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*This Month...*



# The News Sheet

**Chairman's Comments, Treasurer's Report, Raised Track Report, Stolen Simplex Loco, Forthcoming General Meetings, The September General Meeting, ADD-Vance Charity Visit, GLR News Cookie and more, The SM45 Narrow Gauge Railway, St. Albans Model Show Report, Your Boiler Test, Woodside Union Terminal, Dates for your Diary, Society Contacts.**



## Chairman's Comments



Autumn brings to an end scheduled public running at Colney Heath for 2018. This year's season has been busy, the last two running days in October particularly so. Thanks are due to all senior stewards and stewards for enabling those days to run smoothly given the numbers of visitors we now have entering our site. It is only because members perform these stewarding tasks that other members, not on duty, can enjoy their time at the track.

The October General Meeting resulted in a good discussion on a range of society subjects a report will appear in the December News Sheet. The council and TSC will take all comments on board.

One of the great social events (or is it a privilege) of our society is attending the Sunday morning winter work parties at Colney Heath. This is a great way of getting to know fellow members and with any luck get a bit of maintenance work done too. In similar vein the outside of our HQ building needs a repaint, we cannot be shown up by the revamp under way of the legion building opposite. Those who prefer to travel to HQ than Colney Heath can assist this work. Hope to see many of you working, or chatting, either at track or HQ.

**Les B. Chairman.**

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**Cover photo.** Paul G's (right) 2-8-2 locomotive driven for most of the afternoon by Owen C (left) on 8th September 2018, ADD-Vance Charity Day.

## 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 2nd November. The last of steam in Africa.** Gordon Massey has travelled extensively in Africa seeking out steam traction and of course recording all with his cameras. An event not to be missed.

**Friday 7th December. The Festive Gathering.** 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

### 2019.

**Friday 4th January. An evening of members Videos, Slides and Photographs.** We all have slides taken years ago that we can talk about for a few minutes, so bring them along. Now that we are in the computer age, I think that we are able to scan those cherished photos to show on the silver screen so don't be reticent. Not too many slides of old flames please unless of course they happen to be of the steam powered variety!

**Friday 1st February. Paul Godwin will give a fascinating talk** with power point presentation regarding "The development and history of Earls Court and Lillie Bridge". It will cover the Earls Court regeneration area from the early canal to the future redevelopment. A mix of civil engineering, railways and public entertainment. Don't miss it.

**Ian J**  
General Meetings Co-ordinator

## NLSME The September General Meeting. Work in Progress.



The scribe was heartened by the number of members who turned up at Headquarters to sit at the feet of the brave members who had 'work in progress'. When he was phoning around to find folk who would attend he was surprised at the number of good fellows who had things to talk about but who had prior engagements. From being on holiday in Cornwall and Devon to attending funerals of dear relatives and glorious wedding anniversaries. And some who would not be available, but discretion forbade the giving of the purpose for the absence.

The meeting opened with a welcome and noting the nice new fire extinguishers posing on the wall at the stage end of the meeting room. Past activities of the Club were reviewed including the very successful display of the '0-0' layout of *Binegar* at an Essex model railway exhibition. And the prowess of the F&F section at the *Plough* where numerous rides were given to enthusiastic members of the public.

First off was Jonathan who gave an excellent talk about the revival of an '0' gauge kit model of a 4-6-0 kit (a B16) model which had been around for years and where much solder of the past had disintegrated. The kit was made by a firm in Dublin which no longer existed. When the scribe attempted to research the Lemster Model Company in Dublin on the web, he got a rather pleasant selection of attractive Dublin girls who would like to model, but no tin-plate! There were no instructions with the model; just a double foolscap paper plan. The result of Jonathan's labours was a very





respectable looking model which ran freely with front bogie able to take curves without derailing the unit.

A large mild steel chassis occupied almost half the presentation desk belonging to Mike. Mike modestly climbed to the platform and gave a very adequate description of his work on the chassis of a V2 locomotive. He had used



state of the art DRG to spot and drill the holes for the stretchers and horn blocks and then the good old hammer and vice to teach the curvy bits of frame how to behave. Forming a very fine embryo of a five-inch gauge locomotive which will no doubt take two members to lift onto the table at the next WIP.

