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*This Month...*



# The News Sheet

**Chairman's Thoughts, Treasurer's Report, Raised Track Report, Forthcoming General Meetings, Stewards' Rota 2018, Marine News, New Fence at Colney Heath, School Children to visit Colney Heath, 800 Not Out!, The April General Meeting, Spoil from Willesden, 56 Years!, Dates for your Diary, Society Contacts.**



## The Thoughts of Chairman Ian



These thoughts will be my last as Chairman for a while. The Annual General Meeting is almost upon us and for some who have delayed opening their mail the AGM may have already passed them by! I have not elected to stand for Chairman this year but have reverted to Vice Chairman, that is unless there is an aspiring Vice Chairman among our readers!

Spring is grudgingly appearing, and work is progressing at Tyttenhanger with building re-commencing on the work-shop and the fencing gang romping away towards the steaming bays. The estate looks in decent shape with leaves almost gone and the

grass not yet grown.

At Head Quarters there is tremendous action by the new occupants of the old British Legion who I understand have a modest lease on the building and land round it for use as a community centre. The occupants seem to have deep pockets and have spent time and money re-aligning the site with what looks like the base of a tennis court to the right of the entry gate. All will become clear in time. The members at HQ are enjoying their hobby be it, slot cars. H0, 0-0, 0 gauge or video depending on their proclivities.

Yes, the AGM is almost upon us and I appeal to all members to attend. . . well, not all members! Over two hundred of you would be hard to squeeze in, but a healthy number would be excellent and enjoyable. As you all know it is the time when we look back at the previous year, remember those who have passed away, thank the auditors, Officers of the Club and Council for their work in the past year, vote in the new officers and Council and then hear our plans for the future. Enjoy our hobby.

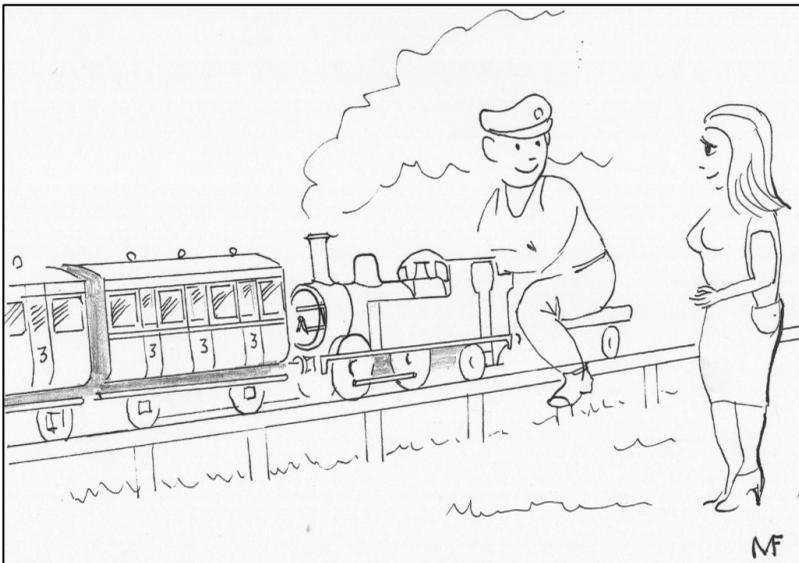
Thought for the month: - 'Either I will find a way, or I will make one'. Philip Sidney.

**Ian J.  
Chairman.**

## Raised Track Report

In the recent high winds before Easter a large dead oak tree outside our fence decided it wanted to cross over into our site. Fortunately for us its fall was arrested by an existing fir tree next to Camp's Cairn. Emergency sleepers were put in place to prevent any damage to the Raised Track if it decided to slip further. Tree specialists arrived on the Friday and within hours they had cut it all down leaving some outside the security fence and some on either side of the RTR. All the wood inside the track has already been dealt with by members and I'm sure that some will be enjoying sitting in front of a blazing log fire this winter. Thanks to all who did their bit. The missing RTR main sleeper, (photo in the April issue on page 14), was replaced and all was in running order in time for a very damp Good Friday run by the ex Juniors and some of their children. The railway is now ready for everybody to enjoy during the Summer and a reminder for those who do not normally visit Colney Heath, come along to George's special event for all members on Bank Holiday Monday 28th May. See you there.

