopefully the editor has hidden the answers elsewhere in the news sheet....no peeking!!!

(Answers can be found on page 38 – but no cheating Ed)

So, with a glass of something you fancy to hand, and your pencil poised.... off we go...

1. What is the only Piccadilly line station that has signage indicating northbound and southbound trains, all others are West and eastbound?
2. What acronym do France high speed trains have?
3. What musical has a trainset that comes to life and the engines compete to be the fastest?
4. What fictional town has trains called Wilson, Koko & Brewster?
5. What is the largest country without a railway?
6. What country has the smallest rail network?
7. What city has stations called St David's, St Thomas & St James Park?

8. In June 1883 the orient express started a new service from Paris to where?
9. Who was the first British monarch to travel by train?
10. Where is the busiest station outside of London?
11. Between what two Australian cities does the Indian Pacific train travel?
12. In what year did the Japanese bullet train start running?
13. In what country does the Tren a Las Nubes (train to the clouds) run?
14. Of the two sleeper services in the UK where does the "night riviera" run too?
15. What is the surname of the family in "the railway children"?
16. From where had the train involved in the great train robbery of 1963 departed, and in what county was it stopped?
17. In May 1994 the channel tunnel was opened by the Queen and what French President?
18. George Pullman of "Pullman" fame also founded an industrial town called Pullman, in what state of the USA?
19. Who took over the narration role from Ringo Starr in the Thomas the tank engine TV series?
20. In the postman Pat books and TV series there are two named trains he can travel on. Name them and for a bonus point name the driver!!
21. What station on a monopoly board was actually opened first in real life?
22. LUAS is a tram/light railway system in what city?
23. How long is the Trans-Siberian railway route? (I'll be generous, to within 100 km's)
24. In 1938 what railway model company produced its first OO model?
25. From what station and platform does "the Hogwarts express" depart?
26. What is the name of the oldest surviving railway company in the world?
27. Which country operated the first diesel powered locomotive?

Gauge 0 Group Report.

By Paul

With the closure of HQ during the Pandemic, the Gauge 0 section were able to meet, when permitted, at Tyttenhanger on Wednesday afternoons in the Summer. These meetings enabled us to keep in touch, play with our 5" Gauge" diesels and show off our Lockdown activities.

Obviously, we couldn't progress with our HQ layout but were able to share what we had been doing for it whilst at our respective homes. Steven completed some working Semaphore signals complete with Servo drives ready to fit onto the layout. These will be controlled using an "Arduino" programmable circuit board wired back to a lever frame to be installed behind or within the station signal box. Yours truly worked mainly on his home layout but found time to assemble new "Dingham" auto couplings for the rolling stock. These come as nickel-silver etchings and, when installed will permit hands- free coupling and magnetic uncoupling of vehicles.

On our return to HQ, we set about tidying up our room, dumping accumulated "might be useful one day" items, wood off cuts and miscellaneous untouched artefacts. We will be donating some unwanted RTR 00 scale models to the General Meeting Raffle Prize pile. These might make good Christmas or Birthday presents for children, old and young.

We have recommenced the scenic work abandoned in March 2020. Hopefully by Christmas we will have an operational layout to show off!"

Travellers from Kernow, voyage to the NLSME!

Letter of thanks from Mount Edgcumbe MERMS

I have recently taken over a Chairman of the Mount Edgcumbe Railway & Model society (MERMS) in Cornwall. I am almost as interested in miniature steam engines as Bryan. But while Bryan has the expertise and dedication to build superb miniature examples of the real thing, I am a "cheque book" engineer and buy the engines that I enjoy.

This has not diminished mine or my colleague's interest in visiting the NLSME, every time the opportunity has been there, we have grabbed it. Three of us joined Bryan, me with my Polly Prairie and Andrew with his AME diesel.

Visiting the NLSME gives us the possibility to experience the intricacies of operating steam locomotives on a large circuit with inclines and extended running, something our modest circuit doesn't offer. Andrew is in the process of building a Polly Prairie and his experience on my loco helps him understand the need for any modifications he might like to apply to his own, a very useful attribute. Peter

our third traveller has no loco of his own but has interests in smaller examples as well as the variants we run and see at NLSME.

