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The News Sheet

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A happy Christmas to one and all!

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The Chairman's Notes

December is upon us once more and with it brings a time of reflection on events from the past twelve months, a year, as nearly all are, with great highs and lows for the Society through which I am sure each of us have become better people, learning from our mistakes and building a higher tolerance of those who do not share our opinions.

A highlight for me over the past twelve months has been the fresh faces (either to the Society or the position) actively participating in Society events. It is always good to have a fresh perspective on things and I would like to encourage those who have not been involved particularly on the Council to have a go; your presence may be all inspiring.

This point seems a fitting place to thank all those members on the Council and the Tyttenhanger Committee, and the members who participated at events at HQ, Colney Heath and our outside events; the Society cannot continue without your efforts throughout the year. I and I am sure every member, appreciates the effort you put in; don't let up in the New Year, you know you enjoy it really.

Two people who deserve being named for all their efforts during the past year, are the Society Vice Chairman, Mike Chrisp, and Treasurer, Kieran Corcoran, they have both had an interesting year, both have important jobs to do for the Society and both have been bullied into taking the minutes at the Council meetings over the last few months. Thank you guys and remember it is your turn this month Mike!

Moving on to a 'well done', which goes to Owen and Rachael Chapman; as you are probably all aware Halloween was a great success and ran smoothly and efficiently. For an event to run so smoothly it is the preverbal swan with the entire effort-taking place where it can't be seen. Well done and I hope you have caught up on all the lost sleep caused by planning the event.

Although the public events at Colney Heath may be over for the year, by no means is the Society inactive; in particular the 'HO' section have been running their Young Street Yard layout at Colchester and will have attended another event by the time you get this News Sheet.

At HQ the 'OO' section are running their layout each Wednesday and welcome everyone to bring along an engine and have a go; obviously if everyone turns up at once you may have to wait awhile to have a run but it will be well worth it.

At Colney Heath the Marine section are well into their annual maintenance sched-

ule for the boating lake, and the Ground Level Section have the walls erected for a carriage shed and station coal bunker, and should have commenced work on the extension by the time you read this.

The Mainline work continues apace with the structural sleepers that were in need of replacing being individually replaced, the anti-tip rail system is being extended around the mainline, and the rail replacement has started again.

The above are as always just a small sample of the work going on within the Society and there is always scope for more work to occur, so come along to Colney Heath or HQ and participate as much or as little as you can; there is always a joke to be shared.

Merry Christmas and a Happy New Year.

Donal Corcoran

The November General Meeting by OMAH

Mike Chrisp greeted us and complimented our efforts for turning out on such a cold evening. He reported that the Halloween Saturday had been successful in every respect and thanked all those who had contributed especially Owen and Rachel Chapman. Mike Avery pointed out that running could be a little difficult at present as the track has been taken up in the tunnel!

The subject for the evening was 'Three Wise Men', (a bit early). Derek Perham had had to cry off at the last moment due to a family occasion and Kieran Corcoran had stepped in at a moment's notice to talk about what he does for a living. He works for a company which makes heat exchangers. Their design department is in Watford but the manufacturing is done in Italy, (sounds familiar!). Basically the principal is the same as a car radiator but on a larger scale, depending on the requirement. Kieran had brought some photos and drawings to illustrate his talk.

The heat exchangers are used in many processes: oil refineries, chemical plants, etc, any industry where the by-product needs cooling as it passes through the various stages of the process. The amount of cooling does not sound large but it is essential to keep whatever is passing through; oil, gas, anything that flows and requires

Cover picture:

Flying Scotsman lifts a special charter train to Warwick up the bank out of Marylebone on 9 March 1986. **Photo:** Nick Rudoe

cooling. This becomes quite a challenge in areas where the ambient temperature is high and even more so where it can drop to low temperatures after dark. Kieran showed us drawings of some typical layouts and the manufacturing methods used to turn drawings into working artifacts. The material and diameter of the cooling tubes depends on the size of the task and the substance being cooled. As in a car

there is a header tank and rows of finned tubes, except that these tend to be a teeny bit larger. The tubes are expanded into the header, welded if necessary for safety. There were photos of flat aluminium sheet being wound round the tubes to form fins. A remarkable process to be able to take a coil of aluminium strip and turn it through 90° and attach it to



Tube bundle at works

the tube, correctly spaced, in a continuous process on a long piece of tube I found quite mind-boggling. However, this is the norm for the manufacturers who are used to finding ways and means for different requirements even though the working principles of the equipment remain similar. Air cooling is always used as this is found to be easier and more durable; liquid cooling would only add problems in situations where the



Tube bundle on pressure test

equipment is expected to work 24 hours a day and last for several years.

