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# The News Sheet

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*Plus...*

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## FROM THE CHAIR

May I firstly, offer you my best wishes for 2009 and hope that you all will have a busy, fruitful year on whatever projects you are tackling.

The Society's New Year got off to a great start with the viewing of the second edition of members' workshops. Mine was included and I was surprised how the general chat in my workshop was turned into an entertaining and amusing few minutes of video. It was interesting to see how other members work in their individual sheds/garages. Yes, a good start to the year, thanks to Dave Lawrence and Mike Dwyer for their efforts.

The London Model Engineering Exhibition at Ally Pally follows the start of the New Year. Our Ian Johnston and his willing team of helpers did a great job in collecting the various models and stand furniture to give the Society an excellent well laid-out stand. Our results were rewarded with a second best club stand, which was a satisfying conclusion to their efforts. Thanks to all those who contributed in some way towards this success.

I am pleased to report that the old library area at HQ is gradually being restored back to a useful area. The roof was, of course, replaced by contractors last year, but Les Dobbs has offered, and has started, to replace the ceiling sheets. We have, by the way, not had any contact from the Barnet Council re our lease. We must be thankful that we have not been pressed to pay more so far.

Those of you who have visited Colney Heath recently may have noticed that some of the trees have been removed. This work has been carried out by our landlords, Three Valleys Water, and involved the felling of three trees considered to be potentially unsafe. Our contribution is the removal of the tree debris, which has already started on Sunday mornings.

Our winter indoor programme is well active, offering general meetings, loco section meetings, workshop evenings, as well as the usual routine gatherings of the various sections. So there is plenty for you all to join in if you wish..

Finally, as this February issue gets published, our thoughts will be turning towards the AGM on Friday, 22 May 2009. Next month we will be asking for nominations for all the Council positions as is our usual procedure.

*David Harris*

**Cover picture:** London Model Engineers Exhibition, Alexandra Palace 2009. **Photo** Owen Chapman

## Treasurer's Report

Those of us who braved the chill air on the Sunday after Christmas and on New Year's Day had a very enjoyable time running on both the raised track and the ground level railways at Colney Heath. A number of members present tried their hand at driving in the reverse direction, with varying degrees of success. Anyway, good fun was had by all and afterwards the patina of rust dust all over the V3 made for a very realistic B R dirty engine look. Something that many '00' and "H0" modellers strive for without succeeding to get it just right. It was only a pity that those last away after these events did not shut down and drain the plumbing thus avoiding the inevitable frozen pipes, which have had to be dealt with after the thaw.

This brings me onto the subject of Society property in general. We are all members of the whole Society and we all contribute to the equipment and materials owned by the Society, through our subscriptions and donations. Unless something is marked or identified in some way as belonging to a specific person, everybody should assume that things are Society property and no member should use or take away anything for their own use. Some materials have been bought for particular projects and are not there to be used for something else just because they do not appear to be being used at present time. If you are engaged on a job for the Society and you need something,



Mike supervising the driving of his V3 in the reverse direction around the raised track at Dingly Dell, during the winter running. **Photo** Owen Chapman

ask your Section Leader or a member of the Tyttenhanger Site Committee (TSC) before taking or cutting up a piece of steel or whatever. If we haven't got what you need then let us know and we can decide if we can afford it and prioritise expenditure accordingly. Equally, starting the New Year we must resolve not use Colney Heath as a final repository for anything that we think maybe useful at some time in the future. Don't assume the Society want it and just dump it at Colney Heath, check with the TSC first, so we can try to avoid turning the site into Steptoe & Son's scrapyard. Thanks everyone.

At the December and January Council Meetings we were pleased to welcome three new members to the Society, one being a Junior member, son of an existing member.

New Members:-

Trevor R Smith, Interest:- Marine

Thomas Betteridge, Interest:- Marine

Daryl J Lapham, Interests:- Locos, Traction Engines, Slot Cars.

The time is fast approaching when the Council will have to seek ratification of the subscription rates for the forthcoming year. Council discussed this matter and a decision was deferred until the February meeting, as we have still not heard from Barnet Council re the HQ rent review. If this does not happen within the next month, I shall be recommending that subscriptions remain unchanged for the forthcoming year, but with a caveat that members may be called upon after an appropriate EGM, to pay an additional levy if the HQ rent increase should produce too much of a financial burden on the Society funds for the rest of the year.

I will again be offering the opportunity for all Full and Senior members to pay their subscriptions by Standing Order arrangement from their own bank account as a one off payment or on a monthly or quarterly basis. A renewal form will be sent with the April News Sheet with all the information you will need. On the same form as part of the review of Society assets and security, we will also be asking members to complete a simple checklist, detailing what keys they possess for Society sites and any rolling stock or equipment that they keep at Colney Heath or HQ.

