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The News Sheet

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FROM THE CHAIR

As I write this article for the September issue of the News Sheet, I am aware that this 'From the Chair' is likely to be my penultimate contribution to our publication. Despite Nick giving us six months notice of his intention to relinquish the editorship, numerous requests for a volunteer in the News Sheet, and at various meetings, no one has come forward to take on this role. It is a great disappointment to me that the North London Society with its large and diverse membership does not have one member with the capability and interest in carrying on his work.

The Council regards the News Sheet as an essential tool in communicating to all members the activities of the Society across all its Sections. As an emergency measure, it is hoped that it will be possible to produce a bi-monthly calendar of events to keep everyone informed of Society activities. These will be available at HQ and at the coach crew room at Colney Heath. Our last News Sheet produced by Nick will be the October issue.

On another disappointing note, it was decided at the August Council Meeting that the Society will not be taking a club stand at the Ascot Model Engineer Exhibition. The Society has supported this exhibition over many decades, but once again, no one came forward to organise this event on behalf of the Society.

On a more positive note, Ian Johnston has offered to organise the club stand at the Ally Pally Exhibition in January 2009, and the Society will be supporting the St Albans MES with their annual exhibition on the weekend of 27/28 September. **(Stop press re the St Albans show: Derrick Franklin has volunteered to organise the Society's stand at this exhibition. No doubt offers of models for show would be very welcome by Derrick).**

Brian Apthorpe and friends had an enjoyable informal club day on 9 August although the afternoon turned out to be a little damp, as usual!!

On a glorious summer afternoon on Sunday, 17 August, how nice it was to see Peter Precious back to good health, and turning up to do his track duty, following up my recommendation in the Society 'Get Well' card saying 'Come back and enjoy the ambience of Colney Heath'.

I commend to you the general meeting on **Friday, 5 September**, when we have the second visit of **Noel Shelley** to the Society. He will be offering a practical demonstration of sand castings. **This meeting will be at Colney Heath, starting at 7pm.**

I had a very nice letter from George Moon who now lives at Burnham-on-Sea, saying

how much he enjoyed his visit to the Gala Weekend – he says that ‘it was a pleasure and privilege to be a small part of it’.

There has been no correspondence from the Barnet Council re the lease of the HQ building.

David Harris

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DRAFT OPERATING PROCEDURES FOR COLNEY HEATH (Amendments)

Section 3, Paragraph 3:-

3. Drivers under the age of 16 may drive and haul Society members whilst under the supervision of a Society member who is present with the vehicle and the driver, but may not drive public-carrying vehicles under any circumstances.

Section 4, Paragraph 2:-

2. It is strongly recommended that all Track Stewards should wear a HiVis jacket so that they can be identified as such.

If there are no further comments, the draft Operating Procedures and these amendments will be submitted to the Council for formal approval at the next Council meeting

David Harris

Cover picture:

Seen at the Flamstead Scarecrow Festival: with their Laurel and Hardy bowlers, these animated teddy bears in Brian Goldsmith’s car were radio-controlled.

Photo: Mike Chrisp

{There are more pics from the Flamstead Festival on page 18 - Ed. }

Committee Meeting News

Tyttenhanger Site Committee Meeting, 21 July

A volunteer has been found to repair the glass fibre body of the Class 37 battery electric loco. A new grate for 'Butch' has been made and handed to Owen Chapman.

It was agreed that section leaders would organise a rota for grass cutting on a section basis.

A preliminary notice is to be prepared for discussion that 'there will be no public parking on site pending the grass recovery'.

A loco section meeting will be arranged to discuss the consequences of public access to our site. {Subsequently fixed for 20 March 2009 - Ed.}

Tyttenhanger Site Committee Meeting, 18 August

The Committee has agreed to purchase new batteries for the Class 37 provided that the regenerative charging system can be disabled.

Weed control: enough Roundup has been purchased to make 217 litres. Spraying will begin shortly.

Grass cutting is now under way on Sunday mornings.

The Cuckoo Line requires work to be done to prevent derailments; this will be done as part of the Winter work programme.

Work continues on the construction of the bridge over the Ground Level Railway. A budget and prioritised list of jobs will be provided.

The August General Meeting By OMAH MK2

Mike Chrisp, our principal for the evening welcomed the large assembled gathering to Headquarters with his usual competent smile and knowledgeable words.