Lawrence mounted the platform carrying a disposable plastic bag which could well have contained his mid-week shop at Waitrose; but no; he had been to a state-of-the-art purveyor of machine tools. He explained that his very heavy and unwieldy welding unit was situated at the back of his workshop together with all the accoutrements needed to join bits of metal together and that it would take a week and a day to extricate the equipment. He also had numerous jobs waiting for welding attention. To remedy this, he pulled out a new pair of welding gloves, a welding apron, a magnetic clamp, an arc sensitive shield and a 200amp MIG TIG welder. So that given the time Lawrie would be able to catch up with the back log of repairs waiting expectantly. With the welder going for less than £50 the scribe reckons that the whole welding unit probably cost less than two bullseyes and occupied minimal space; that is a Waitrose disposable bag!



Les mounted the stage next with a fine-looking smoke box for a South East and Chatham Class L locomotive that was planned but never built. This presented a problem for rivet counters because there was no full size locomotive to compare it with! Les had completed his usual research and found that the rear ring for the smoke box was the same size as *Bridget* and purchased the casting from Reeves. The whole unit looked fantastic and with Les's usual exactitude and thoroughness will be a joy to watch



progressing in the months ahead. A little like Dr Bradbury Winter of Brighton who produced the model of *Rocket* in silver for the Institute of Mechanical Engineers and who when building the London & Brighton *Como* climbed into the full sized tender tank to get his model 'just right'.



The second Mike of the evening gave his erudite explanation of his modifying the lead screw on his Myford lathe. This was to speed up the screw cutting processes. Briefly a small electric motor powered the lead screw via a toothed belt. By this means the lead screw could be moved swiftly forwards or backwards so that fine cuts or roughing cuts could be achieved without the necessity of altering the change wheels. It sounds simple but sourcing the correct sized toothed belt, cogs, motor and brackets proved difficult especially when a local supplier in Welham Green no longer supplies model engineers.

motor and brackets proved difficult especially when a local supplier in Welham Green no longer supplies model engineers.



Ian then made an appeal for members to think about writing small articles for the *News Sheet*. With well over two-hundred members in the Club there is a tremendous wealth of experience and knowledge that could be imparted to the Society for the enjoyment of all.

The evening was then complete with satisfied members having bought raffle tickets from Peter, won raffle prizes donated by members, sipped cups of excellent tea made by David. But most of all gave thanks to the brave members who stepped forward to show the work they were doing in the sphere of model engineering to engage the gathered group.

## NLSME Hosts Charity Visit

The sun shone down on Colney Heath on September the 8th as the NLSME hosted an "All Aboard Fun Day" for the families supported by the ADD-Vance ADHD & Autism Trust.

I will start with a big "Thank You" to all members, wives, partners and relations who turned out to support the day.



The ADD-Vance ADHD & Autism Trust was founded in Hertfordshire in 1996 as a registered charity. It supports and trains families whose children have Attention Deficit Hyperactivity Disorder (ADHD) and/or Autism Spectrum Disorder (ASD). The trust's director, Anne Ross, is a lifelong friend of mine, resident of Smallford, and regular visitor to our line on Sunday open days. She said: "I was delighted when the society agreed to host our charity. We welcomed 195 registered visitors in total and they had a super time riding on and in the miniature trains."

The magnificent turn out of Society members and locomotives enabled us to provide an afternoon of train rides for children on the Autism spectrum, along with their parents and carers. We were all a little apprehensive as to how the afternoon would go but we needn't have worried. The children responded very positively to their experience with reports from both members and Trust organisers that the children both behaved well and showed positive behaviours not seen before. For instance, queuing is something Autistic and ADHD children often find difficult. Yet the queue for both tracks proved to be a positive experience for them since the spectacle of trains arriving and departing held fired their enthusiasm and held their attention. Many children asked very good questions of the drivers which, I gather, really gave the drivers both something to think about and a positive glow. One little girl was reported to have spoken in public for the first time in her life. That alone makes it all worth while.

We managed the afternoon by making the Charity responsible for everything (including parking) on the non-railway side of our fences and the NLSME members responsible for all train and stations operations. Parents of carers always rode with their children and the station dispatchers were trained to brief passengers on what to expect on their ride - especially about the sudden darkness within the tunnels. This arrangement worked very well and credit is due to those who enabled this by pushing for, and providing, the extension of the safety fence alongside the raised track. This gives a well defined boundary between track side and non-track side.

