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The News Sheet

This Month...

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FROM THE CHAIR

Firstly, may I thank the Society for electing me again as your Chairman for the forthcoming year, and I thank you for your support over the past two years. However, as Mike Chrisp and I said at the Annual meeting, we wish to stand down as your senior officers next year, to give others the opportunity to get more deeply involved in the management of the Society.

May I also offer my thanks to the past Council, its officers and members, for their support, particularly Les Brimson, who stood down due to his work commitment overseas. I welcome the new Council and in particular Geoff Mogg, who was newly elected this year. I am particularly pleased that Geoff was elected as he does represent the interests of the Garden Railway activity and brings his own expertise to our deliberations.

It was good to see so many (around 50) at the AGM, although I would have been pleased to have seen a wider support from those sections that were not represented; after all, the AGM is a Society event for all members, irrespective of their interests.

Finally, may I offer my thanks to Ted Kitchener and Mike Dear, plus their many helpers, for the construction of a superb signal box for the GLR. It is a great addition to our activities and interests at Colney Heath. Well done to you all!

David Harris

Cover picture: GLR signal box under construction at Colney Heath
Photo: Jim Robson

TREASURER'S REPORT

Writing these notes on the Tuesday before the AGM and EGM, I must thank every member who has remembered to pay their subscription and complete the Information Renewal forms so promptly. To date over 75% of you have paid and I am only left with 58 names outstanding. I am sure by the time the AGM is over this figure will have shrunk considerably. Keep up the good work.

The May Council Meeting had a bumper list of applications from prospective new members to consider and accept into our ranks. Welcome to you all and I hope you all enjoy your membership of the Society and make the most of the facilities available.

Anthony Brooks, Interested in Garden Railway, Marine, HO, OO.

Andrew Burbury, Interested in Traction Engines.

Tony Ryder, Interested in Slot Cars.

Thomas Woolsey, Interested in Locomotives.

Robert Woolsey, Interested in Locomotives and Marine.

Finally, could Dave Stuart or anybody who knows of his whereabouts please get in touch with me.

Mike Foreman

THE MAY GENERAL MEETING BY OMAH

David Harris and Mike Chrisp mounted the podium in order to conduct the meeting. David had nothing that he wished to bring up so Mike gave a brief review of recent events. The visit to Frogmore paper mill at Apsley had a disappointing turnout consisting of Mike C and Mike Hodgson. Those who didn't go missed a unique opportunity. It is doubtful that it can be repeated as the company is closing down. The visit by the Fareham society was a great success. A good turnout of visitors and NLSME members made for a very pleasant day. The G1 visit by the Peterboro' club to the Garden Railway was also successful. At the recent birthday party, on a Sunday, all went smoothly, the gate was manned but no trouble arose.

Closer to home, the perpetrator of the HQ graffiti has been apprehended and is being made to put matters right.

The Model Engineer is looking for a part-time Editor for their website, loading on texts; any volunteers. It has been reported that a race between 'Tornado', a Jaguar and a motor cycle, organised by the BBC has taken place and will be shown in July.

We then moved onto the subject of the evening, "What lies ahead?". The intent of session was not to take any decisions but mainly to cover several areas of the Society and get suggestions and opinions from the floor. Initially it was decided that four areas be covered:-

- Poor attendance at meetings,
- access at the track'
- development at the track,
- and money.

(Since I could not see all the folk making the comments from the floor I have refrained from "Joe said" etc. This was an informal meeting and I felt that the opinions were more relevant than the person).

