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The News Sheet

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FROM THE CHAIR

This is the time of year when I am allowed to look back over the year and comment on the Society's achievements and highlights.

As I said last year in my report, I am keen that the Society joins together as one club to enjoy a social gathering. So this year we were able to celebrate Mike Chrisp's 70th birthday 'bash' at the end of June. I well remember that we all enjoyed the event, with good weather, and celebrated Mike's birthday in great style. This year, on 8 May, we look forward to helping Keith Barltrop to enjoy his 'official' 80th birthday. That will be another social day to remember.

Other highlights have been the continuing work on the development of the Ground Level Railway. We saw the completion during the year of the new signal box. This winter, when the weather permitted, work started on the new GLR station. Now at the end of April the work is almost complete and what a fine station it looks. Brick paved platforms, brand new fence, even electric points. This sort of work does not take five minutes. I know that there has been two full days' work each week (Thursdays and Saturdays) by Peter Funk and his merry gang. I look back over 2 to 3 years to see the many achievements of the GLR in transforming our Colney Heath site. I can also report that the car park station, cleared out during the winter, is being completed. That too will be painted to give the GLR another operational station.

Whilst the Raised Track devotees have had less engineering work to do this year, a number of members have been clearing the track bed formation for a proposed extension to that railway. This clearing work was hard work, as a number of fallen trees and old tree roots had to be cleared away. Here, John West and his tractor were utilised to make this work slightly easier. In the months ahead, we shall see this new extension slowly develop as the lads surmount the considerable construction difficulties.

The Garden Railway too has put into effect its ambitious plans to rebuild its tracks in the much larger space inside the raised track. Construction is well in hand, although concrete mixing/pouring was well delayed by the winter.

The HQ groups continue to thrive, and gradually amend their layouts to suit new ideas. Whilst their activities are not quite as visible as those at Colney Heath, nevertheless the HQ groups continue to be very active on a week by

Norman Back's 0-6-0 project with coal truck and guards van
Photo: Dave Metcalf

week basis. The old library, refurbished after its near collapse of its roof, is also well in use. Thankfully, the Society has had no further contact with Barnet Council over the proposed rent increase, so we have not had to face further financial burdens.

The HQ building has continued to be used for the various meetings. General meetings run by Mike Chrisp, Locomotive Section meetings run by Mike Ruffell, Workshop meetings run by Mike Hodgson, and recently Marine section meetings run by Peter Stern and Dave Lawrence. I thank you all for your efforts.

A new feature this year has been the reformation of the Junior section, run by Mike and Diane Woolsey, and Peter Funk. The section meets every Saturday morning, and has helped in some of the construction work on the GLR. Driving lessons with an electric locomotive have enlivened their activities, and for some, a drive with a steam locomotive. Many thanks to you all for the encouragement of this important aspect of our model engineering Society.

I would like to take this opportunity to thank the officers and members of the Council for their support throughout the year. I have enjoyed my year as Chairman; it has been great having you all as the Council team.

The AGM has not yet taken place, but I do know that Mike Chrisp, our Vice-Chairman, is not seeking re-election. I also know that Tony Dunbar and Gerry Moore are also standing down. May I thank all three of you for your efforts in helping the Society in so many ways.

David Harris

Junior members
enjoying the GLR.

Photo: Michael
Woolsey



TREASURER'S REPORT

At the penultimate Council Meeting of the current Council, those attending were pleased to accept two new adult members into our Society. Welcome to

Philip Woodward, Interested in Locomotives and Garden Railway.

Aaron Brady, Interested in Traction Engines & Stationary Steam.

Address change:

John Morgan has moved

Plus we are also pleased to welcome Sophie and Amy Featherstone as Junior members to join their brother Thomas and father, Joe who both joined us last month.

Please keep the subscriptions and donations rolling in, but please note that there will be a slight delay in the return of Membership cards etc during late May.

Copies of the Annual Accounts have been sent out with this News Sheet and because I will be unable to attend our AGM this year, I will endeavour to answer any queries you might have before the 10th May. Meanwhile, I have offered to stand for re-election as Treasurer for the forthcoming year...

Good steaming or sailing everybody.

Mike Foreman

Junior members
hard at work on the
GLR.

Photo: Michael
Woolsey



MARINE MUMBLES (Rides Again).

I promise you all no pond cleaning talk this month. Anyway we had our second marine meeting, for those amongst you with strong stomachs, this month. The first very long item for discussion was pond cleaning pumps (see I lied to you). Peter Badger had some brilliant ideas, as well as the world's largest collection of pumps and associated articles. We hope to put some into practice. Watch this space.

After tea (I told the above was a long item) Peter Badger showed us a ship's hull retrieved from a skip (now that's a true progression from dustbins). He showed us his plans for a Scotch boiler to power it. He also told of his apprenticeship in a power station- scary stuff. There certainly weren't any problems with 'elf and safety then. I don't think I would fancy diving into a hot, shut down, furnace to relocate a grating without being barbecued. Joking apart, Peter gave a really interesting talk. Ian Johnson spoke on the training of marine navigators using two-man miniature tanker-like boats. I knew Dave Lawrence would want one, he did! He also brought to our attention the model boat exhibition at Greenwich Maritime Museum. See Ian for details. Dave Lawrence finished up by explaining his method of heat bending wood using a hot air gun.

Just a few notices from me before being sent to bed. The first Toy Boat Regatta will be held on Sunday 16th May at Colney Heath from 9.00 am.

As the lighter evenings are here, the Marine Section will be holding sailing nights at the pond instead of meetings at HQ. The first of these will be Friday 11th June from 7.00pm. Bring a boat or pump with you. If it is raining we will have a meeting under the carriage awning.

I had a lovely lady contact me regarding disposing of her father's model yacht and MTB. Both are about four feet long. If anybody is interested in obtaining them please contact me for her details.

Peter Stern.

NLSME Windscreen sticker

Members will also find enclosed with this News Sheet a Road Tax licence size circular 'NLSME' logo sticker for display in your car windscreen. This will enable the Track Steward on gate duty at the Colney Heath site to be able to easily identify cars belonging to Members and to allow access to the site with the minimum of delay. Members with more than one car may wish to purchase additional stickers at £0.60 pence each or £1.00 by post from the Treasurer.

THE APRIL LOCO SECTION MEETING

By Roger Bell

We have news from Bert Mead's daughter that he would like some of our company, so please go round to his house for a chat, he would like that.