The Parish notices were so profuse that all your scribe can do is to refer the reader to the back of this expertly produced News Sheet to gain knowledge of the numerous events taking place during this month.

Mike then introduced Noel Shelley who was to talk about sand casting; at this point

some of us sheepishly put our buckets and spades away. We discovered that it was not sand castles that we were to be involved with, but the sand casting of non-ferrous metals. Noel had the appearance rather like the eccentric Devon chap from the Time Team on the Telly but better sartorially and rather more erudite, you understand.

Noel told us a little of his provenance from watching at the door of a foundry up North when he was a child to casting lead when he was a boy through the metal recovery business when a young man to the final accolade of being a very fine metal caster in his more mature years.

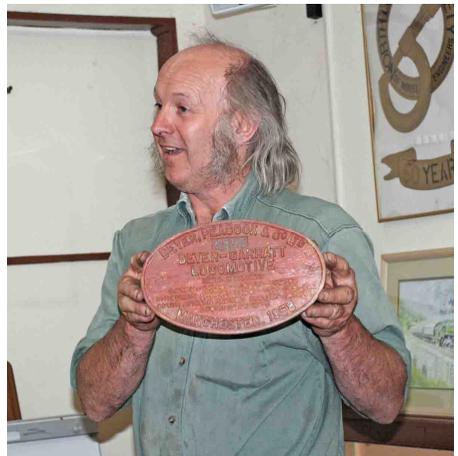
Your scribe can only repeat some of the highlights of this most informative lecture. If the lecture were reported verbatim, then *The News Sheet* would not only be three hundred pages long but also the most comprehensive book ever on the casting of non-ferrous metal!

First of all it was the **Mold Boxes**. They could be made of wood or steel and filled with mold sand. At this point Noel talked about cleavage and lost quite a few members, but when they came back to earth they learned that cleavage concerned the means of removing the **Pattern** from the sand without breaking the sand edges. A **Draw Plate** could be used to prevent the sand from breaking down. The detail obtained from sand casting was quite amazing and even scribed lines could be reproduced.

Shrinkage was the next new term we tyros became acquainted with. It can be ¼” in 16” which is very noticeable especially if you are in the business of making counterfeit copies of name plates for GWR Kings. Noel would soon catch you out. **Contraction** was a minor problem compared with shrinkage. Noel could not miss a bit of name-dropping at this stage and mentioned Fred Dibnah for whom Noel made the famous brass name plate for his last television series *‘Made in Britain’* and was associated with Fred in the making of some of his features.

Noel discusses the authenticity of this wooden pattern for a cast Beyer Garratt locomotive makers’ plate.

Photo: Mike Chrisp



The **Pattern** could be made of wood (the

most popular), polystyrene, or even the parent object to be copied. The polystyrene was of course sacrificial.

Next it was the turn of the **Mold box**. In two halves: the **cope** and **drag**. It was preferentially filled with **Mansfield Sand** which seemed to be ideal for making molds as it was a fine sand with a little clay in it to help bonding. If any wives have got this far in the report and their husbands say that they are taking the kids to Mansfield Beach to see the sands, smell a rat straight away especially if he tries to borrow your flour sieve to grade the sand! The sand was rammed tightly into the boxes. The sand could be kept up to one year in an airtight box once it was in the condition where it was firm enough to retain the shape of a clasped hand.

Gates came next; they were in actual fact tube ways to lead the molten metal directly to all parts of the cast. The reason for this was that the molten metal will not remain molten for long and it must get to all the parts that other casters can't reach before solidifying. Up to ten gates can be installed to eliminate 'cold shuts'. The patterns could now be removed with care having been **rapped** to open up the sand by a few thou. The two parts of the mold, the cope and the drag could now be clamped together and made ready for pouring after a dusting with a releasing powder.

At this point Ron Thorogood took the hint and the spell was broken for a few minutes while we enjoyed an excellent cup of tea and biscuits. Noel then drew the raffle tickets and you scribe was lucky enough to win a cold compilation of tinned beers.