***Mike Foreman***

# SITE MANAGER'S REPORT

Since my last report in the December News Sheet, I am pleased to report that a number of jobs have been started or are complete. Those involved are modest members who do not wish to be publicly thanked, but nevertheless, I have already personally thanked them for their efforts. So here is the updated list.

## TOP PRIORITY

1. The Fire Extinguishers are out of date, but a volunteer has offered to get them checked. **IN HAND**
2. The coach flooring needs completion before the running season. **URGENT OUTSTANDING**
3. The paving slabs for Tom's seat, and two others have been very nicely re-laid. **DONE**
4. Access to the pond still needs to be completed before the summer season. **OUTSTANDING**

## MEDIUM PRIORITY

1. The drive-way (narrows) is being rebuilt with road scrapings, but due to lack of labour to level the material it has not yet been completed. **IN HAND (ish)**
2. Station Canopy. As commented in the last report, the gutters have been cleared out, but the felting needs to be replaced in the warmer/drier weather to prevent further deterioration. **OUTSTANDING**
3. The rubbish under the coach has been cleared out. The reusable material has been neatly stored behind the tunnel. **DONE**

## LOWEST PRIORITY

1. The small shed window still needs replacing. **OUTSTANDING**
2. The rubbish behind the workshop, near the garage and in the salt container still needs clearing. **OUTSTANDING**
3. The concrete mixers still need some TLC. **OUTSTANDING**
4. The plastic chairs/tables have been sorted and the worthless items removed. **DONE**
5. The new land is being landscaped by two chaps and is now well in hand. **IN HAND**
6. The Workshop still needs a massive clearout and the new compressor needs installing. **OUTSTANDING**

I like the layout of the small siding adjacent to the toilets, as it has cleared up a somewhat messy area. The maintenance gang will in due course landscape the area and plant small shrubs and bulbs. This job may have to await completion as we all are so busy at present.

*David Harris*

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## **The January General Meeting by OMAH MkII**

A large crowd of diligent club members assembled at headquarters to witness the first General Meeting of the year. They must have known that they were going to experience a festive view of other member's workshops to brave the freezing weather; or perhaps they were just rather nose-y and wanted to have a good cup of tea and to get warm.

Mike Chrisp opened the meeting by wishing everyone a Happy New Year and then recounted the safety precautions in the event of a disaster. We were **not** to assemble in the nearest hostelry but just outside headquarters where we could be counted. Again no mention was made of life jackets in case of sinking.

Mike gave an account of the past months energetic activities which included a charity event at Watling View School, St Albans helped by an honorary member called Father Christmas. David Harris and Mike Ruffell followed with their New Year Greetings.

Now it was time for the main event of the evening, the moment we had all been waiting for; films of member's workshops.

**David Lawrence** was in charge of the production team; probably on short term loan from BBC Panorama. **Mike Dwyer** headed the film unit taking a little time off from work with MGM Studios no doubt.

A cornucopia of workshops was seen from those situated up near the stars in lofts to those situated in the bowels of the earth nearer to the Devil than required for a family film evening. Most were in garden sheds of various sizes from the Houdinish small but extremely productive workshops to the splendid ones carpeted out in Axminster.

**Ron Thorogood** was first off. We saw a mind boggling display of gear cutting, for Ron is an expert clock maker who learnt his skills sitting at the feet of that doyen of clock making; John Wilding. After seeing the immaculate workshop with a place for everything we followed Ron into the

house to see several of his clocks including of course, the famous egg timer clock and the Regulator clock.

A cup of traditional tea was then enjoyed.

**Peter Stern** has two 'summer' workshops in the garden but we saw his 'winter' workshop situated in the clouds. His models were however meant for the water. We saw his prize winning vessel '*Brave Borderer*' and the Gold Medal awarded to him for '*Fairmile D*' at the 1995 Model Engineering Exhibition. Peter's workshop was shared with his son who was into making music and musical instruments; this part of the area looked as though the Beatles had just walked off set and left their guitars ready to start again. A traditional cup of tea was then enjoyed.

It was **Ron Prices'** immensely productive workshop that was our next privileged view. The first model seen was a Gauge One model of an *N2*. The immaculate locomotive had already been steamed, after just a just few months construction and left us all feeling quite deficient when we spend not months but years, neigh a life time muddling not modelling through model after model never actually finishing one. (The scribe speaks for himself and perhaps not the majority of members). Ron's Hobson Lathe was viewed as well as the Chester Mill. Several wonderful 3 ½" gauge locomotives were admired including a mouth watering *Peppercorn* and of course *10,000*. A cup of immaculate tea was enjoyed at the conclusion of the visit.

