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The News Sheet

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FROM THE CHAIR

I have to report that the EGM called to amend the Constitution did not take place. The quorum for an EGM is 25 members present; only 24 turned up, so the Society members were not permitted to resolve this issue. However, part of the evening was used to discuss the issue and the members present aired their views and concerns. This discussion was, of course, inconclusive. It is not my intention to raise the matter again and it will be up to the new Council, elected in May, to consider the subject if they wish. My thanks to Mike Chrisp for keeping us entertained during the early part of the evening.

The locomotive section meeting had its own problems to contend with on Friday, 19th February, as the speaker cancelled at the last moment. Mike Foreman ably filled in the evening with his description of the proposed extension of the Raised Track into the new land, running above the Ground level Railway.

The winter weather continues to affect all working parties at Colney Heath. The Ground Level Railway station work continues; concreting has been possible when the temperatures have risen above zero. The preliminary ground works for the Raised Track have been able to proceed thanks to the help of John West's tractor to pull out the old tree stumps. The extension to the coach shed is progressing well, while another group is intent on the completion and refurbishment of the car park Ground Level Railway Station. When the weather improves, it is hoped to complete the roof and make the structure fully waterproof. Any members who wish to enjoy the comradeship of the Sunday mornings are welcome to join any of these informal groups. We will try to keep you occupied and interested.

This News Sheet sees the start of the 'run down' towards the AGM in May, as our Secretary has included the nomination form for the election your Officers and Members to the Council. To my knowledge, at least four vacancies will need to be filled this year, so here is your chance to enjoy a different aspect of our Society and its management. A new Council, with maybe younger members (than me!!) will have the opportunity to bring new ideas for the future enjoyment of our Society and fellowship.

David Harris

NLSME stand at Ally Pally 2010 Photo: Ian Johnston

TREASURER'S REPORT

A quiet month expenditure wise, although I'm sure a few more bills will be coming in before the end of our Financial year, as work at last gets going again after the appalling weather we have been having. The Council accepted one new member into the Society at their last meeting and we welcome

Mr. Keith Doherty Interest: General Engineering.

Last month I said that I did not foresee the need to increase the subscription rates for the forthcoming year as I believed we could just about cope with our day-to-day expenses. Council had discussed the matter, but after a further review and having compared our present subscription unchanged since 2006 with the Retail Price Index, it became very apparent that to achieve the same spending power this amount would have had to be increased. Therefore rather than wait a further year before announcing an even bigger increase, it was proposed and voted upon at the February General Meeting that next year's subscription rates be increased. Junior members and students in full time education to remain unchanged.

Enclosed with your News Sheet is a Membership Renewal form, which I would ask you to complete as fully as possible. We are investigating the possibility of sending automatic email messages to Members as a reminder that their Track Steward duty is the following weekend. If you have an email address please let us know on the form, as this will save on telephone bills.

Elsewhere in this News Sheet you will find a report of the last Loco Section meeting, during which a presentation was made to those present regarding the much talked about extension of the Raised Track around the New Territory, in conjunction with the Ground Level Railway ideas. Construction details and costings were explained and those present voted unanimously to proceed with the project over the next few years. Anybody wishing to make a contribution to any of our planned projects please fill in the relevant boxes on the renewal form.

Mike Foreman

MARINE MUMBLES (Rides Again).

Well everybody seems to have survived the society's first new Marine Meeting. What a good turnout it was as well. Before the meeting I had a really encouraging telephone call from George Case, to wish us all well on our first marine meeting, as he could not be there this time. I'm sure all the society join with me and wish you fully better in the very near future. "Good on yer" Young George.

It was decided to hold, by all present, the Marine Meetings every other month on the second Friday of the month. That makes it the 9th April at 8.00pm at HQ in old money.

So what happened at the meeting? I'm pleased you asked.

Quite a range of model ships, from work in progress to the finished article, were brought along. Dave Lawrence was first up to explain how his new sludge sucker performs (you can't get away from it anywhere). He followed it up by showing how his "photo-reconnaissance" model aircraft works (not quite marine, but he is the boss).

Due to my terminal head cold I had on Friday I forgot to write down the speakers surnames. Sorry men I have failed you. I forgot the camera as well, to record this momentous occasion.

Dave number two brought a fine work in progress model of a Seaplane Tender. Some very interesting discussion was centred on the use of brushed or brushless electric motors for its propulsion. Dave explained how he had constructed it from plans, and the trials and tribulations of how the wheelhouse side doors should open. I always said you loco people build nice ships.

Mike Foreman showed us a solid wood hull his father had made for him which was completely symmetrical when you consider it was crafted by eye (and hand of course). He also gave us some insight to insuring the real thing.

Ian Johnston entered into the spirit of the evening by "nipping" down to Toys"R"Us and buying a radio controlled Hovercraft which he demonstrated. Now that's commitment. Look forward to seeing it on the pond Ian.

Mike MkII spoke about his trawler, with LED lights, and the purchasing of scale crew. It appears you have to order the crew by their Christian name. Bit sad that.