The first question came from the Chairman. Why did we get such poor attendance at some meetings, particularly when the speaker may have come quite a distance and might consider us disrespectful to show poor support. There were several replies to this; not all meetings are poorly attended, some recent ones such as the talk on Merlin engines, one on rebuilding a Dragon Rapide and a two parter on casting were extremely well attended. In addition, lack of numbers does not necessarily indicate disrespect if those who did attend showed interest in the subject, the speaker could feel whether they are at one with the audience. An instance

of this, many years back was getting a footplate inspector along and only having 12 present. We apologised profusely but he said that he would prefer to talk to 12 interested people than a roomful of indifference. It was commented that although we see little of the sections that pursue their activities at HQ, since we have increased our activities at Tyttenhanger, the boating lake and garden railway there have seen folk drawn to these facilities and to take an interest in the raised and ground level tracks. Thus one could say that HQ is a place to start and progress but that HQ is essential as a central point for future progress. The Chairman felt that the council has little interest in small affairs like our area. They did not bother to attend the recent site meeting. It is hoped that they will consider a small rent better than none. Comment, should we have less meetings, bearing in mind the distance some folk have to travel. In the early years of the Society it truly was "North London" and no one was far away. Now it would be more correct to describe it as the "Home Counties" Society. Some members live at quite long distances, although they knew that when joining. Another comment pointed out that although several members have complained about freedom of track use on Sundays there has been no one running since Easter. Development plans at the track? Various projects will have to take a pecking order bearing in mind the current state of finances. Priority, goes to the cheapest and easiest in the meantime to keep up interest. Freeloaders having large scale picnics to be discouraged, rides only. Ground level loading system. (There were several more suggestions for raising money but I felt they were of such variety that they should be discussed before being published in the News sheet.)

Jim Robson

COLNEY HEATH SITE SECURITY

It appears that members are not taking security at Colney Heath seriously yet again. On the 6th of May I took the class 31 back to the track at around 10 am. On arrival the main gate was wide open, one car in the car park and nobody in sight. I unlocked the container, deposited the loco inside and relocked the container. During the half hour this took nobody (the one other person on site) was aware that I was on site. During that half hour anybody could have driven in, hitched up a trailer, loaded it and left with no one would be the wiser. Please, please close the gate during the week when only a few people are on site. Mick Avery

MARINE MUMBLES (Rides Again).

The good thing about the Toy Boat Regatta held on Sunday 10th of May is that you hear less from me and see more pretty pictures of the event. The organisers said that more bodies turned up this year than last. A number of the participants remarked how much they enjoy coming to Colney Heath. Remember if you want to take a holiday do it T.B. Regatta day as the weather is always good for those two dates. The next date is 19th July.

There was every type of toy boat on the pond from clockwork to solar powered. One particular refurbished four funnelled liner (shown in photo with the proud owner) took my eye. It was made in 1916 and would have sold for 25 guineas. A definite rich child's toy in those days.

Dave and I think the whole day went off rather well.

Just one last notice; if anybody wants to use the "swimming pool" nets (please feel free) they are located in the trough above the sitting area in the "Bus Shelter", by the pond.

O.K. get on with it and show us the pictures I hear you say. So here they are.

Peter Stern.



Model tug boat on display next to the boating pond at Colney Heath. This is to be its maiden voyage, after lunch. **Photo:** Peter Stern



Left: This sailing barge just looked right on our pond at Colney Heath
Photo: Peter Stern

Below: Four funnelled ocean liner, and it only cost 25 guineas (in 1912 that is)
Photo: Peter Stern



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.

5 June 2009

Lock, Stock & Barrel

Our speaker for this evening, Ray Tuthill is President of the Royal Small Arms Factory Apprentice Association and a Heritage Officer at the Enfield Lock site. He will introduce his illustrated presentation with a review of rifle and gun manufacture at this historic site. He will describe the unique clock that was made in 1783 and installed in the clock tower when the machine shop was built in 1856. With a two train posted birdcage mechanism, it has an escapement that drives dials on three external faces. Ray will also talk about the fascinating processes involved in barrel manufacture. Make a note in your diary to attend an evening definitely not to be missed!

3 JULY – WORKING MODELS

An informal evening to bring and run something on air – or whatever.

7 AUGUST – FORUM: ENGINEERING MATERIALS

An opportunity to discuss the materials encountered during our pursuit of the hobby.

4 SEPTEMBER – PETER STERN

Our own Marine Section Co-Leader has the floor to himself.