The fans that provide the cooling air are electrically driven; there may be several of them, dependent upon the size of the project, and it is a lot easier to change a motor in the event of a failure than to repair a pumping system which might bring the whole unit to a halt. The fan blades are carefully designed as even a slow turning fan can reach alarming speed at the blade tips; they are delicately balanced and have a vibration cut-out. A typically large installation could have fans of 800mm diameter directly driven from the motor and could need some 45kW. All the equipment has to be made to high standards; joints are radiographed as a leak, apart from being undesirable, could be fatal with some of the substances. They are also hydraulically tested, bushes and plugs being provided for this purpose.

The tubes are sometimes fitted internally with 'turbulators', a spiral of metal to



A high pressure gas cooler installed at site

make more of the content passing through the tube contact the cooling surface in order to improve the efficiency. Each of the customer companies has their own safety standards in addition to their country's standards, (not forgetting good old Brussels, who never miss a chance to put the boot in!). The process starts at Watford where the customer sends details of their requirement; a suitable plant is then designed and, if acceptable, plans are sent to Italy. This then means that the designer has to go to Italy to discuss the realities of turning plans into working machinery and may, at some later date go to the place of installation. This explains Kieran's occasional absences from the UK. The units are assembled and tested at

the factory then delivered as near as possible assembled in order to save time in setting them up. Kieran's 20 minutes expanded into an hour before we knew where we were, it was so interesting and different.

Peter Badger's talk turned out to be not so much a subject but more an anecdote, (so what else is new). Some years ago he was given a Morris Minor but was assured by the pundits that you could not run a MM on unleaded petrol. This being at the time when leaded disappeared, Peter had no choice but to run the vehicle on unleaded, which it seemed quite happy with this. Peter went on a course on fuels and octane ratings etc which was so high-flown that one had to be a member of the IEE to go on it. They gave a great many dissertations on fuel and anti-knock in petrol and how lead had to be added to it as engines got more efficient and higher compression ratios made this nasty 'pinking' noise. The end product of all this talk was that you couldn't run a MM on unleaded. When Peter first got his MM he had problems with starting which initially he put down to the battery. Having got a new one and finding it made no difference he resorted to the piece of cranked steel rod under the drivers seat which one inserted into the hole at the front of the car, engaged it with the convenient gubbins at the front of the engine, gave it a twirl, (having made sure that his thumb was tucked out of the way), and the engine started! Having run his MM for 102k miles on unleaded petrol he has come to the conclusion that the sum content of the delivery from the learned gentlemen on the course was "a load of b*****s!!

After tea Dave Lawrence gave a working demonstration of a piece of software called 'Pinnacle' for editing video films. Having a slight initial problem due to not having his distance glasses with him Dave proceeded to show us how the software could be used to manipulate sections of scenes: shorten, cut, add music, etc, and help the user end up with a film to suit his requirements.

Having said 'thankyou' in the usual fashion to our speakers we departed into the night.

Note from the Society Events Co-ordinators

Rachael and I would like to say a huge 'Thank You' to everyone who helped us to make this year's Halloween Evening such a success. There are a lot of Members and Country Members who came to help support the evening by running trains, stewarding the track, steaming bay, station, kitchen and gates and we would like to heartily thank them all. We would especially like to thank Peter MacDonald and his team for the lighting and stupendous fire breathing dragon, and Kate Reddish, Nick Bone and Dick Payne for services far beyond the call of duty. We are sorry we cannot mention everybody but we are so very grateful to all of you.

Halloween at Colney Heath

Photos by Owen Chapman



Rebbeka the dragon defends her castle, activated by a passing train (the dragon that is, not the castle!)



Mike Foreman makes a stop by the workshop to collect another passenger car.



Devil Dick charges by on 4300, the GWR Mogul loco

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Pond Life

Press ganged marine scribe Andy Lawrence writes in on behalf of the marine section leader

Well another year nearly over - where does the time go I wonder? It's been a reasonably successful year for the marine section, with the toy boat regattas and at least one open day, plus the introduction of a submarine day, which was very well attended and will hopefully become a regular fixture on the NLSME calendar.