**Mike F**



'Push and Pull' by Michael Franklin

## Forthcoming General Meetings

Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening.

**Friday 4<sup>th</sup> May Annual General Meeting.** This is a most important meeting where we summarize what great progress the Club has achieved in the past year. Where we plan for the future of the Club and where we elect members to take up various offices to run the Society for the forthcoming year. **Members only.**

**Friday 1<sup>st</sup> June. First Aid at Colney Heath.** First Aid at Colney Heath and the World. **Seven pm Start.** Now that the evenings are getting longer, this is an opportunity to have a much needed talk about First Aid, including the new AED machine. All members and interested parties are very welcome. Members from the HQ that don't often venture into the countryside will have an interesting and useful time listening to information and advice on First Aid relevant to our hobby. (They will also have the opportunity to inspect the site) Verity will lead us through the mysteries of resuscitation. Remember the compelling talk and demonstration Verity gave at Headquarters last year?

**Friday 6<sup>th</sup> July. BBQ at Colney Heath.** This year instead of tomato soup it is to be vegetable with sausages as before. Please come along and join in but try to let me know how many sausages you will need! Come for a nice sausage and soup and a chatter. Bring the missus to see what you get up to.

Ian J  
General Meetings Co-ordinator

## Marine News

Time has passed quickly for me this winter season by keeping busy with so many of the maintenance and new building projects on Colney heath site. It's a double whammy for me in that I'm not bored sat at home waiting for the season to restart and the site is ready for business when it does. Leaving more time to play in the hopefully warmer weeks. Main problem with marine is that we can't really get on until the weatherman send better climate our way, but it all should be ship shape, bunting out and ready for the **first of this year's toy boat regattas on Sunday May 13<sup>th</sup>** by the time you read this.



So dust of your sun hats, make sure your batteries are charged and in your transmitters then head over for a day on the lake. Knowledge and models displayed by our visitors from the Vintage Mode Yacht Group are always a pleasure. A small group of members of the above are planning to bring their 18" ADAMCRAFT model sailing dinghys to our facility.

Also this month - **MEMBERS' Day B/H Monday 28<sup>th</sup> May 2018. 1pm to 5pm**

As previously explained any member can attend your club with guests any time but chances of more than one or two locos running are slim, we put in a lot of effort to ensure the public get to see and use the site and locos to their best but forget about our friends and families who then really don't get to feel the atmosphere generated from the site in full swing when they visit.

We have confirmation from all sections Garden both G1 and SM45, Marine, Ground level and Raised tracks will be open. Whilst the kettles are on standby with Tea & Coffee why not bring a picnic, sit back and relax. It is a members' day not a fund raiser so no charges or ticket sales, just bring your family and or friends for an afternoon filled with atmosphere and fun for all. Fetch your own models and locos to run with or without passengers or have a go at driving using your club owned locos which will be out and ready with help and assistance for any of your family to try their hand at. No pressure just an afternoon to spend with new and old friends in what is essentially our own private park.

**George C**  
**Marine Section Leader (Summer Job)**

## A New Safety Fence at Colney Heath.

The permanent fencing of the raised track is very nearly complete (see front cover photo) after last season's running with a trial temporary fencing, which was by some members who run their locomotives for public open day rides welcomed. A small number of members didn't like the idea, as the railway has never been totally fenced since the track site opened many years ago.

Times have changed with the usage of the site, the club now has a totally different set of activities, along with a different set of rules and regulations, and only as far back as the year 2000 engines and passenger carrying cars have been put to huge usage throughout the running seasons, and with the increase of people on site on the open days, safety and stewarding has become something of a very different scene than it was in 2000.

This fencing will be finished before the gates open to the public and hopefully the Ground Level railway will this coming season be temporarily fenced to assess the safety issues similar to the way the Raised track was agreed and made to make the site more attractive and safe.

My thanks go to the members who have put in many cold, wet, and windy hours on Thursday and Sunday working parties.

**Derek P**

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Photo left and bottom of next page.

Work continues on the station roof at Colney Heath.

March 2018.

Photos courtesy of Mike F.