As ever, we received a very warm welcome and were impressed by the number of your members who turned out to help us enjoy a rather soggy weekend. We greatly appreciate this and look forward to an occasion when we might do this again.

Again, thanks to all of you.

Regards, Nigel Sylvester-Thorne, Chairman

(Pictures of the event appeared in the November issue of the News Sheet. Ed)

For Sale

I have been helping a Widow in Kenton dispose of her husband's workshop.

There is a Wabeco F210E Type 11400 CNC Milling Machine. Sadly, she threw away the PC with the control board that drove it! There is an interface box which I assume has the PSU for the stepper motors and it has a 12 pin RS232 lead coming out of the box.

It has a very nice digital read out on the Mill and comes with, auto lock collet holder, collets, machine vice etc. All in an as new condition. As I understand, he only milled out bits of brass for clock movements. It has all the circuits and handbooks for the machine. It could easily be used as a manual machine and if you had the know-how can be brought back into operation as a CNC machine.

I have tried to price it up but it is difficult to do so. I have been in touch with a Model Engineer who uses CNC and he cannot give a value for the machine. If you know what you are doing it is possible to get software and drives to bring the machine back on line however, it might not be cheap.

There is easy access to remove the machine and load it. Please could you let the membership know it is available? Any reasonable offer will be considered.

Please contact Julian for further details.



G.L.R. News November 2021

By Peter

Tyttenhanger Light Railway

Here's hoping for a long overdue Merry Christmas and a Happy New Year to all you lads and lassies, we live in hope that it happens this year!



Nov 13th George and crew made another visit to our lovely railway, George's excuse this time was to replace the batteries in Nobby this seems to be becoming a habit, George? Also, on the same day Paul's vast family paid us a visit with lots of children for us to give rides too, it was a cold day but we made the most of it with Brian and Michael running through the day.

The crew have been busy reinstating a siding at Smallford hopefully staying ahead of the curve when we open in the New Year's season, many thanks to the crew it looks as if it grew there.

Weather permitting our next steam up will be early

in December. Glue vine, Stolen and Jerry's Gramophone the order of the day! But I have been told not to say anything about this! so as to keep it a secret I have put it in the newsletter hopefully reducing the numbers down to a large throng only.

We were hoping to give more rides this weekend just gone Sat 20th but I guess the cold weather put them off. So, the crew kept themselves warm by burning the piles of accumulated rubbish wood and brambles on the new land.



As ever in the muck
G.L.R. Section Leader.

Visiting Locomotives remembered – Part 6

By Owen

The DeWinton company of Caernarfon constructed much quarrying equipment in the later 1800's from waterwheels to drills including a number of vertical boiler steam locomotives mostly of narrow gauge and based on marine engines they also fitted. One is preserved in working order, the 1877 Chaloner, at nearby Leighton Buzzard. The concept has been inspiration to many model engineers, many producing their own variations on the theme. Few, however, are actual models, usually with the cylinders driving the wheels indirectly instead of via a crank axle. A member of the Harrow club does have a 5 inch one that visited a couple of times in 2003 and 2004 that sped happily around the track, though the cranks struck the 3½ rail and it has not been back since.



In 1913 the London and North Western Railway started building a class of four cylinder 4-6-0s for their top link trains. The first was named after the LNWR



chairman, Sir Gilbert Claughton. Nigel Thomson of the Erewash Valley Model Engineers has brought his model of that engine to us on a number of occasions. The inside valves are actuated by rocking levers ahead of the cylinder bock, like many GWR engines, but with the valve gear on the outside.

The Southern Railway U class 2-6-0's came about in 1928 by the rebuilding of the 20 K class 2-6-4Ts following the Sevenoaks accident. The K class had themselves been built in 1914 as a modification of the N class 2-6-0s but with



larger driving wheels. A further 30 new U class were constructed directly and used with on secondary passenger services most famously from Guildford. A 5-inch model of 31794, one of the original rebuilt tanks easily identified by their lower running board, came to Tyttenhanger in 2009.



Dot to Dottie A brief history of both.