The 'lesser spotted NLSME marine section member' seems to be a rare sight these days however, with the pondside bearing all the hallmarks of the Marie Celeste on many a Sunday. A gander at the current membership list reveals that we have a healthy number of people interested in the life aquatic- perhaps you are all too busy building?

Those who have attended Colney Heath over the summer months cannot have failed to notice that the water in the pond has degenerated into a primordial pea soup, although not one you'd wish to serve with croutons, I might add.

The long hot summer months may have enabled us to cultivate our tans, but unfortunately it has also enabled the cultivation of a particularly virulent blue green

algae which permeated through the wet stuff with a depressing enthusiasm. This has not been the first time the pond has suffered from 'algae attack', but it is the worst I can remember in its brief history, and can be put down to a number of factors:-

1. The pond has not been treated with algaecide for quite some time. A small quantity of algaecide was purchased and placed in the water by former section leader Chris Platford, but this wasn't sufficient for the volume of water, and the algae merely shrugged it off.
2. A long and very hot summer, during which many areas of enclosed spaces of water have suffered similar problems with marine infestations.
3. A large amount of sediment and sludge in the pond, combined with lots of fish and their associated by-products, resulting in high levels of nutrition for the algae to feed off.

For any algae to grow three elements are required: + sunshine, oxygen and nutrients/food. Remove any one of these, and no more of the nasty green stuff! Well that's easier said than done.

Treating the water with algaecides does work, but only for a couple of years and they're rather expensive (£140 for two years treatment). Also there is the issue of polluting the water table. As our pond is in the open, it requires an overflow which is plumbed into the drainage system. Clearly, when it rains and the pond overflows a quantity of algaecide is washed down the plughole with the excess water. Rainfall also dilutes the algaecide which is the likely reason it requires renewing every now and then.

Removing oxygen from the water is not a practical proposition. Removing sunlight can be achieved by making a cover, or dyeing the water. The former presents an engineering challenge, and could prove to be a target for the lowlife that like to dismantle what we assemble. Dyeing the water would prove costly and require constant topping up.

So we are left with the third alternative, which is to remove the nutrients/food, or at least cut it down to lower levels. The sediment and sludge in the lake has reached the point where it requires clearing out.

There are two ways of going about doing this:-

1. Drain the pond and shovel the muck out, then refill.
2. Leave the water alone, and use drag nets to dredge the pond

The first idea has its merits, but would require the acquisition of a pump. There are also a lot of fish in the pond, which either means fish and chips all round or creating somewhere for them to swim whilst the work is carried out.

There is the additional problem that filling the pond does not come cheap, plus there are a lot of nutrients in fresh water, which could easily defeat the object of clearing the pond.

The second option has been tried by yours truly and Lawrence senior. A drag net has been built, and a couple of smaller nets. Both work well enough, but the work is fairly slow- a few more nets with a few more pairs of hands would make the work easier and quicker, volunteers welcome. Dredging the pond will help matters considerably, as well as improve the pond for running models in. However it will not eliminate the algae problem entirely.

The other source of pond nutrient is provided by the prevalent amount of fish. The fish are an important element to the pond, as they eat a lot of insect larvae etc. This helps to prevent members and public alike from being eaten alive in the Summer months. However they do produce a lot of muck, which promotes the growth of algae. Also I notice some folk like to feed the fish. It may be wise to abstain from this, as it artificially increases the numbers of fish, and any uneaten food adds to the problem we are trying to eliminate.

With these measures taken algae growth should be reduced; however other measures will need to be taken. A bale of barley straw has been purchased by someone and placed near to the pond.

I'm not sure if this will be sufficient to prevent algae growth. Research suggests that barley straw is only effective in a pond that has a flowing current, which helps leach the chemicals from the barley straw - ours is still as a millpond. It's also important that the straw is kept close to the surface where the sun helps it break down.

Ultimately it appears only one solution will crack this issue, and that is regular cleaning and water filtration. This will require a pump, and a filter bed(s). Calculations suggest that the size of filter beds required, are rather impressive, and it's unclear if this is practical within the limitations of the site. There is also the cost to consider of the venture, and the time and labour required to build it.

Answers on a postcard please!

If you would like to offer assistance, or have some ideas on how to deal with the algae problem, please get in touch with either Dave Lawrence or myself.