My contribution to the evening was a 1:700 static scale model of the WW2 battleship HMS Nelson. This was to prove anybody that can put 64 2.0mm long Oerlikons on a model that size needs seeing to.

The evening was rounded off with the April meeting theme. This was to be a video night and more models.

It would make life a lot easier for me if we employed a bouncer on the door to stop anybody with duplicate Christian names coming in. Just a thought.

So don't forget Friday 9th of April for the next Marine Meeting, and a big thanks to all who came to the first making it a great evening. Coffee and Tea was provided by the Marine Section.

Peter Stern.

SITE MATTERS

As many of you may know, the digger machine, on loan to the Society by Laurie Steers, now has a damaged engine. I am pleased to report that Dave Lapham has offered to investigate/repair the machine. At the present time we do not know what the problems are with the engine, and hence what the likely costs will be. Dave is optimistic about its eventual repair, but in the long run it may be necessary to obtain a new very expensive engine. We await the outcome of his investigations. Thanks Dave.

David Harris

INVITATIONS

The Society has received an invitation from the Vale of Aylesbury Model Engineering Society (VAMES) at Quinton, to attend their Miniature Railway Gala weekend on 2nd/3rd May 2010. They would like to know who is likely to attend by 12th April. Our Secretary has the details, so contact him for additional information and a booking form.

Chelmsford Society of Model Engineers have invited NLSME members to their Open Day on Saturday 19th June 2010. Members intending to attend should contact the webmaster informing him of their intention to attend. Running will commence at 10.30am and finish around 4.30pm. Ploughman's lunch and refreshments will be offered as and when needed.

An invitation has also been received from the Bedford Model Engineering Society, inviting us to join with them at their Annual Invitation Rally on 3-5 September 2010. Again, our webmaster has details.

THE JANUARY LOCO SECTION MEETING

By Roger Bell

The topic for the evening was the Steaming Bay Project Discussion by Chris Vousden. Chris described the layout with the aid of a model that Jim Macdonald had made. The whole lot is as near to the fence as possible to leave the current steaming bays in use as long as possible. There are three loading/unloading bays from where cars are backed up to a low wall. Locomotives can be taken out backwards or forwards as they can be turned on the revolving traverser. There are steaming bays of varying lengths for 3 ½", 5" and 7 ¼" gauges. Those with a 5" gauge loco have a choice of raised track or ground level running and would leave the bays on one of two tracks.

Three containers would be used. We have one container, a container is cheaper than a wooden shed. The cost of a container varies a lot with its condition. The walls inside would be reinforced with a ply, sheet metal, ply laminate. The outside clad in wood, possibly wood from the old roller shed. The roofs need protection and security, a pitched roof was suggested.

The three containers would have a gap between them which would be in filled to create another secure area. This saves the cost of further containers as the walls of the existing ones can be used. This has been done at other tracks successfully. Container number one is for loco and carriage storage for the raised track. The first gap is for is for a workshop and / or lawnmowers. Container number two is for 7 ¼" gauge locos. The second gap is also for 7 ¼" gauge locos (they take up a lot of space). Container number three is for a workshop or other storage.

If we develop the idea of a workshop, a manager would be in charge and it would be open at certain times only. It would be used by designated key holders.

The existing workshop is at the end of its working life due to steel reinforcing corrosion.

To get onto the main line a traverser would be built which is a length of double track. The left track is the main line, the right track is the line from the bays to join the raised track. So the main line would have a length cut from it. The traverser is in its 'right' position for main line running and 'left' position for bays to mainline route.

This would be a three or four year project. The biggest expense would be the containers followed by the concrete.

Following on from the last steaming bay presentation an offer of a Project Manager has been made.

A vote was taken and the majority agreed with the plans and proposal. Preliminary planning permission has been granted already by the TSC. Currently a preliminary clear out is taking place to make room for it. A set of working drawings will be ready for mid summer.

We thanked Chris for the presentation and then watched some film that Mike Foreman had taken of a model engineering club ground level track at Schackendorf in north Germany, which is north of Hamburg.

JUNIOR NOTES

Over the last year junior membership interest in the club has at last started to increase, (the latest count of members under sixteen is eight). We are now trying to get a junior section back up and running. Over the last few months young members have started to come up on a Saturday to help the ground level team with their winter project of the new station, helping dig out and emptying the trucks of earth down on the new ground. Just lately a few of the lads have been bringing up the paving blocks for the new station from the car park on the old truck then riding it back down to the bottom to bring up more. One young member likes to light a fire at the station each week to see if he can smoke everybody out. When it comes to tea times the adult members have to grab the biscuits first before the juniors get hold of them and scoff the lot.

We have now got our first junior section project, and a big thank you goes to the nice member who has donated a ride in battery loco to the junior section. The loco needs to be re-gauged from 6" to 7 ¼", overhaul of the wiring, the body work to be sanded and repainted. Also the loco needs a name. One suggestion so far is 'Junior'.