To continue. The completed molds were put on one side and the **runners** covered with cloth just in case dust or debris were to fall in. Now it was time for a metallurgy lesson. Brass consists of an amalgam of copper and zinc. The problem is that they have differing latent heats and differing points of gasification. For zinc boils at 980 and the ideal pouring temp is 1,050. If that temp is held for too long then the zinc will have boiled off; hence speed is of the essence. A deoxidizing agent is recommended in the form of CTZ to remove dissolved oxygen. The metal was melted in a **Plumbago crucible** and handled by **tongs** and **pouring shanks** to pour into the prepared moulds. With the temperature indicated by a **Pyrometer** which made the whole effort worth while.

Due to the enclosed nature of Headquarters it was only possible to view the furnace which was derived from a Creda Spin drier and a Hoover, and wonder at the feats of heats we will see at Tyttenhanger next month. If any wives notice that the spin drier and Hoover have gone missing and the children have come home with buckets of Mansfield sand then blame Noel!

So ends a brief account of an excellent presentation. Mike Chrisp summed it up perfectly when he gave Noel 10/10 for diction, content, production interest and technical management. We all look forward to the next exciting episode at Tyttenhanger on September 5th (not at HQ as mentioned in the Aug News Sheet).

Fond Memories of Geoff Wren by Ron Price

(compiled by Jim Robson, who also took the photos)

Geoff was born in 1923 and used to like telling people that it was the same year that 'Flying Scotsman' was built. He had a long career in engineering and was very proud of it. In 1948 he married his childhood sweetheart Jean and enjoyed almost 50 years of happiness. Back in 1952 he read of a Model Engineering exhibition in Barnet and went along; it was held by the NLSME and Geoff re-met Geoff Cashmore whom he had known previously in connection with model railways. Geoff C invited him to Arkley to see "locomotives you can ride behind". Having arrived at Arkley he found a locomotive in steam and two men, one of whom said "are you ready then?" Geoff got on and asked "how do you get water in the boiler?" Having been shown the bypass he set off and was quite pleased with himself at coping so well. Geoff C arrived and congratulated him on doing so well which pleased Geoff greatly. It turned out that the two men were each expecting someone to come for a drive and each assumed Geoff was the other's guest, hence their readiness to let Geoff get on!

Geoff was hooked and decided to build a locomotive. Having set up his workshop in the loft he started work on 'Maisie' but added a lot more detail; it took him 3½ years. He joined the Society in June 1957. Not long after that the club lost Arkley but the Water Board offered a choice of alternative sites and they went to Colney Heath. Originally it was intended to use the existing rail but Geoff felt that we should have new rail for the new site. There was a lot of opposition to this but Geoff prevailed and ran a series of jumble sales and other fundraising and eventually the money was realised. After some three years without a track, during which time there was no shortage of volunteers to run at fetes, the track was completed, by a dedicated group, and officially opened in May 1964 by Mr Stace of the Water Board.

A typical Geoff pose at an unidentified track.

Geoff is seen driving his 3½in. gauge HA Ivatt large-boilered Atlantic.



Ron and Geoff had met in 1959 and got on well from day one. (They had already had the first unofficial run in April with Ron's 'Marina'). Apart from enjoying himself running his 'Atlantic', with the invariable pipe in his mouth, Geoff was always helping out in some way; general maintenance in the winter, fireworks in November, coach trips, annual dinner/dance, you name it. He also liked to roam abroad with Jean and on the UK canals; accompanied by Ron and Sylvia, Jack and Muriel Calderbank, and Tom and Ruth Luxford. One thing that Ron particularly remembered was that Geoff wasn't too keen on travelling on the Underground, but he was happy as anything whilst at the tiller of a 70ft narrowboat going through somewhere like Blisworth or Braunston tunnel in pitch black with only a dot of light indicating each end of the tunnel, water dripping down from the roof, the chug of the engine and the smell of pipe tobacco.



Geoff at the Oxford & West Witney track at Blenheim Palace, again driving his Atlantic, with Pacific loco 'Sir Winston Churchill' behind.

Around about 1969 it was decided to approach the Water Board for permission to extend the track. This was duly granted and on a freezing day in November, Geoff turned the first sod; the ground was so hard that he had to take a pick to it before he could get the spade in! Work continued through the winter of 69/70 and again in 70/71; it doubled the length of the track and the result was, again, opened by Mr Stace in May 1971. Geoff bought three maroons to be let off at the moment of opening, one for the Water Board, one for the wives and one for the club. There was some

objection to this but Geoff said “I’ve got to let the buggers off anyway because I don’t want these shells sitting at home!” As it turned out all objections evaporated and I let them off near the tunnel. Everyone enjoyed the enormous bangs.