## Children to visit Colney Heath from The Samuel Ryder Academy. Can you help?

On the afternoon of Thursday 17th May 2018, **sixty** (5/6 year old) children, from Samuel Ryder Academy, will be visiting the Colney Heath site. Their topic is 'Toys & Living Mechanisms' and we need your support please with the following:-

- Boats & their controllers.
- Static trains & their owners.
- Garden railway & their owners.
- Ground level trains & drivers.
- Raised track trains & drivers AND Stewards.

Thank you to those who have already offered their assistance.  
Many thanks in advance of an exciting day to come.

**Tracey J**

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## THE NEWS SHEET – EIGHT HUNDRED NOT OUT

Back in 1990 I wrote for the *News Sheet* a piece entitled *Five Hundred Not Out*, and wrote last December to the Editor, suggesting that somebody may like to update it. It appears that nobody has volunteered, as I recently had an e-mail from Mike Foreman inviting me to produce a chronology of those who have served the Society over the years. It being some 27 years since issue 500 I thought it might be of interest to newer members to update my original piece which is otherwise copied verbatim from 1990 except for a correction about the size of the type used. So here it is:

### FIVE HUNDRED NOT OUT by George Moon

With this issue the News Sheet reaches its five-hundredth number, and it seems therefore appropriate to reflect on events that have shaped the Society over the years by dipping into previous centennial issues and looking at their contents.

The Society was formed in 1944 but it was not until August 1945, as the War in the Far East drew to its close and the country faced an uncertain peace, that the NEWS SHEET No. 1 appeared. It was a simple folded sheet of four quarto sized pages, professionally printed by E Cowling and Sons Ltd, 118 High Street, Barnet, and this format was to continue until issue No. 88. Priced at 3d (presumably to any non-members), it contained adverts for Kennion & Co, then in Kingsland Road, E2, Premier Aeromodel Supplies Ltd. at Hornsey Rise and Bassett-Lowke Ltd. The Officers were H C Henley (President), G A Flanagan (Chairman), E A Guttridge (Secretary) and Miss B Chapman (Asst Hon Secretary). “Flan” opened the issue with a Chairman’s Commentary wishing the News Sheet success and giving some good advice on enjoying the hobby and not taking it too seriously and asking members to think of themselves as Society men rather than Section members – thoughts that are still valid today. Most of the rest of the front page was taken up with an Editorial setting out the aims of the journal.

Alf Bradley contributed the first in a series “Ships of the North London Fleet” - No. 1 NIPPY. This craft, owned by Cyril Drayson, is introduced as “The flagship of the North London Society” and described in some detail, the article filling the whole of page 2. Happily both NIPPY and Cyril are still with us. “Aladdin” wrote a piece on calor gas blowlamps and there were Aero Notes from Ernie Simes on page 3, along with a short poem written by “Curly” in 1890 and a brief introduction to him as Patron of the Society. C A Rippon described the joys of aero modelling on page 4, which also contained details of future fixtures and a note that Mr W Rann had left Barnet to take up his appointment as Station

Master at Northiam, showing that the connection between Society members and the Kent and East Sussex Railway goes back further than might be supposed. Thus this first issue is the recognisable ancestor of News Sheet No. 500 if not in format at least by the Chairman's Commentary at head and Diary at tail and the mention of at least one surviving original member.

The News Sheet was not originally produced every month and so it took until August 1956 for "Our Hundredth Issue" (so indicated by a laurel wreath on the title page) to appear. This was typewritten in two columns sideways on foolscap, folded to give pages 8 1/4" x 6 1/2". The cover was beige and simply entitled NEWS SHEET with the Society badge beneath taking up the whole page. The inside front cover listed the Honorary Members 1956/7 – R J Baird in Canada, E O and L W Dixon, D Edgington, A Gudger, Mr and Mrs Henley, A R W Pinnock, C A Rippon, A A Sherwood in Australia, E Stace (Barnet District Water Co) and W H Vaughan, names that will mean more or less to members according to their seniority. The issue ran to 16 pages, beginning with a gloomy forecast from the Treasurer – big drop in membership forecast, possibly to below 100, and a note about the forthcoming M E Exhibition. G A Flanagan reported on some experiments with model steam and gas turbines and on auto control for gas fired boilers and G S Fisher gave some useful tips on silver soldering. There was also an article on the preparation of the News Sheet, members were shown how to calculate Least Common Multiples and Cyril Drayson was featured in the series "Whose Who" (sic). The Diary occupied its usual spot inside the back cover. Only the names of the Hon Secretary D G Gordon, Treasurer W W Ransom and Editor Alf Bradley were quoted along with those of Messrs. Moon, Cashmore and Hobday in connection with items in the Diary.