We are looking to do more projects and activities with the juniors in the future. If you have any ideas or volunteer your services please let us know. Also will the junior members please let me have their parents email address and contact details if they would like to be involved in the activities.

Mike Woolsey

THE FERUARY LOCO SECTION MEETING

By Roger Bell

Our speaker Russell Newland was unable to come to the meeting, his talk on 'Hengist' a new build Clan Class will now be on 17th October.

We received a message from Bert Mead's daughter saying that Bert is feeling a bit low and would welcome some visitors.

Stepping in at short notice Mike Foreman had prepared a slide show and discussion for the raised and GLR tracks extension. Whilst it has not been voted on in the past, quite a few people have been getting on with the work. The line of the raised track out of Dingley Dell has been marked out on the ground. It diverts along the fence and in a wide sweep continues down and then climbs 1 in 100 over a bridge (GLR underneath). It passes through a slight cutting over the mound and descends 1 in 105. Fifty piers of existing style construction and 22 piers varying in height from 4 ft to 7 ft 6 ins would be required. Qualified designers have approved the plans and pier design. It uses our standard 8 ft 6 ins sleepers. The project will run over a number of years.

Some film of the Malden Club track in Thames Ditton, followed. Their raised track passes back over itself in a figure of eight. A group of our members had visited to gain information on how it was done regarding the bridge and embankments.

Work so far on our track has been to scrape top soil off and to pull out some tree roots to clear access for materials. John West's tractor which had not been run for two years started first time. We have all the rail and finished sleepers we need. The project is to run in parallel with the steaming bay project. Donations have already been received. The concrete piers would be 12 ins square, the concrete poured in on site.

Geoff Burton proposed that we go ahead with the extension to the GLR and raised track. This was seconded by Jim MacDonald, everyone voted for the proposal. If there are any objectors to this project Mike Ruffell requested that they contact him. This was basically a ratification of previous meeting discussions.

Some films followed from Mike Foreman's steam holidays in South America, Germany and the UK.

Closing the meeting Mike Ruffell apologised for the lack of a speaker and thanked those that had stood in at short notice, adding that we had enjoyed ourselves just the same.

MIKE'S MUSINGS.

For those of you who were unable to attend the Loco meeting on Friday 19th February and all who were disappointed in that the presentation by Russell Newland entitled 'The BR Standard and the Hengist Project' had to be cancelled at the last minute. Then, fortunately you will all get the chance to hear Russell's presentation on Friday 15th October (should be a bit warmer by then).

I would like to say a big thank you to Mike Foreman and Peter Davies who stepped in at the last minute to rescue the evening. Mike for giving us a presentation on the proposed raised track extension and Peter for his DVD of the Morden Society's track. I will not make comments on the evening as it is reported elsewhere in the News Sheet other than to say that for me it was a very enjoyable and informative meeting. There was a vote taken, however as it was not an advertised meeting you may therefore have a query regarding the outcome, if so please feel free to contact me.

The big clear out of rubbish at the track is gathering pace and over the next few weeks all items that are perceived to be rubbish or unwanted will be placed in a pile for disposal by skip. If you do have property at the track that you still require, then please remove it. Otherwise it will end up in the skip.

I would request that all members who use the catering facilities at the track comply with the following. (I will quote from the minutes of the last Council meeting (the TSC are in full agreement).

"The new mess room is almost complete and when in operation the Kitchen area will be a "restricted" area. It is not intended to lock this area but a notice will be placed to inform members that it is not a general area for use but reserved for the Sunday public days, private parties and organised working days when a delegated person will be responsible for its use".

Last month I commented on the strange feeling of standing in the Eurostar buffet car and running parallel to a motorway at over twice the speed of the cars. Next month I will be experiencing what might be termed as the ultimate or at least the fastest mode of overland transport on the Shanghai Maglev Train to Pudong Airport at speeds apparently reaching 267 MPH! Once again invented in Britain. Hopefully I will be able to report on the experience along with pictures in the following Newsletter.

For Sale

5" gauge Phoenix loco. All kits included for a BR class 14 (Teddy Bear). All kits unused. £2,000 ono. Call Less Dobbs 0208 363 7766.

