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The News Sheet

**Reminder: the 2008 AGM will take place on
Friday 23 May at HQ at 8pm**

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CHAIRMAN'S REPORT FOR THE YEAR 2007-08

I have always thought that the role of the Chairman was to chair the Council Meetings (and AGM) and to generally hold the Society together by getting to know members in all Sections. I have had a grand year, I have chaired the meetings, I have attended many functions and spoken to hordes of people. It is the members that make this Society what it is. It is their contribution, however large or small, or in whatever way, much of it unseen (and un-sung) that has made this Society a premier Society in the model engineering field. I am proud to have been elected Chairman and still feel that it has been a great honour.

I have been to many events throughout the year, but I have not been able to cover them all, nor have I been able to visit all Sections as I would have wished. However, one outstanding impression I have is the support we have given to the charitable events. I attended the MENCAP day, St Luke's School and Childs Hill School days, and was struck by the care, attention and supervision given by the carers and teachers to the children. The locomotive drivers turned out in force to support these events, giving countless rides. I noted the happiness on the faces of the children who had just experienced a ride behind one of our locomotives. In this activity the Society excels, and we are pleased to share our site and facilities in this way. I thank all of you who gave of your time to support these events.

This year the Society has been host to many events. In June GIMRA visited us for part of their Diamond Jubilee celebrations, when GIMRA members from all over the country and abroad came to sample our own Garden Railway facilities. Malcolm Read and his group put on a marvellous day culminating in an evening barbecue. The day was a resounding success.

Mike Chrisp and I hosted a club day when members of the Chingford, Chelmsford and Fareham clubs again came to enjoy our track. Unfortunately, the weather was somewhat wet, but did not mar the proceedings. On the same day Jim MacDonald and Adrian Reddish ran a portable railway for the Hertingfordbury fete. Despite the rain, the folk who attended the fete enjoyed their train rides. We received glowing reports of our contribution from the organisers.

In August Brian Apthorpe and his wife ran an informal club day for friends from several clubs. It is always interesting to see the selection of engines present at these events.

In May, Graham Ainge, ably assisted by many like-minded folk, hosted an LNER day. This day was reported in detail by Owen Chapman in the June issue of the News Sheet. It turned out to be a busy, active day, but at least it was dry even if cold.

During the early part of the year the Society was informed that it had been left an

interest in the engineering assets of an old member, Bill Hancock, in Birmingham. Four of our members, Peter Funk, Les Brimson, Peter Davies and Mike Hodgson went to Birmingham, initially to assess the items and later to collect them. I had doubts that the Society would gain much benefit from them, but I was wrong. Mike Chrisp with his usual panache and authority ran a brisk auction of Bill's bits and pieces, raising a goodly sum for the Society's coffers. My thanks to Peter, Les, Peter, Mike and Mike for their considerable efforts.

The winter working parties on Sunday mornings have seen many members working away on three major projects: the cleaning out of the pond, the re-alignment of the main track to clear the trees, and the completion of the main loop of the Ground Level Railway around the mound on the new land. Although the winter weather was fairly typical, cold, wet, muddy and windy, it did not deter those stalwarts from turning up week after week to enjoy their tasks and the strong comradeship that has existed. We must not forget Jim Robson the coffee/tea maker for our mid-morning breaks, an essential feature of the working parties. Mention must also be made of those who have adopted additional working parties on Thursdays and Saturdays. These extra activities have been essential in getting these major programmes completed on time. The decision was made to open on the first Sunday of May so that the extra time could be used to aid the completion.

Today, (end of April) the main track is ready for use, the pond looks crystal clear, while the GLR has been ballasted and levelled. If you have not been to Colney Heath on Sunday mornings, you have missed a treat, but go and have a look at what has been achieved.

I would remember the loss of our friend, Frank Dell, and the wonderful tributes paid to his memory (largely produced by himself when Chairman!!). We should also remember Mac Gower, and Robert Fitzhugh, who was responsible for the acquisition of the coach.

Finally, I would like to offer my thanks to the whole Society who have made my year so memorable, particularly the Council officers and members, the Tyttenhanger Site committee, Mike Chrisp who runs the General meetings and Nick Rudoe, our Editor, who unflinching produces our News Sheet on time month by month. The News Sheet is an essential factor for communication between the different Sections of our diverse Society and its members.

David Harris
Chairman

Cover picture:

Down memory Lane: Ron Price at Colney Heath in 1964 driving Harold Pill's "Lady Gwen" 5 in Atlantic. Photo: Alan Brett's uncle.

Section Reports for the Year 2007-08

1. LOCOMOTIVE

Despite the wet weather, I believe all members who attended the track and other events put on by the section had a great running season.

My thanks go to the group who ran the Birthday Party events at the track and attended various fetes, not only did they give a lot of pleasure, but they also provided substantial financial benefit to the section.

We held several special events at the Tyttenhanger site including two very well supported toy boat regattas and club invitation days; the highlight for me was the GIMRA 60th anniversary visit. What a day it was, blessed with sunshine, Malcolm Read's very tasty BBQ, lots of friendly banter, and also the raised track and pond were in operation. The finale of the event was GIMRA's Tim Alcock filming his take on the final scene from the film *The Railway Children*, with Brian Apthorpe taking centre stage with his B1 and all us happy folk waving and cheering. The last event was the Halloween celebration, and although I was not present I understand that all had a good time.

Following on from Halloween, the winter working parties started with what must have been our most ambitious group of projects to date. Mainline track deviation, draining/cleaning and refilling the pond and extending the ground level track around and back from our new land. Incredibly all this work was completed. I use the word incredibly because if anyone had suggested to me last summer that it would be possible to complete the work in the period of time available, I would have thought that they were dreaming. Well done to all those folk who made it happen, the Society owes a debt of gratitude to you all.

If the 2008/9 season is half as good as the last, then we will all have a great time.

Mike Ruffell
Loco Section Leader

2. GROUND LEVEL RAILWAY

It is my pleasure to report the completion of the GLR track bed and track construction around the hump; as from the 15 March 2008 we now have a usable longish run thanks to the ground level crew who can now take a well deserved rest. It is hoped to build and complete the installation of points and crossovers to the ground level Cuckoo Line loop this year, which will really make things interesting. It is hoped the link around the hump may be also completed this working season although be it at a more leisurely pace, and just in case we have the odd day or two

spare the long awaited bridge to the toilet block is ever on my mind.