By Bryan

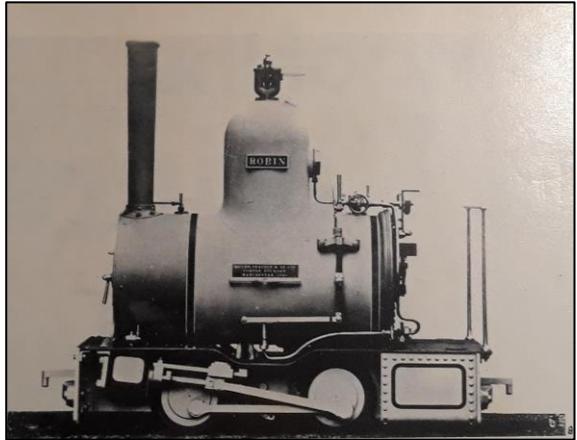
Dot

Dot is one of 8 locomotives built to the same design the first 3 built in Manchester by Beyer Peacock at Gorton to run on 18-inch gauge track the 3 worked at Horwich works and were built in 1887 named Robin, Dot and Wren. Wren was obviously used for longer

runs on the 7½ mile track within the Horwich Factory site as she was the only one with saddle tanks.

In 1891 Fly and Wasp were built followed by Midget and Mouse in 1891 for the L&YR. (I do not know if any other than Wren had saddle tanks.)

The 0-4-0 cab-less well-tank locomotives paired with a primitive 4 wheeled tender for



coal had outside cylinders with Hackworth valve gear.

Their names were displayed on brass plates fixed to the dome. This was at the time, a unique position for the name. The maker's plate was attached to the boiler barrel.

Wren survived in working order until 1962 and is now

preserved at York with tender, Dot is preserved and is displayed at the Narrow-Gauge Railway Museum Towyn.

Photos of Robin and Wren are from Railway World magazine April 1984. Dot photo was taken at Towyn Museum before Lockdown. (Many pictures were taken of Dottie at Tyttenhanger by Owen during a recent visit some of which were published in the November news sheet.)

Dottie

For many years my parents took my sister and me on holiday too Wales, obviously this is the link to visiting the Talylyn Railway where back in the late 1960s only a small shed housed extra stock and not displayed for regular visitors to see. Dad spotted Dot, from then on there was only one place for holidays to be had.

Many black and white photos were taken and measurements made over the many years before work could start on a 5" gauge model. Jack and Muriel Calderbank were very good friends of my parents and Jack must have been bitten by the same enthusiasm for this small loco, therefore he started to build a Wren.



I remember Dad assisting Jack with his boiler at the evening classes in St Albans that Mike used to run, the boiler is quite large and unusual in model form (before Sweet Pea was so popular) being a Cornish boiler. Sadly, Jack never finished his locomotive, the boiler lives on as Dottie's first boiler came to the end of its life, John and Richard Calderbank kindly let Dad have the Wren boiler.

The very large dome, I think was what attracted Dad to the engine. He enjoyed forming the dome in copper and silver soldering the parts together, getting expert advice from Ron on the way.

The first Boiler Test date that I could find was Feb.1984, Dottie was regularly steamed at Tyttenhanger and driven by many, though I do remember asking Dad to not make her as readily available for people to drive as our City of London. Dottie's saving grace was the fact that the chimney was too tall to go into the steaming bay shed and the lock-up, the flip side as most members will remember she weighs a ton.

Her name was to me obviously my mother's influence, possibly a reaction to the many trips to Towyn! The name plates on the dome reflect similar information as on Dot but with a Tom twist. Dottie is a very powerful locomotive and ideal to teach people how to drive as all the controls are large and easily reached, her size making ground level driving comfortable as well.