Track Stewards Rota 2010

Date	Senior Steward	Track Steward	Track Steward	Track Steward
04-Apr	Brian Apthorpe	David Jones	Robert Johns	Peter Brown
11-Apr	Richard Castle	Maurice Cummins	Graham Price	Jack Edwards
18-Apr	Graham Ainge	Robert Hatton	John Johnston	Nicholas Bone
25-Apr	Roy Hall	Reg Piper	Mark Braley	Nicholas Gear
02-May	Lawrence Steers	Peter Prior	John Sandwell	Michael Dear
09-May	Alan Marshall	Roger Brown	Nigel Griffiths	Michael Smith
16-May	Derrick Franklin	Victor Burgess	Paul Godwin	Nicholas Griffin
23-May	Jim Robson	Derek Smith	John Riches	Brian Baker
30-May	Keith Hughs	John L Morgan	Naughton Morgan	Geoffrey Mogg
06-Jun	Mike Avery	Geoffrey Burton	Johnathan Avery	Nick Rudoe
13-Jun	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
20-Jun	Ian Clift	Peter Lancaster	John West	Steve Coffill
27-Jun	Owen Chapman	Keith Bartlam	Gerald Moore	David Metcalf
04-Jul	Mike Chrisp	Chris Dean	Alex Chapman	David Foster
11-Jul	Mike Ruffell	Brian Baker	Richard Hall	Guy Ellerby
18-Jul	David Broom	Peter Precious	Mike Franklin	David Morgan
25-Jul	Donal Corcoran	Mervyn Smith	R Thompson	David Burman
01-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Malcolm Barnes
08-Aug	Brendan Corcoran	Peter Gooch	Michael Gibbs	Peter Badcock
15-Aug	Jim MacDonald	Peter Sheen	David Marsden	Peter Brewster
22-Aug	Mike Foreman	Dave Green	John Firth	Martin Ginger
29-Aug	Kieran Corcoran	Roger Bell	Paul Lacey	Barrie Davies
05-Sep	Dick Payne	Gavin Lang	John Mills	Richard Hesketh
12-Sep	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
19-Sep	David Harris	Peter Fox	Mathew Stallard	Rosemary Turner
26-Sep	Tony Guerrier	Peter Weeks	Ian Buswell	Roger Clarke
03-Oct	Edward Kitchener	Peter Funk	Bill Bass	Tim Watson
10-Oct	Derek Eldridge	Dave Laurance	Roy Mears	John Cattle
17-Oct	Peter MacDonald	Robert Ambler	David West	Robin Barfoot
24-Oct	Terry Baxter	Les Brimson	Robbie Brimson	Roy E Tyler
31-Oct	Peter Davies	Chris Stewart	Brian Lees	Daryl J Lapham

Forthcoming Loco Section Meetings.

Friday March 19th: -

Tonight it gives me great pleasure to introduce you to Dave Cockle who will be giving us an illustrated talk entitled "Thirty eight years on the Railways in North London & Herts".

Friday April 16th: -

This evening we are in for treat as our Vice Chairman Mike Chrisp has offered to give us one of his

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
04-Apr	Derek Perham	Alan Crittenden	Gauge 1 Member	Gauge 1 Member
11-Apr	Ron Price		Gauge 1 Member	Gauge 1 Member
18-Apr	Frank Hills	Ashton Miles	Rai Fenton	Mrs Betty Fenton
25-Apr	Patrick O'Donnell	Steve Jones	Gauge 1 Member	Gauge 1 Member
02-May	Robin Thorn		Frank Inman	Gauge 1 Member
09-May	Graham Gardner	Leslie Dobbs	Mrs Marshall	Mrs Griffiths
16-May	David Brand		Gauge 1 Member	Gauge 1 Member
23-May	Richard Cross	Paul Godin	Gauge 1 Member	Gauge 1 Member
30-May	Dave Rose	Steven Francis	John Morgan (M)	Mrs J Morgan
06-Jun	Dave Snellgrove	Steven Don	George Case	Gauge 1 Member
13-Jun	John Beesley	Andrew Burbury	Mrs Badger	Gauge 1 Member
20-Jun	Gregory Metcalf	Mike Randall	Mrs Clift	Gauge 1 Member
27-Jun	Jeffrey Bolton	Matthew Stallard	Rachel Chapman	Gauge 1 Member
04-Jul	Rob Brook	David Lapham	Gauge 1 Member	Gauge 1 Member
11-Jul	Norman Back	Peter Fraser	Gauge 1 Member	Gauge 1 Member
18-Jul	Ian Johnston		Val Johnston	Gauge 1 Member
25-Jul			Richard Deal	Gauge 1 Member
01-Aug	Bryn Morgan		Gauge 1 Member	Gauge 1 Member
08-Aug	Michael Woolsey	Rai Fenton	Mrs P Corcoran	Gauge 1 Member
15-Aug	Doug Smith	Tony Brooks	Mrs MacDonald	Gauge 1 Member
22-Aug	Adam Gorski	Keith Bartrop	Ron Thorogood	Mrs Thorogood
29-Aug	Peter Stern		Gauge 1 Member	Gauge 1 Member
05-Sep	Paul Bexfield		Gauge 1 Member	Gauge 1 Member
12-Sep	Tim Clementson		Les Brooks	Gauge 1 Member
19-Sep	Mike Dwyer		Mrs Harris	Gauge 1 Member
26-Sep	David Dunlop	Rai Fenton	Gauge 1 Member	Gauge 1 Member
03-Oct	R Lidzey		Gauge 1 Member	Gauge 1 Member
10-Oct	Peter Smith		Gauge 1 Member	Gauge 1 Member
17-Oct	Brian Baker		Gauge 1 Member	Gauge 1 Member
24-Oct	Susie Frith		Mrs Baxter	Jenny Baxter
31-Oct	Thomas Betteridge		Gauge 1 Member	Gauge 1 Member

very entertaining talks. His talk tonight is entitled "building a 7 1/4 inch County Donegal Rail Car, No. 4".