Dick Castle is unwell, he is in our thoughts and we wish him well.

The topic for the evening was a talk with a video presentation by Mike Chrisp on his newly completed County Donegal Railways Railcar No. 4 in 7 ¼" gauge. Mike started by saying that it is often unwise to make generalisations but that the majority of model engineers do not like working in wood and painting; this model includes both. The vehicle takes the form of a single deck bus with railway wheels; the full size had a 36HP Ford petrol engine with 21 seats and was 3 foot gauge. It was in service from 1928 until 1947.

Whilst Mike had first come across a model at Harrogate in 2000, his inspiration to build one came from an invitation to open the new ground level railway at York where he saw a version built by Mike Nicholson. Mike contacted the designer Alan Westby who supplied the drawings on twenty one A4 sheets plus notes, which are metric. In September 2004 work was started on the chassis using some substantial well seasoned pine and milling the ends and joints using fences and stops for accurate repetition. A piece of sheet metal located in the front tee slot deflected the dust back onto the machine. A wet and dry vacuum cleaner kept the work area clean.

Some lengths of wood had to be reduced in thickness and rather than rely on the floor of the vice to hold the wood parallel with the table, parallels were used to support each end of the wood. To clean up the edges of wood or sheet metal down to 16 SWG clamp the material down on the table and run the vertical cutter held in a drill chuck along the tee slot groove, as the end of the cutter is in the tee slot it cuts the full thickness of the material. Mike demonstrated methods of holding the work square to start with. One has to take light cuts as the drill chuck is held on a Morse taper which could disengage.

The Railcar has tumblehome which is a curve at the back and sides; this was achieved by laying the ply sheet for the rear and sides on the milling table and securing a bar to it which pivoted at its far end on a pivot point fixed to the table. The ply was then moved on its radius passed the cutter which cut the radius. Windows were cut out using a slot drill and an end mill, the wood again was secured with stops and fences. The sides were ½" thick and too thick to bend so a thin slitting saw was used to cut the ply nearly right through in parallel grooves on the inside.

The making of the bonnet and scuttle were then described using engineer's tools again and using a fence at 45 degrees and for the bonnet a rotary table.

To represent the match boarding on the doors the ply was clamped down and a small centre drill used in the chuck to cut the thin lines.

The roof has a thick base, the centre crossways area has a curve which was created by gluing strips of increasing thickness towards the centre and topping it with ply. The front and rear parts had strips of a shape determined using AutoCAD, also topped with ply. Some cling film was placed over all to protect it then heavy bags of what looked like gravel placed on top until the adhesive cured. The roof was located on four pins. All parts were finished with a drum sander. It is important to start with good quality wood, Mike recommended VAH DIY supplies at Berkhamstead and Chiltern Timber at Hemel Hempstead.

After tea break Mike continued with the metalwork. Alan Westby supplied the wheels which were a bit large for the Myford; the machining operations for the wheels were described with the aid of superb photographs with a description. The 7 ¼" Gauge Society provided details of the wheel profile. To guard against the wheel coming out of the four jaw chuck a rubber door stop was encased in a metal container to keep its shape; this was held in a rotating tailstock and pressed against the wheel. The root radius was machined on the same lathe setting for all the wheels, this is a defining feature. The radius on the end of the flange was turned using a hand tool supported on a rest. The taper of the tread was machined last. The wheels are secured to the axle shaft with a grub screw. Two plumber blocks secure the rear axle and one the front, thus the front is free to pivot and allow the four wheels to all sit down on the track as it has no suspension. The 24 volt drive is through Parkside electronics and motor, a battery condition meter and 24 volt horn is fitted. Primary drive is from the motor to a countershaft and secondary drive is from the countershaft chain driven to the wheels. The rear plumber blocks are slotted too allow for chain adjustment.

As I am sure that none of us have ever held a Janitorial Position in life it is useful to know that a recommended urinal cleaner which also cleans metal before and after silver soldering and will clean the blue / black scale from black mild steel is called TD TEN and available from Janitorial Suppliers, it is made by Premier Products, Mike recommended using it in a trough made from a length of guttering with stopped ends.

Another item worth a mention is that no wooden half round beading was available so round was used which was machined in the mill to half round section. A fixture was used that had a round hole in one end, a space for the

milling cutter and then a half round hole that stopped the wood rotating as it was fed through by hand.

The paintwork to finish the bodywork was all non drip DIY paint from Wickes which Mike actually thinned and sprayed with cellulose thinners. The metalwork was coated in zinc primer and finished in Japlac gloss.

The model has been driven at the track by several members, it gives a hard ride due to having no suspension, Mike says he will sit on a two inch thick cushion next time.

We thanked Mike for providing us with a splendid evening especially as so much preparation had gone into his presentation beforehand.

OO Section Report 2009-2010

Members of the OO team have enjoyed another quiet but busy year. Whilst enjoying several running sessions, members have continued with their individual projects on improving the various layouts. After some alterations made to the main layout, the old loco shed has been removed and the area converted to a joint loco servicing point and goods yard. This has had a knock on affect in having the master control panel installed but I'm assured this will be dealt with in the near future.

We've not had any opportunity to display our exhibition layout in the last 12 months. One exhibition was scheduled for this year, but due to an oversight, the organisers could not accommodate us. We are however booked in for the exhibition, to be held within the Museum of the Royal Artillery at Woolwich next year (2011).

Our main news over the last 12 month has been to welcome and accommodate our friends from the Barnet Model Railway Club. Last year they were requested to vacate their rooms at Southgate Cricket Club and the decision was taken to join us. As well as joining us on our regular running sessions, the new members have been busy installing an O gauge layout within the old library room. The layout is one they had donated and much work has been done to accommodate this within the room. To facilitate them and to accommodate the layout, a hole has been knocked in the wall between the library and the OO room to allow a head shunt to be installed.

Geoff Howard
OO Team Leader

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.

7 MAY 2010 LOCOMOTIVE SECTION MEETING WORK IN PROGRESS

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. This evening's meeting provides an opportunity to show and discuss work in progress from the winter workshop.

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 – CLIVE YOUNG

An Ashford Apprentice reminisces.

2 JULY – WORKING MODELS

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

6 AUGUST – FORUM

An opportunity to discuss hints, tips and techniques relating to model engineering activities.



Minutes of the 65th Annual General Meeting Held on 22nd May 2009 at Headquarters

Present

50 members and two guests were present.