The workshop of the modest **Derek Perham** was admired after the film crew mistook it for the garage! The focus of attention was the well known 5" Black Five built to Don Young's words and music. The accoutrements to the model left us all gasping. The vacuum brake, the quality of the silver soldering of the top feed and the braking of the tender were noted achievements. The workshop where Derek told us that he knew where everything was kept was followed by look at his photograph, winning the LBSC Bowl for his prowess with Doris. (The 3 ½" gauge locomotive, not the barmaid; fool!). A cup of tea and a biscuit was the well earned conclusion to the visit.

Now we found out why **Ron** had the first slot; because he produced excellent cups of tea and chocolate biscuits for a convivial break in the proceedings, when the raffle was drawn.

**Dave Lapham** kicked off after the break with a trip into the clouds. His workshop seemed to span the whole roof of his residence. His ML7 lathe and milling machine left us boggling on the means he used to get the equipment up there. An ingenious petrol/electric drive to a 5 inch gauge chassis was viewed, it consisted of an alternator and 25cc petrol motor. A large 00 layout in two and three rail was seen. Dave's son Daryl introduced us to the Lapham stable of locomotives and model machinery. Dave and his son then

invited the whole of the film team to a freshly brewed cup of tea.

It was then to the other extreme and down into the dungeons. **Les Brimson** lured the unsuspecting team to his basement workshop. The voyeurs saw a Boxford Lathe, a Fobco Drill, a Warco Mill, a Warco Rolls, and a Chester Linisher in all their glory. *Juliet* of 1968 vintage and 1976 V3 with steam reverser and at least six pipes into the dome admired. Although the assembled crowd could not keep up with the destination of all the six pipes after the regulator and injector pipes had been discovered. A fine Stuart model of a shaper was admired but the Manx TT races may be Les's next destination because we all saw a beautifully respoked wheel for a James Motorbike which was being rebuilt.

Like exhausted Hobbits the film crew returned to mother Earth for a welcome cup of tea.

Then it was a trip 'Up North' to see **David Harris's** workshop. We now know why GEC lost its manufacturing ability. Most of their tool room equipment resides in David's workshop! We saw two Super Sevens and a jig boring mill which the firm lost sight of many years ago. To be fair the superb equipment was legitimately bought at auctions promoted by GEC. David enjoys driving at Colney Heath so logically he got to an early start with a diesel shunter with electric drive. His steam models had to wait. The completed Tich was admired as was a model at the other extreme of the spectrum, the splendid 5" gauge *Britannia*. This model is nearing completion so Tony Dunbar had better watch out, he will have competition in pulling the young mothers with their offspring on sunny Sunday afternoon at the track.

The camera team then enjoyed a nice cup of tea; Darjeeling no doubt before returning to the smoke.

**Mike Ruffell** was the concluding act. We visited his workshop in his garden. An ML10 was seen as well as a Warco Drill which was probably one of the first ever sold by Roger Warren after a talk he gave at Church Farm many years ago. The first surface plate seen on this expedition into other folk's workshops identified itself together with wooden cover. The twenty eight years building Simplex have not been lost because the model looked superb almost ready for action. A well finished stationary steam set was admired. Mike was another member who stated that he knew where everything was. Aren't we a gullible lot?

Nevertheless he enjoyed a nice cup of tea with the entire film crew, neglecting the best boy and the wardrobe assistants.

A report by Mr Badger about an oil signal lamp he has restored to prevent his outside toilet from freezing concluded the meeting. The master of ceremonies **Mike Chrisp** ended the meeting with the spontaneous words, '**What a splendid evening**' which we all heartily endorsed.



## MARINE MUMBLES (Rides Again)

Firstly, a Happy New Year to all from the Marine Section.

The NLSME stand at Ally Pally was brilliant and well deserved the second prize for best stand. It looked “busy” without being cluttered like some stands do at shows. I felt a bit of an outcast this year as the Coastal Forces Heritage Trust, who joined the L & D / MPBA, came first. They said to me on Sunday “your lot came second”. When I came to our stand I was told “your lot came first”. Even IPMS Barnet (my plastic modeling club) commented that “my lot came first and second”. I think I might take up knitting in the “Nana” factory knitting shreddies. Only joking, they wouldn’t have me.

Anyway down to business. We have got the dates for the Toy Boat regattas.

Sunday 10<sup>th</sup> May and Sunday 19<sup>th</sup> July 2009.

Dave Lawrence and I will remove the nets over the pond and clear any escapee leaves in a few weeks, when we don’t have to break the ice.

And yes the builder did put thirteen inch joists in my upstairs workshop floor to support the lathe. AN EMCO UNIMAT-SL! It doesn’t get better than that.