FOR SALE

Three Sinclair C5 motors. These motors are powerful and ideal for powering 5" gauge electric locos. 4" dia X 7 3/4" long, 1/4" dia end shaft.
Permanent Magnet 12v. 29 amps, 250 watt. £20 each

Two Lucas Dynamos. £10 each

Please contact webmaster

MIKE'S MUSINGS.

Firstly I would like to thank Peter Funk for running the last Loco meeting, work in progress. I understand that the evening proved to be both interesting and very entertaining.

From a stewarding point of view there is a considerable problem. When I compiled the rota I included all members who by their interests have a connection with the track site, this even allowing for a late start this year left me short of 18 track stewards and 17 tea stewards. Fortunately some members have offered their services for 2 or in one case 3 times, thank you. As you can see from the latest Rota I'm still short of 14 track stewards and 11 tea stewards. Not a very satisfactory state of affairs if we wish to steward the site in a safe and efficient manner. In addition to this shortfall, some members do not even bother to turn up (3 this year, at this rate average shortfall per season = 21) nor do they let me know that they have no intention of doing their duty. If this statement is incorrect then they have not signed the appropriate section of the track book. It does not take a mathematician to work out that even this year from the above figures we have a shortfall of 53 stewards.

From the above you have probably guessed what comes next. I need at least 27 volunteers to do a double duty. I would also request that if for any reason you can not make the date for your duty please, please would you phone another member and ask him or her to stand in for you or at least have the courtesy to inform me that you will not be carrying out your duty. After all it is not a very onerous task to give up one afternoon in 365 for the benefit of the society for which you have paid to be a member.

All members must appreciate that if we have 150 plus members of the public on our site then it is totally unreasonable to expect 3 or 4 stewards to control this crowd in a safe manner.

For those members who intend to BBQ their meat on the first of the 3 summer BBQ evenings, they will find charcoal and lighters in the station hut.

If any of you budding chef's have any spare grill shelves, say from an old cooker then they would be appreciated up at the track as our old ones have seen better days.

Forthcoming Loco Section Meeting.

Friday June 19th: - 1st BBQ of the summer at the track.

Friday July 17th: - BBQ at the track.

Friday August 14th: - Last BBQ of the season at the track.

Track Stewards Rota

Mike Ruffell.
Loco Section Leader.



Progress on the signal box at the Society's Tyttenhanger track site has been rapid thanks to the efforts of a small but hard working group of members. Alan Marshall is seen here passing the box with a works train while Mike Dear and Ted Kitchener finish the veranda. We are fortunate to have had Mike and Ted, two master craftsmen, to build the box with assistance from a small team of labourers. The next stages involve fitting a floor, glazing the windows and painting the exterior after which work will focus on finishing the interior and installing features that will turn this delightful building into a working signal box.

Photo: Mike Chrisp

Intentionally Blank

FOR SALE

An unmade kit of parts for the Winson 5" gauge 1400 class 0-4-2

GWR tank engine £2,000

Reason for sale: Part of a model engineer's estate

Please contact webmaster

Intentionally Blank



Geoff Mogg is pleased with his print of *Tornado* photographed at Grosmont on the North Yorkshire Moors Railway. **Photo:** M Crisp

Africa at the Heath

In 2004 an email group was formed with the intention of allowing people with an interest in live steam models of South African locomotive to keep in easy contact so they could share idea's, methods and experiences. This group includes members from throughout the world, but it was discovered there was a strong following in the UK and through the group a meeting was arranged to bring some of these models together with as many operating as possible.

The group includes members from through out the UK and many backgrounds including RSA ex-pat's, enthusiasts who went to see working steam in South Africa, which lasted until 1992, people such as myself, who have an interest in anything different, as well as though who have worked on full sized locomotives from South Africa, either on repatriated engines or in South Africa. One member in particular went from Scotland to crew main line steam in the 1980's and early 90's and is now a driver for Virgin Railways as well as having some superb models and a great many footplate stories to tell.



