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This Month...



The News Sheet

Chairman's Thoughts, Forthcoming General Meetings, Treasurer's Report, The October General Meeting, Marine News, '00' Model Railway News, Fareham DSME & Chelmsford MES visit Colney Heath, Letter of Thanks, Dates for your Diary, Society Contacts.



The Thoughts of Chairman Ian



I think that every year it is the same: -
“Where has the summer gone!”

This year is no better; the season has gone like a flash. I suppose the summer has been so busy with events and other activities that the time has spun past.

It is good to see that the Head Quarter’s Sections have been very active especially Slot Car, 00, and North American Rail. Of course, Fetes and Fairs have been very busy as usual and at Colney Heath Gauge One and the other tracks busy entertaining visiting clubs as well as having a Toy Boat Regatta. It is good to see

many contributions to the News Sheet from the sections involved. It is wonderful to see these items from those sections and from other members in the Club. It makes the journal much more fun to read and makes the Club much more cohesive.

The Winter Working parties will soon be starting and I urge newer and older members from all sections to try to visit the site on a Sunday morning from the fifth of November onwards between nine and twelve to get a bit of fresh air, exercise and some crack over a cup of tea at eleven. BUT please don’t just go there and come away saying that there was no work to do. Because the Club is very grateful to Grahame G for taking up the role of co-ordinator (manager) of Sunday morning working parties, as we slip into “winter” once more. Please do make the acquaintance of the genial Grahame G who will be able to tell you where to go in a nice way that will involve the abundant skills that you have. Could be raking leaves or building a workshop, you never know. But what I do know is that you will enjoy yourself, in the company of likeminded members.

I started this missive with “where has the summer gone” well for me it has gone to the antipodes, because I intend to spend a few weeks in Oz and New Zealand in October/November enjoying their summer and their miniature railways.

The chairmanship of the Club will be in the more capable hands of Les B.
Enjoy the days.

Ian. Chairman.

Forthcoming General Meetings

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

For more information please ring me.

Friday 3rd November. An evening for open discussion on Colney Heath matters as prelude to the 2018 running season. Given that Tyttenhanger is now a multi activity site it will be informative to have views from members of all sections that enjoy the facilities. The topics to be as members wish to raise. These are expected to cover updates on agreed projects under way, ideas for new projects, feedback from recent years' experience of public running, review of stewarding resourcing, rotas and duties etc. The meeting is for members to comment on activities at Colney Heath and provide input to future development/operation. **Les B** will chair the meeting and asks that to assist planning the agenda members email him beforehand, phone or raise in person topic items they wish to be discussed.

Friday 1st December. Club Festive Gathering. THE Festive party for all sections. Please come along and have an evening of Festive fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings.

Ian

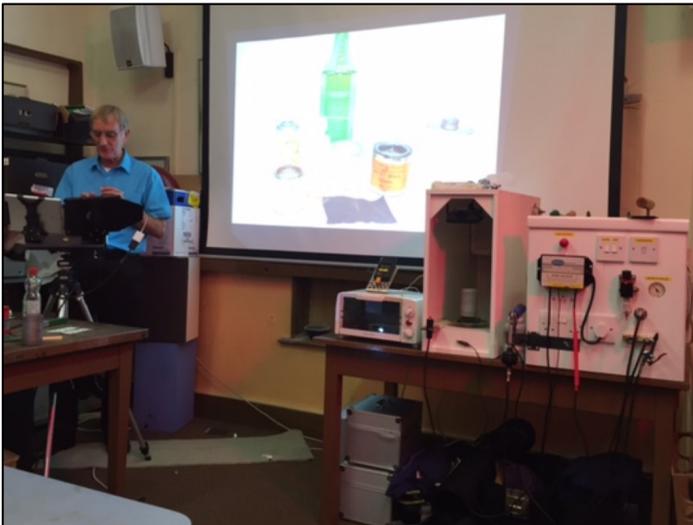
General Meetings Co-ordinator

Front cover photo. Fowler 4f 0-6-0 on up coal train with empty mineral wagons. See article on page 9.

NLSME.
Powder Coating.
October General Meeting.
Brian Parker (Peterborough MES).