*Peter Stern*



Ground level running during the winter running day. **Photo** Owen Chapman

## Mike's Musings

Firstly to those of you that I've not seen this year, may I take this opportunity to wish you all the very best for 2009. Hopefully the weather will be a little kinder this season.

The London Model Engineering Exhibition has come and gone and for me it has become the south's premier exhibition and this year was no exception. A crowded exhibition hall with models a plenty to suit all tastes. The exhibition was a great success for our Society with a marvellous selection of models on the stand; some were past M.E. exhibition medallists. Thanks must go to Ian Johnston and all the members who helped with the organisation, setting up and the loan of models. Their efforts sure did pay dividends as the NLSME succeeded in taking 2<sup>nd</sup> place in the competition for best club stand. The Luton boys who built a stand that represented a full size boat complete with wheelhouse and navigation lights were very worthy winners of the competition.

The planned loco meeting for February was to have been a talk by Tony Dunbar entitled Railtrek 2008, however due to the necessity to devote time to discuss proposed developments at the Colney Heath site, Tony has agreed to postpone his talk until the March meeting.

I will not be present to chair the meeting due to a prior holiday arrangement. Dave Harris our Chairman has very kindly offered to chair the meeting.

I must stress that the meeting is only to discuss proposals and to hopefully agree to those proposals in principle. A vote will be taken if necessary to establish member's preferences. Once the principle of the development has been agreed then detailed drawings and costings can be made and put before the TSC for ratification, then the membership and finally if required the Council for their approval. I must also state that work on any major project will not start before the above criteria have been satisfied.

The meeting will be run to an agenda as follows (the content may change between now and the meeting) and will be adhered to: -

1. Opening presentation by Jim MacDonald on the proposed construction and positioning of a signal box to control the ground level railway.
2. Presentation by Peter Funk on the proposed new ground level station.
3. Presentation by Malcolm Read on the proposed re sighting of the garden railway.

Coming now to the subject of track stewarding, something for all of us to consider before the start of public running. We have approx 227 members

and of those some are country members, some are of advanced years, some have no interest in Colney Heath and we must not forget those folk who can't be bothered. I can think of at least 30 members who fall into these categories and will not be stewarding. If we run for the Public every Sunday from Easter through to the end of October we will need 203 stewards. The question is how? Suggestions would be very much appreciated prior to the meeting on the 17<sup>th</sup> April.

As a consequence of my concerns, a decision was made by the TSC that Public running would not start until Sunday May 3<sup>rd</sup>. This of course does not stop members from running and inviting their family and personal friends to our site but please ensure that they conduct themselves in a safe manner, as there will be no official stewarding.

### **Forthcoming Loco Section Meetings.**

**Friday February 20<sup>th</sup>:-** An evening devoted to discussing proposals for a new ground level station, signal box and the possible re-sighting of the garden railway.

**Friday March 20<sup>th</sup>: -** Talk by Tony Dunbar – Railtrek 2008, a journey along the west coast of America with Rai Fenton and Dave Burman. The trip included a visit to Train Mountain.

**Friday April 17<sup>th</sup>: -** Meeting to discuss the consequences of public access to the Tyttenhanger site with an emphasis on stewarding levels.

**Friday May 15<sup>th</sup>: -** Work in progress. Should be lots to look at on the table, as this is the first Loco Section work in progress meeting for over 12 months.

**Friday June 19<sup>th</sup>: -** 1<sup>st</sup> BBQ of the summer at the track.

**Friday July 17<sup>th</sup>: -** BBQ at the track.

**Friday August 14<sup>th</sup>: -** Last BBQ of the season at the track.

### **Track Stewards Rota.**

To be published at a latter date.

***Mike Ruffell.***

***Loco Section Leader***

## **GENERAL MEETINGS 2009 – FORTHCOMING PROGRAMME**

Unless otherwise stated, General Meetings are held 8–10pm at our Legion Way Headquarters in North Finchley. Thanks to Peter Davies (a man with a persuasive manner) we usually have a raffle (donations of suitable prizes appreciated), and thanks to Ron Thorogood (maestro of kettle and teapot), we usually have refreshments around 9pm. All profits from meetings go directly to club funds. All members are welcome at any of our General Meetings and we are always happy to see members' friends and family, too. We like to see a good attendance to support our speakers and look forward to your company.

### **6 FEBRUARY COLIN GENT CA CLASS WW2 DESTROYERS**

On his previous visit, Colin presented a fascinating account of Merlin engines. Tonight's talk will focus on the construction, deployment and service of the seven CA Class Destroyers plus an account of his own service aboard HMS Caprice as her Electrical Officer.

#### **6 MARCH - MY FIRST PROJECT**

Members are invited to show and tell us about whatever it was that started their interest in the hobby.