Letters Page

The Editor
NLSME Newsletter

Dear Nick,

I did a little reading about the Handley Page Halifax and its engines and without making the subject too complicated early aircraft had Merlins and later types had Bristol Hercules engines. So the picture in the Newsletter is an MK3 or an MK6 ie. Bristol Hercules. The early series were withdrawn from front line service because certain features affected its performance and one of these was when the bomb doors were opened over the target the aircraft yawed and bombing accuracy was reduced. At this period a number were used for secret agent drops, coastal Command and Met duties. With improved wing and square tail fins improved armament and the installation of Hercules engines the Halifax went back into front line bombing.

A total 6176 were built by Handley-Page, Fairey Aircraft and Rootes Group.

Enclosed is a picture of the Merlin engined aircraft. The later Halifax was the only aircraft which could tow the large WWII Hamilcar glider.

ENGINE TYPES:

- Merlin Halifax I, II, IV V In-Line Engine
- Hercules Halifax III VI VII BI Radial Engine

Yours sincerely

Les Brooks





General view of the complete layout

Pictures from an exhibition: Young Street Yard, the North American section's portable HO layout, on show in November at Colchester & Tolworth



Former San Antonio & Aenas Pass 2-10-0 898 built by Baldwin in 1903 has a roster shot by the water tank.



A general view of the Ice Loader and engineering works behind the turntable

Words, music & photos by Owen Chapman



Nick Griffin switches the yard with no. 1931 whilst in the distance can be seen the Tall Trees Logging layout. On the turntable is the classic Southern Pacific 4-8-0 no. 2921 class TW-8.

GENERAL MEETINGS – A PROPOSED PROGRAMME FOR 2007

Unless otherwise indicated, all our General Meetings are held 8 – 10pm at NLSME Headquarters in Legion Way, North Finchley.

Ron Thorogood kindly takes time out to prepare and dispense coffee, tea and biscuits at around 9pm; all donations to cover costs are welcome. A raffle has become a customary feature, any prizes for which are also much appreciated – all profits from teatime and raffles help towards club funds.

Any ideas you may have for meetings are gratefully received, and if you feel you can contribute in any way to the enlightenment and/or entertainment of your fellow members, please call me so I can

make the necessary arrangements.

Our meeting hall can comfortably seat about fifty; for various reasons our regular attendance has dwindled over the years – I can remember occasions when it was ‘standing room only’, but that was some time ago. In view of this, I hope you will forgive me for asking you to make a particular effort to attend meetings when we have a special Guest Speaker, and I see no reason why you can’t bring friends and/or family with you as guests to enjoy our General Meetings.

I look forward to your company ...

- 1 December 2006 A Pre-Christmas Social Evening.**
- 5 January 2007 Film Night.**
- 2 February 2007 Tim Watson: Models, Microscopes and Molars.**
- 2 March 2007 Forum: Painting our Models.**
- 6 April 2007 Malcolm High: Laser Cutting for Model Engineers.**
- 11 May 2007 Annual General Meeting.**
- 1 June 2007 Jim Macdonald: Around and About.**
- 6 July 2007 Working Models: Our Models in Operation.**
- 3 August 2007 A Fun Competition Evening at The Track**
- 7 September 2007 Forum: Milling in the Model Engineer’s Workshop**
- 5 October 2007 Colin Gent: Marine Engineering.**
- 2 November 2007 On the Table: Work in Progress.**
- 7 December 2007 A Pre-Christmas Social Evening.**

1 DECEMBER 2006 – A PRE-CHRISTMAS SOCIAL EVENING

Maybe the first evening in December is a little early to begin Christmas Festivities, but it has become customary for our December General Meeting to be an opportunity for members, partners and friends to enjoy a sociable occasion with a finger buffet and reminiscences.

(Continued on next page).....

Side tables will be laid with a variety of sandwiches, nibbles and mince pies, and liquid refreshments will also be available; our Ron will be able to rest on his laurels this evening!

Bert Mead has kindly agreed to entertain us with reminiscences during the evening making this a General Meeting not to be missed.

5 JANUARY 2007 – FILM NIGHT

Following the excesses of the Christmas and New Year period, I have arranged a quiet evening of varied and (hopefully) interesting films for this meeting.

I hope their range and scope will interest members and look forward to seeing you at our headquarters at 8pm.

2 FEBRUARY 2007 – TIM WATSON: MODELS, MICROSCOPES & MOLARS

Although a relatively new member of North London SME, our Tim has been building superb miniature locomotives for many years.