Chairman D Harris declared the meeting open at 8.00 pm and called for a few moments silence in remembrance of G Wren a member who had died during the past year and of K Catchpole who although not a member was a regular visitor the Society giving presentations who also died during the past year.

The AGM Agenda was that published in the News Sheet of which every member had received a copy.

1. Apologies Apologies were received from: L Brimson, N Griffin, N Griffiths, D Perham, T Dunbar, C Dean, G Moon, C Winter, J Evans, B Corcoran, D Corcoran, P Corcoran, O Chapman, R Chapman

2. Minutes of previous Annual general Meeting

The minutes of the Annual General Meeting of 2008 had previously been published in the News Sheet of which every member had received a copy. The Chairman therefore took them as read and requested a proposal that they be approved and signed as an accurate record. There being no objections the minutes were proposed by M Chrisp and seconded by L Steers to be signed accordingly.

There were no matters arising

3. Chairman's report

The Chairman noted that his report for the year had been published in the News Sheet and therefore took it as read and moved its adoption. There being no objection the report was adopted.

The Chairman invited Section Leaders to give a report of the activities of their

sections during the past year.

The HO Section report from C Winter was read (copy attached)

The Video Section report was given by D Lawrence in which it was recorded that the films of members in their "sheds" were considered to be of great interest to members and he called for further volunteers for new films to be made in 2009/10.

The Marine Section report was given by P Stern who recorded his thanks to all who had worked on the pond during the winter which had resulted in clean water again. He also noted the success of the nets to keep out leaves etc. The Toy Boat Regatta was deemed a success with more visitors than previous years. A filter system for the pond was being considered. The Thames Festival invitation to display a stand was still under consideration by the Society as we awaited to hear if there would be no charges levied on our attendance.

The Loco Section report was given by Mike Ruffell of which the salient points were the successful Gala weekend, the work on the Raised track deviation and Ground Level Track extension, both of which were opened in style by our President. Thanks were recorded to P Davies for organising the Gala Weekend. The Birthday parties and fetes had provided valuable income for the Colney Heath site. Various invitation days had been held all being considered successful. Further improvements at the site were the completion of the Anti Tip Rail refurbishment, the laying of a scalplings road around the car parking areas, the construction of the bridge to provide access to the toilet block over the Ground Level Line and the commencement of work on a Signal Box for the Ground Level Railway.

The Ground Level Railway Section report was given by P Funk (copy attached)

The OO Section report was given by G Howard who reported that steady work on the layout had occurred during the year with new wiring and a new control panel being achieved. The exhibition layout had been at three exhibitions and had been received favourably at all. Enquiries were already in hand for further exhibitions for 2009/10. A donation of scale buildings had been received from a member of the Marine section and these had been put to good use.

The Garden Railway Section report was given by G Mogg on behalf of M Reid. He noted that members had enjoyed a good year even through the winter months. An open day for G1MRA had been held at which everyone enjoyed the Colney Heath experience. The existing layout being some 8 years old is now limiting what can be run and a new layout is planned to be

located in the “workshop loop” of the raised track. Work is progressing on the design. This will provide a longer track with larger radius bends benefiting the larger locos. Its greater visibility it is hoped will encourage new members and raise funds.

There were no reports on Slot Cars or Stationary Steam.

4. Treasurer’s report

The financial report for the year is attached to the minutes.

The report had been circulated to all members prior to the meeting and the Treasurer noted that the Society was solvent but the only potential issue to note was the possibility of our HQ landlords, Barnet Council, increasing their charge. No provision had been made in the budget for the year 2009/10 for this and members may be called upon for an extra charge by subscription increase should this eventuality arise.

There being no further substantive comment the Treasurer called for the adoption of his report. This was proposed by K Bartlam and seconded by P Stern and the proposition carried.

5. Vote of Thanks

The Chairman called for a vote of thanks to J. Chrisp and J Robson for their work in verifying the accounts. This was proposed by P Preacious and seconded by G Case. The motion was carried.

J Chrisp and J Robson having indicated their willingness to continue in their role for 2009/10 and the meeting approved their appointment for a further year.

6. Election of Officers

The Chairman moved from the Chair a vote of thanks to the Officers of the Society for the past year which was approved by the meeting.

The Chairman (D Harris) being the only nomination for the position and being willing to continue in office was duly elected. He noted however that this would be his final year in office and members should be looking to find a successor.

The Chairman noted that in the absence of any nomination for the position of Vice Chairman M Chrisp had indicated his willingness to continue in that position for a further year. His nomination as a Council Member was therefore withdrawn, this being in accordance with the Constitution of Society. His continuation in Office was duly confirmed. M Chrisp indicated that he too

would only continue for one more year in the capacity of Vice Chairman.

There being no other nominations for the position of Secretary (A Marshall) and Treasurer (M Foreman) other than the current occupiers of those offices they were duly re-elected to their respective positions.

7. Council Members

The Chairman called for a vote of thanks to those Members who had served on the Council during 2008/9. This was proposed by M Avery and seconded by J Macdonald and duly carried. He also moved a vote of thanks to the News Sheet editors N Rudoie and his successor during the year N Griffin for their important work in keeping the Society informed by editing and producing of the News Sheet. This was approved by the members.

N Griffin having indicated his willingness to continue as News Sheet Editor, and their being no other nomination, was duly confirmed to that position.

The election of Council Members was conducted by paper ballot there being six candidates for the five positions available. The Candidates had all been properly proposed and seconded and their statements had been previously published in the News Sheet.

The candidates were: T Dunbar, P Funk, S Jones, D Lapham, G Mogg and G Moore.

Two tellers were appointed, these being the two guests at the meeting.

The votes returned were in favour of: T Dunbar, P Funk, D Lapham, G Mogg and G Moore all who were duly confirmed as elected Members of the Council.

8. Society President

The Chairman moved a vote of thanks to the Society's President and his continuation in Office for a further year. This was approved by the meeting.

9. AOB

K Corcoran provided details of some forthcoming steam events.

The meeting was closed at 9.05 pm

Minutes approved:

Chairman.....
Date.....

AGM 2010

Candidates standing for election

Candidates standing for election to the Council:

Norman Back proposed by D Metcalf seconded by G Mogg

I am a qualified engineer, having spent my working life in the electro-mechanical and instrument industries. During my early career I was Chief production Engineer and regularly managed projects relating to the introduction of new products and manufacturing technology. In the latter part I was also responsible for product design and quality management. During the course of my career I served on a variety of technical committees for the IEE etc and travelled extensively giving technical support to the companies marketing department in relation to multi-national projects.