Friday May 7th : -

Please note the change of date for this months meeting, this is due to the AGM which is scheduled for the 21st. The subject tonight is work in progress from the winter workshop.

Mike Ruffell.

Loco Section Leader

GARDEN RAIL

(all photos by Dave Metcalf)

Here we are with another little offering from the 'GR section'. So far this year the weather has seemed to be against us (as you are all aware). However the cold does have the effect of showing up the steam from the loco's well, they look good. You can also find that leaking gland nut you had a suspicion about in the summer.

Attendance on Wednesdays has varied a little due to the inclement weather, but a hardy few always turn up. Normally if we have a full house you can sometimes only run one loco, a couple of Wednesdays ago I did get the chance to run 3 loco's (all of which I had done some slight work on).

Work on the new track has been inadvertently suspended until it's a bit warmer, we are cautious about mixing concrete if there is any chance of frost. We are all very keen to get on with it and get the project finished, but we are underway and it will be one of those projects which will suddenly start to come together. I know that one or two members have larger locomotives



The lull before the storm, track still being assembled early Saturday morning.

which will not get around our existing tight end radii. This will not be a problem on the new track which has a minimum radius of 15ft.

The fact that the weather has rather curtailed running at the Colney Heath track does not mean we have been idle. Firstly under our esteemed section leader Malcolm Read's guidance several members spent some very enjoyable days at the Model Engineering Exhibition at Alexandra Palace running inside on the G1MRA track. Malcolm took along his Standard 5 and rebuilt Patriot "Colwyn Bay" and the LMS set of 6 coaches. Interest as usual in the Gauge 1 was good, as a club we have in the past picked up the odd member from being seen at this show.

Five of us also went off to the Stonehenge Groups annual "Bacon Butty Bash" at Durrington Village Hall, again Malcolm took his Standard 5 with the LMS coaches. Matt Stallard came along for the ride as his Atlantic is only half painted, brother Gregory took along his Caledonian 4-6-0, Michael ran the Great Central 4-4-0, I took the 4MT and my GWR 'Flying Banana' rail car. It was a good day out with over 60 loco's in attendance, a good percentage being coal fired. Lots of nice quality rolling stock matching well to the locomotives being used.



Gregory just getting the Caledonian ready to take rolling stock for running, Michael and Matt looking on.

The Stonehenge Group's portable track was still being erected as we arrived, nice size track, flexible in its length with 3 main running tracks, these were busy all day, running slots being 30 minutes each. Locomotives went from the steaming bays to the main running tracks via a turntable. Rolling stock we kept in a multi-lane stock yard to one side of the room. Used locomotives were stored on sidings on the other side of the room. Tables in the centre were used for carrying box and running gear storage.

The Bacon Butties were excellent as was the tea and coffee, the beer at the local was also quite acceptable. We were made very welcome, it was a good day out, hopefully next year we will go a bit more 'mob-handed'.

Excellent news, we were all delighted to hear that Patrick O'Donnell's operation went really well and the diagnosis is absolutely excellent. A lot of stitches to be healed, unfortunately this means he is not allowed down the track for quite a few weeks yet, but we all look forward to welcoming him back into the fold.

David Metcalf.



Scene on the main track and locomotive storage siding showing Malcolm's "Standard 5" several 4MT's etc.

The London Model Engineering Exhibition

Ally Pally 22nd to 24th January 2010

Just like a flash and it's all over. We plan for it months ahead, the theme, the models, the stewards and the transport of those boxes from Headquarters. The list of models had to be in by early December and all other paper work done weeks before that so preparation and planning started way back. Then after all that anticipation and work the whole thing is suddenly over. It is hard to believe that as I write this on the afternoon of Saturday 30th that a week ago we were in the thick of things at Ally Pally.

Anyway it is time to thank all those brave souls who lent their precious models and equipment for display. The basic theme this year was that 'the workshop equipment we made at home should be surrounded by their products. I think that it worked well and showed to the model engineering fraternity what an active and diverse Club we are.

A bigger thank you is due to all those who spent time as stewards at the exhibition explaining the intricacies of Sue's River Class chassis or Mike's Rail Bus.

An even bigger thank you to all those willing members who transported the boxes to the exhibition and set the whole thing up, lifting the models up to display to the vast crowds who attended the next day.

All in all I think that the stand worked well and looked well but then I am unlikely to hear what you really thought unless you are looking for the job next year that is! They don't even tell me about my halitosis!

Talking of next year if I am permitted to help again*, I wonder if a theme working on the development of the Society from early times to the present day would be feasible. There could be a display of photographs taking the viewer from conception to the present. Models could reflect the marvellous progress the Club has made with perhaps the exhibition models from Headquarters to our latest creations. Each section could contribute its own history. Anyway it is just an idea and if anyone has any other themes then speak soon. What about a stand showing just massive cockups?