There was a significant "pooling" of locomotives so the afternoon also provided the opportunity for members, who don't normally drive trains for the public, to take a front seat and drive. We counted no less than 230 Raised track and 180 GL track passenger journeys. Probably more.

ADD-Vance member Leanne Kehoe thanked the society after she brought her two children: "It was fantastic to see so many of our members, especially our little ones, having fun and, more importantly, in an environment where no one was being judged."

The successful day attracted some very favourable publicity (albeit inaccurate in parts) for both ADD-Vance and the NLSME in the local Newspaper which may be viewed here:

<http://www.hertsad.co.uk/news/colney-heath-nslme-open-day-for-advance-1-5711893>

To find out more about the ADD-Vance ADHD & Autism Trust, visit [www.add-vance.org](http://www.add-vance.org)

**Paul G**





G.L.R. News.      November 2018.

Cookie's first steam up !



What a momentous occasion, the long awaited time had come Pete (Cookie) had been threatening to steam up his latest loco and the time was right now, all the usual experts were on hand to give their best advice, fire was lit in the grate we all stood back in expectant hope, Pete soon noticed there was a shortage of water in the boiler slight panic soon remedied, twenty minutes later things were starting to hiss and bubble it's at this point that I personally start to panic when trying a new loco or

project for the first time not so Cookie cool as the proverbial cucumber he knew

his clack would not seal and a slight problem with getting his electric water pump to run was just another thing to sort for the next thrilling steam up so watch this space for the next episode coming soon.

Well done Pete I've been there and got the tee-shirt that's what it is all about Frustrating Un-nerving Never giving up .

The loco Pete is preparing for



next season is one of the last built by the recently departed Peter Moore AKA Plonky to most, a chunky beast and looks like it will be a good passenger hauler we can't wait.

### **Public Running**

As one of my contemporaries keeps reminding me that and I quote (we on the ground level have to work as a team if we do not it will all fall apart) and it is so true not only do we work as a team we also play as a team and when it works it works well. The indisputable test was last public running day that was banged out with punters, and with the revised running rules being applied (one train out and back before the next can go) only two trains were used to haul passengers.

The Station Master on the day was Steve C who held the returning trains at the Cuckoo Line Feather this allowed the outgoing train to leave without being held up by the unloading of passengers onto the platform and waiting for the empty train to reverse into the station, this small alteration in the running procedure made for a much smoother way of operating and resulted on the day enabling us to shift 281 passengers, it also made loco drivers be more aware of what was happening around them and hence enjoying themselves even more.

Thanks are due to Derrick F and his intrepid team namely Keith B and apprentice Jack E for repairing the broken G.L. entrance gate and painting it to finish, well done (it's about time Jack got his indentures) to all.



As you can see from the picture of Smallford station on the previous page, the fence is now finished and painted looking splendid in isolation and standing in front is the intrepid team that was responsible for the work, the main culprit who also made the palings was the fine gent with the unfortunate features wearing a cap ? many thanks guys we had fun doing it.

### **The winter works this year**

Alan M will be installing the new treadles around the track to complement our existing signalling so if you are intending to run during the winter check with Alan that it is OK, the track itself is in good condition and needs little attention, apart from the section from Smallford station to the level crossing this is in dire need of sleeper replacement to be addressed. Anyone interested in helping please just get in touch with me, some of the other winter projects to do are, overhauling and fitting a different exhaust to ALBAN overhauling Roy's loco, finishing the G.L. carriage store, sleeper replacement, there is plenty more jobs to do and if you want your own specific project to do on the ground level just contact me and we will sort one out for you.

### **Saturday 13th October**

Brian and myself spent a pleasant day at Colney Heath welding a bracket to the track, we got a train out to carry the tools to where we were working done the job and then had a ride around the track just to see if any more trees had come down during the previous evenings strong winds, as we had already passed two overgrown Buddleias on the way that had been snapped off through the narrows opposite the G1 track. Fortunately the rest of the track was clear, on riding round it struck me how well manicured the new land is I have been told this is the work of Richard and Cheryl. The New Land looked pristine with the mowed pasture and leaving more than enough wild bits for the local animal population to live in harmony with us. I cannot thank both of you enough for beatifying and enhancing an already lovely and peaceful area, WELL DONE to you both, of course I know the rest of the site is a credit to all the unspoken workers who toil away, you like me must get great satisfaction when you just stand back and look at what you have achieved during the many years since the acquisition of the New Land long may it continue. We stopped for lunch and sat on the picnic tables watching the antics of two large Hawks mobbing a Red Kite over the pond, the day was unusually warm and added to the feeling for me that I was part of and wrapped in all this wonderful nature!!!