He continued enjoying running at the Tyttenhanger track; we also used to visit other clubs on a regular basis and he would always be there. He served as Loco Section Leader and twice as Chairman of the Society. Geoff went on to build a fine ‘Speedy’ and was working on a beautiful 5in Stirling single, as well as making continuous improvements to his fantastic ‘OO’ layout which ran round the perimeter of the loft. He retired in 1990 and was looking forward to doing all sorts of activities, particularly outings with Jean, but sadly, Jean died in 1994 after a long illness.

The Stirling was not finished due to unforeseen events and the loss of his workshop. Geoff was knocked sideways by the loss of Jean but, fortunately, Vina came to the rescue. He and Jean had known her for some time at the indoor tennis evenings they all attended and enjoyed. Eventually they set up home together in St Albans. They got along very well and as Geoff’s health deteriorated, Vina was always there to look after and care for him, right to the end. Anyone who knew Geoff will have their own fond memories of him, and although he is no longer with us in person, his spirit lives on in the Society that he helped build and shape.

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MARINE MUMBLES (Rides Again) **by Peter Stern**

Before I start these months’ ramblings, I must apologise to all those out there who have got withdrawal symptoms from not seeing the marine section report for the last two months. Put it down to computer problems (yes, I was paying the internet bill).

On a serious note I have to report the death of Bob Rowland, a few weeks ago. Bob belonged to the NLSME marine section a few years ago, before joining the Broomfield Model Boat Club. His humour will greatly be missed by all of us who knew him. So too his excellent model engineering. I think it was 1994 when he received a medal for his supply ship at the ME. I will be writing to his wife from all of us.

Yes, I know I wasn’t there (holidays come at the most inconvenient times), but Dave Lawrence said the Toy Boat Regatta (TBR) was a great success. If you want good weather at the track for any events, book it the same time as the TBR. They always get a good a good day for it.



An impressive parade of boats 'in dry dock', photographed by Peter at the Toy Boat Regatta at Colney Heath on 11 May

Dave Lawrence has had “clearance” to purchase a net cover to go over the pond during the winter months, as a leaf and rubbish collector. The only thing we have to do is join the widths together. So if you see what resemble two old fishermen sowing the nets (up at the track) it’s Dave and me. We will accept money for telling seafaring stories (which we will make up as we go along).

-----“Sorry about that”. My wife had just given me a fixing job to do while I was in full “Type”.

Talking about wives: they can be wonderful to our hobby. A few weeks ago we had



a note from the local council stating that a skip would be put in the road, and to fill it up. Sandra decided we needed to remove some of the rubbish (I call it loft insulation). Anyway in this old battered cardboard box, at the back, I found an old 1.0 cc ED Bee Diesel aero engine with three tins of thirty year old fuel. See the photo at left.

The greatest find in the box was a 1929 Meccano vertical steam engine which belonged to my father. See the picture below. Very rare, so the internet says.



More surprising was that the Diesel engine, after it was stripped, cleaned and reassembled, ran on the thirty year old fuel once I got the compression right (don't ask how long that took).

The Meccano steam engine also works surprisingly, but needs cleaning out and a new wick for the meths burner. Thanks to John West's advice I can now refurbish it. The bottom line of this last story is always say "yes dear" 'cos you never know what you might find.

P.S. Always smile when you say the above as it really confuses them!

{Addendum by the Editor: -

For those who are not into the history of model aero engines, Electronic Developments Ltd introduced their 'Bee' engine in late 1948. ED produced some of the first commercial compression ignition engines, and for its time the 'Bee' was quite an advanced diesel engine.

According to my copy of the book in the Hornby Companion Series which describes the Meccano system, when it appeared in 1929 the steam engine retailed at 21/- ! }

Track Stewards Rota 2008				
Date	Senior Steward	Track Steward	Track Steward	Track Steward
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	Ron Todd
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	Peter Brewster	Malcolm Read
19-Oct	David Harris	Peter Fox	Tony Guerrier	Brian Hall
26-Oct	Terry Baxter	Peter Weeks	Ian Buswell	Derek Eldridge

NB: For any selected date/row, please read across both pages to obtain the names of all designated stewards. Bold type indicates second steward's duty.

Mike's Musings

Despite this year's miserable summer members seem to be enjoying themselves, be it on our tracks or the boating pond. Hardy lot, us Model Engineers.