I am interested in all aspects of model engineering, having built/adapted most of my workshop machinery from company scrap. To utilise this facility I enjoy scratch building G1 locomotives but I also have a couple of marine steam engines which I hope to incorporate into some model boats in the future.

The NLSME has a superb facility at Colney Heath and I would like to see this facility developed to embrace all the sections of the Society so that there is a greater opportunity for all the sections to participate in the site development and usage and thus strengthen/secure the future of the NLSME.

On a personal level I would like to participate not only in the construction of the new G1 track but to see it developed into a true garden railway to continue the growth of interest that this branch of modelling is enjoying.

Peter Brown proposed by D Harris seconded by P Funk

I have been a member of the NLSME for ten years and for the past five have become more actively involved. My predominant passion is 5 inch raised track but realistically as long as it smells of steam oil and smoke I am interested.

I am standing to become a Council Member in order to try and repay the society some of the pleasure and enjoyment I have derived from the club. We at the NLSME are truly blessed with what can only be described as one of the most magnificent model engineering sites in the UK. I would like the opportunity to contribute to its further success, enabling us to go from strength to strength building on the efforts made by all past and present members.

My aim is to continue to establish us as one or if not the best model engineering societies in the country

Peter Funk proposed by L Brimson seconded by I Johnson

My name is Peter Antony Kurt Funk and I am a long standing Society member, presently section leader of the ground level railway, and I stand for honesty, fairness and hard work. Qualities that show results and can be seen for all in my leadership of the ground level project on budget and on time. My main interest is the wonderful site we have at Colney Heath, the day to day running on railways, and someday soon the building of my steam locos? One of the main reasons for standing this year on Council is to help build and nurture the newly formed junior section, one day these youngsters may be running the club so let's show them how to build and operate and safely have fun at the track.

Geoff Howard proposed by M Avery seconded by D Green

For those who don't know me personally, I am the current team leader of the OO Gauge Model Railway Section and have been a member of the Society for well over thirty years.

Whilst my primary interest is with small scale modelling I am proud to be a member of a Society which caters for a wide diversity of modelling interests, regardless of scale or the types of materials used in construction.

On checking the membership list for 2009-2010, 68 members are listed in having an active interest in one or more of the regular sections which meets at Headquarters. It is my proposal to represent them on the Society Council to ensure that the needs of the HQ based sections are catered for as well as assisting fellow Council members in the future running of the Society as a whole.

As a Society, we need to promote not just our own individual skills but encourage newcomers into our hobby and ensure that model engineering skills we have all learnt and developed over many years can be passed on to the next generation.

David Lapham proposed by G Howard seconded J Avery

Hi all, my interests are mostly raised track although I am active in other sections.

I have been a Council member for 2 terms now so hopefully I am getting the

hang of it!

My hopes for the club are that more members should be active and participate. This would benefit the club as a whole but is not easy to achieve.

Geoff Mogg proposed by G Metcalf seconded D West

I am a qualified engineer and spent my working life in the electronics and computer industries. During my career I designed many large computer and communications systems, and successfully managed many high value projects. I ran my own business for several years and in the fifteen years before retirement I was an IT and business consultant.

My primary model engineering interests are Gauge 1 and the new Garden Railway, but I am also interested in the running of the larger scales at Colney Heath.

I am standing for election as a council member as I feel that, having been a Council member for a year now, I understand the workings of the Society and given my background, I can well represent not only those members who are interested in Gauge 1 but also the membership at large. I am well versed in business procedures, highly objective, and enjoy achieving results by teamwork and consensus. I am used to public speaking and I believe I can be an effective voice for members and their views.

We are fortunate in having the Colney Heath site and my vision is to see that the best use is made of this to the benefit of all members who use the site. To this end my initial objective is to see through the building of the new Garden Railway as a first class facility, not only to cater for the present large and growing Gauge 1 following, but also to attract new members. On a broader front, I would like to see the whole site managed in a cohesive manner to provide a set of railways which run well together and to further their enjoyment by all. I fully support the projected expansion of both Raised Track and Ground Level Railways, and I envisage us all working together to achieve improvements and enhancements to both railways which are well co-ordinated and balanced and have the approval of all members.

Candidates standing for Office on Council:

Treasurer Mike Foreman proposed by G Moore seconded J Macdonald

I have held the position Hon. Treasurer of the Society for the past three years. Previously I was one of the Society Auditors for the previous twenty plus

years. As Treasurer for both the Society and Tyttenhanger Site Fund, I believe I have discharged those duties in a diligent manner, providing the Council and Tyttenhanger Site Committee meetings with detailed reports on our financial state of affairs. I am willing to carry on with this duty for the forthcoming year and look forward with great enthusiasm to the Society furthering its many ambitions and plans, both at HQ and at the Tyttenhanger site.

Secretary Alan Marshall proposed by D Harris seconded by P Funk

I thoroughly enjoy my membership of the NLSME and all it offers and I am more than happy to participate in its many activities. Acting as the Society Secretary is one small way in which I can contribute to the overall prosperity of the Society that has been built up by members past and present. I am conscious that the Society is diverse and its membership is mainly of an older generation and that past practices built up occasionally get trampled on in the search for improvement. I also recognise that improvement and development go hand in hand and to stand still is to stagnate and change must be managed with sensitivity. As Secretary I hope I can help find that middle road that most members would wish to travel in charting the Societies future.

Vice Chairman Jim Macdonald proposed by M Avery seconded B Baker

Chairman No Nomination

Firsts: Sunday, 11th April 2010

1. My first visit to the track this year, and,
2. Martin Kennedy having his first drive of Chris Vousden's 'Pansy'.

I'm pleased to say that I'm making good progress - even managing short 'free walks'. Actually a 'free totter' rather than a walk but better than nothing! Regards to everyone and thanks for all your best wishes.

Now the weather has improved I hope to become more active but I must get my driving licence back asap.

Tony



MIKE'S MUSINGS.

You may recall that in the March News Letter I said that I would hopefully be able to share with you some photographs of the Shanghai Maglev Train or Shanghai Transrapid to Pudong International Airport. Unfortunately this will not happen, as in my enthusiasm to load our cases into the taxi for the run to the airport I left my still camera along with a brand new pair of prescription glasses on the lounge table! The day was somewhat saved as I did remember to take my video camera but not a lot of good for publication. However I have managed to obtain a few photos to give you an idea of what the train is like.