An expectant crowd of members gathered in the meeting room at Head Quarters to listen to Brian talk about powder coating of metals. Expectant they were and by the looks of it they could have been expecting son or grandson of Frankenstein to appear from the side door to the corridor, for the stage was covered with an array of mysterious electrical equipment. Lights were flashing, weird buzzing sounds emanating from enigmatic boxes and the imaginative observer could visualize coloured steam hissing from hidden orifices; just the sort of place where Frankenstein's great grandson could appear. However, the group were soon made aware that they were not in the cast of some Hammer Horror Film after all but were going to experience a fascinating talk about powder coating of metals.

Ian introduced Brian and gave his usual boring litany regarding health and safety to which Brian added another dimension when he informed the group that at least twenty-five thousand volts were being generated by one of his machines and although the amperage was low there was a slight risk of damage or death by unwisely handling the equipment.



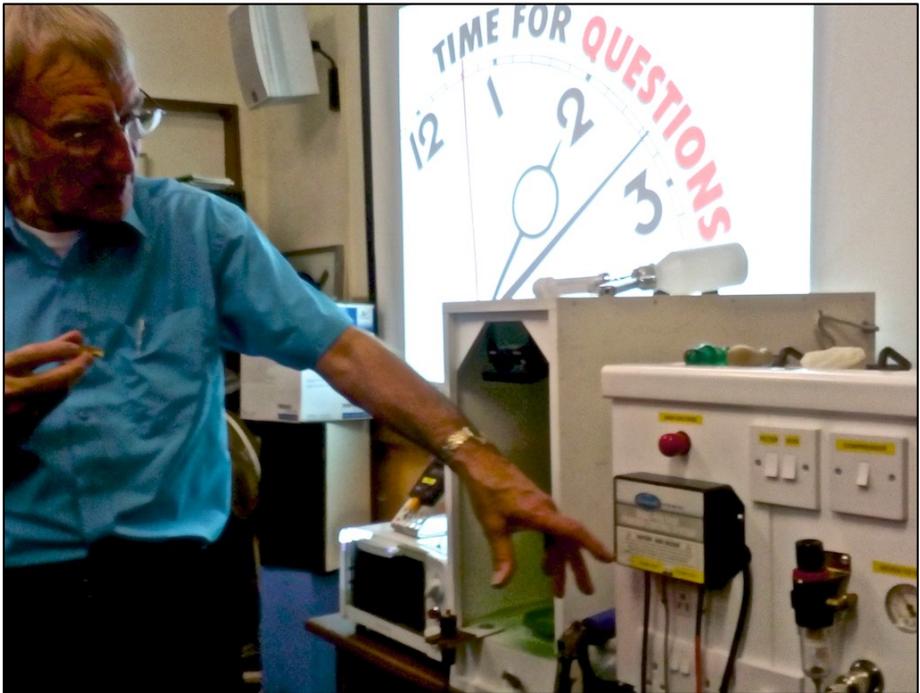
Brian addressing the crowd.

Next page, Brian is pointing to the high voltage generator unit.

Photo left courtesy Roger Bell.

The twenty-five thousand volts was required to set up the electrostatic field needed to attract the paint powder to the metal. Just as like poles attracting one another and like poles repelling each other. Readers will see it in human relationships time and time again; like poles soon get absolutely fed up with each other whereas unlike poles seem to rub along for ever and a day.

At this point Brian 'sprayed' paint powder onto a sheet of metal and 'hey presto' the sheet was covered immaculately on the front and back surfaces because of course the electrostatic field surrounded the whole sheet. The gun used was rather like a paint spray gun but powered by low pressure compressed air with paint powder in the reservoir. The freshly covered plate was then placed in a ready and waiting oven (a cupboard that gets hot to the uninitiated) set a Regulo of about one hundred and the plate 'cooked' for about twenty minutes.



The photo above shows Brian's set up. From the left, a small domestic type oven for baking on the powder coating. In the centre the spray booth where the work to be coated is placed. This booth contains a suction fan and filter to draw spare sprayed coating away from the operator. The home made control cabinet on the right houses switches, the high voltage generator and air supply connections.

At this point Brian informed the group that it was not wise to put soft soldered constructions in such an oven because the whole lot would surely fall to pieces but remain pristinely painted of course.