Whilst doing my stint as Track Steward in near gale force winds, Alan Marshall came into the station in a rather animated state saying that a tree had come down across the track adjacent to signal 12. Several of us went to investigate and found that a very large branch had broken off one of the conifers. Fortunately there were no passing trains when the branch landed.

Several of us manhandled the branch to a safe position away from the track but it does raise the question as to whether public running should continue during periods of high winds. If this summer is anything to go by we may well experience gales at the wrong time of year.

About a month ago I had the pleasure of doing a short cruise on the QE2 before she finishes her days on the high seas in November. As you may or may not be aware she is to become a floating hotel in Dubai. Apparently at 41 years old she is considered uneconomical to remain in revenue earning service. The QE2 is not only the last Transatlantic Liner built in Britain but also has the honour of being the fastest large merchant ship in the world with a top speed of 32.5 knots; that's even faster than most warships. Amazingly she is faster in reverse (approx 27 knots) than virtually any other merchant ship. To give her all this speed the total power output of her engines is 95 MW driving twin propellers of 22 ft diameter. Now that's what I call a propeller.

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
31-Aug	Bryn Morgan			
07-Sep	Daniel Procter		Mrs P Corcoran	
14-Sep	Michael Smith	Peter Sheen	Mrs MacDonald	
21-Sep	Adam Gorski		Mrs Reddish	Paul Godin
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

Whilst waiting to leave the ship back in Southampton, I was in a reflective and sad mood thinking about the thousands of people who had walked the decks of this magnificent ship including the Queen and assorted Royals, Prime Ministers, Presidents and most major Film Stars. This history along with the semi art deco interior will all be gone by the end of November. Once again some foreign company seems to be able to find a way of making money from something British when we can't. Still I should remember that although she is on the face of it British she is fact owned by Carnival Cruises and they are American where the Dollar is King.

On a happier note: as most of you are aware Owen and Rachael Chapman are to shortly have the patter of tiny feet around their flat. What you may not be aware of is that Rachael was our Supplies Manager, keeping the coach supplied with goodies for Sunday afternoons. Naturally she has had to relinquish this task, however I would like to thank her on behalf of the Society for all her hard work. Thanks Rachael.

You've probably guessed what's next and you would be right! I'm looking for a volunteer to take over from Rachael and I know that I will be overwhelmed with offers of help. Seriously, if you can help please contact me.

I am now in the happy position to be able to publish the provisional Loco Section meeting programme for 2008/9. I hope you will all be pleased with its content. If any of you have an idea for May 15th then please let me know.

Forthcoming Loco Section Meetings:-

Friday September 19th: - For our first winter meeting at Headquarters we have a "way forward" presentation and open discussion with particular regards to the interaction between raised and ground level tracks.

Friday October 17th: - Tonight we are privileged in having Mark Miller addressing us on the Restoration and flying of a de Havilland Dragon Rapide.

Included in his presentation are shots taken at the recent Flying Legends air show from a cockpit camera looking over his shoulder.

Don't forget if you have a friend who would be interested in this subject please bring him/her along to our meeting.

Friday November 14th: - Another guest speaker tonight - Tony Earl who will be giving a presentation on the building of the London Underground.

Friday December 19th: - Talk by Ian Johnston – By tall ship from Liverpool to the Canaries.

2009:-

Friday January 16th: - Members' films, DVD's and videos.

Friday February 20th: - Talk by Tony Dunbar – A trip to Train Mountain, USA.

Friday March 20th: - Meeting to discuss the consequences of public access to the Tyttenhanger site.

Friday April 17th: - Work in progress. Should be lots to look at on the table, as this is the first Loco Section work in progress meeting for over 12 months.

Friday May 15th: - T.B.A.

Friday June 19th: - 1st BBQ of the summer at the track.

Friday July 17th: - BBQ at the track.

Friday August 21st: - Last BBQ of the season at the track.

Track Stewards Rota

Thank you to all those members who have rung me to let me know about changes that they have had to make to their rostered date. So far it seems that most Stewards have turned up to do their stint, thanks. The latest amended version is published this month.