The GLR project has come in on time and within the budget set and thanks to so many donations given and still coming in we have the means to fund and complete many more new projects on the list.

None of this would have happened without the help and encouragement of some of the NLSME finest. I sincerely thank you all for supporting me in seeing this project through and let's hope this is the start of something good for OUR CLUB.

Peter Funk
GLR Section Leader

3. GARDEN RAILWAY

The major event of the year took place when the Section hosted a meeting at the track last May as part of G1MRA's Diamond Jubilee celebrations. G1MRA members from all over the country and from Switzerland descended on Colney Heath and ran their locos; refreshments (including a barbecue) were organised, and the day was generally agreed to have been a resounding success, thanks to the efforts put in by Malcolm Read and his crew of helpers. Not only was the Gauge One track in action but also several members steamed their 5in locos on the raised track and others sailed their boats on the pond, all of which enlivened the proceedings and helped to keep our visitors entertained.

Developments during the year include: improvement of the existing tables used for storing boxes, running gear etc and the provision of several new small tables; the construction of new under-track shelving which provides much-needed additional storage for loco and rolling-stock boxes; the addition of gravel to the ground inside the track oval to counteract muddy conditions caused by rain; the installation of netting over the track to help keep fallen branches and pine cones off it; and the assembly of a Chimenea or portable stove which has proved very popular on cold Wednesdays during the winter, even though in windy conditions the smoke blows everywhere despite the enlarged windbreak netting!

Membership of the Section continues to grow, the track is in use every single Wednesday of the year (unless it's absolutely pouring with rain), and as I write there are more people queuing up to join the Society so that they can use the garden railway, all of which reflects very well on the Society.

The garden railway featured prominently on the DVD that G1MRA produced as a record of their Diamond Jubilee, and it highlighted to others that the Society has the larger tracks as well as the G1 layout. Thanks to the effort that's gone into it we as a Society can take pride in the fact that our garden railway is now one of the most

successful, active and regularly-used G1 tracks in the country.

Malcolm Read
Garden Railway Section Leader

4. MARINE

After much work by a gang of workers throughout the winter months, who swept and scraped the pond liner clean, the pond is now full of crystal clear water. Some water treatment chemicals have been added to help to maintain water clarity and to prevent tree debris from spoiling our efforts. The Council has agreed to the purchase of protective netting and floats to cover the pond when not in use. This net will retain the debris which should be relatively easy to remove. We look forward to a busy summer season with plenty of sailing.

Dave Lawrence
Marine Section Leader

5. VIDEO

Our little Section has had an interesting year with the opportunity to make a film of several members' workshops. This was shown at one of the General Meetings during the year. As there is still plenty of scope to do more filming in our workshop, we hope to be invited to repeat this idea later this year. We thank all those who cooperated with this activity.

Dave Lawrence
Video Section Leader



Left:
The 2007 AGM:
the view from
the podium,
captured by
Adrian Reddish

**MINUTES OF THE 63RD ANNUAL GENERAL
MEETING
HELD ON FRIDAY, 4 MAY 2007, AT HEADQUARTERS
Quorum: 25 Members; Present: 88 Members**

1. APOLOGIES

Ernie Millington, Les Dobbs, John Frith, Bryan Luxford.

2. THE MINUTES OF THE 62ND AGM held on 12 May 2006 were published in the May News Sheet and were taken as read. David Harris proposed, and Geoff Howard seconded, that they were a true record of the meeting. The meeting unanimously agreed and the Chairman duly signed them.

3. MATTERS ARISING - There were no matters arising.

4. CHAIRMAN'S REPORT

The Chairman, Donal Corcoran, presented his report for the year. His report was accepted with acclaim.

5. TREASURER'S REPORT

The temporary Treasurer, Mike Foreman, presented audited accounts for the Society. Rai Fenton proposed and Owen Chapman seconded their adoption. Agreed.

The meeting proposed a vote of thanks to Jean Chrisp and Jim Robson for their efforts in auditing the accounts. Both Jean Chrisp and Jim Robson were proposed as auditors for the forthcoming year. Proposed by Brian Baker, seconded by Peter Funk. Agreed.

6. ELECTION OF OFFICERS AND COUNCIL MEMBERS

Nominations were received from:

Chairman	David Harris, Mike Ruffell.
Vice Chairman	Mike Chrisp, Frank Hills.
Secretary	Richard Castle, Rachael Chapman
Council Members	Keith Bartlam, Les Brimson, Owen Chapman, Tony Dunbar, Derek Eldridge, Guy Ellerby, Peter Funk, Geoff Howard, Ian Johnston, Adrian Reddish, Peter Weeks

The following Officers and Members were duly elected to serve on the Council for the year 2007:

- Chairman David Harris
- Vice Chairman Mike Chrisp
- Secretary Rachael Chapman
- Treasurer Mike Foreman
- Council Members Les Brimson, Tony Dunbar, Derek Eldridge, Peter Funk, Ian Johnston.

7. VOTE OF THANKS

Jim Robson proposed a vote of thanks to those retiring from the Council, seconded by Peter Brewster.

8. ELECTION OF PRESIDENT

Mike Chrisp proposed a vote of thanks to our President, Peter Darby, Managing Director of Three Valleys Water plc, seconded by Kieran Corcoran.

Dave Lawrence proposed the election of Peter Darby as President for the forthcoming year, seconded by Mike Ruffell, Agreed.

(Andrew Smith was subsequently invited by the Council to become our President, following the departure of Peter Darby to a new Company position).

9. ANY OTHER BUSINESS

None.

DATE OF THE NEXT ANNUAL GENERAL MEETING

Friday, 23 May 2008 at HQ

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Treasurer's Report

Firstly, I must apologise for an error in the Subscription Rate quoted for Junior Members and Students in Full-time education in the two previous News Sheets. I'm not sure how it happened and why it was not picked up, but anyway the rate should be £1.00 per year of age, with a minimum of £6.00.

For the rest of you, the subscription rates are £52.00 (Seniors £47.00 after five full years at normal rate) and Country Members £20.00.

RENEWAL SUBSCRIPTIONS ARE NOW OVERDUE, SO I SHALL BE PLEASED TO RECEIVE YOUR MONEY, MEMBERSHIP CARD AND A S.A.E AT YOUR EARLIEST CONVENIENCE.

At the April Council Meeting, we were pleased to welcome three new members to the Society:-

Patrick O'Donnell,

Interests: Garden Railway G1 and HO.