As ever in the muck.

**Pete. G.L. R. Section Leader**



## The SM45 Narrow Gauge Garden Railway

Greetings fellow club members !

I'm delighted to say that I have been accepted by the council as the section leader for the SM45 narrow gauge garden railway. If you're wondering what SM45 stands for it's 16mm to the foot scale on 45mm gauge track.

For those who don't know me may I give you a short outline of myself. I have been modelling mainly railways since I was a teenager via the usual route, Hornby 3 rail, then 00, going more finescale by converting everything to EM gauge and finally getting the 0 gauge bug after buying a cheap Slaters coal wagon kit for something to make for a change and on completion deciding that this was the scale for me, and as I get older with the eyesight growing ever poorer I'm glad I made that decision! Anyway at present I have a loft layout, (photo below) a fictional Midland branch line based just post grouping, but I'm no rivet counter so don't get too finicky if a wagon or livery is a year or two out, it's supposed to be an enjoyable hobby isn't it! search for Hollinsclough on YouTube if you want to have a look. (Episode 5 is the latest)



I joined the NLSME 3 years ago though my first visit was in the late 70's as I used to work with a club member and then I used to bring my own children up when they were young in the 80's. But then for some reason I didn't visit Colney Heath for many years until just post retirement when an uncle passed away who unbeknown to me was a member of Sutton Coldfield MES and so I became the owner of his 1 1/2" Allchin traction engine, various Stuart models and a fleet of boats ranging from kit built trawlers to a scratch built steam launch, and it was the boats and the desire to join a club which led me back to the NLSME. Of course knowing now how much more wetter George's water is I would have joined much sooner!

So how did I end up becoming section leader of the narrow gauge railway when I joined to sail boats? It was whilst being pondside that I would see John R running his Isle of Man stock and LGB models and always having more than a passing interest in garden railways I knew that this was a section of the club I wanted to be a part of. So I introduced myself to John and with John W also active on the garden railway it wasn't long before we started to upgrade the layout and I acquired a Roundhouse loco *Erin Ann* (photo right), built some IP engineering wagons and coaches and have continued improving and expanding my rolling stock since, and also continuing to improve the layout with buildings, scenery etc. to make it an attractive and reliable layout.



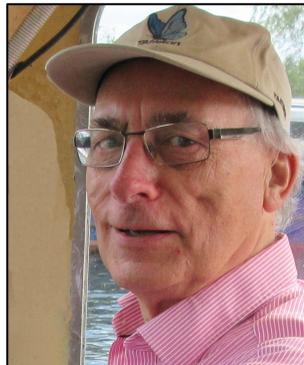
Many club members have said that they too have 16mm models and enjoy running them so I felt it was time to put myself forward as section leader so becoming a contact point for anyone who wants to run their stock and get involved. I am on site most Thursdays, can't guarantee every Sunday afternoon (unable to attend Sunday mornings) but attempt to be there on public running days. I promise future articles won't just be about me!

**John D**  
**SM45 Section Leader**

## NLSME at the St. Albans Model Show

A report by Roy V

We were at The Townsend Church of England school and were blessed with a nice weather weekend a bit chilly in the shade but the sun made up for it. NLSME had a two table stand in the gym with Brian L, Bob B and Peter B running the exhibit. Locos mainly, but Bob had got out a nice little 0 gauge tinplate layout with wind up locos, (see photo below) Terry S also supplied a loco, it was very popular. Many of the children had not seen clockwork trains before so a big novelty. There was a hot air engine and Gauge 1 locos.



The turn out for children was almost double that of last year with about 1000 attending, and in all we sold just 5 short of 2000 tickets over the weekend. We had all the local clubs visiting from Luton to London. We cover all aspects of the hobby including Tamiya Trucks, Meccano (3 rooms full). Have a go

RC boats, flying on the sports field including drones professional and hobby. Live steam was out in the quadrangle with train rides etc.

Again this year we had Midair who show youngsters how to make a small model aircraft and then go outside to fly them. They attend Alexandra Palace as well but twice as many aircraft are made at our show. You really would not know that there were so many children there, we try to have as many interactive exhibits as possible.