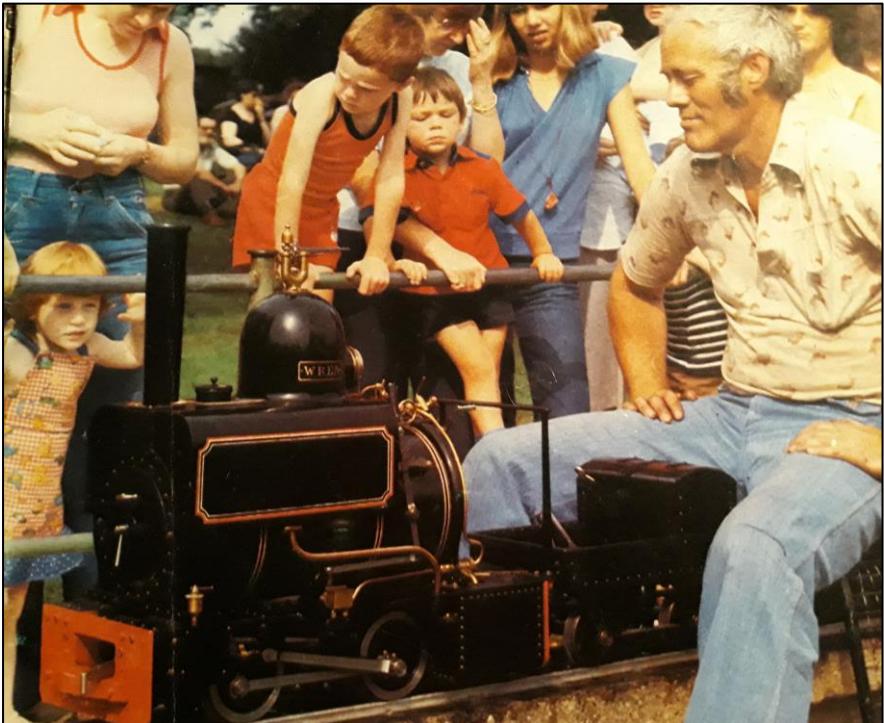


We took her to an Open Day at Maidstone track back in about 1985 and met Graham Kimber a Maidstone member who had built a 5" Wren, he said as he lives nearby, he would go and get it as long as I would drive it, as being an open day, the track was for visitors only. I chased Dad around on Wren, it was great fun but no photos. Graham had also modelled the service truck/tender as on view at

York Railway Museum behind Wren, which worked very well on a raised track. A day I will never forget especially as we spent the evening at Martin Parham's house with both families' children playing together. Tom Parham the child that my daughter was playing with that day is now the Chairman of the Maidstone M.E.S. and organised this year's I.M.L.E.C.

The transplanted Wren boiler had a slightly bigger dome, I remember fondly Dad saying to me "I have a problem!". The problem was that the new boiler had a dome 3/8" larger diameter than Dottie's. Sympathy from a son, "Well Dad, you enjoyed making the first one so much, you can enjoy making another!" He made an even better job of the second.

As many N.L. Members saw on my Cornish invasion to Tyttenhanger Dottie has been overhauled and repainted, obviously a trip to Wales was called for to check the shade of green! I built a copy of the service truck/tender during the second Lockdown, its first outing still in black was my visit with my fellow Cornish members, the truck is now green with white lining to match the engine. Dottie, I hope will continue to give pleasure to young and older folk while driving or riding behind this powerful loco for many more years.



G. Kimber's Wren; Picture courtesy of ME magazine October 1979.



Construction 4472

By Peter

Cab windows part 1

For the next topic I thought that I'd cover the cab windows which are made from glass, unlike plastic it's not affected by heat and doesn't lose its clear view over time. This subject took a lot of words to cover in my blog, 42 pages in fact so I will cover this in smaller parts and edit it where I can.

Today I made a start on the window frames, I made templates for the side windows first although forgot to take any pictures of these. there's not much to see on these yet anyway, just the basic outlines cut in alloy to check for fit and that the rear window slides smoothly. I will fix the forward window for simplicity and neatness, I don't want/need the front side window forever sliding open.

Before going any further with the side windows, I also made a start on the spectacle windows and luckily remembered to take some pictures of these, I already had two frames in brass laser cut by Malcolm at MEL but needed another two slightly thinner to sandwich the glass between and so making a sealed unit, double glazed so to speak. I could have asked Malcolm for another two but wanted then slightly different in size and also a little thinner to keep the overall thickness down to something that looks right but more importantly will fit in the space available.