Denis J Edwards,

Interests: Locomotives, Garden Railway G1 and Marine.

Martin Kennedy,

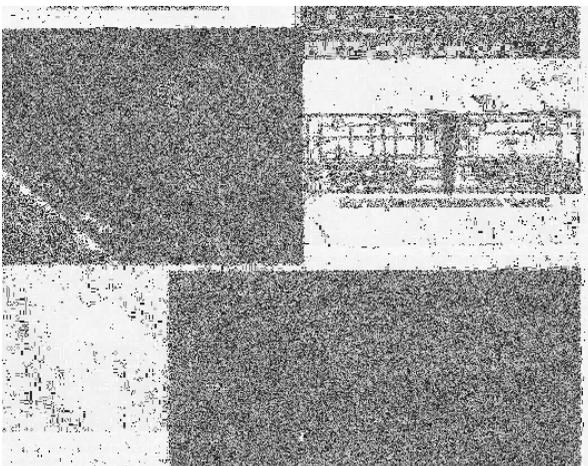
Interests: OO and HO (Junior).

Any members who visit other Society tracks may wish to avail themselves of a copy of our Southern Federation Public Liability Certificate, or if they are visiting private locations not covered by any of the UK schemes or running abroad, to take out an individual member's extension of the Club Public Liability Cover, cost ranging from £1m for £5.75 up to £5m for £15.25. Give me a call or email if you are interested.

After all the hard work of the winter, let us hope for a fine summer to enable us to enjoy all our achievements. Hope to see some of you at the AGM Friday 23rd May 2008.

Mike Foreman

‘Nuff Sed’



Following his article in last month's issue, Jim Robson adds the following:- "There are two photos of Ed Hobday's loco and one of Curly's GA drawing, which was all that Ed had to work from. I have taken these from the "Miniature Locos" issue, one of the special series of ten to commemorate the centenary of *ME*; I edited this one and two others."

Committee Meeting News

Tyttenhanger Site Committee Meeting, 17 March 2008

Brian Apthorpe is refurbishing the class 37 battery electric locomotive ready for the start of the running season; the total expenditure is likely to be less than £100. It was noted that the glass fibre body requires attention.

Failure of the control unit for 'Big Blue' was reported; a replacement will cost about £190. This locomotive has worked hard during construction of the ground level railway. It was agreed to meet the cost of repair from club funds. It was reported that Jim MacDonald had generously offered to do additional fetes to cover the cost.

The car parking area was discussed. Laurie Steers suggested using MoT to construct a roadway on the right hand side of the car park (viewed from the gate), and to include the area in front of the loading bay. He said that he is prepared to do the work. The proposal was considered and accepted as an economical solution to the deteriorating situation.

Owen Chapman is currently restoring club locomotive 'Butch'. He reported the discovery of a hole in the smokebox saddle. It was recommended that the hole is patched. Mike Foreman has de-scaled and serviced the safety valves and said that a new grate is in hand.

Council Meeting, 14 April 2008

The Vice-Chairman noted excellent progress of work at the Tyttenhanger Track Site. Construction of the raised track deviation and ground level railway is complete. Signalling is proceeding, an over-bridge to give safe access to the toilet block is under way and plans are well in hand for new steaming bays and the workshop area. The boating lake has been cleaned and refilled and the site tidied. All concerned are to be congratulated on what has been achieved.

Boiler tests have begun with a steam test on Mick Avery's 5in. gauge 'Yorkshire' locomotive boiler and a hydraulic test on Dave Chisnall's new 0-4-2 GWR tank engine boiler. Keith Barltrop recently steamed his 2¹/₂in. gauge 'Uranus' locomotive and a miniature traction engine boiler test day has been scheduled for 20 April.

The Treasurer stated that there had been only one nomination for the position of Chairman, Vice-Chairman, Secretary and Treasurer, and that there were five nominations for Council member for the five positions.

Tony Dunbar stated that the roof over the old library still leaks under certain conditions of wind direction. The cause is not known.

Roy Hall has cleared much of the undergrowth which will allow the existing trees more daylight. The site is considerably tidier due to his efforts. Thanks to Roy.

Dave Lawrence said that he and Peter Stern will be joint Section Leaders for the Marine Section.

Les Brimson said that the Gala Weekend would consist of a members' and friends' day on Saturday with a hog roast in the evening. Professional caterers are to be employed. The Sunday would be a normal public open afternoon.

Mike's Musings

When you read these notes the running season will be about to start, albeit belatedly; however I am sure that you will all agree that the wait has been worthwhile, and hopefully the weather will be kinder than it is as I write these notes.

Having read in April's News Sheet that our highly esteemed GLR section leader had taken off his hat, boots, socks, vest and pants, my mind went into boggling mode at the thought of him standing there in the frozen muck. Having now recovered from being boggled, I must agree with him when he says what a superb job his team has done over the winter period. I would also like to add my thanks to all the members who not only worked on the GLR but also those who worked on the raised track and pond. Well done.

In last month's News Sheet I made an appeal to all the budding poets or inventors of rhymes to put their thinking caps on and put pen to paper. My request was for a rhyme or poem as a tribute to Tom Luxford's life or to the type of person that Tom typified, perhaps with a little humour that Tom would have appreciated. There I was fully expecting to see my poor old Postman buckling at the knees under the wait of his sack! Didn't happen, so I thought to myself our membership must all be going to send me lots of e-mails, but that didn't happen either. So far my appeal has resulted in a big fat zero. Perhaps you are all like me, useless at poetry; it was my worst subject at school. Still, I will live in hope that there is an undiscovered Poet Laureate out there amongst our membership.

Owen Chapman has just informed me that he has decided to **cancel the Narrow Gauge meet on May 25th due to lack of interest**; apparently there has only been one enquiry. Therefore the day will revert to an ordinary running day. Thanks Owen for trying to put the event on.