I would like to thank Brian. Bob and Peter for their efforts, representing NLSME it all fitted in well. We expect to be doing it again next year.

## Your Boiler Test

At a recent meeting of the Society's boiler inspectors it was decided it may be helpful to publish a timely reminder. You may find the following notes useful if you own and operate a model that incorporates a boiler.



Your boiler inspectors are Norman B, Les B, George C, Mike C, Brendan C, Mike F, Grahame G, Waz G, Ron P and John W whose contact details are available in the current membership list. You are strongly advised to make previous arrangements for a boiler test because ad hoc tests are likely to be unwelcome and a refusal may cause offence.

Brendan C has been authorised by Council to inspect boilers above 500 bar litres up to a maximum of 1100 bar litres.

### **Written Scheme of Examination**

All boilers operating on Society premises, including those below 3 bar litres, require a Written Scheme of Examination (WSOE). This document records all relevant details about the boiler and its associated fittings. For the Society's purposes this may be in the form of the Southern Federation / Northern Association / 7¼" Gauge Society certificate or according to the Gauge 1 Model Railway Association schedule.

The WSOE belongs to the owner and stays with him/her for as long as he/she owns the model incorporating the boiler system. If modifications are made to the system, a new WSOE must be produced. It is the responsibility of the owner to ensure the details thereon are correct. When the model is sold on, a new WSOE must be generated by the new owner.

All subsequent boiler tests require the identifying number of the Written Scheme of Examination to be recorded on the test certificate.

### **Shell Test**

Newly constructed boilers are required to undergo a Shell Test for which fittings are removed and all apertures sealed. The purpose of the Shell Test is to assess the construction of the boiler and ensure its soundness. For this test, the boiler is completely filled with water and inspected at twice its stated working

pressure. For example, a boiler designed to operate at 90 lb/in<sup>2</sup> will be tested at 180 lb/in<sup>2</sup>.

The owner is responsible for sealing the boiler for the Shell Test and for having previously recorded the capacity in litres of the completely filled boiler.

The owner must fit the boiler with a <sup>5</sup>/<sub>16</sub> in. x 32 TPI male adaptor to connect the Society's pressure test rig.

The Shell Test is an initial inspection that is normally required only once. If presented with a completed model without valid certification, a boiler inspector may require its boiler to be removed and sealed for the purpose of completing a Shell Test.

## **Hydraulic Test**

Routine testing of a boiler includes a periodic Hydraulic Test with most of its fittings mounted. The purpose of the Hydraulic Test is to assess the soundness of the boiler and its fittings. For this test, the boiler is completely filled with water and inspected at one and a half times its stated working pressure. In the above example, a boiler designed to operate at 90 lb/in<sup>2</sup> will be tested at 135 lb/in<sup>2</sup>.

The Hydraulic Test is repeated every four years for copper boilers and for newly constructed steel boilers. Subsequent Hydraulic Tests on steel boilers are repeated every two years. The boiler inspector is entitled to require a test to be carried out earlier than four/two years if he/she feels this to be necessary. In compliance with the Gauge 1 Model Railway Association schedule, boilers below 3 bar litres are subjected to an initial Hydraulic Test followed by a system pressure test and subsequent annual Steam Tests.

Depending upon the full scale range of the pressure gauge fitted to the boiler, its removal may be necessary to prevent damage during the Hydraulic Test and the fitting to which it is attached sealed. The accuracy of the red line marked on the pressure gauge scale to indicate working pressure is then checked separately against the Society's master gauge.

The safety valve(s) may be locked down or removed for the Hydraulic Test and the mounting(s) sealed.

Where fitted, the fusible plug and its threaded housing are inspected for condition and freedom from scale at the time of the Hydraulic Test.

## **Steam Test**

Routine testing of a boiler includes a periodic Steam Test with all fittings in place. The purpose of the Steam Test is to assess the correct operation of the boiler and its fittings while in operation. For this test, the boiler is inspected when in steam under normal operating conditions.

The boiler pressure gauge and particularly the marked red line are checked prior to the Steam Test.

The Steam Test is normally repeated annually but with a maximum periodicity of fourteen months. Owners should be aware that successive Steam Tests at fourteen month intervals will result in a reduced period before the due date of the next Hydraulic Test. It should also be noted that the validity of a certificate is its expiry date. Put another way, if the certificate validity is for twelve months from date of issue, there is no two month period of grace thereafter.