By the time the 200<sup>th</sup> issue appeared in December 1964, the Society had bought a new typewriter of 16 point format (should have read 8 point) to put more news in the same space – always assuming members could read it. This typewriter remained a somewhat contentious object until it was eventually replaced a long time later. The page size and layout were the same but the beige covers had gone and page 1 headed simply "NLSME No 200 December 1964" led straight off with the Chairman's Commentary. The contents had assumed the style which has remained to this day, with Notes from the Aero Section by Roy Yates, Loco Section by Cinder Sniffer (Geoff Wren), Model Car (i.e. diesel cars) by Carboy, Electric Car Notes unattributed and Marine Notes in the inimitable style of Eric Pritchard. Tom Pinnock was advertising "A Very Rare Animal – a 3 1/2" Milnes Lathe, with chucks etc, for sale for about £30". This must surely have found a good home. Additionally, as this was a Christmas issue, Norman Allen put in an amusing piece on the tribulations of replacing a kitchen sink and jointing lead pipes, and from the pen of Len Mason

came a Christmassy story covering four pages. Seasonal greetings were printed from Ernie Simes, "Flan" now retired to Cornwall, Bob Baird in Canada and from Tom Pinnock in rhyming form to be sung to "Christmas is Coming". On a more serious note, the Editor appealed for a successor and Eric Pritchard stressed the importance of good public relations and press coverage to the Society, both of which he worked tirelessly to attain until his death a few years ago. It was evidently with some relief that the Editor (typist) arrived at the final page as it is headed "16. Hooray!"

News Sheet No. 300 arrived in July 1973 consisting of twelve pages in the now-familiar layout and 8-point type, inside plain white covers front and rear. The front cover carried the Society's full title with the badge underneath. The issue contained much relating to the recent AGM, the Council consisting of Messrs M E Moon and E Simes as Chairman and Vice-Chairman, E Hodding, Secretary; C Drayson, Treasurer; and Messrs Chisnall, Chrisp, Gordon and Wren as members with the Editor, Jack Calderbank, as ex-officio member. (As an aside, it was not until almost the end of Sandra's and my term as Editors that I realised we could attend Council meetings, because nobody ever told us!) Ernie Simes reported on the General Meeting, reminding members of the forthcoming open day exhibition at Church Farm and Geoff Wren's firework display planned for the next Guy Fawkes weekend. Only the Marine, Electric Car and Loco Sections sent in reports but variety was compensated for by volume as "Our Man at Tyttenhanger" filled three complete pages with news of the Section meeting, activities at the track and visits to Chingford and the Southern Federation Rally at Romford. Derrick Dant had just taken over the Section leadership. Letters were contributed by Tom Pinnock and several older members acknowledging their continuing Honorary status, along with one from the President, Lt. Col Todhunter, the Chairman of the Lee Valley Water Co, which had absorbed the old Barnet & District Water Company.

The 8-point typewriter which had served since issue No. 167 in March 1962 was replaced for the 322<sup>nd</sup> number in June 1975 by a 10-point electric machine which gave good service for ten years. With this issue, the folded foolscap format was abandoned and the News Sheet took on its present A4 stapled size reflecting metrication, euro standards and the difficulty in getting the old paper size. A new cover was designed, headed with the Society badge roughly 2 1/2" square with the News Sheet title to its right; below were shown the Society officials and the contents of the issue. This simple and dignified style ran from No. 322 until the 471<sup>st</sup> issue in May 1988, making it by far the longest lived in the history of the journal. The appearance of the 400<sup>th</sup> issue dated December 1981 would therefore be familiar to all but the newest members; the cover was pink and the twelve pages contained Commentary from Chairman Geoff Wren, Notes from Secretary Tony Nixon and Editorial Mumbblings from Su and Nigel

Dant; Mike Chrisp was now Vice-Chairman whilst Jack Calderbank, having laid down the blue pencil, had taken up the Treasurer's receipt book instead.