#### **3 APRIL - FRANK BANFIELD: ARCHIVE FILM EVENING**

Frank Banfield will show another selection from his extensive and varied archive of 16mm films.

#### **1 MAY - WHAT LIES AHEAD?**

An opportunity to discuss the future of our Society.

#### **22 MAY - ANNUAL GENERAL MEETING**

All with an interest in Society affairs and their management should attend this meeting.

Right: Lord Nelson at sea

## **The December Loco Section Meeting**

### **By Roger Bell**

The topic for the evening was a talk with pictures by Ian Johnston entitled 'By tall ship from Liverpool to the Canaries' which he undertook on 18<sup>th</sup> November 2007 arriving at Las Palmas on 10<sup>th</sup> December. The fifteen year old, Southampton registered 'Lord Nelson' has three masts and is known as a barque. It is operated by the Jubilee Trust, a charity which enables disabled and able bodied people to work together. The cost of the experience varies with voyage, but doctors could go half price so Ian made a donation to the Trust.

When he arrived to board the vessel it was swarming with attractive girls to welcome them, one told Ian that she had just made his bed. Sadly they all left the ship as it departed leaving some forty people over the age of fifty on board. The crew consisted of a captain, engineer, a second engineer, two mates, a cook, an assistant cook that would prepare the vegetables affectionately known as the cook's arse and a nurse. Ian was the ship's doctor.

One of the first things they had to do was to climb the rigging and set the sails. Many of today's expressions come from that era and the origins are



now forgotten, 'I haven't got a clue' comes from the clue corner of a sail, if the clue blows out then the sail is useless and the sail is loose and cannot be driven by the wind. One was expected to be able to climb the rigging; the metal masts were 120 feet high. The climb was by way of a wide ladder of shrouds onto a platform where one could rest, before the next climb up to the next platform. Having got to the top of the mast one had to traverse out along the yard. Ones feet would be on a rope that would move about, the yard had a hand rail along its top to hang onto; ones short and a long safety harness would be clipped in place as needed. The sail had to be pulled outwards along the yard. As the sail was furled it was crinkled up and tied to the yard, it had to be a close and tight fit. Those in wheel chairs could be hoisted up the mast in a chair.

They left Liverpool at dawn on a starboard tack heading out towards the Isle of Man; a pilot cutter assisted their departure. A Southerly course change was made and they continued the passage on the port tack all the way to the Canaries. There was a bridge at the stern from where the ship could be steered with a large wheel aided by a gyro compass.

Ian spoke of those on board and reminisced about them. They were all on watches of four hours on and eight hours off, in the evenings they had to make their own entertainment; Ian gave a talk on Blue Funnel Line. Another talked about a trek up to a Everest base camp. One chap had organised a trip to Kenya to build a bridge across a motorway to allow monkeys to access a part of there kingdom that they had been cut off from. One woman was a good singer, another guy played a guitar. Another guy could write really amusing lyrics for the shows that they had. One evening a crib session was held in the bar. Another was a fancy dress evening.

The ships speed would normally be seven or eight knots but it did reach 12 knots at times, on one of those fast occasions they caught up with an Iranian ship which did not initially give way and allow them to pass. It would not pitch much but it could roll 35 degrees on either side.

After crossing the Bay of Biscay it was warm enough to sunbathe. All the brass work had to be polished every day together with polishing the decks. Another job was cleaning the toilets.

The men's cabins had bunks three high which naturally highlighted those with a prostate problem and frequent nightly toilet visits. Whilst the ship spent 95% of its time under sail it also had twin screw engines and a generator if needed.

For many this adventure was a life changing experience, indeed it has changed the lives of 27,000 people. One needed to complete a confidential medical form to be accepted. Ten of those on board were over seventy years of age.

So if Ian's adventure has enthused you into taking part in one yourself visit their website at <http://www.jst.org.uk>

Alternatively ask for a brochure from:-  
Jubilee Sailing Trust, Hazel Road, Woolston, Southampton, SO19 7GB.

We thanked Ian for giving us a superb presentation and hope that his talk will encourage others to take part in a sailing adventure in this new and exciting environment. There was much laughter and quips throughout the meeting, it was obvious that every one had enjoyed it; it gave one a nice up lift just before Christmas.



Ian and some of the crew on the Lord Nelson. **Photo:** Ian Johnston

## Slot Racing by John Roche

I have been a member of this club for a couple of years now and have never seen an article about slot racing in our News Sheet in that time. I thought I'd better put that right.

Slot racing grew from the popularity of Scalextric and similar sets in the late 50's and early 60's although various individuals experimented with similar systems before then.