Mike Ruffell

Loco Section Leader



Letters Page

From: **Jon Davies**

Date: 27 July 2008

The Gala Weekend 28th & 29th June 2008

I want to draw attention to the dedication and unrivalled effort of one man on the Gala weekend that took place a month ago on 28th June. I'm sure cynics out there will see this as bias seeing as it's my own dad I'm referring to; all the same, his sterling efforts simply cannot go without formal recognition.

Firstly, however, as an ex-member that hasn't been to the club for what must be around 10 years or so, it was absolutely lovely to see how much has been done up at the track from the boating pond (I told you it had been many years) to the track route change, the 'O' gauge behind the main platform, even the fencing - a massive "well done" to all those members of the club who tirelessly work each winter to make a truly special and unique place for all generations to enjoy.

As many of you know, the Gala weekend was a great success and enjoyed by a healthy turn out of members, visitors, friends, family and a handful of the general public. While I witnessed numerous pats-on-the-back and gratitude expressed to Peter during and at the end of the weekend, what many of you won't fully realise is just how much effort Peter Davies put into that weekend. Taking a good week or more off work making telephone calls, planning rotas, raffles, logistics and goodness knows what, he then literally spent pretty much 24 hours a day at the track camping over each night from late Thursday afternoon, finally ending no doubt utterly exhausted sometime around 2 am on Monday morning finishing the admin and counting the cash from his infamous raffles.

As an ex-member, I was only too happy to help, not least of course to help my dad out in anyway I could. I certainly feel I did my bit with a couple of rather dull car-park shifts, tent erecting and take down, washing up, onion cutting, lifting, carrying, packing away, locking up and helping at the bar (badly). What was slightly galling was the amount of tidying up, packing away of carriages and running trucks, cleaning up the engine bays, exhibition equipment that was left, and witnessing just how little a handful of members lifted a finger over the weekend in favour of just enjoying themselves. Don't get me wrong, this isn't meant as a rant at all but there are some members who should feel ashamed of themselves for not pulling their weight or letting other members or the club down in a variety of ways. You are a club after all and it's just not team spirit shirking the few responsibilities you may have had or worse still, not clearing up after yourself.

Rant over! There were of course many more others who more than helped out a great deal, from the more conscientious track stewards who ensured a safe and enjoyable day, the unsung hero's of the catering, the tirelessly running of the bar over the weekend and the really dull job (no offence to anyone I worked with, company was lovely but the job was dull) of hour long (or 2 when people don't turn up for their slot) shifts working at the car park. You all know who you are, well done and no doubt a big thank you from everyone who attended.

I had an absolutely great time over the weekend and while I helped out here and there, I still managed to find time to thoroughly enjoy myself and, when it was quiet (at 2am in the morning at one point in fact) and for the first time in more than a decade, I ran our engine Baldrick on what seemed to be non-flammable coal! A massive thanks to everyone who helped me remember how to run an engine and all the help from using everyone's (flammable) charcoal reserves up, Les Brimson whose inimitable copper wire tactics fixed our drain cox, to the kindly member who leant me his industrial strength blower that nearly turned our little engine inside out and made even the most non-flammable of coal combust with the ferocity of rocket fuel - at least while the blower was on!!

Finally, back to Peter Davies. I was shattered after the weekend with aching muscles, steam burns, cuts, grazes, sun-burn, sore eyes and in comparison to a man twice my age and carrying at least twice my weight(!), did a tiny fraction of what he did over the weekend. The man who held the whole weekend together, remained in joking spirit throughout and spared himself no time for eating properly let alone any pleasure of his own, (except a well deserved ale or three). He dedicated head and shoulders more effort and work than many of us put together; join me in raising your glasses in saying thank you to Peter Davies, my dad. I'm proud, even if I have inherited his passion for bad jokes!

Jon Davies

Director, Fully Booked Media

And while on the subject of the Gala Weekend

LOST

12 volt blower and adaptor lost at the track on the Sunday (29th June) of the Gala Weekend.

Please contact Les Brimson if you know of its whereabouts.

Three photos by Mike Chrisp from *The Boot* August Bank Holiday Fun Day



Left:

Laurie Steers took charge of Roger Clarke's fire engine.

Right:

Mick Avery was in control of Jim Macdonald's Sweet Pea when this matching group of passengers rode the train at the Boot Fun Day.



Left:

With Cecily on hand, the Watson's dog Max let Tim drive his engine to give trailer rides during the Fun Day.