The Secretary congratulated Cheryl and Bryan Luxford on the birth of their son Alastair (Happy 9<sup>th</sup> Birthday!) and the Librarian was seeking some missing 1978 Model Engineer issues. Mike Chrisp's interesting and long-running "Metallic Minerals" series had reached part 2 – what a godsend it was when other contributions ran short or there was  $\frac{3}{4}$  page to fill! The Marine and 00 Section Notes by Eric Pritchard and Double-0-Two each filled two pages with Roger Bell contributing 1  $\frac{1}{2}$  for the Tyttenhanger Gazette. Geoff Wren was organising another Dinner and Dance at the Waterend Barn on 20 February 1982 and the Society was getting down to planning an LBSC Centenary Rally at Colney Heath during the coming year. By far the matter of greatest contention, however, was whether or not to take the offer from the local authority of some completely derelict and fairly disgusting premises off Summers Lane in Finchley, following requisition in effect of the Church Farm Headquarters by the Borough. It was an issue that raised much bitterness and some animosity within the Society but all eventually went well and the result was the fine Headquarters building we occupy today.

So we reach our 500<sup>th</sup> issue after another nine years, the odd interval being due to a combination of December and January issues for humanitarian reasons (to the editors and production team) since 1984. For their sins, they had to produce 22 pages that Christmas, No. 436 being the fattest-ever A4 number to date. Five hundred issues, thousands of pages, millions of words, tons of paper, untold hours of work by contributors, typists, producers and envelope stuffers, and their long-suffering "better halves" in many cases. Time and effort unstintingly given to produce a monthly chronicle of the Society's life to be received, read and maybe tossed away - or perhaps read and then put away with all the earlier ones to form, in at least one instance, a complete set. Anyone who takes the arrival of their News Sheet for granted should try helping to produce it; so to all those past and present who have done just that should go our appreciation, and to the present and future contributors and all those who produce it, strength to their elbows and all good wishes for the future of the NLSME and its News Sheet. Here's to No. 1000!

### **Postscript – was that really twenty-seven years ago?**

Indeed it was. No. 500 was a Christmas issue containing season's greetings from the Chairman N Brown and officers. Vice Chairman was Geoff Cashmore, Secretary Mrs Terri Clifft, who had just stepped in to fill a vacancy, Treasurer Eric Willan and Editors G C and Mrs B M King. The Treasurer detailed proposed subscription increases for the following year.

I understand from Mike Foreman that the more recent issues are on the Society website so a brief resume should suffice. No. 600 of February 2000 ushered in the new millennium with an appropriate editorial by Graham Ainge and "Recollections of Earlier Days and a Millennium Message" from Bert Mead, who with Cyril Drayson was one of the very few surviving early members. It is well worth reading. The *News Sheet* itself, by now computer-formatted and printed rather than duplicated, reflected a flourishing Society. Frank Dell was now in the Chair, with Mike and Beryl Collingwood as Vice-Chairman and Secretary respectively. Maurice Cummings combined the roles of Treasurer and Membership Secretary and Graham Ainge had recently taken on the Editorship. By now the Society had over the years expanded its activities at Colney Heath. The original raised track of just on 1300' opened by President E Stace at Easter 1964 had been extended twice and larger scales catered for by a ground level 5" and 7 1/4" track, with a Garden Railway Section for gauges 0 and 1 in various scales, with a boating lake for the Marine Section.

*News Sheet* No. 671 of July 2006 introduced a reversion to a smaller (A5) format, anticipating by some three years the Royal Mail's surcharging of large-format mail. March 2009 brought forth issue 700 bearing a cover photograph of a snow-covered Tyttenhanger Station and further snow scenes inside showing the original ex-GNR somersault signal at the bottom loop. This issue also contained two views of new-build 12" scale pacific *Tornado* at Finsbury Park and Potters Bar on one of its first main line runs. Mike Chrisp contributed an interesting article on the steam canal boat *Swallow* on the Grand Union Canal. A Mr John Calf sought information on the whereabouts of a 3 1/2" gauge *Flying Scotsman* built by his grandfather but sold after that gentleman's death. I wonder if he was ever able to trace it?

Now the press date for the 800<sup>th</sup> issue approaches, the last before the next AGM. The Society from my now-distant perspective in Somerset appears still to be prospering and to repeat my thoughts three hundred issues ago, thanks to all who are keeping the wheels turning and good luck for the future.