He also has a special interest in microscopes and is a practising dentist – hence the intriguing title for his talk.

Mike Chrisp

MODEL ENGINEER EXHIBITION 2006 POSTPONED

I understand that an announcement will shortly be published in *Model Engineer* magazine concerning the postponement of the Model Engineer Exhibition at Olympia 2 originally scheduled for 29-31 December 2006. This decision is greatly to be regretted, but I am assured that there are very good reasons leading to it. The good news is that plans are in hand to reschedule the event at some convenient time later in the season. My thanks go to all members who were beginning to make plans to support a NLSME presence at MEX 2006 – maybe we can pick up where we left off when we learn more about the new arrangements.

Mike Chrisp

WANTED

Model Engineer No. 4271, Vol 196, April 2006

Contact: David Jones

The November Loco Section Meeting and Tyttenhanger Committee News

“Workshop goals you have this winter!” was the title this month. I opened the evening at 8.10 with a welcome to those who had turned out on such a wet evening and Jim Robson kindly took notes.

Derek Perham showed us the cab sides he has recently been working on for his Black Five; after such a long interval he had found it difficult to pick up where he left off. Both Derek and Brian Apthorpe were having the same problems with the same boiler which would not fit between the frames. After many phone calls between them they both used different methods to overcome the challenges of the irregularities in the shape of the boiler. Due to the frustration Derek bought a Teddy bear dressed like Pudsey and proceeded for 8 hours a day for a week, to make its head turn and nod by remote control. It was not easy to make it nod as well as turn from side to side. He used two small servos and showed us on the blackboard how he achieved it. He put a cup by it for the evening for donations for Children in Need.

After tea and the raffle, Brian Baker showed us how he wanted to improve traction on the wheels of his miniature traction engine by the fitting of 44 steel strakes per wheel which would require 352 x ¼” rivets to fit. He explained that the strakes were to be angled on both wheels in an arrow to the front, to put even strain on the bearings. Also as they are at an angle they would be shaped in a rhomboid shape. He achieved the shape by using cardboard and making a lead shape to get the twist. Each was to be fitted by four rivets. The outer ones were straight forward enough but the inner two were more difficult. It was suggested from the floor that he might consider using dummy treaded rivets for the inner ones.

Lastly Mike Chrisp had brought in his partly-built Simplex which he started nearly 40 years ago. He was asked the significance of its number 16777. He explained that while at Marconi there were to be three engines made; his was number “1” started in 1967, and due to be finished in 1977. His was the only one to be started but suffice to say it missed being completed on time. He went on to explain some of the unique features he had included in its design. First a spark arrester long before anyone else was thinking of them. An adjustable blast nozzle via a needle valve was shown, and a process by which the outside cylinders along with their motion could be easily removed for maintenance as there were dowels to relocate. He located sniffer valves on top of the cast iron cylinders which doubled as doping plugs.

This most enjoyable evening closed at 10pm with thanks to the above for sharing their projects with us.

Tyttenhanger Committee News

Winter Working

Winter working parties have got off to a good start. The old raised track is being removed and the anti tip rail is being fitted. Two beam concrete surfaces are being redone and realignments are being made. Two rotten beams so far have been removed for replacement. Also a new deviation has been discussed on the back straight just after the steaming bays. The station fence is to be rebuilt with new queuing arrangements and the existing fence completed right round to the toilet block. A group have started to correct a level issue with the pond. At the car park end the ground level station and the new ground level carriage shed are progressing well. Also in the narrows the foundation to the extended ground level is being continued. Along with other valuable tasks a good atmosphere is emerging.

So, Sunday mornings start 9.00am. This is your chance to give back to the society. A list of jobs is displayed on the notice board in the coach. Any suggestions would be appreciated. We are so fortunate to have this fantastic facility at Colney Heath. We need to look after it and do all the things required to maintain and improve the site for all our members and guests to enjoy. But this can only happen if: **YOU GET INVOLVED** I cannot over emphasise that: **YOUR HELP IS REQUIRED.**

We again ask all members to keep their cars parked outside the gate, over the winter to minimise damage to the already poor condition of the car park.