Most of the equipment came from America where DIY powder coating is popular and not Transylvania as some wags had expected. Brian did caution enthusiasts to make sure that the metal to be covered should be scrupulously clean because the electrostatic field would be compromised by dirt and the powder may not adhere. He stated that it was impossible to over paint so that the covering would be only a few microns thick and curtains impossible.

The mesmerized audience did not realize that time had crept on to nine-o'clock at which point the door to the corridor slowly creaked open and the group were much relieved to see; not Dracula but David to appear with his usual broad smile to announce that tea and chocolate biscuits were ready for consumption. When the break was complete the raffle was drawn, the speaker winning a jigsaw puzzle of hopefully one thousand pieces of a scene on the North Oxford Canal at Church Stretton where the canal runs alongside the Midland Main line North.



Examining a coated tin can after baking in the oven.

Then it was question time with Brian answering a cornucopia of queries from the attentive assembly. All too soon it was time to wrap up and return home, after a thoroughly fascinating evening both in presentation and substance.



Discussing the process during tea break.

Thank you Brian for the excellent talk and demonstration, thank you David for the tea and bics and thank you Peter for the raffle, a thank you also to the members who gratefully donated prizes and who came out on a chilly night leaving their kith and kin at home.

Ian

Marine News



And now for something completely different...

Water too cold to play with so I have turned my idle hands and mind to other matters. Whilst sat in the lake area I call sanctuary on public open days I often see members with their grandkids onsite in the public queues having struggled to park and some HQ or Slot Car members not given the full respect they deserve because we are too busy looking at public and do not realise they are our fellow members. In a pub they say a friend is only a stranger you have not met yet, well the same could be said of fellow members.

We seem well geared up for ensuring the public have full use and enjoyment on open days and normal members can of course come anytime they want but they take pot luck on any loco running. It's only the public who normally get a full service. This cant be right. Therefore I intend to run a Members Day to at least match or better the public days. All lines and sections have agreed to be involved but with the site only open to members who may bring kids, grand kids friends etc. No tickets sales involved, just head to the boarding gates for access. Pack a picnic and make a day of it. Tea, Coffee and squash will be freely served.

The date to keep clear in your diary is **28th May 2018** it's the Bank Holiday Monday at the end of May. Workers and children are off but not normally away on holidays yet.

Please let me know if you would support this.

If you fancy a go at driving then the club locos will be ready and waiting. Speaking of club locos, I have taken responsibility for the class 31 and class 37. All I ask is that if you find a problem with them let me know so it can be addressed ASAP.

Will update with more info nearer the time.

George
Marine Section Leader (summer job)

'00' News from Geoff

If you took the time to read our last report in the July News sheet, you will be aware that the section had been invited to display our two layouts at two different shows, both of which we have now completed.



Dudley with a layout set up at HQ for testing prior to exhibiting.

Our first outing was to Bishops Stortford on August 19th with our Midsomer layout and I can say without a shadow of doubt that our endeavours to iron out the various faults proved successful. The layout behaved itself and performed better than expected. Our main problem was with ourselves in trying to remember how to operate the layout correctly. At one point in the proceedings, we had so many goods wagons in the yard, it was almost impossible to shunt anything, but we endured the challenge and won numerous favourable comments from the public.

Binegar was next to go, but not before a minor disaster struck. The layout was packed into it's carrying frames and certain materials placed on top for storage only for a sheet of Perspex to fall between the two boards and destroy a signal post. Luckily I had a spare etching at home and after two hours work, which included waiting at least one hour for paint to dry, I had a replacement ready to erect onto the layout. Our show this time was in Aylsham, Norfolk on October 7th; courtesy of the Broadlands Model Railway club which Dave Green is now a

member of. Despite the location, this was a well-attended show with well over 300 people through the doors by lunch time!

Both layouts are now re-erected within our room at HQ and we are enjoying our extended winter running season, so if you wish to join us, please do so any Wednesday evening from now to the New Year.

Our Binegar layout is now over 35 years old and there are a number of members who will not be aware of its history – read on and you will learn.