In the first picture for the spectacle windows, you can see that I have traced around the laser cut frames and already cut/filed out the centre area, I have only filed out to the line that was drawn around the inside of the frame, I have stopped here as I want a little of the brass to show through the spectacle plate itself which is something that I have noticed in photos of the prototype.

It's not by much and the window frame itself seems to vary in how it sits. I have noted that it can be slightly out of line and even have a gap between the window and the plate itself. It was in noticing this that it then dawned on me how this window is held in place, I'll cover this in a moment.





Here we have the frame parts ready, note that the newly cut frames are thicker in section, they are about 0.5 mm deeper where the window sits, the outside edge hasn't been filed to size yet, I'll do that once the glass is fitted.

Also, note that I have silver soldered a brass strip on each of the thicker frames, it's this frame that will be the back of the window, the thinner frame will be against the spectacle plate and the glass will be between the two. The brass strip is what holds the window unit in place via bolts.

Now the next two pictures I can use to explain how the window is held in place, this picture from the outside shows the 4 bolts which were a bit of a mystery to me, they still are in a way but I think/hope that it's these that hold the window unit. It's a matter of a number of things falling into place really, noticing that the window frame didn't always fit that well, knowing that the 4 bolts seen today used to be five until the roof was lowered to meet the LNER gauge and knowing that at the same time the spectacle window was also reduced in height and lastly that these bolts line up with the frame.

The final part to the puzzle was taking a closer look at some of the photos that I took inside the cab during 2016, when looking closer it's clear that the window frame has a casting of such here that's at a

right-angle to the window frame and flush with the inside of the cab sheet, lining up nicely with the vertical line of 4 bolts. I hope that all makes sense....one other thing is that it looks like there may be a hinge here too, I assume to open the window perhaps to wipe clean while in service. Since there is no way that a finger



would be able to get down there to open this window and it would be very hot anyway, I shall omit an opening unit here.

If you look closely, you can see the frame inside, it's touching the plate, the glass and thinner frame will squeeze between this frame and the plate, I have done this as a tight fit so that the window is pushed tight against the plate itself. hope that makes sense, it's confusing the hell out of me writing it...

This picture shows the inside, I have had to grind a little more of the 1/4" right-angle support above the window for the frame to fit, I'll tidy this up later. I hope that this inside picture shows what I've been rambling on about, as they say a 'picture is worth a thousand words'....

So that's the front windows just awaiting the glass, next is the side window deflectors...

Don's drawing shows two 10 BA holes top and bottom for these brackets but on full size, the brackets are held by a single bolt utilising the same bolts as those that secure the window runners inside the cab. I have deviated from this a little as



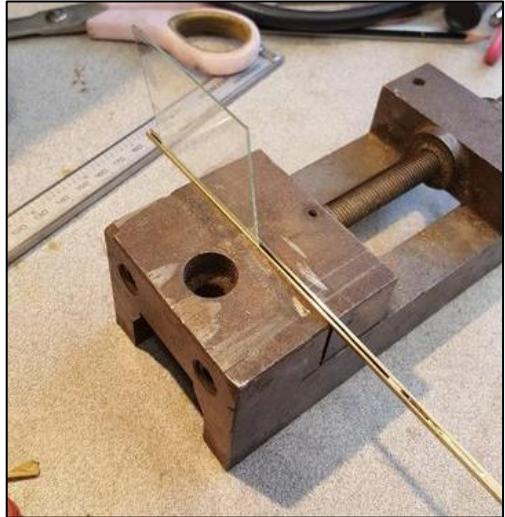
trying to remove the top bolt past the roof overhang would be a little problematic so I have used the two top holes as per Don's drawing but will use the one bolt for the bottom mounting bracket as per prototype, I have changed both brackets a little to accommodate this. The two unused bottom holes will be filled later before painting.

After a dig into the old K&S box (I used to have a complete set, much depleted now) I found some brass square section that was just right for the frame itself, the brackets I made using some 1/4" brass right-angle. In this picture the brass square section has had a slot cut down the middle along one side, I did this using a Dremel disk cutter in the mill. I used this rather than a slit saw cutter as I could

feed the section through by hand while pushing up against a 'stop'. I couldn't do this using a slit saw as I'd need to fix the section down securely which isn't easy when it's only 2mm wide and so delicate.