However we duly arrived at Longyang Road station which only caters for Maglev trains. The first thing that you notice is the cleanliness of the station, the second is that before ascending to the platform you have to go through the same type of security as you would at an airport. Once on the platform you notice that the "Track" is flat and about 2 metres wide and of course no rails as it is a magnetic levitation train. It is notable for being the first commercial [high-speed](#) maglev line in the world—during a test run on November 12, 2003, a Maglev vehicle achieved a Chinese record speed of 501 km/h (311 mph). Construction of the line began in March 2001 and public service commenced on January 1, 2004.

The train set and tracks were manufactured by Siemens using the German-originated [Transrapid](#) technology. The project took two and a half years to complete at a cost of ¥10 billion (US\$1.33bn).



Two commercial maglev systems had predated the Shanghai system—the [Birmingham Maglev](#) here in the UK and the Berlin [M-Bahn](#)—both were low-speed operations and had closed before the opening of the Shanghai Maglev Train.

At full speed, (which we were fortunate to do) the journey takes 7 minutes and 20 seconds to complete the distance of 30.5 km (19 miles), although some trains in the early morning and late afternoon take about 50 seconds longer. A train can reach 350 km/h (220 mph) in 2 minutes, with the maximum normal operation speed of 431 km/h (268 mph) reached thereafter.

In January 2006, an extension was proposed by the *Shanghai Urban Planning Administrative Bureau*. The extension would continue the existing line towards [Shanghai Hongqiao International Airport](#), running via [Shanghai South Railway Station](#) and the [Expo 2010](#) site, with a possible continuation towards Hangzhou. The extension would allow transferring between the two airports—located 55 km (34 mi) apart—in approximately 15 minutes.

The plan for the extension to Hangzhou was first approved by the central government in February 2006, with a planned date of completion in time for 2010. Work was suspended in 2008, owing to public protests over radiation



Track Stewards Rota 2010

Date	Senior Steward	Track Steward	Track Steward	Track Steward
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	John Riches	Derek Smith	Brian Baker	Richard Cross
30-May	Graham Ainge	John L Morgan	Naughton Morgan	Dave Rose
06-Jun	Mike Avery	Geoffrey Burton	Johnathan Avery	Nick Rudoie
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	Dave Lapham

fears (did I hear mobile phone masts). Apparently the Shanghai municipal government is considering building the maglev line underground to allay the public's fear of electromagnetic pollution, and the final decision on the maglev line has to be approved by the National Development and Reform commission.

The extension to Hangzhou was finally approved in March 2010, with construction to start in 2010. The new link will be 199.5 km (124.0 mi) long, 24 km (15 mi) longer than the original plan. The top speed is expected to be 450 km/h (280 mph) but limited to 200 km/h (120 mph) in built-up areas. I look forward to a return trip when completed.

Now to the best bit "the 7 min 20 sec experience". There are two classes' standard

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
02-May	Robin Thorn	Derek Perham	Frank Inman	Gauge 1 Member
09-May	Graham Gardner	Leslie Dobbs	Mrs Marshall	Mrs Griffiths
16-May	David Brand	Graham Price	Robert Hatton	Gauge 1 Member
23-May	Paul Godin	Ashton Miles	Gauge 1 Member	Gauge 1 Member
30-May	Steven Francis	Roy Hall	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	Rachel Chapman
20-Jun	Gregory Metcalf	Mike Randall	Mrs Clift	Gauge 1 Member
27-Jun	Jeffrey Bolton	Matthew Stallard	Patrick O'Donnell	Gauge 1 Member
04-Jul	Rob Brook	David Lapham	Gauge 1 Member	Gauge 1 Member
11-Jul	Norman Back	Peter Fraser	Nicholas Gear	Gauge 1 Member
18-Jul	Ian Johnston	Ron Price	Val Johnston	Gauge 1 Member
25-Jul	Keith Hughes	Geoffrey Mogg	Richard Deal	Gauge 1 Member
01-Aug	Bryn Morgan	Steve Jones	Rai Fenton	Mrs Betty Fenton
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	David Jones	John Johnston	Gauge 1 Member
05-Sep	Paul Bexfield	Maurice Cummins	Mark Braley	Gauge 1 Member
12-Sep	Tim Clementson	Reg Piper	Les Brooks	Gauge 1 Member
19-Sep	Mike Dwyer	Keith Hughes	Mrs Harris	Gauge 1 Member
26-Sep	David Dunlop	Rai Fenton	Gauge 1 Member	Gauge 1 Member
03-Oct	R Lidzey	Peter Brown	Gauge 1 Member	Gauge 1 Member
10-Oct	Peter Smith	Jack Edwards	Gauge 1 Member	Gauge 1 Member
17-Oct	Brian Baker	Robert Johns	Gauge 1 Member	Gauge 1 Member
24-Oct	Susie Frith	Brian Apthorpe	Mrs Baxter	Jenny Baxter
31-Oct	Thomas Betteridge	Frank Hills	Gauge 1 Member	Gauge 1 Member

at \$11.63 (our seats) and VIP seat at \$23.26 return and run at 15 min intervals. Once the doors close and are sealed an announcement is made warning passengers not to touch the windows especially when trains pass, you are also told the speed at which this happens. Each car is fitted with an electronic digital clock and speedometer. At the point of levitation (which was barely possible to detect) the train moves upwards by approx 6 mm. Acceleration is steady albeit rapid, noise levels are reasonable even at top speed; however I was surprised at the amount of movement at over 200 MPH. As the speed increased to the maximum we passed the other 5 car train which was accompanied by a loud bang (you can actually feel the effects of the pressure wave hence the warning do not touch the windows) on the return trip I did manage to see a flash as the other train passed. Unfortunately you are only at maximum speed for about 20 sec. But believe me things are really



moving past the window at 268 MPH!

All in all a fantastic and exiting experience even the ladies in our group were very impressed.

Now for a change of subject. I have rehashed the Stewards Rota to reflect the May opening also several members have requested a change of date. Please look for your duty date and if I've got it wrong or you need to change please make your own change arrangements with another member but please let me know.

Forthcoming Loco Section Meetings.

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.