Loco Section Events

Every Sunday	WINTER WORKING, every Sunday till Easter- 9am start
Fri 15 Dec 06	Loco Section Meeting HQ 8pm - "Film of Edwardian Steam"
Fri 19 Jan 07	Loco Section Meeting HQ 8pm - "The Alexandra Palace, Barnet and Edgware branches of the GNR; an illustrated talk"
Fri 16 Feb 07	Loco Section Meeting HQ 8pm – Any ideas?

Loco Section Meetings

What do you want at Loco section meeting? They are only as good as what you the members want. Is there anyone who can help to organise these events? Do you have a talk you can give? Who do you know who has something to share? Your suggestions would be most welcome, thanks.

Steward Rota

Last month I asked what you thought about how the season went. As yet I have had no response, so please let me know what you think. Unless someone else wants to do it!!!

Adrian

OO Section News

By Geoff Howard



Midsomer Station

Good News - the OO group are back in the land of the living!

After a full year of work, we were able to exhibit our new layout, Midsomer, at the Tring Model Railway club's show at Ashlyns School, Berkhamsted on October 7. After a minor hiccup at the start of the display, everything ran as it should and we received many compliments from members of the public. As this was our first show with the layout almost in a finished state, we did not run to a timetable. Much work still needs to be done to complete the layout, including getting the signals to work and weathering in the track.

Since then, we have decided to have a good clear out and tidy up of the OO room, re-erect Binegar and install Midsomer into its new home. The net result is that we have decided to have a good running session well into the new year. There is now, therefore an open invitation to all society members to join us on the first Wednesday of each month; so if you have any OO gauge models that you would like to run, come and join us. If you don't have any stock yourself, don't let that put you off as I'm sure we will be able to find something for everyone to run.

During the past year, there have been a number of superb new models released by both Homby and Bachmann. One of the best amongst these is Hornby's new model of the Southern Railways 0-4-4 tank - Class M7. The model is as close to perfection as I've seen in a ready-to-run model and includes a nice touch in having the front spectacle windows in the open position and clipped up against the cab roof. Not to be outdone, Dapol have supplied N gauge modellers with their version of the same loco and likewise it is a very fine model.

At the other end of scales, Bachmann have announced the release of a Gauge 1 model of the Class 66 Diesel locomotive. Made of brass, it is a direct miniaturisation of the prototype and includes such detail as the driver's stove within the cab. Power is by two motors per bogie and there is also a smoke unit fitted to replicate the exhaust!

I'm sure, like me, you were shocked to hear the news that Humbrol and Airfix had gone into liquidation and the fear was that our old favourite kits of the Spitfire etc would be no longer available. The good news is that Homby have successfully secured ownership of both firms and now hold all the moulds from Airfix. These will not however include those of the old Airfix model railways as they are already owned by Homby, having also been owned by Palytoy (Mainline Railways) and Dapol.

I have also noted that German model firm Lehmann Gross Bahn, better known to us all as LGB the Garden railway specialists, has also filed for bankruptcy following a slump in European sales. The increase in the popularity of computer and video games amongst youngsters was blamed for the decline in LGB model sales. LGB have been making G scale model railways since 1968 and since then have become market leaders in this scale. At the time of writing, the British investment firm, Kingsbridge Capital, which bought out the German firm of Marklin in May, could be interested in a rescue bid.

That's all for now folks - have a good Christmas one and all and I wish everyone a happy & prosperous new year.

Mike Hodgson's Workshop Evening

Mike Hodgson runs a very successful Workshop Evening on the fourth Friday of the month. It is fully interactive and very popular with the small band of devotees that attend. It is a myth that the main topic of conversation is about the various merits of the pole dancing kits you can get from Tesco as opposed to those from other providers such as ASDA with the most popular coming from Screw Fix. No; the evenings are far more interesting than that.

Mike usually kicks off by leading a cooperative discussion on the merits of such things as jigs for repetition work with particular reference to work in hand. Mike usually has a few novel workshop tools to introduce to the group and invariably weaves in a bit about Tesla. The time passes all too quickly and thirsts are soon quenched by a cup of excellent Assam tea and tab nabs, prepared with the skill and the courtesy of Dave Lawrence.

Then it is time for the group to show their stuff. This last week Dave showed the group the start he had made on a small stationary steam engine he was constructing. The design was seen at the previous model engineering exhibition at St Albans. This makes a nice change

from the underwater canoe that he is perfecting.

Derek Peham refrained from showing us how to juggle with a running chain saw and meat cleaver but put us all to shame by showing us some of his superb work on the Black Five. He added a philosophical touch describing the symmetry and exquisite shape of some essential parts of his locomotive such as the chimney or funnel depending on your proclivities.