It wasn't long before clubs were formed and wooden tracks were built which were better than the sectional commercial systems. A governing body, ECRA (Electric Car Racing Association) was formed and championships organised. This body still exists under a different name, BSCRA (British Slot Car Racing Association) and governs the type of racing the club hosts at the North London site on Thursday nights. This type of racing doesn't appeal to me personally as in the pursuit of speed the cars have increasingly over the years looked less and less like full scale racing cars. Still, each to their own.

Every other Wednesdays the same track is used for Retro style cars. As in many areas of life and nostalgia, there is an increasing interest in Retro slot cars.

We alternate three classes, Formula One, Can Am sports cars and Saloons. The first two use lightweight Lexan vacuum formed bodies that allow a really low centre of gravity. Saloon cars use plastic kits made by companies such as Revell or Monogram and cast resin bodies are also permitted. They all utilise scratch built chassis in 1/24<sup>th</sup> scale in the style of those built in the late 60's and early 70's. The chassis are built out of piano wire and brass strip



Above Formula 1 slot car. Right Chassis of a slot car **Photo:** John Roche



and tubing. They have hinges that allow a form of suspension by letting the body move independently of the chassis. Chassis kits are also available commercially but do require some soldering skills. As a concession to reliability modern motors are used but period motors are also allowed in the Saloon class.

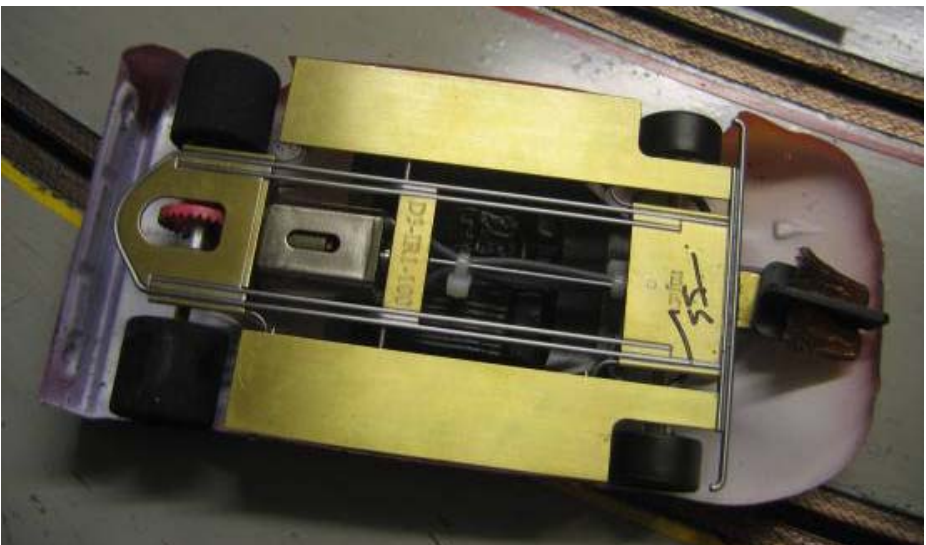
The racing is competitive but remains relaxed and friendly. The fast guys are always willing to give advice or set up tips. There are usually spare cars around so that visitors can have a go.

As well as racing at home on Wednesdays we also hold meetings that attract competitors from all over the country and even occasionally from abroad. NLSME members travel to race meetings for both 1/24<sup>th</sup> and 1/32<sup>nd</sup> scale cars around the country.

Some of us also enter meetings in Bordeaux, Turin and Dunkirque for vintage slot cars built using components from before 1972.

The Internet has shrunk the world relating to slot racing. Ideas are exchanged and championships raced to common rules. If I were to holiday in America for example, I could pack a couple of cars in my luggage and enter races there, meeting competitors I already know on line.

It is difficult to describe a hobby in a few words. If you would like to do a bit of research before you come, have a look at [www.slotforum.com](http://www.slotforum.com) and you will find all aspects of our hobby covered. The scratchbuilding forum is really good. NLSME even has its own forum there where race dates and other information is available. Our rules are available from [www.vecra.co.uk](http://www.vecra.co.uk). The best thing though would be to pop in and see us and to have a go on the track. Hopefully we'll see some of you soon.



## **The January Loco Section Meeting**

### **By Roger Bell**

The topic for the evening gave members an opportunity to show their DVDs and videos.

Mike Ruffell had bought along a DVD of his trip behind 71000 Duke of Gloucester which ran from Bristol, Temple Meads to Plymouth. The magnificence of the mighty Duke was impressive and nice sequences followed of its run passed the sea at Dawlish. Such were the tight curves on the line that from Mike's vantage position at the rear and with a long lens the loco could be seen almost side on. At the start the loco would not couple to the train so a diesel loco was coupled in between. The computer system on the diesel failed at one point and a twenty minute wait ensued until it could be rectified.