Two of Jim Macdonald's photos from the Flamstead Scarecrow Festival on the 15th to 17th of August; the portable track was put to good use by the Fetes & Fairs team.



G.L.R. News Update

Anybody remember our summer when we sweated in a 30 deg heat wave? Fortunately the ground level track didn't as it had expanded and lifted, according to some reports anything from 2 ½ inches to 2 ½ feet off the ground (men always exaggerate). This happened along the new back straight towards harpic bend, and on inspection it was found that all the joints in the straight had closed up and the only way to go was skyward (had it gone sideways we might have had a bigger problem). This was soon remedied by the G.L.crew and after the formula for the coefficient of linear expansion of metric/inch steel had been discussed, an amount equal to a small sliver was removed by the stealthy use of a cutter grinder at three joints along the offending sections of track. This had the desired effect and allowed the track to lie flat again, crisis avoided. The talk was about putting in expansion joints over the winter (anyone want a job), and whilst we were discussing the problem it was noticed that the hole in the channel dug out for the link around the hump had opened up again. I thought this was the action of some burrowing animal and had filled it in previously, but on closer inspection and having spoken to Mr David Broom he informed me it was probably a wash hole. He later produced a map of wash holes for the surrounding area and our site seems to be right in the middle of this geographical phenomenon (this could be a topic for a talk at one of our meets). A hole new world, excuse the pun, and many thanks David.

Not much has gone on this month; the steel to make the stairs for the bridge has arrived on site and was immediately painted by Johnny black dog. Jerry and crew then drilled it, someone welded it and now it's joined to one end of the bridge and looks good (so much for wanting a break, lads).

I must say a BIG thank you to Mr Michael Dear who took it upon himself to build us a most beautiful pair of G.L. carriage shed doors. On Thursday I had the privilege of helping him hang the doors, and Mike made it look so easy to do, a clear testimony of his master skills in carpentry - thanks Mike, I wish I had half as much skill as you. As mentioned in previous newsletters the wildlife at the track is sometimes astounding and I was fortunate enough to witness this month's aerial display of newly fledged Swifts being fed on the wing or as Mike Hodgson proclaimed, "mid-air refuelling"; a lovely sight to see. Whilst we are on the nature bit our kind landlords have sanctioned the use of Round Up weed killer to combat the thistles and stingers, so if you see them wilting don't be alarmed as it means we may have got the upper hand for the moment in the fight to keep the track bed clear of weeds.

The next loco section meet on the 19th September will hopefully see the start of meaningful discussion between the interaction of G.L.R and Mainline extension and will be advertised as a joint Loco Section and Ground Level meeting (boxing gloves can be made available for a small donation). The show will start with a update on

G.L. signalling, and hopefully there will be time to discuss the steaming bay project. During the evening a long awaited DVD of the Gala event will be shown. I am informed that almost every one who went to the weekend is on film and to bolster club funds a small donation could buy you one to watch yourself.

As ever in the muck

Peter Funk

G.L. Section Leader

Geoff Wren Memorial Run

It is hoped to have a small service to remember Geoffrey and to scatter his ashes at the track on Saturday 18th October 2008 at 11am. Could all who wish to be present please let me know as refreshments will be available and it would be nice to have an appreciation of the numbers beforehand.

As Geoff was such a jolly chap some members may like to run locos on the day to remember him by. Please feel free; the more the merrier I'm sure, and Geoff will be there with us enjoying every minute.

Yours sincerely

P. Funk

GENERAL MEETINGS 2008 – FORTHCOMING PROGRAMME

Our General Meetings are normally held 8–10pm at our Legion Way Headquarters in North Finchley unless otherwise indicated. 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. All members are particularly welcome and we are always pleased to see members' friends and family at any of our General Meetings. I am always keen to see a good turnout at our meetings and look forward to your company.

5 SEPTEMBER – NOEL SHELLEY: SAND CASTING PART 2

In his second visit, this time to our track site at Colney Heath, Noel Shelley will demonstrate the art and craft of foundry work. He will expand on the topics explored during his talk last month and will fire up *The Baby*. During this demonstration, Noel intends to produce a casting before our very eyes – an experience definitely not

to be missed! **Please note that this meeting will begin at 7pm, an hour earlier than our normal start time, and will be at our Tyttenhanger track site.**

3 OCTOBER – ON THE TABLE: YOUR WORK IN PROGRESS

Now that summer is over and we have the prospect of lengthening evenings, we may be able to spend some time in our workshops. What are you working on? Work in Progress meetings provide perfect opportunities to show our current project(s) to fellow members and to discuss any technical matters giving us cause for thought. Please don't hesitate if you have something to bring to the meeting. I'd appreciate a call beforehand so I can attempt to bring some form and order to what in the past has always been an informative, instructive and enjoyable evening.