One final point this month, I would request that members refrain from parking in the turning bays adjoining the houses at the top of the track site entrance lane. If

Track Stewards Rota 2008				
Date	Senior Steward	Track Steward	Track Steward	Track Steward
04-May	Brian Apthorpe	David Jones	Robert Johns	Peter Brown
11-May	Ron Price	Maurice Cummins	Graham Price	Jack Edwards
18-May	Graham Ainge	Peter Foreman	John Johnston	Nicholas Bone
25-May	Nigel Griffiths	Peter Funk	Mark Braley	Alan Marshall
01-Jun	Richard Castle	Graham Gardner	Peter Prior	John Sandwell
08-Jun	Les Brimson	Roy Hall	Roger Brown	Derek Eldridge
15-Jun	Keith Hughs	Victor Burgess	Phillip Rowe	Keith Bartrop
22-Jun	Jim Robson	Ian Buswell	John Riches	Peter Fraser
29-Jun	Ian Johnston	Edward Kitchener	John L Morgan	Naughton Morgan
06-Jul	Mike Avery	Geoffrey Burton	Johnathan Avery	Nick Rudoe
13-Jul	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
20-Jul	Ian Clift	Peter Lancaster	John West	Bob Gamble
27-Jul	Keith Bartlam	John Cattle	Gerald Moore	Frank Adams
03-Aug	Mike Chrisp	Ian Reddish	Alex Chapman	David Foster
10-Aug	Mike Ruffell	Brian Baker	Peter MacDonald	Brian Kennedy
17-Aug	Mike Foreman	Peter Precious	Mike Franklin	David Broom
24-Aug	Donal Corcoran	Lawrence Steers	Richard Deal	R Thompson
31-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Owen Chapman
07-Sep	Brendan Corcoran	Peter Davies	Michael Gibbs	Peter Badcock
14-Sep	Jim MacDonald	Chris Reynolds	David Marsden	Peter Brewster
21-Sep	Adrian Reddish	Dave Green	John Firth	Martin Ginger
28-Sep	Stephen Smith	Roger Bell	Paul Lacey	Barrie Davies
05-Oct	Kieran Corcoran	Gavin Lang	John Mills	Richard Hesketh
12-Oct	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
19-Oct	David Harris	Peter Fox	Tony Guerrier	Brian Hall
26-Oct	Terry Baxter	Peter Weeks	Derek Smith	Derek Eldridge

NB: For any selected date/row, please read across both pages to obtain the names of all designated stewards.

you can't park on site or in the entrance lane I'm afraid that you will have to park up by the church hall and walk down. I fully appreciate that this is inconvenient but the last thing that we want to do is to alienate the residents.

Forthcoming Loco Section Meetings

Friday 16th May – Peter Funk 4th ground level progress meeting at HQ.

Under discussion following on from this winter's exceptional progress will be the remaining work to complete this part of the project with emphasis on the signalling.

Friday 20th June – loco section BBQ at Colney Heath.

Nearly the longest day, so plenty of time for a good run. Don't forget your sausages or if you're particularly flush a nice fillet steak.

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
04-May	Derek Perham		Mrs Aphorpe	William Mason
11-May	Adrian Newson	Peter Weeks	Ron Thorogood	Mrs Thorogood
18-May	Frank Hills		Peter Funk	
25-May	Dick Payne		Mrs Griffiths	Mrs Marshall
01-Jun	Michael Dear	Frank Adams		
08-Jun	John Bainbridge	Reg Piper	Dave Laurance	
15-Jun	Derrick Franklin	Mike Ruffell	Frank Inman	
22-Jun	Richard Cross		Nicholas Griffin	R Lidsey
29-Jun	Geoffrey Mogg		John Morgan (M)	Mrs J Morgan
06-Jul	David Spencer		David Lapham	George Case
13-Jul	John Beesley		Mrs Badger	
20-Jul	Gregory Metcalf		Mrs Clift	
27-Jul	Jeffrey Bolton		Rachel Chapman	David Metcalf
03-Aug	David Burman		Chris Dean	
10-Aug	Norman Back		Mervyn Smith	
17-Aug			Mrs Foreman	Paul Godin
24-Aug	Michael Gibbs		David Morgan	
31-Aug	Bryn Morgan		L Brooks	
07-Sep	Daniel Procter		Mrs P Corcoran	
14-Sep	Michael Smith	Peter Sheen	Mrs MacDonald	Mrs Brewster
21-Sep	Adam Gorski		Mrs Reddish	
28-Sep	Anthony Sykes		Mrs Smith	Julie Davies
05-Oct	Paul Bexfield	Guy Ellerby	Mrs Betty Fenton	Rai Fenton
12-Oct	Tim Clementson		Richard Hall	
19-Oct	Susie Frith		Mathew Stallard	Mrs Harris
26-Oct	Rai Fenton		Mrs Baxter	Jenny Baxter

Friday 18th July – loco section BBQ at Colney Heath.

Friday 15th August – loco section BBQ at Colney Heath.

This will be the last BBQ before returning to Summers Lane for the winter.

Track Stewards Rota

As mentioned last month there are still quite a few gaps in the Rota which I need volunteers to fill, so don't forget to let me know if you are going to do an extra turn so that I can update said Rota. The latest version is published this month.

Mike Ruffell

Loco Section Leader

GARDEN RAILWAY NEWS & NOTES



This month Chris Dean describes his latest Gauge One project; both text and photos are by Chris.

The Building of a NER Class P3 in Gauge One

Being a Geordie and interested in railways, firstly as a spotter and latterly as a historian, it was natural that I was interested in the former North Eastern Railway.

The railway interest has, of course, many aspects and one of these is modelling. Forty years ago, there were few kits available and none of NER prototypes. If you wanted a model of a certain locomotive, then you had to build it yourself. Although a career banker, I was also a closet engineer. There were several classes of NER locomotives I wished to build and so I started to scratch-build them. Firstly these were built in 4mm scale (10 made) and then I moved on to 7mm (4 made) – all were driven by proprietary electric motors.

A visit to the railway exhibition at the Horticultural Hall in the early 1990s, introduced me to the smell of meths and to Gauge 1. Moving up a gauge got me into meths-fired live steam and over the following years I built up a small collection of NER locos – a live steam one from a professional builder with a couple acquired second hand, and two scratch-built electrically driven ones built by myself. I then bought the GNR Class C1 coal fired kit from Barrett Engineering. I learned a lot whilst making this and I got it to steam and run well.