A film by Mike Chrisp followed entitled 'Yorkshire in Spring' made at the track in 2006. The title was named after the 5" gauge LNER 4-4-0 loco 'Yorkshire'. The film captured the locomotives in steam and the activities and expressions of members on this quiet member's afternoon.

Some pictures followed from our gallery archive of Bert Mead, his life, his career and locomotives.

Our National Hero, Fred Dibnah was featured in some films taken early on in his life and covered demolishing chimneys, restoring steam engines and attending rallies with his roller.

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## **London Model Engineering Exhibition 2009.**

### **The wonderful NLSME prize winning stand.**

### **Well done NLSME.**

Isn't it wonderful what a harmonious team can achieve? In this case Second Prize in the newly devised Shield competition for the best presented stand in the Model Engineering Exhibition at Alexandra Palace between 16<sup>th</sup> and 18<sup>th</sup> January 2009. The award was peer judged.

The prize was a reward for all the hard work that so many members of our Club put into devising and presenting our stand at the exhibition.

It would not be fair to mention members by name but the transport of the boxes and ephemera to the hall was achieved efficiently with little distress.

Members willingly loaned their prize winning models from all sections and brought them to the Halls. Name cards and information sheets were readily available. The stewards positioned themselves by the stand to explain the minutia of the models to an enthusiastic public. All in all, the hard work and meticulous planning paid off resulting in the wonderful stand seen by the Club members and the public alike, showing what a diverse, enthusiastic and skilful club we have.

I have not heard any criticism of the stand; perhaps the members are too polite! (Spheres!) Perhaps I have not listened! But if anybody has constructive comments to make then I would like to hear them because it is only in this way that the Society can move forward.

Next Year. If I manage to beat all the competition and am permitted to help with the exhibition next year then I would like to have a new range of models on show. Many of you from all sections have made absolute masterpieces and keep them out of the lime light; it would be a proud moment to display them. The same goes with regard to a theme for the stand. If you think that you have an imaginative idea for the next year then let me know and perhaps we can follow it up, provided it is legal that is!

In conclusion thank you NLSME for all the hard work put in to make this year such a success at Alexandra Palace.



Ian Johnston accepting 2nd place for the NSLME stand at London Model Engineering Exhibition 2009 **Photo** Mike Chrisp

## **G.L.R. News**

Well it's all over bar the shouting; I wonder what 09 will bring? Did you get that new loco from your loved one? Did you do that overhaul on the engine over the Christmas break? Did you clean the workshop up? Or did you like me just sit back and relax thinking of things to come in the season ahead.

The G.L.R group are as strong as ever, their determination to finish the job is so very evident, they worked hard just before Christmas to put in another point & cross over in the down line by the pond. Again once it was re-ballasted it looked like it had grown there. My tenacity will always match their enthusiasm to build a railway and not a fairground ride. At the December loco meeting just passed we put forward a plan to build a G.L station alongside the mainline just before Henley Halt. There were not too many objections to the station and we have noted the points that were raised. The thought now is to build a temporary station on the Cuckoo line to aid running this year as picking up from Henley Halt is awkward and to present at the next loco meeting a comprehensive scale drawing of the track around the pond area including what we would like to build as a station and its alternative hopefully all members present will get a copy to take home to doodle on to their hearts content, maybe coming up with a better plan.

The last Sunday working party of 08 saw an extremely nice display of Jim Mc Donald's signal box sited in the coach. It included a model of the Tintenden signal box built & painted by himself (Perhaps Jenny thought he needed to hone his decorating skills for a spot of home DIY.) and some smashing line drawings of the project he hopes to complete although I am not too sure about the track works. I am glad I asked Jim to attempt this project as I can already see he will commit wholeheartedly to producing a first class finished article.

Arborist's take note we picked up a really nice Fir tree donated by Mr Derek Eldridge. This will replace the wind /snow damaged Fir that is to be taken down adjacent to the pond. Anyone who knows where they would like to stick it (only printable answers) please let us know!

As ever in the muck

***P. Funk***

G.L.R. Section Leader

## **Workshop Evening By Mike Hodgson**

This is the time of year when we expect ourselves to be doing things in the workshop. If we can get it warm enough. So I was most impressed when so many turned out on a very cold evening, to talk about workshop practice. This was in spite of the fact that the meeting had fallen off the end of "Dates for your Diary". I am assured it will appear between now and April.

This hardy group first had to put up with me going on about centring in the four jaw chuck. This was followed by more on the George Thomas hand rest, hand thread chasers, large boring tools, and the delights of Coventry die heads. Then the most important part of the evening; the tea break with vital refreshment provided by our own Dave Lawrence. Thus refreshed Ian Johnston then asked for some help in identifying a milling chuck. It was clearly a Clarkson Autolock of small size, but exactly what the taper on the back of it was remained a mystery. Help was offered on how to use the chuck but little on which machine it would fit.