Friday June 18th:-

It's going to be a lovely dry and warm evening today so I have arranged the first of three track running evenings and BBQ's. (Hope I don't have to eat my words)

Mike Ruffell.
Loco Section Leader

Railway Safety as it concerns us.

A couple of weeks ago the RAIB (Rail Accident Investigation Branch), which is part of the Dept. of Transport, issued their report into a derailment last September at Hampton Loade on the Severn Valley Railway. In a nutshell, one axlebox spring had been replaced on the tender of the Ivatt Mogul 43106, the tender as a whole was not checked to see that all the springs were taking the load evenly. On a short section of track, which had an undetected dip in one rail, the springs were unable to allow sufficient up and down movement of the axleboxes in the relevant horncheeks allowing the tender to derail by the wheel flange climbing over the rail, wrecking 35 metres of track and a point, not to mention bending two axles on the tender.

How does this affect us you might ask? Well, we operate passenger carrying vehicles on both the raised track and on the ground-level railway, together with ballast wagons etc on the latter. By the very nature of the size of our railways and the passengers thereon having a centre of gravity far higher than anything in full size, we must ensure that all wheels on all passenger cars are able to cope with any undulations in our track without derailing.

Additionally the track should be checked regularly to ensure that it is level, in gauge and not affected by hot weather (ie no kinks or bulges). The reason is a well designed and maintained vehicle will derail on poor track if a dip, twist, bulge or kink occurs.

The Society carriages and any vehicles or locos owned by individual members must be examined and maintained to ensure that they are fit for purpose. We do not want any derailments, but if any do occur, then the stock and the track must be examined before being allowed to continue in use. Appropriate notes must be recorded in the Running Book, detailing what happened and what steps are being taken to rectify the cause. Note if a track defect is too bad for a speed restriction, running may have to be suspended until it is fixed.

Anybody interested in reading the full report, a copy is on the notice board in the coach or it can be found at: -

http://www.raib.gov.uk/publications/investigation_reports/reports_2010/report072010.cfm

Mike Foreman on behalf of the Council and the Tyttenhanger Site Committee.

GARDEN RAIL

(photo by Dave Metcalf)

One of the beauties of G1 is that many of the locomotives are live steam, for the scratch builder there are many designs to choose from, ally this to the many material suppliers and you have a formula for new locomotives. It is always good to see new scratch built loco's making an appearance and one of the best just lately is Norman Backs Atlantic "Jersey Lily" built from Paul Forsyth drawings. Since his retirement as a chartered engineer Norman has built a couple of G1 locomotives, both, as we have come to expect from such a conscientious and helpful colleague, to a very high standard.



NORMAN BACKS NEW 4-4-2 ATLANTIC "JERSEY LILY"

But, to get to the point, last month I said we would have a look at some of the new rolling stock making an appearance at the track, well, Norman has now also started to build trucks, a couple already completed, again to a high standard.

I also asked Nick Rudoie for details of his new "warwell" truck. Nick was kind enough to send me some details, these I have slightly (poorly) edited and are as follows:

As requested, here are some details of my ballast train. At the RH end the plough brake (for levelling the ballast as it was dropped) with a standard brake van behind it. Such trains were always referred to as 'Ballast Trains' even if they only contained sleeper wagons or vehicles carrying rails. An alternative label was 'Engineers' Train'. I have tried to model my train on a

particular train on Shap appeared in the 1950's, having behind the engine a sleeper wagon, followed by 6 ballast wagons.



SCALE TRAINS ON THE GARDEN RAILWAYS



NICK RUDOE's TRAIN AS NOW RUNNING WITH WARWELL

My model ballast train comprises:-

1 x coal wagon. 2 x LMS Hopper Wagon (Ballast), in grey. 2 x BR Hopper Wagon (Ballast), in green. 1 x Plough Brake. 1 x LMS 20ton brake van.

All the above are constructed from kits; the coal wagon is a Northern Finescale kit and the next 5 in the above list are all kits from The Wagon and Carriage Works. The 20ton brake van is a Tenmille kit.

The LMS Hopper Wagons could carry 25 tons, the BR ones slightly less.



NICK's 30 ton WARWELL WAGON

The most recent addition is the 30ton bogie rail wagon which is scratch-built. I obtained drawings and photos of this vehicle from Bob Essery's "LMS Wagons", Volume Two. At the end of WWII the LMS purchased a job-lot of Bogie Warwells from the War Dept which had been using them to transport tanks. The LMS converted them to rail-carrying vehicles by fitting the flat deck or platform across the well.

Many thanks to Nick for his description and his thoughts behind his aims for accuracy in train make-up. I feel it does show how the G1 scale lends itself to the use of scale rolling stock for use behind live steam and electric locomotives, models that can be transported and handled easily. We can also see why we are one of, if not, the biggest member sections in the society.

The completion and opening of our new G1 track will without doubt lead to more new members. To this end we have now fully re-started the new track construction. Only a few more posts to be concreted in and the main post

layout will be finished (steaming bay, marshalling yard etc, to be added later). I know it seems to have taken ages but the inclement weather has really set us back. Peter Badcock is well underway with the fabrication of the top wooden track support frames for the 'Hardy' backer board.

We have had to ensure that all posts are at the correct centres and perfectly upright, tops at a single level all round. All this has been done under the ever watchful eye and cheerfully thorough and optimistic leadership of Geoff Mogg. There is though some room for adjustment through the top studding, this allows for exact levelling, this will also really be of use in years to come should there be any movement or settlement of the track or ground.



WORK PARTY, L to R. Patrick Odonnel, Geoff Mogg, Dave West & Mathew Stallard, I'm afraid just out of shot to the right is Norman Back & Chris Dean.

That is it for this month, more rolling stock and track building reports next month, until then happy steaming to you all

David Metcalf.

CATERING ARRANGMENT for 2010 at TYTTENHANGER.

Just a few rough guidance notes for all those who will be doing the tea stewarding over the next few months, this will be mainly the G1/GR members, although as in previous years many others members and their wives will be generously giving their help, which is much appreciated.