Looking for another project, I felt that I would like to make a Wilson Worsdell NER Class P3 0-6-0 freight loco. These were ubiquitous in the North East and no less than 105 were built – they were identical in appearance to the slightly earlier Class P2 which numbered 50. All the saturated boilered versions of the P3s were built

between 1906 and 1909 either at the NER Works at Darlington or by outside contractors namely, NB Loco, Beyer Peacock or Robert Stephenson & Co. The final 35 were superheated (and had extended smokeboxes) and were built at Darlington between 1921-3. I had the official General Arrangement drawing and much other detail because I had already built the loco in 4 and 7mm. With a bit of a push from friends, I bought a set of drawings from Paul Forsyth for the SECR Wainwright Class C and applied much of the information they contained to my plans for the P3. Most of Forsyth's drawings are for single cylinder locos and I decided to make mine the same. Parts for the Wainwright are available from Keith Cousins in Milton Keynes. I was concerned that the single half-inch diameter cylinder might not give sufficient power but after much thought and encouragement from Bob Gamble, I made a start. I have a micro lathe which is only suitable for turning small parts such as buffers, so precision work was bought in from Cousins, eg. cylinder block, valve chest, eccentrics, etc.

The



ten-

der was built first and the exercise was little different from earlier work in the smaller scales, except that the brass was of thicker gauge. The steel mainframes were drilled and profiled. Machined wheels came from Walsall Model Industries.

Bob helped me make the crank axle and also the boiler. This consisted of a 2¼ inch copper tube containing 7 flues and three cross tubes above the meths burner. I did all the metalwork but Bob, with his fearsome propane torch helped with the silver soldering.

With the boiler made and a fine brass collar turned up by Bob, to link boiler to smokebox, we were making good progress. The pipework required thought and after several unsuccessful attempts, I got progressively better at bending small copper pipes without kinking them. The loco running plate, splashers, cab, etc were pretty straightforward work.

Work was not continuous, but after about two years the job started to come together and look like a P3, albeit with much detailed work still to be done. What I found throughout the job was that there was much more to the actual design work than I had originally thought. Frequently I found that part A would not fit easily into part C due to it being partially obstructed by part B. I have no doubt that the professional engineer would be thinking several steps ahead, but the simple banker found this a difficult concept to grasp. An example was designing the pipework within the smokebox so that a spanner could be got in as required to tighten or loosen what was there – I had to redesign the blast pipe so that it could be taken out if required and the steam pipe union nut more accessible should the boiler need removing

Eventually the day came to steam up. It took over half an hour to raise steam (compared with 5-10 minutes on other locos) and the loco only had a 5 second run on my rolling road before it seized. Boiler off, cylinder block dropped, valve chest cover removed only to find a complete lack of oil where it should be. Several earlier runs using air pressure had gone well. Clearly nothing was coming through from the displacement lubricator. After a small adjustment the problem was resolved, the job reassembled and after four hours' work, I was ready to have another try. Success – everything ran brilliantly!

A couple of weeks later, off down to the garden railway at Colney Heath to try it out for real. Steam raising still took a long time but a 40-minute run went very well. Since then there have been several areas where I have tweaked and tinkered, with generally noticeable improvements. The axle pump may not be doing the business properly but I am reluctant to take the boiler off again to tinker with this until there are other jobs to do. In any event, water consumption is reasonable and the tender hand pump is quite satisfactory for the time being.

My reservations about the adequacy of the ½ inch cylinder have been dispelled and the loco will comfortably pull up to a dozen reasonably heavy goods vehicles. I plan to run the P3 as it is for the remainder of the season and strip it down for inspection and painting over the next winter.

I am very proud of what I have built and the fact that it works well. The success of the project, however, is down to the help and encouragement I have received, particularly from Bob Gamble who has been ever ready to talk through problems and give practical help.

For Sale

A Little John lathe, 5-inch centre height and 24 inches between centres, by Raglan Engineering, coming with an Amolco milling head. Anyone interested should contact: **Chris Brookes**

General Meeting 4 April 2008

Silver-Soldering Techniques and Materials

Since Keith Hale of CuP Alloys and his wife Jane had made the long journey to Finchley from Chesterfield, the preamble to this general meeting was kept to a minimum. However, an important item to be brought to members' attention concerned a brief report of a visit by Philip Stanbridge (London Borough of Barnet Property Services) to our Headquarters where he met Tony Dunbar and Dave Lawrence. Details are reported elsewhere and the outcome is the near certainty that our rent will increase.

Mike Chrisp then introduced our speaker who prefaced his talk with the observation that visits to clubs and societies provided him with golden opportunities to hear what model engineers had to say and thereby augment the CuP Alloys range as appropriate. Keith began with a brief resumé of the development of silver-soldering with the earliest record being an image dating from 3000BC. He noted that the Dutch had introduced brass to Europe and that brazing had been in use for some 500 years. He insisted that the process is not a black art but is simple and straightforward.

In observing that silver-solder is an expensive alloy, Keith explored reasons for its use, including strength, corrosion resistance, working temperature range and metallurgical properties. He went on to show a thermal equilibrium diagram for the copper-silver alloy and introduced some of the basic features of the alloy range. He noted that the eutectic (42% silver) alloy changed state from solid to liquid (and vice-versa) instantaneously, while away from this combination the alloys exhibited a plastic range that improved their gap-filling properties.

In defining the process of brazing, Keith emphasised the importance of capillary flow due to the surface energy of a liquid. He explained that this energy involves considerable force and can cause a liquid to rise to a considerable height in a capillary gap. Such gaps, he added, could range from that resulting from an interference fit to clearance of some 0.020 inch. He emphasised that the thinner the joint, the stronger the resulting assembly. Without capillary action, brazed joints would not be possible.

Keith reviewed several joint designs to encourage capillary action, noting that the aim of good joint design is to ensure that for maximum strength the joint itself is in shear. In passing, he pointed out that the joint is always stronger than the parent metal, even when the assembly involves silver-soldered steel components. Reinforcing his earlier comment about the strength of thin joints, he added that the area of the joint is also relevant. Joints larger than about three or four times the thickness of the thinner material use additional silver-solder without enhancing joint

strength. He also pointed out that fillets make no useful addition to joint strength.



Left: *Not only was Keith Hale's talk about silver-soldering techniques and materials full of good advice and information but it also prompted considerable discussion.*

Photo: Mike Chrisp

In dealing with surface energy, he discussed the importance of flow by considering how the molten alloy must 'wet' the surface of the parent

metal. This led him to describe the purpose of fluxes, namely to remove all oxides from the material(s) to be joined and to retain their cleaning properties when the filler metal is molten. Keith reviewed some types and applications of different fluxes and went on to talk about their removal from the completed assembly. He offered a helpful tip that a regular drain cleaner is useful for cleaning up after silver-soldering. There was some discussion about mixing flux powder to a paste with water and adding a drop or two of washing-up liquid to help it to stick to the work. The use of methylated spirit instead of water was also considered. Shelf life, the use of flux-coated rods, allowing the assembly to cool before cleaning, and the use of citric acid to clean up after silver-soldering were also mentioned.