South African 4-8-2 locos lined up round the turntable.
Photo: Owen Chapman

The first meeting was held on the site of the High Wycombe society of Model Engineers in July 2005 and was a great success with over ten engines attending from 16mm (a coal fired Garratt) to 7 ¼ (and under construction 4-8-4) with much fun had, including many re-unions of old friends, double headed trains, line up of engines around the steaming bays, as well as a collection of full sized builders and number plates on display and a traditional Braai or barbeque.

As the meeting was such a success it was resolved to repeat the exercise and the following year a smaller group met up in Scotland. In 2007 the ground level track of the Harrow and Wembley club was the venue and the event extended to cover a full weekend as a concession to the long distance attendees and greater good fun to be had. This included the visitors providing the motive power for the Harrow club's public running on the Sunday as well as an evening Braai and night run with the locomotive headlights coming into good use.

This year it was requested by the group's organiser, NLSME's own Bryn Morgan, to host the event on the Colney Heath site. This will be on the 20th and 21st of June. The same format will apply with visitor coming for the whole weekend to enjoy our railways with some camping on site over-night. A night run and barbeque is again planned with those having enough energy left taking part in public running on Sunday afternoon (though this does not



Two more mountain class locos awaiting departure. **Photo:** Owen Chapman

mean the rostered stewards will not be required, or that if you want to run your own non-African engine, you will be stopped from doing so, far from it). Any one interested in seeing these unusual and different locomotives are invited to attend on either or both days.

South African Railways are built to 3 foot 6 inch gauge and included many challenges so large engines were developed from the start. There are busy multi track mainlines and long remote branches and very heavy gradients. The most common type of locomotive was the 4-8-2 but some Mallets were tried and later several classes of Garratts were used. There was also some large modern 4-8-4's with condensing tenders for the desert areas. Because of the use of the Cape gauge modelling a loco in 3.5 inch gauge produces an engine almost 1 inch to the foot in scale and consequently as large as a UK mainline engine built in five inch. In addition, there was also several hundred miles of 2 foot narrow gauge in both industrial and common carrier service. Models of these engines have also featured in the meets as well as engines from other African countries.

A for taste was had for some in October when one group member from the Reading club ran his 3.5 inch 15F at Colney Heath. This large loco had power to spare with two full passenger cars (and your writer) going all afternoon. I urge you to come along and see these machines for your selves, you will not be disappointed.



Look at the pulling power of this South African loco. **Photo:** Owen Chapman

The May Loco Section Meeting

By Roger Bell

Peter Funk kindly volunteered to chair the meeting which was a 'Work in Progress,' Geoff Mogg was up first and recalled some fifty two years ago when he was fourteen his father bought him a Brownie box camera. He used to go loco spotting at Hornsey and travelled around the sheds like Neasden and Cricklewood taking photographs of the locomotives, he also went on holiday to the North of England and to Scotland Youth Hostelling with a group of friends, complete with camera. Geoff had kept the negatives and all but four of the hundred taken were good pictures. The four were taken in low light poor weather locations. Now, with the advances in computer technology the negatives were scanned and enhanced with 'Photoshop'. Free photo album software was downloaded from <http://www.fotobook.co.uk/> for creating personalised photo books; his photos were easily inserted on the computer and returned to Fotobook. An actual album was nicely bound and titled for him. The photographs looked really professional and it was difficult to believe they were taken on such a modest camera. He also passed around a large colour photograph of 'Tornado' at Grosmont on the North York Moors Railway on 2nd May 2009 that he had taken. Geoff had taken some photographs at Leversham of Tornado and spoke of the importance of knowing where to stand to get the best pictures of a passing loco. By coincidence Tornado was in fact at Hornsey at the time of this meeting.

Comments from the floor were of spending hours travelling and waiting for a loco to come only to find on ones arrival back home that one has 38 seconds of video to show for the excursion.

It was also noted that photographs degrade in the printing process from film to paper and that it is better to scan the negative than the print, when converting to digital.