**George Moon**

NLSME. The April General Meeting.  
**Monorails of the Early 20<sup>th</sup> Century.**  
By Adrian Garner.

The April weather was almost like summer compared with the previous General Meetings at Headquarters. A group of enthusiastic members deserted their gardens and workshops and gathered to learn about the advances made in monorail since the last talk by Adrian. Unfortunately, Adrian's computer had made advances well ahead of the equipment the Club possessed. Adrian had two computers and a memory stick with him, so the reader could conclude that nothing could go wrong! But the plugs and sockets the Club possessed were incompatible with the plugs and sockets Adrian possessed.

David L 'volunteered' his laptop and returned home to collect it while Ian J told a couple of Early 20<sup>th</sup> century jokes and Adrian followed up with a 21<sup>st</sup> Century joke about mouse traps which was better received. David offered his laptop up to the altar and found that the machine did not have a *Power Point* facility. So, the lecture had to proceed with just the tiny screen on Adrian's laptop. The group learnt that the word is mightier than the images on a laptop's screen and speedily the assembly were enjoying the discourse.



The first mono-railway discussed was devised/invented by a chap called Brennan who was from Castlebar in Mayo. He went to Melbourne (Australia) where he saw gyroscopes as toys. He transcribed it to full size and devised one of the earliest gyroscopic mono-railways. He mastered the stability on the monorail by having two gyros on the same truck rotating in different directions so equalizing any tendency to leap off the rails. Brennan developed large vehicles for the War Department to use on battlefields where just one rail was all that was needed. He was successful in his experiments but unsuccessful commercially.

His Excellency Pierre Schilovsky of Kostroma followed on but powered his monorail gyros by steam! So that they could be used in underdeveloped countries.

Basset Lowke built a model of the 'train' with the gyros powered by Stuart-Turner Number Ten steam engines. Despite the claims that at full size it could achieve 200 mph its commercial success did not appear.

Small mono-rail systems appeared on building sites and where copious amounts of material needed to be moved on a temporary basis; gyros were not used but stabilising guards kept the trucks upright. There are still monorails of this type today. But probably the most successful mono-rail was constructed to carry ore down from the mountains in a desert area of Arizona near to Death Valley. Magnesium ore deposits were abundant in that mountainous area but its transportation in volume was not possible until Thomas Wright a florist from Los Angeles stepped in with his mono-rail. Up to that time teams of donkeys were the only means of transport in that arid region. A mono-rail was constructed that was able to take steep inclines. Fordson Major tractor engines were used to propel the twenty ton loads of ore along that arid route.

A more recent attempt at building a mono-rail was by a Scottish chap called Bennie with his Rail Plane. Bennie was not an engineer but had colleagues who were. In 1920 he designed a light carriage slung below a gantry powered by a propeller, with a claimed speed of up to 200 mph. He built a gantry over an LNER goods track and showed it to the world. He had plans for his *Railplane* and gantry to extend over railways in the UK and Europe so expediting fast journeys over the congested rails. But it was not to be; the cost of the gantries was too high and the project commercially unviable.

Adrian concluded his talk with the description of two mono-rail systems; one in operation today and one reconstructed.

The Wuppertal Schwebebahn which opened in 1903 and is still running perfectly in 2018, and had new carriages built in 2016. The carriages hang from gantries that run all round the city mainly over canals. It is very heavily used and very popular.

The other railway Adrian mentioned was the Lartigue System in Listowel Eire. The mono-rail runs on top of a triangular structure and ran to Ballibunnion nine miles away. It ran successfully for years as quite a curiosity in that the locomotive had two boilers and the coaches were split down the middle so that weights had to be balanced, for instance if a cow was on one side then it would need to be balanced by an equal weight on the other side! Two calves would be ideal because they could travel home, one on each side. The IRA blew it up in 1925 and it closed; recently a short stretch was rebuilt complete with locomotive and a couple of carriages and a set of switches. The scribe visited it

a couple of years ago, so his photographs can be published with no fear of infringing copyright.

After an exhausting evening Adrian completed his talk; the appreciative group gave a resounding round of applause and Ian J thanked the speaker and thanked the members for their understanding regarding plugs and sockets and jokes.