By the time you read this the main catering kitchen will have been thoroughly cleaned and the fridges disinfected and sorted out. We intend to use the fridge at the end as a "stock" fridge, the existing contents from this fridge will be checked for freshness and moved to the fridge in the rest room (any produce that is out of date, withered or too fungus covered will be disposed of!) The fridge under the worktop by the sink will be used for sales stock (chocolate bars, canned drinks, milk etc)

On first arriving switch on the hot water urn, make sure it is topped up and on full, top it up regularly as you go along. Please ensure that you make tea with boiling water either from the urn or the kettles, on several occasions last year I found the tea being used was 'luke-warm' Please do not make tea in individual cups, always use the tea pots (this is more profitable and far less messy) if turnover is rapid "bash" the pots once only. Coffee and chocolate will be in tins on the side. Orange squash will also be in bottles on the stainless steel top.

If when you come along to do 'tea stewarding' please buy and bring along fresh skimmed & full-fat milk (to your choice). At the end of the day leave unused milk in the fridge and take the monies you have spent on milk from the takings (as always we will endeavour to keep supplies of 'Long Life' milk in the "Green" cupboard in the rest room area, this cupboard will not be locked. If there is already milk in the fridge, please check the sell-by date and use it if you think it is OK. If you forget the milk and there is no long-life left, then look on the high shelf next to the serving hatch where there should be a tin of powdered milk. Sugar supplies will either be in bags in the fridge or used coffee jars on the side, please don't let people put wet spoons back in the sugar bowl!

We will try to keep a small cash float in the cash box in the drawer by the serving hatch. If you can bring some change along please do, but remember! The first customer you get will wish to purchase the cheapest item we sell with a £20 note! At the end of the day please tally the takings and enter the amount onto a fresh page in the duplicate book kept in the drawer at the serving hatch. Enter in how much you have taken for the milk you have bought. If you have bought a cash float along just take it out and don't bother to enter in any figures.

Chocolate supplies (KitKat, Mars etc) will be kept in the fridges, canned drinks (coke, pepsi, 7up etc) again in fridges & the green cupboard. Chrisps (plain, salt & vinegar, cheese & onion) will be in boxes under the stainless counter.

At the end of your day when you leave, can you please take any rubbish away with you and dispose of responsibly.

If you have an organised party, track visit or open day ensure you bring along your own supplies for the event. Any catering supplies used, must be paid for, ensure that payment is put into the honesty box next to the catering hatch, the treasurer will then let us know the figure raised against stock used.

If you feel there is any shortage of supplies let Geoff Mogg or myself know and we'll replenish next time we are at the carriage on a Wednesday.

Many thanks to you all for your forth-coming help.

David Metcalf.

MARINE SECTION END OF YEAR REPORT.

The Marine Section has had a very interesting year. The over-winter nets are working well in keeping most of the leaves out, and the water is "Gin clear". We are still sorting out the finer points of Dave Lawrence's Pond Hoover. We had to buy a new circulating pump to replace the deceased one. Keith and Jack built a new residency for the "towed tanker" under the covered pond side area. This will free up space in the signal shed.

The two Toy Boat Regattas at Colney Heath were very well attended and highly enjoyable for all present.

The main highlight for us has been the resurrecting of the marine meetings every other month, on the second Friday, at HQ and at the pond in the summer.

Peter Stern.

Loco Section Leader's annual report 2009/10.

Once again we had a very enjoyable running season, although the numbers of public attendees was down on previous years which made for a more comfortable experience for our members, especially those on stewarding and tea making duties. In my opinion this drop in numbers has been caused by the banning of their cars on site. Hopefully we will not see the return on some Sundays to what is in my opinion unmanageable numbers.

Our winter programme of speakers was very successful with some extremely knowledgeable and entertaining speakers not necessarily to do with steam. Our first speaker was Ann Ledger (a St. Albans City guide) who gave us a presentation on the Roman Verulamium. Then back to steam with our very own Dr. Ian Johnston with one of his very entertaining presentations, this time entitled 'How to make a Taranaki Gate and learn about Hudson's Point'. We also had evenings devoted to the proposed New Steaming Bay project and we finished the winter season of speakers with a presentation from Mike Chrisp, who entertained us as only Mike can with his talk on building a 7¼" inch County Donegal Rail Car, No. 4.

One rather disappointing aspect of organising the meetings at HQ these days is the lack of members in attendance. At times I have felt somewhat embarrassed with a turnout of only 20/25 members, not many considering the size of our Society. Some speakers travel considerable distances to give their talk and apart from presenting them with such a small audience we do have to pay for their out of pocket expenses.

Due to a bad winter with a lot of snow and rain the Tyttenhanger site was somewhat waterlogged at the end of March. In my absence a very sensible decision was taken by our Chairman which was to postpone the public opening until May 2nd.

Fortunately April has been warm and dry and has transformed the site, the bald areas around the new (and may I say superb) ground level station and picnic areas have been re-seeded and have started to grow with vigour.

Now that the winter working parties are over, I would like to thank all the good folk who have given their time and have worked so hard to improve and maintain our truly wonderful facility at Colney Heath. Well done to you all.

Whilst thanking folk we should not forget the group of members who run Birthday Party's at the track and others who take the portable track to various fetes. In doing so they give pleasure to many and provide substantial financial benefit to the section. My thanks to all of you for your efforts. Additionally apart from public running every Sunday through to the end of October we ran invitation days for other Societies. A busy season indeed.

Finally I would like to wish you all a very enjoyable running season, may all your boilers steam like Witches

Mike Ruffell
Loco Section Leader.

**Agenda for the Annual General Meeting of
The North London Society of Model Engineers
21st May 2010
To be held at HQ Finchley
Commencing 8.00 PM**

To open the meeting and receive any apologies for absence and to remember any member who has passed away during the past year.

To receive and approve the Minutes of the 2009 Annual General Meeting and consider any matters arising there from.

To receive the Chairman's report for the past year.

To receive the Treasurer's report and approve the Annual Accounts to 31st March 2010.

To propose a vote of thanks to the Auditors and appoint two auditors for the next 12 months.

To propose a vote of thanks to the Officers of the past year and to elect a Chairman, Vice Chairman, Secretary and Treasurer for the next twelve months.

To propose a vote of thanks to the Council Members and News Sheet Editor of the past year and to elect five Council Members and a News Sheet editor for the next twelve months.

To propose a vote of thanks to the Society President and approve his election for the next twelve months.

To transact any other business properly brought to the Annual General Meeting, notice of which shall have been received and sent to members 10 days before the meeting.

To close the Annual general Meeting.

GUIDANCE NOTES FOR COMMITTEES. (March 2010)

The following Committees are established by the Council. All Committees will keep Minutes and account to the Treasurer for expenditure and produce covering receipts.