The layout was started when the Society was encamped in our old headquarters at Church Farm, East Barnet. The Society had just been given notice to quit and there was a possibility we may have had to disband the model railway section if suitable premises could not be found. A decision was made within the section to construct a portable layout, which could be stored in a garage if required and erected at agreed times, probably within a hired hall. After much discussion over the design, which was to be based on a prototype through station, we realised we had a problem in trying to please all the members in so far as to where to base the layout. The cause of the problem was that each member wanted to model different regions within the BR network – Eastern, Midland, Great Central, Western, Southern, Isle of Wight, and the North British to name just a few. One thing, which did unite us though at the time, was the layout was to be steam locos only and set in the BR period – 1955 to 1965. After many further discussions, we finally agreed to base the layout on the Somerset and Dorset Joint Railway and Binegar station was chosen as the track layout lent itself to being both a through station and a terminus. Material for the baseboards came courtesy of Elstree Film studios where George Lucas has just finished filming the first of the many Star Wars films. With construction finished, we were invited to display this at our first exhibition at Bushey in 1989, and we had, as part of the Society, also settled into our current HQ in North Finchley; the layout now forming the branch line terminus within the centre of the main club layout. The photos on the following pages were taken at the 2017 Aylsham show and illustrate the extent of this layout in full.

That's all for now – the signal box bells have rung for the down 'Pines Express' so I'd better go and clear the signals for its path.

Until the next time, happy modelling.

Geoff
00 Model Railway Section Leader



Photo above,

Close up view of the station yard, includes Fred and Harry busy digging their trench to lay some new water pipes, (in reality, disguising a baseboard joint)



Photo left,

General view of the station, with the Home signal in the foreground pulled off for the up Pines Express.



The up Pines Express emerges from under the road bridge watched by a young admirer.

Thinking of joining a new section in NLSME which is also a world wide Association of Gauge One? I have all issues of the Newsletter and Journal of the Gauge One Model Railway Association, from 2006 to 2017.

Free to anyone who wants to save them from the rubbish dump.

Contact Derek P.

Fareham DSME and Chelmsford MES visit Colney Heath.

August Bank Holiday Saturday.

We have such a wonderful site at Colney Heath that it's always a pleasure to invite members from other Clubs and Societies to visit and enjoy our facilities. For many years now, Saturday of the August Bank Holiday weekend has been an occasion when we entertain members, friends and families from Chelmsford MES and Fareham DSME. Despite this year's omission from our own *Dates for your Diary* pages beforehand, many of our own members, families and friends made a point of spending time at the track to ensure our visitors were made welcome and to attend to all the things necessary for the successful manning of a busy event. My very sincere thanks to all who did so – I hope you were aware how much your input was appreciated.



It has become custom and practice for our friends from Chelmsford to arrive early. This year was no exception and the familiar sight of John Dalton's vehicle arriving at about 9.45am signalled the start of a busy day. Others from this Society followed close behind and our steaming bays for both the raised track and the ground level railway were soon bustling with activity. In the event a dozen or so Chelmsford members spent the day with us and ran nine locomotives. They also enjoyed running smaller gauge engines and rolling stock on both garden railways and sailed a couple of boats on our lake. It was a joy to watch people having so much pleasure.

Another long standing arrangement is for a group from Fareham to arrive by minibus driven by Adrian Osborne, this year with about a dozen passengers, and another nine locomotives transported in an accompanying van driven by Trevor Fry crewed by Lorne, his wife, and granddaughter Bethany who really enjoys her visits to Colney Heath. Bearing in mind the distance between Fareham and our track, this is a very convenient arrangement. These two vehicles arrived at about 10.45am and made a significant contribution to the bustle in and around the steaming bays and on site.

By this time copious quantities of tea, coffee and biscuits had been produced, dispensed and enjoyed and moves were afoot on the station platform to set out provisions for lunch followed by afternoon tea. I very much appreciated all my wife Jean's time and effort in organising and providing refreshments for the day. Having damaged her knee a few days previously and therefore with limited mobility, I know she was really grateful to all who helped. A splendid array of sandwiches, cakes, biscuits, salads and fresh fruit was available for everyone to enjoy and made a splendid day even better.

A traditional extension of the day for many years has been attendance by Alastair Macdonald's friends to enjoy a barbecue and rides on our railways. Under Jim's watchful supervision, several were also able to drive a locomotive. It has been interesting to see how the young folk who visited us for the first time many years ago now bring their own little ones to enjoy the event.