Keith moved on to review heating techniques and emphasised that the molten alloy will always flow through a joint towards the hottest region. Cold spots should be avoided and this led to advice to use mica bricks and ceramic blanket to ensure that the joint is up to temperature. He did not favour the use of firebricks which absorb heat. Further examples of sound joint design and advice on heating technique followed. Keith emphasised that the joint should be heated, not the filler rod, and that the most common cause of joint failure is over-heating. For many applications, small diameter silver-solder rod or wire should be used: 1mm, 0.7mm or 0.5mm may be appropriate. He recommended the use of a hollow 'pin vice' type holder to manipulate the silver-solder to the joint zone.

In considering pre-cleaning the joint, Keith observed that the flame used for heating

Right: *Jane accompanied Keith and was kept busy dispensing silver-solders, fluxes, ceramic blanket and associated items at favourable prices before and after Keith's talk.*

Photo: Mike Chrisp



the workpiece, and the flux used to ensure sound joints are more effective than mechanical cleaning

with abrasives. The discussion continued with the use of silver-solder foil and paste as well as methods of preventing the molten filler metal from flowing to where it is not wanted. Keith described flame characteristics, types of burners and fuel gases in useful detail and went on to review types of silver-solders. He also discussed the effect of cadmium in the silver-copper alloy and the silver-soldering of stainless steels.

Keith's final words of advice were to leave just sufficient room for the molten alloy, to make sure we know what we are buying and to heat the work, not the filler rod!

A brief report such as this cannot possibly include all the hints, tips and advice given during Keith's excellent presentation. It is to be hoped that the foregoing gives a glimpse of a very interesting and enjoyable evening attended by a good number of members and friends. Keith gave a pack of silver-solder to augment the collection of raffle prizes and Jane was kept busy before and after Keith's talk, as well as during the tea/coffee break, selling items from the CuP Alloys product range at exhibition prices.

Mike Chrisp thanked Keith and Jane for an excellent evening and wished them a safe journey home. Those present indicated their approval in the time-honoured fashion. Thanks were also due to Ron Thorogood who not only brewed copious amounts of tea and coffee, but also provided biscuits. The meeting closed at 10.30pm.

The April Loco Section Meeting by Roger Bell

Looking back at model engineering over the last thirty plus years there have been few new innovations. Those that have been can be counted on one hand: the digital readout for the lathe, the digital micrometer and vernier, the optical centre finder, Colphos 90 easy machining phosphor bronze, its hard work thinking of more. As we go forward we also are driven back by health and safety legislation, only yesterday I saw a soldered pressure joint failure on a major supplier's product, believed to be caused by the substitute for Bakers Fluid which is now banned. It's available to buy for home use

Engineering since its inception has probably been the cause of more aggravation than any other profession; to us, the infamous 'drive fit' has been one example, whilst wheel quartering is another. Having pressed the wheel home on its axle in the vice, by throwing one's weight on the end of the vice handle to get it to go the last bit, we find it's at the wrong angle. The struggle then commences to remove it. One 'spin off' of engineering is that it has been the birthplace of almost every swearword invented, and it perpetuates their daily use. Therefore it comes as a welcome relief to find people like Bob Goss from Loctite actually working to make our life easier.

The topic for the evening was a presentation entitled 'Holding it together' by Bob Goss who is a representative and applications engineer for the company.

Loctite has been owned since 1977 by Henkel, a German firm who in 1946 thought that it was not a good idea to try to sell washing powder into the UK directly, so they sold it by licensing it to Persil. The turnover is £30 million a year. So it must work!

Loctite's range of uses is staggering, it secures: - the balloon to the end of a catheter; semiconductors to printed circuit boards; automotive door trim, heat ducts, door handle bezel, speaker grill, steering wheel cover, instrument panel, door trim fabrics, headliners, electric door latches, airbags, power steering tubes, seat rails and so on.

The anaerobic Loctites are in a red bottle and cure by the absence of oxygen and metal to metal contact. It expands as it cures. Handling strength from two minutes, and full cure up to twenty four hours, depend on product and temperature. It works quicker on brass and copper, but curing can be quicker if put in an oven for ten minutes. None of the products were recommended for use on boilers due to the heat. There is no gasket sealant available for steam locomotives to replace the paper gasket.

For thread-locking the following were suggested:-

Loctite 290 for medium to high strength, use on pre-assembled fasteners, instrumentation screws, electrical connectors, carburettors and set screws. It wicks in holes (work it in with a toothbrush) and it withstands temperature and pressure.

Loctite 222: use on low strength metals such as aluminium or brass which could break during disassembly. Also for locking adjusting screws, countersunk head screws and set screws; on collars and pulleys. Screws can be removed frequently and easily.

Loctite 243 is used by Polly Model Engineering; effective on all types of metal threaded fasteners. Prevents loosening of vibrating parts such as pumps, motor mounting bolts, gear boxes or presses. Recommended for use where disassembly with hand tools is required for servicing and where parts are contaminated with oil.

Loctite 2701: all fasteners that must withstand heavy shock, or vibration where regular removal for maintenance is not required. Recommended for permanently locking studs on engines.

For retaining the following was suggested:-

Loctite 603 is a general purpose retaining compound that does away with the dreaded press fit. For retaining close fitting cylindrical parts (up to 0.004" gap). Medium strength.

Loctite 574 is used in place of a gasket; it is a fast curing, medium strength compound specially formulated to cure through large gaps. Recommended for use on rigid metal parts like cast iron components and pump housings.

Loctite 8060 can be used to prevent threads seizing up; aluminium anti-seize; cures rapidly to provide immediate low pressure sealing. Its controlled lubricity prevents galling and protects mated threaded areas from rust and corrosion. Its creamy semi-solid consistency allows for optimum control during application.

Loctite Super glue is an instant adhesive for securing china, metal, rubber, leather, wood, paper and plastics.

Bob was very knowledgeable and gave a superb informative presentation.

There were many samples for sale at reduced prices due to the 'best before' date. Bob recommended a selection such as 243, 270, 542, 603, 8060 and Super Glue. Reeves' price for 603 is £9.52; your worthy scribe bought one for a pound and also won a bottle of wine in the raffle. I calculate with all the other Loctite bottles I bought I have saved nearly enough on Loctite and wine to pay for my subs this year, which reminds me, have you paid yours?