*(But I won't be upset if someone else would like to take over).

Ian Johnston

Tony Dunbar

Tony's physio exercises have advanced to his going up several steps with the physio holding one hand. He is now home with further treatment being provided by the community physios.

GENERAL MEETINGS 2010 – 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.

Suggestions (and volunteers) for suitable General Meetings topics are always welcome.

5 MARCH 2010 MEMBERS' WORKSHOPS

Owing to the cancellation (for which we apologise) of the meeting scheduled for 8 January 2010 due to bad weather, our Daring Duo (Mike and Dave) have agreed to try again to reveal what they have discovered in a few more of our home workshops.

2 APRIL 2010 SHARPENING LATHE TOOLS THAT REALLY CUT!

Blunt tools of any kind are notoriously dangerous. If they happen to be lathe tools, they also lead to frustration because they rarely deliver accurate work with a good surface finish. The aim of this evening's presentation is to get back to basics and show how to make sure that the lathe tools you use are properly ground and sharp.

7 MAY 2010 – LOCOMOTIVE SECTION MEETING

To permit the Society's Annual General Meeting to be held on 21 May, thereby avoiding a clash with the popular Harrogate Exhibition (8-10 May 2010), Mike Ruffell has kindly agreed to move the Locomotive Section meeting forward for this month only.

21 MAY 2010 – ANNUAL GENERAL MEETING

All members with an interest in Society affairs and their management are urged to attend this meeting.

4 JUNE 2010 – SPEAKER (To be confirmed)

A speaker for this evening's meeting has yet to be identified. If you would like to volunteer to inform, instruct and/or entertain your fellow members at this meeting, please contact the webmaster

Peter Kearon 1930-2010.

NLSME member 1982-2010

We are sad to report the death of our country member Peter Kearon who died in early January 2010 after a brave and stubborn fight against cancer.

Grahame Ainge writes:

One of the delights of being with Peter was his ability to be controversial. Very much an original thinker (and writer), not everyone agreed with him but he could certainly enliven all around him and make us question our views.

Peter was an enthusiast in everything in which he took an interest and had a very varied career: at one time as an apprentice at Barry Locomotive Works, at another as the editor of a maritime journal.

He had a huge knowledge of all railway matters pertaining to South Wales and his stories of Barry Works in his youth were always memorable, as was the scorn he could pour on non-GW locomotives - especially Britannias! He could certainly call a spade a spade.

For many recent years since he retired back to South Wales he was an infrequent visitor to North London SME, but through his many contributions to the Society's News Sheet he made his presence felt.

He was a kindly man of considerable courteousness who could make us feel important just by talking to us.

Ian Johnston writes:

I first met Peter on a Sunday morning working party about twenty years ago. Tom Luxford was in charge of proceedings at Colney Heath and the two of us had been assigned to the task of shifting dozens of standard gauge railway sleepers from the parking area to the tunnel shed. A distance I suppose of about one hundred yards (Peter would not dream of using metres!). That job lasted us nearly the entire winter. During that time we got to know each other fairly well as we had to rest, assess, plan and gather equipment before each sleeper was conducted up the track on a bogie wagon and then carried across to the immaculate stack we were building with architectural precision near the tunnel shed. The remains of the stack are still there as a memorial for all to see.

On those sunny winter Sunday mornings I learnt that our paths had followed parallel but not colliding routes. Peter had gone to High School in Cardiff, as

I had in Bolton, and we had both achieved more or less the same - not very much! We decided that we were both what was called late developers, that was really a euphemism for just being damned lazy and preferring train spotting and Meccano to homework!

After school Peter embarked on an indentured apprenticeship with the GWR at Barry while I became an indentured apprentice on deck in the Merchant Navy. Club members who are avid readers of the News Sheet will remember with affection his many contributions about his experiences as an apprentice with the GWR and the subsequent nationalized Western Region of BR. We all enjoyed his many articles in the News Sheet about the intricacies of Standard Class 5 locomotives as well as the stubborn coal tanks round Barry, and of course his tussles with the 'ill-informed' (polite words) management and foremen in his environ.

(Dear reader why not take a break from this and Google '*Britannias* a class that just slipped away' to get a flavour of Peter's excellent writing).

Peter's career with the railways came to an abrupt end when he had completed his apprenticeship. In common with the other apprentices, he was given the sack and had to seek his fortune elsewhere; he decided to go to sea as an engineer officer and chose the tramp company of Reardon Smith's because their ships were registered in Cardiff. A local company you might say, but not so. Although the ships were registered in Cardiff they rarely went there unless it was to load a cargo of coal. So he spent an adventurous year or so tramping round some of the grottiest tramp ports in the wide world. He had learnt his lesson and next sailed with the banana boat company called Elders and Fyffes. These salubrious ships had refrigerated holds and carried bananas from the West Indies to South Wales, no doubt to adorn Welsh Dressers.