David and Sue joined the club this year. David bought along his under frame for a 7 ¼" gauge Southern Railway S15 tender. It was laser cut by Malcolm High with a tab and slot method of assembly. David silver soldered it together. It could possibly have been MIG welded but with a risk of distortion. It was very strong and yet light in weight due to all the cut outs. The Southern Railway had no water troughs and large tenders instead; the under frame on the model was about ¾" deep. So no where near as deep as typical tender frames. Two, four wheel swivelling bogies will be fitted under the frame. It will be sprayed with car type paint. One suggestion was that it be grit blasted, which is better for thinner work than sand blasting. After blasting one should only handle the job wearing cotton gloves to avoid finger marks and clean rubbish sacks protect it for carrying it home. Sue had bought along her '00' gauge chassis for a 'River' class 2-6-4 tank loco which was really small in comparison. The parts were photo etched to shape and again silver soldered together. It was rather nice that they share the same workshop and have 'his' and 'hers' benches.

When David Harris retired twelve years ago he decided to leave Tich and make a Britannia. Well it is now complete, less paint although that still leaves a lot to do in dismantling, painting and reassembly. He spoke of making the petticoat pipe and had thoughts of making the 'bell mouth' by spinning. Eventually he made a former to press into the annealed copper tube with enough force to form the bell without crushing the tube. It came out rather well.

A discussion then followed on how to make the flared 90 degree rear corner pieces on a tender. Bert Mead spoke of a former he had made for holding the material whilst it was tapped to shape. Your scribe made some of these on this tool for his Manor but eventually made them by turning a complete diameter to shape and then cutting out two ninety degree segments from it.

Another tip for sheet metal work with bends was cut a piece of metal oversize, then 'Do all the bending, hole drilling and poncing about first and then cut the metal to size'.

Oh' yes, when next in MacDonald's save your coffee stirrer stick they are ideal for model making. When wet with hot water they bend nicely.



Peter had bought our new sign along which read: - 'Caution, do not step on any of the rails Dangerous by order' with some pictures of its restoration. He had cleaned it up and painted it in undercoat but bitumen had leached through the paint, (it had been buried and was dug up), 'Stain seal' paint was used to prevent this. One suggestion was remove the paint and soak in paraffin to get the bitumen out. Peter decided to just apply some more paint.

There was room for more work to be described but we had nice discussion in its place.

David and Sue Rose with their work in progress. **Photo:** M Chrisp

Fetes and Fairs section.

Once again the Fetes and Fairs section have got off to a good start with a very busy Saturday at Southgate with Mike Forman providing motive power for the 4 hours of a very busy day.

Our second outing was the Herts. steam drivers club who were holding their annual steam rally at the Oakland's collage in St Albans for the first time, yet another success despite a speeding ticket by a well known member driving on the Sunday, Photo below.



Below is the list of commitments for the forthcoming year.

4 th May	Southgate Fair
30 th 31 st May	Herts Steam Fair Oaklands St Albans
6 th 7 th June	Steam Rally @ Codicote
13 th June	Berkhamstead Church Fair
14 th June	Redbourn Museum
20 th June	Hertingfordbury village fete



21st June
28th June
5th July
11th 12th July
25th 26th July
14th 15th 16th Aug
6th September
2nd 3rd October

Church Fete @ Bovingdon
Dave Lapham School Fete
Longfield village Fete
Redbourn Steam rally
Potten End
Flamstead Scarecrow Festival
Capel Manor
Stoke Bruern 40s weekend

Jim.Macdonald
Section Leader.