G.L.R. NEWS UPDATE

Another month goes by and it's that time of year when everything bursts into bloom; the birds seem to be singing all day and night, a few young rabbits are running around and there is a large Sparrow Hawk hunting along the edge of the farmer's field next to the track. I've heard the male greet his partner high up on one of the large pine trees - maybe they have young on the way? All this comes as an added bonus to your membership; what a great site we have at Colney.

The site is beginning to be cleaned up after the winter works and promises to look its best ever. Some earthworks will remain evident mainly across the rear of the signal hut and around the bridge crossing area; please be aware of the uneven ground as it may take some time to settle down. The cause of the hump from Henley Halt to the rear of the hut is not the result of giant moles as has been suggested but our newly installed signals trunking; well done Allen, Laurie, and Ted.

The other pile of soil by the toilets is from the footings of the bridge support structure; Jerry Moore assures me that come Saturday the 26th we are going to have a LARGE ERECTION. This I hope will be in the form of a bridge structure (anyone care to watch – it could be messy?); please come along to have a look and give us your opinions on the new bridge set up and what colour to paint it (volunteer needed). Whilst writing this article I phoned Peter Brewster to see how things were going and to my delight during the course of the conversation he said “when am I going to pick up the first of his donations to the new project?”, as the ‘Y’ point is ready and at 10 foot long it's getting a bit too heavy to lift on my own. Well!!! You could have knocked me over with the steward's rota; he then said that the diamond crossing is half done and may be ready in two or three weeks. This proved too much and a strange stirring sensation in the loins ensued (never mind Jerry Moore's condition: I think it's catching and must see the good Dr Johnston to see if any thing can be done for my affliction). What a result! Maybe just maybe the crew might find time to reinstate the G.L. cuckoo line for the Gala weekend (one can dream, can't one?); it would be nice. Thanks Pete: another great part of the plan drops into place.

Another bit of luck has come my way in the form of three stillages full of second hand roof tiles for the carriage shed and some checker plate for the bridge construction, (price to be negotiated); someone up there is smiling on the G.L.R. and long may S/He do so. The final bolts are being fitted to the track to make it safe to run on and some support to fishplate joints will be used; as the official opening is some time off please take it easy if you want to run. As the track is under test no member of the public can be allowed to ride on the G.L.Railway until it is deemed to be fault free and safe by the Management; please abide.

See you soon, as ever in the muck

Peter Funk

GENERAL MEETINGS 2008 – FORTHCOMING PROGRAMME

by Mike Chrisp

Our General Meetings are normally held 8–10pm at our Legion Way Headquarters in North Finchley unless stated otherwise. We usually have a raffle – thanks to Peter Davies (donations of suitable prizes appreciated), and refreshments around 9pm - thanks to Ron Thorogood. All profits from meetings go directly to club funds.

We can seat about fifty in our meeting hall. All members are particularly welcome when we have special Guest Speakers and we are always pleased to see members' friends and family at any of our General Meetings. Please call me if you have an idea for a meeting, or if you would like to enlighten and / or entertain your fellow members. On the other hand, please also let me know if I schedule regular meetings that you don't much like. I am very keen to see more folk at our General Meetings and look forward to your company.

2 MAY 2008 – I REMEMBER ...

A few members with a practical engineering background and a wealth of anecdotes and experiences to recount have agreed to sit together to reminisce about events they recall while at work. No doubt some of their anecdotes will be amusing and others hair-raising; whatever else, we can look forward to a first rate evening's entertainment!

23 MAY 2008 – ANNUAL GENERAL MEETING

From an administrative point of view, the Annual General Meeting may be considered one of the most important of the year. It provides an opportunity to review the recent past and to look forward to the future. It is also a time when those involved in the day-to-day running of our Society are elected to office. If you have an interest in Society affairs and the way they are managed, you should attend the Annual General Meeting to make your views known.

6 JUNE 2008 – TIM COLES: A GAS TURBINE LOCOMOTIVE FOR 5in. GAUGE

An experienced model engineer with several completed projects to his name, Tim Coles' current project is a gas turbine locomotive for 5in. gauge. Tim has agreed to bring his locomotive to our Finchley headquarters to describe the trials and tribulations involved in its development and construction. He will have travelled some distance to spend the evening with us at Finchley, so I hope we can fill our meeting room with members and friends for his presentation.

(Continued over page....)

Illness of a Member

Members will be concerned to know that Peter Precious suffered a stroke on 17 April and is at present in hospital. No further information is available.

THE MODEL ENGINEER

Vol. 92. No. 2278 • THURS., JAN. 4, 1945 • 6d.

Right: The report in the *Model Engineer* issue dated 4 January 1945, of the Society's inaugural meeting on 5 November 1944. No fireworks, then??!

(Copies provided by Mike Foreman)

January 4, 1945

meter at the large end, and the whole lengthened by 1 in. A new casing, 1/4 in. larger in diameter and 1 in. longer, was also fitted. This made it necessary to move the engine 1 in. further forward to clear room for the burner. A new burner, 1/2 in. larger of the two in the drawing) was made, with a flame tube 1/2 in. diameter. The water-pump was dismantled and cleaned, and the valves ground-in again. The whole was reassembled, and a trial run made in the kitchen sink. Success seemed certain now, as the engine speed certainly sounded over than ever before; and what is more important, the speed was maintained for a full two minutes.

I regret to have to give this account an unhappy ending, but here is the result of the next trial run on the pond. Two laps were traversed at well over 12 m.p.h., then the speed decreased and at the end of the fourth lap the fuel tank exploded!

The post-mortem of the remains showed that the water-pump had caused it all. While working all right with clean water in the kitchen sink, the impurities in the pond had affected the valves, with the result that the boiler had been starved and got over-heated. The blowlamp tank gets pretty hot in any case, but with a red-hot boiler arising next door to it, it was just too much to put up with. One of the brazed boiler joints had also fused.

Up to the present, I have not been able to attend to the repairs. I intend to fit a new pump with ball-valves, as it seems to me that there is a better chance of small pieces of foreign matter clearing themselves than with flat valves. I would greatly appreciate any offer of 1/2-in. or 3/8-in. stainless steel or phosphor-bronze balls for this job, as up to now I have not succeeded in locating any.