7 NOVEMBER – OUT AND ABOUT WITH OWEN CHAPMAN

Photographs and reminiscences.

5 DECEMBER – PRE-CHRISTMAS SOCIAL

Informal time together with food and drink.

Mike Chrisp

Request for valuation and possible purchase Note received from David Darvell

I have recently inherited my father's scratch built 3 ½in. gauge steam engines, Britannia and Roedean. They are complete with boiler but untested. They are made to an extremely high standard. Can you give me an indication of value and would you know of anybody who may want to purchase.

Thanks,
David Darvell

Chuckle Corner

IRISH BLONDE IN A CASINO:

An attractive blonde from Cork arrived and bet twenty-thousand dollars on a single roll of the dice, at the casino.

She said, "I hope you don't mind, but I feel much luckier when I'm completely nude". With that, she stripped from the neck down, rolled the dice and yelled, "Come on, baby, Mama needs new clothes!"

As the dice came to a stop, she jumped up and down and squealed..."YES! YES! I WON, I WON!"

She hugged each of the dealers and then picked up her winnings and her clothes and quickly departed.

The dealers stared at each other dumbfounded..

Finally, one of them asked, "What did she roll?"

The other answered, "I don't know - I thought you were watching."

MORAL OF THE STORY -

Not all Irish are stupid and not all blondes are dumb, but all men are men.

XX

Actual signs seen in England:-

Sign in a Laundromat:

AUTOMATIC WASHING MACHINES: PLEASE REMOVE ALL YOUR CLOTHES WHEN THE LIGHT GOES OUT.

In an office:

WOULD THE PERSON WHO TOOK THE STEP LADDER YESTERDAY PLEASE BRING IT BACK OR FURTHER STEPS WILL BE TAKEN.

Outside a secondhand shop:

WE EXCHANGE ANYTHING - BICYCLES, WASHING MACHINES ETC. WHY NOT BRING YOUR WIFE ALONG AND GET A WONDERFUL BARGAIN?

Notice sent to residents of a Wiltshire parish:

DUE TO INCREASING PROBLEMS WITH LITTER LOUYS AND VANDALS WE MUST ASK ANYONE WITH RELATIVES BURIED IN THE GRAVEYARD TO DO THEIR BEST TO KEEP THEM IN ORDER.

Seen at the side of a Sussex road:

SLOW CATTLE CROSSING. NO OVERTAKING FOR THE NEXT 100 YEARS.

📖 Dates for your Diary 📖

Fri 5 September

7.00pm General Meeting; Sand Casting Part II, by Noel Shelley - practical demonstration; Colney Heath

Note start time and venue!

Saturday 6 Sept	Polly Rally at Colney Heath
Sunday 7 Sept	Portable track at the Vintage show at Capel Manor College
Monday 8 Sept	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Saturday 13 Sept	Am and pm: birthday parties (engines & stewarding help required)
Sat 13/Sun 14	Open weekend at Warco's
Sunday 14 Sept	Club invitation day
Friday 19 Sept	8.00pm Loco Section meeting; Discussion of the interaction between the Ground Level and Raised tracks; HQ, N. Finchley
Fri 19 to Sun 21	Model Engineer Exhibition, Ascot racecourse
Friday 19 Sept	<i>Deadline for copy to Editor for October News Sheet</i>
Saturday 20 Sept	MENCAP visit to Colney Heath
Monday 22 Sept	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Friday 26 Sept	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Saturday 27 Sept	Birthday party (engines & stewarding help required)
Sat 27 & Sun 28	St Albans MES Exhibition, Francis Bacon School, Drakes Drive
Friday 3 October	8.00pm General Meeting; On the Table - work in progress; HQ, Legion Way, North Finchley
Saturday 4 October	Birthday party (engines & stewarding help required)
Saturday 11 October	Birthday party (engines & stewarding help required)
Monday 13 October	8.00pm Council Meeting; HQ, Legion Way, North Finchley



Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every 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.