It was then my turn as I wanted an opinion on how to repair a Victorian cast iron spindle from my daughter's spiral staircase in her house in Kirkwall. The spindle had been broken in two places. Our colleague David Broom from Yorkshire cautioned us that this was going to be worse than his dealings with his humorous Jewish clients who always state that whenever you get two Jews together you will get at least three opinions! How true he was. I got twelve opinions; no thirteen as one in the group had changed his mind.

The solutions to the problem ranged from getting a facsimile cast in aluminium from a firm near the North Circular Road, to visiting the emporium in Church Lane where in all probability a spindle of that type had been salvaged. In between were suggestions such as pegging or sawing the broken ends and gluing them together or silver soldering/welding/brazing the broken bits or using resin to make a copy of the spindle. Needless to say I have not tackled any of them.

The evening ended promptly at ten to enable us to retire to local hostelrys to digest the information and to drink Mike's health.

Why am I writing all this? I know that this item has a frivolous side but really I am trying to publicise an excellent Club evening on which Mike spends a lot of time putting together. We can't have dear old Charlie Stames back and no one could imitate him but the Workshop Evening is something worth supporting and what it is more, thoroughly enjoyable.

Ian Johnston

GROUND LEVEL UPDATE - WE HAVE STARTED!

Due to a supplier letdown, the 1 ton of GL flat-bottom rail will not be forthcoming. It was ordered back in August this year in good faith by our treasurer, but the supplier has decided to change the deal saying we the club need to increase the order to a minimum of 3 tons. In the last year the price of steel has rocketed & I feel we are being shafted by said supplier. Other options are actively being sought; if you have any suggestions please let us know.

MOVING HEAVEN & EARTH

12th NOV

Les Brimson surveyed the proposed track position from the new fence backwards towards the pond; being his apprentice I got to willingly grovel in the mud banging posts in. A string line was erected & the edge of the track shuttering was set ready for serious work to continue next Sunday.

17th NOV

On returning to start shuttering, it was noticed the string line had been cut in two places. Sabotage was soon ruled out when a disgruntled rabbit was noticed heading across the common; slung over one shoulder was a carrying stick with handkerchieftied up using our string. We had obviously dug through his patch – let's hope he takes his friends with him. Meanwhile back in the mud Les explained & showed me how to set the height of the shuttering. Very soon the first run was in & nailed up, everyone delighted (except rabbit) and we moved on to set out my first curve. I was amazed by how simple it was to plot the radius using nothing more than a length of wood & 3 metal pins (HOW LONG TO TRAIN TO BE A SURVEYOR)? From my rabbit's eye view in the mud I began to imagine how the new track would look when finished, looking towards the pond coming round the bend spitting & cracking, belching smoke & steam, gathering speed, safety valve lifting, whistle blowing, get off the track rabbit! The screech of brakes!!! Just then Les tapped me on the shoulder saying "come on Pete, day dreaming again, time to go home!" "Yes" I said, "thanks, see you next week." It was a great dream and if you want to help everyone is more than welcome; see you on the next working party

Checkout Peter (the pallet) Davies' sore thumb:

PS Heaven the rabbit was last seen falling out of the Crooked Billet mumbling 'damn steam engines'.