Peter Badger who always keeps an open fire going is making an improved back boiler to go with it. It of course uses real boiler tube from a proper power station. The tooling he showed us was a chipboard marking tool to locate a profile gauge to flame cut the tube plates. Dick Payne showed us an O gauge model of an American steam locomotive which ran on real steam; a very impressive machine which led to talk of American firing practice. Next these good people had to put up with me again, showing how to make trailers. These were glider trailers 25 feet long made of steel tube, covered with aluminium sheet. It only took 3000 rivets to cover two of them. The most interest was shown in the method of bending the tube. Do not try bending it over the head of an assistant. Then it was time to venture out into the cold and head for home.

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## **Committee Meeting News**

### **Council Meeting 8th Dec 2009**

Council noted that it was the Tyttenhanger Committee's responsibility to ensure coordination occurred to maximise the benefit to all users of the site without preference or bias.

Due to historical reasons the composition of the Tyttenhanger Committee and the society's constitution need reviewing to ensure the interests of all sections using the site are being represented. The Chairman and Secretary are investigating further.

## **Council Meeting 5th Jan 2009**

In the absence of any agreement re HQ with Barnet Council a view was discussed of leaving the subscription level the same as this years but with a caveat that members may be called upon to pay an added levy if Barnet Council raised the rent. No negotiations have yet to be held. The matter was deferred for further consideration of possible options.

## **Tyttenhanger Site Committee Meeting 24th Nov 2008**

Proposals for the raised track incline and bridge over the GLR have been received from Mike Foreman and Ron Price.

Peter Funk presented a proposal for the development of the main station area. Les Brimson and Alan Marshall are preparing drawings

Design proposals for a new Gauge 1 railway at Colney Heath were presented and proposal 'B' was accepted in principle.

To celebrate Mike Chrisp's 70<sup>th</sup> birthday, he has arranged a party at the track on Saturday 27<sup>th</sup> June, all members are welcome to come.

## **Tyttenhanger Site Committee Meeting 26th Jan 2009**

The roller shed will be dismantled when the new steaming bays have been approved by the membership

New operating procedures for the Colney Heath site have been agreed by Council and will be published shortly.

Further discussion took place on the proposed move of the Gauge 1 railway to the loop. A second paper is to be written to cover the boundary of the project, access, operation and security.

The procedure for major projects at the Tyttenhanger site was discussed in detail. It was agreed that clarification is required.

## 📖 Dates for your Diary 📖

Friday 6 February	8.00pm General Meeting; talk by Colin Gent CA class WW2 Destroyer ; HQ, Legion Way, North Finchley
Monday 9 February	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Monday 16 February	8.00pm Tyttenhanger Site Committee meeting; St Mark's Church Centre, Colney Heath
Friday 20 February	8.00pm Loco Section meeting; Discussion of Colney Heath developments; HQ, Legion Way, North Finchley
<b>Mon 23 February</b>	<b><i>Deadline for copy to Editor for March News Sheet</i></b>
Friday 27 February	8.00pm Workshop Evening; HQ Legion Way, North Finchley
Friday 6 March	8.00pm General Meeting; My first project; HQ, Legion Way, North Finchley
Monday 9 March	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Monday 16 March	8.00pm Tyttenhanger Site Committee meeting; the coach at Colney Heath
Friday 20 March	8.00pm Loco Section meeting; talk by Tony Dunbar, Railtrek a trip to Train Mountain; HQ, Legion Way, North Finchley
<b>Mon 23 March</b>	<b><i>Deadline for copy to Editor for April News Sheet</i></b>
Friday 27 March	8.00pm Workshop Evening; HQ Legion Way, North Finchley
Friday 3 April	8.00pm General Meeting; talk by Frank Banfield Archive film evening ; HQ, Legion Way, North Finchley
Monday 6 April	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 17 April	8.00pm Loco Section meeting; Discussion of stewarding at Colney Heath; HQ, Legion Way, North Finchley
Saturday 18 April	HO section to exhibit at John Keble Church Hall (HA8 9NS)
Saturday 18 April	Fareham Club visiting Colney Heath
Monday 20 April	8.00pm Tyttenhanger Site Committee meeting; the coach at Colney Heath
<b>Monday 20 April</b>	<b><i>Deadline for copy to Editor for April News Sheet</i></b>
Friday 24 April	8.00pm Workshop Evening; HQ Legion Way, North Finchley
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Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

**NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.**

The phone number of the Tyttenhanger site is 01727 827389  
The views expressed in this News Sheet are not necessarily those of the  
Chairman or Council of the NLSME.