Track Stewards Rota 2009				
Date	Senior Steward	Track Steward	Track Steward	Track Steward
07-Jun	Roy Hall	Roger Brown	Derek Eldridge	Michael Smith
14-Jun	Nigel Griffiths	Victor Burgess	Phillip Rowe	Keith Bartrop
21-Jun	Jim Robson	Derek Smith	John Riches	Peter Fraser
28-Jun	Keith Hughs	John L Morgan	Naughton Morgan	Geoffrey Mogg
05-Jul	Mike Avery	Geoffrey Burton	Johnathan Avery	Nick Rudoe
12-Jul	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
19-Jul	Ian Clift	Peter Lancaster	John West	Bob Gamble
26-Jul	Owen Chapman	Keith Bartlam	Gerald Moore	Frank Adams
02-Aug	Mike Chrisp	Ian Reddish	Alex Chapman	David Foster
09-Aug	Mike Ruffell	Brian Baker	Peter MacDonald	Brian Kennedy
16-Aug	David Broom	Peter Precious	Mike Franklin	Rai Fenton
23-Aug	Donal Corcoran	Lawrence Steers	Richard Deal	R Thompson
30-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Malcolm Barnes
06-Sep	Brendan Corcoran	Peter Davies	Michael Gibbs	Peter Badcock
13-Sep	Jim MacDonald	Chris Reynolds	David Marsden	Peter Brewster
20-Sep	Mike Foreman	Dave Green	John Firth	Martin Ginger
27-Sep	Kieran Corcoran	Roger Bell	Paul Lacey	Barrie Davies
04-Oct	Dick Payne	Gavin Lang	John Mills	Richard Hesketh
11-Oct	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
18-Oct	David Harris	Peter Fox	Tony Guerrier	Harry Henderson
25-Oct	Terry Baxter	Peter Weeks	Ian Buswell	Roger Clarke

G.L.R. News

FIRST DAY PUBLIC RUNNING.

What a great day, the sun shone, the punters came out and with 5 engines in attendance working the new route out of the temporary station, I helped load and unload watching the smiles of the kids and hearing the positive comments of the Mum's Dad's & Grandparents was reward enough for the 3 years hard work invested developing the GLR.

Approximately 150 members of the public was the head count. Interestingly the following Sunday I counted about 70 members of the public and with similar weather and no major TV sports on both Sundays this could be interpreted that when people (the public) are deprived of their NLSME day out (over winter) they come in droves.

Key = Bold Type:- 2nd stewards Duty.

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
07-Jun	Graham Gardner		Mervyn Smith	
14-Jun	Derrick Franklin	Paul Godwin	Frank Inman	Mrs Griffiths
21-Jun	Richard Cross	Paul Godin	Nicholas Griffin	
28-Jun	Dave Rose		John Morgan (M)	Mrs J Morgan
05-Jul	Dave Snellgrove	David West	David Lapham	George Case
12-Jul	John Beesley		Mrs Badger	
19-Jul	Gregory Metcalf		Mrs Clift	
26-Jul	Jeffrey Bolton		Rachel Chapman	David Metcalf
02-Aug	Rob Brook	Michael Woolsey	Chris Dean	
09-Aug	Norman Back			
16-Aug			Ian Johnston	Val Johnston
23-Aug	David Burman	Dave Rose	David Morgan	Dave Laurance
30-Aug	Bryn Morgan		Peter Gooch	
06-Sep			Mrs P Corcoran	
13-Sep	Michael Smith	Peter Sheen	Mrs MacDonald	
20-Sep	Adam Gorski	Keith Hughs	Ron Thorogood	Mrs Thorogood
27-Sep	Peter Stern		Rai Fenton	Mrs Betty Fenton
04-Oct	Paul Bexfield	Guy Ellerby	Mrs Smith	Les Brooks
11-Oct	Tim Clementson		Richard Hall	
18-Oct	Graham Gardner		Mathew Stallard	Mrs Harris
25-Oct	David Dunlop	Tim Watson	Mrs Baxter	Jenny Baxter

Getting back to the first days running, I was pleasantly surprised by an incident that occurred on the station. Young Thomas & Robbie Woolsey were busy helping to water engines and control the crowd when to my amazement young Robbie very politely asked 2 Herbert's who were trying to touch the monies in our collecting bin (Laurie's tipping truck) to leave the monies alone. The Herbert's complied immediately to Robbie's request and without further ado he continued his helping out as if nothing had happened (do I detect a leader in the making) well done Robbie & Thomas, your parents must be very proud.