In conclusion to the last of the series of articles on the "Dot" speed-boats, I would add that, although "Dot III" has not quite proved a "practical" success, she has shown that a midget of this size has great possibilities, and with plenty of time to experiment with the pump, her performance might well make her much larger sisterships sit up and take notice.

P.S.—The writer has since been able to repair the damage, and the following results have been obtained, using "Schrader" tyre valve seatings in the water-pump. They do not last very long, but seem quite satisfactory as long as they last.

"Dot III" has achieved a speed of 15 m.p.h. for four laps (120 feet), at which speed the hull is rather unsteady on the surface. The longest run obtained without mishap to date is 12 laps (360 feet) at 9 m.p.h.

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The North London Society of Model Engineers

THIS newly-formed Society is now well under way, and at the inaugural meeting held on November 5th last, over 70 members were enrolled. Since then many new members have been admitted, so that the membership is now nearing the 100 mark.

A programme of talks and lectures has been arranged, the first of which was given on December 3rd by Mr. J. N. Maskelyne, entitled "Food for Thought." In this, Mr. Maskelyne outlined the present position of our hobby, and proceeded to indicate the possible future trend. He pointed out that there was still plenty of scope for experiment, especially in the fields of flash-steam, turbines, petrol engines, and even jet-propulsion. A lively discussion followed this interesting and authoritative lecture.

Through the good offices of Mr. Pimnock, Chairman of the S.M.E.E., who is, by the way, a very active member of the new Society, some models from the S.M.E.E. collection were on show, including a fine model beam engine made by the late Mr. T. W. Averill. Later, this engine was seen under steam, provided by a boiler loaned by Mr. Flanagan, of Barnet. A vertical steam engine by Mr. Nicholls was also seen under power. Interest was also shown in a 7-c.c. petrol aero engine, with some novel features, by Mr. L. H. Sparey.

Mr. C. A. Rippon, the well-known model aeroplane designer, contributed to the interest with a talk on model aeroplanes, given in his inimitable, subtly humorous style, which interested even the "hard-boiled" locomotive men, and, to crown a highly successful afternoon, the Chairman was able to announce the gift to the Society of a small lathe and drilling machine, a compressor and railway track, from two anonymous members. The machines will form a useful contribution to the plant of the workshop which the Society hopes to set up in the near future.

It is planned to hold an exhibition of models some time in April next, and a Committee has been appointed to secure the hall and the exhibits. It was also decided to issue an appeal to other model engineering societies for the loan of models of any sort or class, so that this exhibition may forcibly show the general public just what model engineers are capable of. Will, therefore, any model maker who is willing to loan his model or models for this good cause please communicate with the Hon. Sec., Mr. G. F. H. GARDAM, 23 Mountway, Potters Bar, Middlesex.

Chuckle Corner

A man and his ever-nagging wife went on holiday to Jerusalem. While they were there, the wife passed away. The undertaker told the husband, "You can have her shipped home for £55,000, or you can have her buried here in the Holy Land for just £5,000."

The man thought for a moment and decided he would just as soon have her shipped home.

The undertaker asked, "Why would you spend £55,000 to ship your wife home, when it would be wonderful to have her buried here in the Holy Land and cost you only £5,000?"

The man replied, "Long ago a man died here, was buried, and on the third day he rose from the dead. I cannot take that chance."

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A Lesson in Management!

A company, feeling it is time for a shake-up, hires a new Managing Director. This new boss is determined to rid the company of all slackers. On a tour of the facilities, the MD notices a guy leaning on a wall. The room is full of workers and he wants to let them know he means business! The MD walks up to the guy and asks, "And how much money do you make a week?" Undaunted, the young fellow looks at him and replies, " I make £200 a week." The MD hands the guy £200 in cash and screams, "Here's a week's pay, now GET OUT and don't come back!" Feeling pretty good about his first firing, the MD looks around the room and asks, " Does anyone want to tell me what that slacker did here?" With a sheepish grin, one of the other workers mutters, "Pizza delivery guy from Domino's!"

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For Lexophiles (Lovers of words)

- Time flies like an arrow; fruit flies like a banana.
- In a democracy it's your vote that counts; in feudalism it's your Count that votes.
- A chicken crossing the road: poultry in motion.
- Show me a piano falling down a mineshaft and I'll show you A-flat miner.
- You are stuck with your debt if you can't budge it.
- A calendar's days are numbered.
- The short fortune-teller who escaped from prison: a small medium at large.

📖 Dates for your Diary 📖

Friday 2 May	8.00pm General Meeting; I remember....anecdotes from work; HQ, Legion Way, North Finchley
Saturday 3 May	Birthday party (engines & stewarding help required)
Sunday 4 May	First public running day at Colney Heath
Monday 5 May	Bank Holiday - members' running day at Colney Heath
Saturday 10 May	Birthday party (engines & stewarding help required)
Sunday 11 May	Toy Boat Regatta; Colney Heath
Monday 12 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 16 May	8.00pm Loco Section meeting; GLR Progress Meeting, with discussion of signalling; HQ, Legion Way, N Finchley
Saturday 17 May	Birthday party (engines & stewarding help required)
Sat/Sun 17/18 May	Steam Fair 2008 at Royal Gunpowder Mills, Waltham Abbey
Friday 23 May	8.00pm Annual General Meeting ; HQ, Legion Way, North Finchley
<i>Friday 23 May</i>	<i>Deadline for copy to Editor for June News Sheet</i>
Monday 26 May	Bank Holiday - members' running day at Colney Heath
Monday 26 May	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, C. Heath (date is a Bank Hol, so may change)
Saturday 31 May	Birthday party (engines & stewarding help required)
Friday 6 June	8.00pm General Meeting; A Gas Turbine Loco for 5in gauge; talk by Tim Coles; HQ, Legion Way, North Finchley
Saturday 7 June	Birthday party (engines & stewarding help required)
Sat/Sun 7/8 June	Whitwell Steam & Country Fair, Codicote, Herts
Monday 9 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Saturday 14 June	Outing to Kempton Park pumping station; contact Ian Johnston
Sat/Sun 14/15 June	Narrow Gauge IMLEC, Rochdale SMEE
<i>Friday 20 June</i>	<i>Deadline for copy to Editor for July News Sheet</i>
Friday 20 June	Loco Section BBQ at Colney Heath
Monday 23 June	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, C. Heath
	☺☺☺
Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.