I then needed to form the frames, I think the picture shows what I did well enough, I first measured where the cut needed to be, cut a 'V', folded and soft soldered, I did this with a piece of glass sitting in the slot to keep the parts square while soldering, alas the glass that I have is just a little too small for these frames which are in fact a little shorter than the main side windows. With the first right-angle done I marked out the next 'V' (remembering that the bottom is wider than the top) and repeated the process. Once finished these frames will be polished and the joint will be nye on invisible, I'll do this once the glass is bonded in place.

There are a number of processes involved in this next picture, I first



drilled the ends of the frames to solder in a short length of brass rod (cut to length later) I then machined the right-angle into the brackets required, before fitting, the corners were filed round and the mounting holes were drilled.



I also machined a semi-circle into the middle of the top bracket so that it was a snug fit up against the single bolt which is where the prototype holds the bracket.

Here's the deflector frame fitted to the cab, as you can see it pivots like the prototype, the glass when fitted will be bonded in using a black RTV silicone, the side windows, and front spectacle windows will be done likewise making then sealed units. As you can see the bottom of the deflector frame sticks out further than the top, the glass will be rounded at the top corner as per prototype.



Last picture for this part gives another view of the deflector but also, I have fitted the alloy window templates, leaving the rear slid forward.

In the next part I'll fit the glass to the shields and spectacle windows.

Quiz answers

1. Finsbury Park (To align with the Victoria line, it would be too confusing otherwise)
2. TGV
3. Starlight express
4. Chuggington
5. Libya (did have till 1965 but then closed, plans to create extensive railway exist but are on hold)
6. Vatican City 1.27 km
7. Exeter
8. Vienna
9. Queen Victoria
10. Birmingham
11. Sydney and Perth
12. 1964
13. Argentina
14. Penzance
15. Waterbury (my daddy!)
16. Glasgow, Buckinghamshire
17. Francois Mitterrand
18. Illinois.
19. Michael Angelis
20. The Pencaster Flyer, Greendale Rocket, driver is Ajay Bains...
(If you knew this, you've won)!!
21. Fenchurch Street.
22. Dublin.
23. 9438 Kms
24. Hornby
25. Kings cross, platform 9 ¾ ...
26. Ffestiniog Railway Company
27. Switzerland in 1912

And finally

The secret of long life

An elderly but hardy cattleman from Texas once told a young female neighbour that if she wanted to live a long life, the secret was to sprinkle a pinch of gunpowder on her oatmeal each morning.

She did this religiously and lived to the ripe old age of 103. She left behind 14 children, 30 grandchildren, 21 great-grandchildren, five great-great-grandchildren and a 40-foot hole where the crematorium used to be.

Dates for your Diary Dates for your Diary

December	
Fri 3 rd Dec	A festive gathering. Meeting 8pm at HQ Light refreshments will be provided and a backdrop of films from the past glories of the track will be shown
Sun 5 th Dec	Working Party 9.00 – 12.30 Colney Heath
Tue 7 th Dec	Council meeting 14.30 at HQ (See note below)
Sun 12 th Dec	Working Party 9.00 – 12.30 Colney Heath
Sun 19 th Dec	Working Party 9.00 – 12.30 Colney Heath
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
January	
Sat 1 st Jan	Raised track members clockwise running session
	There is no Council meeting scheduled for January
Fri 7 th Jan	Meeting 8pm at HQ – An opportunity to have a cuppa and a chat. Anyone want to show his collection of slides or a short film?
Sun 9 th Jan	Working Party 9.00 – 12.30 Colney Heath
Sun 16 th Jan	Working Party 9.00 – 12.30 Colney Heath
Sun 23 rd Jan	Working Party 9.00 – 12.30 Colney Heath
Sun 30 th Jan	Working Party 9.00 – 12.30 Colney Heath
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
February	
Fri 4 th Feb	A fantastic journey to the Steam Festival from St Albans by miniature traction engine by Professor Timothy Watson.

A Non-council member, representing a section or committee, can, on request to the Secretary, attend the council meetings as an observer or to submit proposals as set out in the club's constitution. If attendance is agreed then the secretary will advise the member concerned.