His first ship was *Ariguani*, an aged coal burner that had been used as an aircraft catapult ship during the war. Hurricanes were catapulted off the bow of the ship and went in to attack the ultra long range, heavily armed Nazi Condor planes that attacked convoys which were in the 'gap' out of reach of British or American aircraft. The sea launched Hurricanes put paid to the Condor's dominance, but once the Hurricane had done its biz it could not land but had to ditch at sea with the pilot hoping to get picked up; an almost Kamikaze-like procedure in the U-Boat infested Atlantic in winter!

Peter made several trips as the most junior engineer officer and could not understand why he was not promoted up the engineer's tree. At first he thought it was because he was not a freemason, but he found that he was one of the few engineer officers that could look after himself and get the firemen and trimmers to work hard, fuelling the hungry Scotch boilers; no

small task in the tropics with a crowd made up with men on parole from Cardiff jail. He found that praise and a 'Well done lads' at the end of a watch made all the difference to his men who became very loyal to him. Peter sailed for several years in that ship, which was a very happy one. Peter's maritime career carried on for seven more years; he sailed in many ships of several companies but none as happy as *Ariguni*.

Peter studied during that time at sea and passed several exams of competency which culminated in the Combined Chief Engineers Certificate which meant that he could serve as Chief Engineer Officer on a steam or motor ship.

Peter did not go to sea again but instead took up a lectureship in the Marine Engineering Faculty of the University of Cardiff where he met Naughton Morgan. They became lifelong friends and worked on many projects together. At the Faculty he became a *Fellow of the Institute of Marine Engineers* and a *Fellow of the Institute of Naval Architects*, all by examination.

Peter was head hunted to become an editor of Motor Ship Magazine where he remained for a number of years until he was head hunted again by the Faros Shipping Company (London Greeks to the cognoscenti). Peter thrived as an engineer marine superintendent with the Faros Company. He would regale me with tales of his trips to Osaka to order not just one new ship but at least six at a time! 'You guys in Blue Funnel were too tame for us lot' was his retort to the fact that our company ordered just one ship every six months. Faros Shipping had mainly large bulk carrier ships and Peter went on to become a technical director of the Firm.

All good things come to an end and the end did come for both Blue Funnel and Faros Shipping with containerization and the tremendous competition in the shipping world - and of course the subsequent redundancies.

Undaunted, Peter went into partnership with his brother-in-law and together they ran a very successful packing business until the years had rolled by and the time came for retirement and more writing in Penarth.

And that is where we came in; shifting those railway sleepers at Colney Heath, just talking during that happy winter under Tom Luxford's jurisdiction as contented members of North London Society of Model Engineers.

Your memories of Peter will be as happy as ours. RIP.

by Ian Johnston

(with help from Grahame Ainge, Naughton Morgan and Mike Foreman.)

G.L.R. News

It's just around the corner? For once I have had the pleasure of being gainfully employed working on an old Georgian property Circ 1820 that backs on to Earls Court underground station. Ok I know it's not the same as the G.L.R. but it's trains and that's close enough, whilst renewing broken hinges and cutting out distortions to window frames and doors I was taking in the hustle and bustle of the busy commuter station unfolding beneath me. For once I can say I enjoyed my weeks work (train spotting and getting paid for it). As a bonus one day looking over the balcony across the garden at the station I noticed that the bare Maple tree in front of me was starting to bud up, a sure sign that spring is just around the corner. I'm crossing my fingers and every thing else to be rid of this cold weather. It sure will be a tonic to feel the warmth of the sun on the back of our neck's once again. Lovely can't wait.

Events that have happened over the last month and the generosity of members has truly restored my faith in human nature and during one of my weaker moments I owned up to making a mistake at the last TSC meeting explaining that I hadn't allowed enough material monies in my budget to purchase some round edged paving slabs for the new G.L.R. station. It was at this point that our dear Chairman (Mr David Harris) waived a note my way saying and I quote (why don't you start a collection) this had somewhat of a domino effect and soon every committee member present at the meeting gave me more, after twisting a few more arms I collected just enough to cover the shortfall "phew" the project lives on!

The following week one of our larger than life members phoned me asking my thoughts about an 0-4-0 electric loco he wanted to buy and donate to the Junior Section. My gasp was well and truly flubbed. We discussed the pros and cons and he went ahead with his plan. The loco will need some work to make it serviceable but I'm sure the Junior Section will find someone to help them with this, their first project. More about this next month. In the mean time anyone who is interested and who would like to help the juniors rebuild this loco (re gauging and painting) please talk to Mike Woolsey or Peter Funk. We will be glad to let you know what you are letting yourself get involved in.

Meanwhile the new G.L. stations first batch of concrete has been poured and the outlines of the platforms can now be seen in all their glory. These reinforced concrete footings will serve as foundations for the round edged slabs that will define the shape of the brick sets that will become the platform walkways. In a plea reported in last months Newsletter we asked for any unwanted brick sets as we didn't have enough to finish the platforms. Well again my gasp was flubbed when a newish member Mr David Rose offered me approximately 200 brick sets that has now grown to 900 upon counting them properly. Who said no one reads the newsletter. I'm glad David did! I think we may now have enough.