**Ian J**





This page and previous page - A few snaps that I took in 2014 of the Irish Monorail that the speaker referred at the conclusion of his talk. Ian Johnston.

## Spoil from Willesden



Over the last several months there has been a flow of building spoil from Willesden Euro Terminal to the ex Barrington cement complex near Foxton. The spoil from the likes of Crossrail and other projects has produced a variety of interesting traction including class 47s and 56s in singles and pairs in different liveries. These images of the return empties at Oakleigh Park show 47848+47815 and on another occasion 56303+56301 heading south. After a break the flow has restarted in March 2018 with Freightliner 66s.



## 56 Years                      by Ron P.

Just recently I was asked by a member at the track, "When did the club first come to Colney Heath?" I thought that perhaps the newer members especially might like to know about our past and have written a short history of the club life as follows -

### 56 Years.

#### A little piece of history about the North London Society's track at Colney Heath.

When we lost our track at Arkley, near Barnet, in 1961, as the Barnet and District Water Company wanted to build a reservoir on the site, in 1962 the Company offered us another site.

On Monday, 28th May 1962, Ed Hobday and Ron Price met Ms Shaw and Mr Bayd at Colney Heath pumping station to discuss the building of a railway track on the site.

The first working party was on Tuesday, 17th June 1962. After two years and ten months, a new track was completed.

On Saturday, 11th April 1964 at 6:15 pm the very first run was made by Ron Price, Geoff Wren and John Sumpter, with Ron's *Princess Marina*. Incidentally, *Marina* was one of the last locomotives to run at Arkley and the first to run at Colney Heath.

Mr Shaw was a keen Model Engineer and at times ran a 5" gauge Atlantic on the track.

#### The photos show as follows –

Next page top. Ron with *Princess Marina*, one of the last runs at Arkley. (About 1961).

Next page bottom. The new site before the club moved in. (June 1962)

Page 24. Building the tunnel in November 1966.

Photos kindly supplied by Ron P.





Building the new tunnel in November 1966.



Colney Heath Team Photo. March 2018. Photo – Ian Johnston.



Flying Scotsman leaving Kings Cross. 19th April 2018. Photo Jeff Linden.



Crossing the bridge over Green Dragon Lane, N21.

Photo Paul G.

## Dates for your Diary

<b>MAY</b>	<b>2018</b>
Tue 1st May	Council Meeting at HQ, 8pm
Thur 3rd May	Fetes & Fairs, Abbey Line, contact Jim M
Fri 4th May	General Meeting at HQ, 8pm. <b>AGM</b>
4th/5th/6th May	Fetes & Fairs at Baldock Beer Festival
Sun 6th May	First Public Running at Colney Heath. 2pm to 5pm
Mon 7th May	Fetes & Fairs at The Green, Southgate
Wed 9th May	Gauge One section visit to Hepworth
Sat 12th May	Fetes & Fairs at Victoria School, Berkhamstead.
Sat 12th May	Fetes & Fairs at Sandridge Charity
Sun 13th May	Toy Boat Regatta at Colney Heath. George C.
Tue 15th May	TSC meeting at St. Mark's Church Centre, 8pm
Thur 17th May	Samuel Ryder School Visit to CH, contact Tracey J.
<b><i>Fri 18th May</i></b>	<b><i>Deadline for copy to Editor for June News Sheet</i></b>
Sun 20th May	Public Running at Colney Heath. 2pm to 5pm
Sat 26th May	Peter F family party
Mon 28th May	NLSME Members' Day at Colney Heath. George C.
Mon 28th May	Fetes & Fairs, Watton at Stone
<b>JUNE</b>	<b>2018</b>
Fri 1st June	General Meeting at HQ, 8pm.
1st/2nd/3rd Jun	Fetes & Fairs at Herts Steam Rally. Jim M.
Sun 3rd June	Public Running at Colney Heath. 2pm to 5pm
Tue 5th June	Council Meeting at HQ, 8pm
Wed 6th June	Gauge 1 Kent group visit
Sat 9th June	Fetes & Fairs at Bridgewater School
Sun 10th June	Fetes & Fairs at Oaklands Summer Fair. Jim M.

NB. Please notify Alan M (Secretary) of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.