Peter Funk

London Model Engineering Exhibition 2007

Friday 19th - Sunday 21st
January 2007

The Great Hall
Alexandra Palace

Opening Times

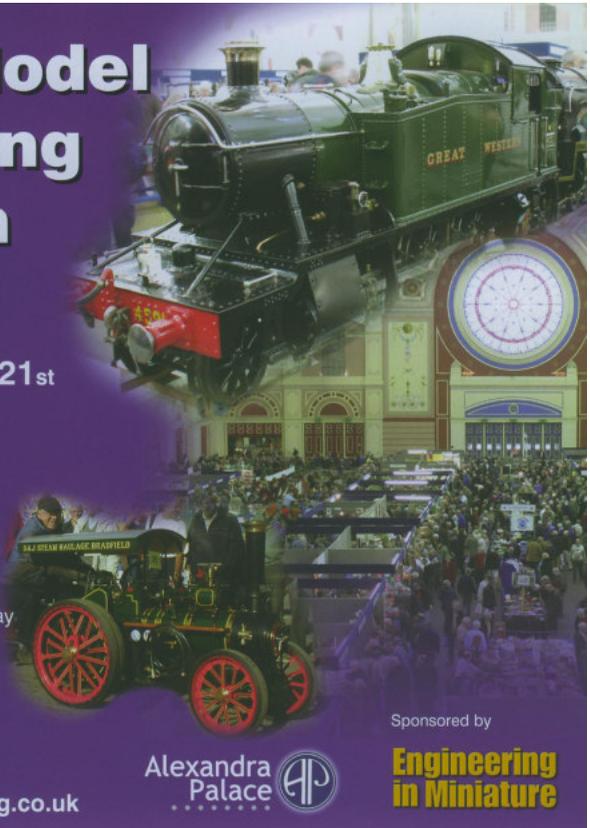
10.00am - 5.30pm Friday and Saturday
10.00am - 4.00pm Sunday
(Last admission one hour before closing)

Free Car Parking

Courtesy Buses from Alexandra Palace car park

For more information visit our website

www.londonmodelengineering.co.uk



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Admission

Ticket Prices	Discount	Full Price
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Child (5-14 incl.)	£4.00	£5.00
Family Ticket 1	£12.00	£14.00
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LONDON MODEL ENGINEERING EXHIBITION 2007

An editorial comment in the December issue of *Engineering in Miniature* magazine concerns the London Model Engineering Exhibition to be held in the Great Hall of Alexandra Palace scheduled for 19-21 January 2007. In it Chris Deith indicates that the previously vacant space behind the stands near the organ will this year be used for what he calls a Model Active Zone. In this area it is proposed to operate a raised 5in. gauge passenger carrying railway track, operate a small boat pool, fly small model aircraft, run large scale model tanks and steam up small scale traction engines. This new feature will augment an already successful event with excellent support from the trade as well as from numerous model engineering clubs and societies. NLSME members are reminded that we are committed to a presence at this exhibition and are seeking models to display and volunteers to steward our stand.

Mike Chrisp



Teamwork UK style!

CHUCKLE

Why We Like the British - from British newspapers:

1. Commenting on a complaint from a Mr Arthur Purdey about a large gas bill, a spokesman for N West Gas said, "We agree it was rather high for the time of year. It's possible Mr Purdey has been charged for the gas used up during the explosion that destroyed his house (The Daily Telegraph)
2. Police reveal that a woman arrested for shoplifting had a whole salami in her underwear. When asked why, she said it was because she was missing her Italian boyfriend. (The Manchester Evening News)

CRAMER

📖 Dates for your Diary 📖

Friday 1 December	8.00pm General Meeting; Pre-Xmas Social Evening; HQ, Legion Way, North Finchley
Monday 11 December	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Wednesday 13 Dec	7.30pm HO Section 'Open House' at HQ, Legion Way, North Finchley; usual refreshments; all welcome
Friday 15 December	8.00pm Loco Section meeting; Film of Edwardian Steam; HQ, Legion Way, North Finchley
Saturday 30 Dec'ber	2.00pm HO section extended running session; HQ, Legion Way, North Finchley; the perfect antidote to Xmas lethargy. Come and operate (ie play trains) on the HO layout. No experience necessary.
Fri 5 January 2007	8.00pm General Meeting; Film Night; HQ, Legion Way, North Finchley
Monday 8 January	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 19 January	8.00pm Loco Section meeting; "The Alexandra Palace, Barnet and Edgware branches of the GNR; an illustrated talk" by Nick Rudoe; HQ, Legion Way, North Finchley
Fri 19 - Sun 21 Jan	London Model Engineering Exhibition, Alexandra Palace
Tuesday 23 January	8.00pm Tyttenhanger Committee Meeting; Colney Heath (coach)
Friday 26 January	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Friday 2 February	8.00pm General Meeting; Models, Microscopes and Molars; HQ, Legion Way, North Finchley
Monday 12 February	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 16 February	8.00pm Loco Section meeting; HQ, Legion Way, North Finchley
Friday 23 February	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Tuesday 27 February	8.00pm Tyttenhanger Committee Meeting; Colney Heath (coach)

NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, our Events Co-ordinators.



Every Wednesday	Miniature Railways, British and American and Video Group at HQ; Garden Railway section at Colney Heath
Every Thursday	Slot Cars Section at HQ
Every Sunday	Morning work parties at Colney Heath (start 9.00am).