Now the not so good news. The winter works schedule intended to build the new G.L. station and renew the G.L. track around the Cuckoo Line. This has been revised due to the inclement weather we are experiencing. I am going to cut back on the workload and hopefully finish the station ready for opening day. Unfortunately this may have the knock on effect for the Pond Life, oops I mean the Boat Buoys in so much that the new planed opening entrance to the pond may also be put back? We are at the mercy of the weather gods on this one. In an effort to push things along I thought I would not only use the junior section as slave labour, I'd also ask the mums and dads who appear on Saturdays if they would like to help digging or making the tea? Much to my delight Diane Woolsey took this in her stride and I found myself alongside her digging out the old track bed. Being the perfect gent I thought I can't have a lady digging and said you do the easy bit and cut the sides I'll bottom up and load the wagon (thinking she will soon be out of puff) we started digging. WELL! It was all that I could do to keep up with her and was glad on more than one occasion when the wagon was full to get a break. In the time it took to empty and push it back from the new land I was still out of breath. It all fell into place when Diane on her third load looked at me and said I used to work on a farm and loved digging. Silly me as if I didn't know that. You live and learn as ever in the muck.

P. Funk

G.L.R. Section Leader

Invitation

All members are invited to help Keith Barltrop and his family celebrate almost 300 years of life (including my eightieth) at the Colney Heath track on

Saturday 8th May 2010,
between 12.00 noon and 5.00 p.m.

No presents please, just your presence, but a few locomotives running would be much appreciated. There will be a Hog Roast of which you are invited to partake and a vegetarian option will available. Please let me know before March 31st if you will be able to attend and whether or not you wish to have the Hog Roast or Vegetarian option.

R.S.V.P. webmaster

CALL FOR NOMINATIONS FOR COUNCIL

The Society AGM is scheduled for the 21st May and as is usual the positions on Council require to be filled for the forthcoming year. The form for proposing and seconding a nominee is included in this News Sheet.

Attention is drawn to the time scale for nominations to be received by the Secretary, which is 16th April 10.00 pm. This then allows the information to be processed and passed to the News Sheet editor by the copy date of 22nd April for inclusion in the May News Sheet allowing all members to have information upon who is standing for what position prior to the AGM.

The current Chairman and Vice Chairman have both made public their intention not to stand for office for next year and it is important to the Society and its members that candidates for these positions are put forward. Members are encouraged to actively consider who might be suitable to fill these positions that are so essential to the smooth running of our Society. Please consider this seriously.

Equally of course we need candidates for the other positions on Council to come forward if they feel inclined to volunteer their services to the Society. Generally speaking a role on Council is not too onerous or demanding of time but active participation in the Society activities helps considerably in bringing to the attention of Council the views and suggestions of members at large.

Alan Marshall (Secretary)



Peter Kearon instructing a very young Peter Macdonald in the art of steaming a locomotive at Colney Heath. Photo Jim Macdonald

📖 Dates for your Diary 📖

Friday 5 Mar	8:00pm General Meeting video of Member's Workshops ;HQ, Legion Way, Nth Finchley
Monday 8 Mar	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 19 Mar	8.00pm Loco Section, Dave Cockle will give a presentation entitled Thirty eight years on the Railways in North London & Herts; HQ, Legion Way, North Finchley
Monday 22 Mar	<i>Deadline for copy to Editor for April News Sheet</i>
Tuesday 23 Mar	8.00pm Tyttenhanger Site Committee meeting; St Mark's Church Centre, Colney Heath
Friday 26 Mar	8:00pm Workshop Evening;HQ, Legion Way, Nth Finchley
Friday 2 Apr	8:00pm General Meeting Sharpening Lathe Tools that Really cut; HQ, Legion Way, Nth Finchley
Monday 5 Apr	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 9 Apr	8.00pm Marine section meeting at HQ Legion Way, North Finchley
Friday 16 Apr	8.00pm Loco Section, Mike Chrisp talk is entitled "building a 7 1/4 inch County Donegal Rail Car, No. 4"; HQ, Legion Way, North Finchley
Monday 26 Apr	8.00pm Tyttenhanger Site Committee meeting; St Mark's Church Centre, Colney Heath
Monday 26 Apr	<i>Deadline for copy to Editor for May News Sheet</i>
Sun/Mon 2/3 May	Invitation to the Miniature Railway Gala weekend at the Vale of Aylesbury Model Engineering Society (VAMES) at Quainton
Friday 7 May	8.00pm Loco Section, work in progress from the winter workshop; HQ, Legion Way, North Finchley
Monday 10 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Sunday 16 May	Toy Boat Regatta; Colney Heath
Friday 21 May	8:00pm Annual General Meeting ;HQ, Legion Way, Nth Finchley
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 Saturday	Morning working party on GLR including junior section.
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.