As the day drew to a close, we were all able to breathe a sigh of relief that the weather had been so pleasant throughout. Having thanked us for an excellent day, our friends from Chelmsford and Fareham departed and it was time to clear up and make our own way home. Many of our members, families and friends put in a lot of work during the day to ensure its success, I hope each and every one of you will accept my sincere thanks for all you did to give our visitors such a wonderful day and send them off with happy memories and a fine impression of us and our facilities. I hope too, that you also had a great day!

Please note next year's event is scheduled for Saturday 25 August 2018 and your company and any help you can offer will be greatly appreciated.

Mike C



Chris at the controls of Derek Markham's powerful Class 66 from Fareham.



From Fareham, capable young driver Bethany takes her grandparents Lorne and Trevor Fry for a run behind Trevor's highly detailed Western Class locomotive.



Please be careful not to fall in! This youngster is fascinated by a nicely detailed tug from Chelmsford.



With advice from Dave Metcalfe, John Dalton from Chelmsford sets his GWR 45xx on its way for a run on our larger garden railway layout as Bryan Kirby's Class 66 sweeps past.



This speedboat from Chelmsford charged around the boating lake at a great rate of knots.

Next page - Emma Swain from Chelmsford, another very competent young driver, at the regulator of Dad's B1 Steinbok takes her Mum and Dad on one of many laps around our raised track.





Despite his best efforts, Adrian Osborne from Fareham was unable to get this petrol engine to run.

Right, Paul Leech from Chelmsford approaches the station perched on his Lister.

Photo next page –

Andy Haresnape from Chelmsford at the regulator of his brand new Garratt on one of its first runs.







Mike Lancashire from Chelmsford draws away from the station with Gill Davies as passenger.



Chris Dore from Fareham with his Bantam Cock, the only 3½ in. locomotive to run on the day.

Correspondence received from the Barracuda Swimming Club.

Thank you to all your members for allowing Barracuda to hold its 50th birthday party at your grounds.

Our members had a fantastic afternoon, especially as the trains suit all ages, abilities and learning difficulties.

One member in particular is often taken from his care home to potters bar station to look at the trains and he was in his element all afternoon.

It was nice to see the families relaxed and enjoying themselves, quite often they are unable to access this type of activity normally with their small children as the general public are very judgemental.

Please thank everyone for helping out

Kind regards

Sylvia

For Sale

I must dispose of my garden 5 inch gauge railway due to severe downsizing. I have for sale:- BR class 33 Bo-Bo diesel electric loco, 4 motors and 2x12 volt batteries.

2 GWR ride on suburban coaches.

a Driving truck.

Approx. 200 feet of aluminium track.

Photos available, and viewing can be arranged. Anyone interested, please contact me.

Dates for your Diary

NOVEMBER	2017
Fri 3rd Nov	General Meeting, 'Discussion on CH matters'. 8pm HQ.
Sun 5th Nov	Working party at CH. 9:00 – 12:30
	No Council Meeting this month
Sun 12th Nov	Working party at CH. 9:00 – 12:30
<i>Fri 17th Nov</i>	<i>Deadline for copy to Editor for December News Sheet</i>
Sun 19th Nov	Working party at CH. 9:00 – 12:30
Tues 21st Nov	TSC meeting, 8pm, St. Mark's Church Centre
Fri 24th Nov	Workshop evening with Mike H. Tooling. 8pm HQ
Sat 25th Nov	Fetes & Fairs at St Georges School
Sun 26th Nov	Working party at CH. 9:00 – 12:30
DECEMBER	2017
Fri 1st Dec	General Meeting, Christmas Party for all sections. 8pm HQ.
Sat 2nd Dec	Fetes & Fairs at St. Andrews School
Sun 3rd Dec	Working party at CH. 9:00 – 12:30
Sun 3rd Dec	Fetes & Fairs at George Spicer School
Tues 5th Dec	Council Meeting. 8pm at HQ
Sat 9th Dec	Fetes & Fairs at Victoria School
Sun 10th Dec	Working party at CH. 9:00 – 12:30
Sun 17th Dec	Working party at CH. 9:00 – 12:30
Tues 19th Dec	TSC meeting, 8pm, St. Mark's Church Centre
	Note - There isn't a January News Sheet
Sun 24th Dec	Working party at CH. 9:00 – 12:30
JANUARY	2018
Fri 19th Jan	<i>Deadline for copy to Editor for February News Sheet</i>

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