It must be silly season again, as the latest suggestion to be aired over lunch was to shut the bridge during the apple season in case NEWTONS LAW had its way. Mike Avery posed the question if one was hit, who would you sue? The apple or the maggot that lived in the apple, CORE what a story.

May I take this opportunity to remind anyone intending to run GL to be very aware when crossing main lines around the Cuckoo loop KEEP EYES OPEN & SLOW DOWN! This is of temporary concern and will be resolved when these sections are signalled. Many thanks to David and Derek for working the area, toilet side of the bridge, it's going to look a picture. The landscaping and fencing is all coming together. Peter Weeks is still painting the bridge and as soon as he tells me he's finished I intend to cable tie chicken wire to the grills up the stairs and across the landings. Timber risers will also be fitted to the steps and the bars to the stanchions. I guess that by the time these jobs are complete Pete can start painting again.

By the time you read this the timber work for the signal box should be on site. I had a chance of a sneaky preview in Mike Dears workshop and oh boy what a work of art it is. At the recent WORK IN PROGRESS meeting there was a short presentation by Jim McDonald with some brilliant shots of the framework and brickwork shown. For those who were at the meeting it looks even better close up. When the woodwork is married to the brickwork the NLSME will have something to behold, Ted & Mike will have produced an absolute work of distinction, Jim I know has something up his sleeve for the inside & final details & for once words fail me, it is just a thing of beauty & testament to the years of expertise held by Mike & Ted!

Whilst on the subject the work in progress, the meeting has given me an idea after seeing Geoff Moggs photo shots of a magnificent sparrow hawk taken in his back garden I need to set him up, oops! I mean talk to him about a new project (watch this space).

I had a great fun evening presiding over the work in progress meeting & recommend it to all; once again Mr Bert Mead upstaged me when on asking if he could hear me clearly he stood up & said pardon, a fun moment at an informal evening. Thanks to all who brought work in progress items along to show, it made my night.

P. Funk

G.L.R. Section Leader

TEA TOWEL AT TYTTENHANGER

I noticed in the coach that the once plentiful supply of tea towels has diminished considerably and those remaining are somewhat dog-eared. Has, perchance, some kind member taken some home to be washed? If so could you please let me know. Jim Robson;

📖 Dates for your Diary 📖

Friday 5 June	8.00pm General Meeting; Lock, Stock & Barrell. Ray Tuthill's talk about the Royal Small Arms Factory (1816-1987) in Enfield; HQ, Legion Way, Nth Finchley
Saturday 6 June	Birthday Party (Smith)
Saturday 13 June	Invited club day, see D Harris & M Chrisp
Monday 15 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 19 June	Loco Section BBQ at the track
Saturday 20 June	South African Live Steamers Meeting at Colney Heath
Sunday 21 June	South African Live Steamers Meeting at Colney Heath
Monday 22 June	Tyttenhanger Site Committee meeting; St Mark's Church Centre, Colney Heath
Mon 22 June	<i>Deadline for copy to Editor for July News Sheet</i>
Saturday 27 June	Mike Chrisp 70th Birthday Party
Friday 3 July	8:00pm General Meeting Working Models. Bring something to run on air. ; HQ, Legion Way, Nth Finchley
Saturday 4 July	HO section at the track.
Wednesday 8 July	Child Hill School
Saturday 11 July	Birthday Party (Harris)
Saturday 11 July	Leverstock Green Fete
Monday 13 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Tuesday 14 July	St Luke's School
Wednesday 15 July	Garden Railway G1MRA open day from 11am
Friday 17 July	Loco Section BBQ at the track
Sunday 19 July	Toy Boat Regatta
Monday 20 July	Tyttenhanger Site Committee meeting; St Mark's Church Centre, Colney Heath
Fri 24 July	<i>Deadline for copy to Editor for August News Sheet</i>
Saturday 25 July	Birthday Party (Malone)
Saturday 1 Aug	Birthday Party (Murphy)
	☺☺☺
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.



June 2009

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The views expressed in this News Sheet are not necessarily those of the
Chairman or Council of the NLSME.