Headquarters Committee:

To deal with all matters relating to the Headquarters and the conduct of members therein. In connection therewith to expend such sum as annually agreed by the Council and without further reference to the Council. The committee will consist of two or more Society members nominated by Council.

Tyttenhanger Committee:

The Tyttenhanger Committee shall be made up of the NLSME section leaders of activity with infrastructure at Colney Heath (or in their absence a representative of the Section), the Society Treasurer and four members of the Society chosen by the former group by majority decision. A Section Leader shall be that Society member that the Section itself shall decide. The Committee shall elect from its membership a Chairman who shall be responsible to the Council of the Society for all communication between the Committee and Council and carry out with Committee members such instructions as Council shall deem necessary from time to time in respect of the Society's assets at Colney Heath.

The Committee shall have power to form such Sub Committees as it shall see fit to meet the requirements of its mandate described below and may co-opt any Society member to such Sub-Committee provided such co-option is approved by a majority of the Tyttenhanger Committee. Any such Sub-Committee shall have set out a clearly defined objective and terms of reference.

The mandate of the Tyttenhanger Committee is as follows:

- To maintain the Colney Heath site and its infrastructure and to keep a safe and tidy environment by carrying out such remedial works as is necessary from time to time.
- To approve and oversee such projects as shall be put forward by Sections to enhance their facilities at the site and to ensure their proper planning, financing and interaction with other Sections and that the general ambience and well being of the Site is not

adversely affected to the detriment of the Society or the Landlords occupancy licence terms.

To raise revenue by allowing public access on Sundays (during the running season as established from year to year by the Committee) for the purpose of enjoying the Societies facilities run by its sections and to allow private public functions (e.g. birthday parties) by prior arrangement established through a Society person or persons appointed as "Event Co-ordinators" by the Committee.

To spend such revenue as is raised above as the Committee shall see fit in the execution of its mandate.

To establish and manage each year during the running season a rota of Track Stewards to manage and oversee the Colney Heath activities on public access days.

To seek the approval of Council of all projects requiring either supporting finance (i.e. loans from central funds), capital investment or major changes to permanent infrastructure affecting buildings or additional significant land usage.

To encourage visitation by other federated Clubs and Societies by either open invitation or private arrangement under the auspices of a Society member.

The committee itself shall decide upon the regularity of its meetings and the necessary quorum required for its decisions to be effective.

Exhibition Committee:

To organise, arrange and carry through under the direction of the Council, all exhibitions in which the Society may desire to participate. The committee shall consist of two or members nominated by Council or be a single person if volunteering to act in such capacity.

General Meetings Committee:

To make all programme arrangements for general Meetings.

To have the power to expend a sum to be agreed annually by the Council and without further reference to the Council.

The committee shall consist of two or more persons nominated by Council or be a single person if volunteering to act in such capacity.

JUNIOR NOTES

Over the last month Carl has had his birthday and he is now a proud owner of a gauge 1 loco and rolling stock. He brought it along on a Saturday with his Dad and it was running around the garden rail track for most of the day. I thought the train was Carl's but I did wonder if his Dad wants one as he seemed to be controlling it more than his son. Nice to see two happy faces, the only problem is that now my son Robert has had a go and is now nagging me for one. Thanks Carl!!

The junior's have been helping tidy up ready for the running season to start which they are all looking forward to. Mike Hodgeson is now starting our project with the junior loco which we still need to choose a colour for.

We have been invited to VAMES at Quainton to meet their junior section on a Friday evening. If you have still not let me have your parent's email and contact details please do so if you would like to be invited along once I have the confirmed date.

Thomas and I went along and helped Jim MacDonald and crew with the portable track at Grundy Park. Thomas would not let go of the watering can while Sweetpea was on the track as he took on the duty of making sure that there was enough water in Sweetpea. If any one tried to take the watering can from Thomas he would be there pinching it back. When Jim was driving Sweetpea he had put the blower on to help get the steam pressure up. The battery from the blower had been put on the track in front of the engine. All of a sudden the whistle blew and Jim started to try and drive pushing the battery a couple of feet down the track. We all found this funny especially, Thomas as it was the first thing he told his mum about (poor Jim). Thomas and I had a great time helping with the day. Thank you Jim and crew.

Mike Woolsey



📖 Dates for your Diary 📖

Friday 7 May	8.00pm Loco Section, work in progress from the winter workshop; HQ, Legion Way, North Finchley
7 - 9 May	Harrogate Model Engineering Exhibition
Saturday 8 May	12:00pm Birthday Party Keith Barltrop 80th. RSVP required. See March news sheet.
Monday 10 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Sunday 16 May	9.00am Toy Boat Regatta; Colney Heath
Friday 21 May	8:00pm Annual General Meeting ;HQ, Legion Way, Nth Finchley
Saturday 22 May	Baraquda Swimming club; Colney Heath
Sunday 23 May	Fete's & Fair section at Park Street. Contact Jim McDonald
Monday 24 May	<i>Deadline for copy to Editor for June News Sheet</i>
Saturday 29 May	Fete's & Fair section at Pattchets Green Fete Contact J McDonald
Monday 31 May	Fete's & Fair section at Watton on Stone. Contact Jim McDonald
Friday 4 June	8:00pm General Meeting ;Clive Young Reminiscences of an Ashford Apprentice HQ, Legion Way, Nth Finchley
Saturday 5 June	Birthday Party Steve Pickard, Colney Heath
Sat-Sun 5-6 June	Fete's & Fair section at Oaklands, St Albans. Contact J McDonald
Monday 7 June	8.00pm Tyttenhanger Site Committee meeting; Colney Heath
Friday 11 June	7.00pm Marine Section, sailing night at the pond; Colney Heath
Saturday 12 June	Birthday Party Michelle Wright, Colney Heath
Sat-Sun 12-13 June	Fete's & Fair section at Codicote, Whitwell. Contact J McDonald
Monday 14 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 June	Invitation Day, Chelmsford MES etc; Colney Heath
Friday 18 June	8.00pm Loco Section, BBQ at the track; Colney Heath
Saturday 19 June	Fete's & Fair section at Hertingfordbury. Contact Jim McDonald
Sunday 20 June	Fete's & Fair section at St Albans, Victoria Park. Contact Jim McDonald
Monday 21 June	<i>Deadline for copy to Editor for July News Sheet</i>
Friday 2 July	8:00pm General Meeting ; Working Models 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.