The setting of the safety valve(s) is checked to ensure boiler pressure cannot rise beyond ten percent of the stated working pressure. Using the previous example, the safety valve(s) of a boiler designed to operate at 90 lb/in<sup>2</sup> shall be set to prevent pressure from rising beyond 99 lb/in<sup>2</sup> with a good fire and the blower in operation.

The water level shown in the gauge glass(es) is checked to ensure prompt return following operation of gauge glass blowdown.

The effectiveness of a minimum of two independent means of boiler water supply is checked while the boiler is in operation. Before arranging a Steam Test, owners are advised to check that hand pump delivery valves are free and that where fitted injectors, axle and other mechanical pumps operate correctly. Offering a system for test knowing that it is deficient or defective is a waste of the owner's, inspector's and witness's time.

## **Be Aware**

Blue Record Cards provide a convenient means of recording boiler inspections but are not substitutes for boiler certificates and will not be recognised as such.

A boiler inspector will only inspect a boiler owned and operated by a member of the Society for non-commercial purposes.

A boiler inspector is at liberty to decline to carry out a boiler test if he/she does not feel him/herself competent (eg, outside his/her experience or expertise) to do so.

Adjustments or remedial work required during a boiler test will be carried out by the owner.

All owners of currently operational boilers shall have a copy of The Boiler Test Code 2018. Part of the boiler system documentation, this book has a white cover with orange printing, replaces previous issues with red, blue or green covers, provides detailed information and guidance concerning the summary above and takes precedence over the foregoing notes.

Members setting out to build their own boilers are advised to discuss their proposed project with a boiler inspector before commencing construction.

Owners or members in the process of building a boiler are required by the Boiler Test Code to consult with the boiler inspector and to produce the boiler at least twice for inspection during construction. Any uncertainty about tests or testing should be discussed with a boiler inspector.

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## Woodside Union Terminal

By David M

I can't afford a U.S. rail fanning holiday this year so I thought the next best thing would be a visit to Woodside Union Terminal at the NLSME H.Q. in leafy North Finchley. I wasn't disappointed.

When Tony D invited me he kindly sent me a diagram of the layout and a text description with the warning that it might ease the panic as I entered. Nah, can't be that bad, it's only a model railway!

There's certainly a lot of railway packed into the room, a bit like Tardis, but the eye is drawn towards the two track diagrams, of which more later. My mind flashed back to when, many years ago, I first entered a 112 lever signal box on the Midland Main Line. Don't panic Mr Mannerling!

It is over-simplifying to describe the layout as an end-to-end single track with a loop at each end, but that is the basic idea. It's just that the single track is around 100 feet long and is wound around the room on two levels, then added to with branch lines to various places.

Tony formed a passenger train for me, on track 3 in Woodside Terminal, pressed several buttons on the track diagram, explained how the cab control works and off the train went, slowly at first as I got used to the very fine speed control, but a little faster as I gained confidence. The last time I controlled a model, an 00 branch station representing Brill, in Buckinghamshire, was 45 years ago. A few moments later the train was passing through Lima station, under a signal gantry, showing green, and into a tunnel. I was reliably informed that the train would re-appear, and reassuringly that indeed did happen after what seemed like a long time. There follows an uphill grade virtually the length of the room, through a passing loop at Angus, round the other end of the room and into the large station complex at Baldwin. Onwards and in to another long tunnel only to re-appear coming back in the opposite direction back into Baldwin. The return follows the same route back to Woodside, a total run of more than 200 feet.

The layout was originally built for conventional DC control but when Digital Command Control became available the layout was converted to take advantage of that system's advantages. Woodside Union is a complex layout with numerous trains running, with DCC each loco is individually controlled wherever it is located. The operator uses a small control unit, about the size of a TV remote, that can be plugged in at any of a number of conveniently located sockets. The controller can even be unplugged and moved while the loco is moving without affecting its progress. Double heading and banking, assisting in US parlance, can also be done easily.



I mentioned the track layout diagrams earlier. They are of course more than just diagrams, as the point work and route setting is controlled from them, in much the same way as in a full size power signal box. Push buttons are pressed to select the route and control the turnouts and confirmation is by green status lights.

I was just starting to think that I understood things when Tony suggested that I take a train of empty coal hoppers from Woodside to the Umgawa mine transfer sidings at Baldwin. Not just that but the loco and the caboose needed to be shunted, and then, like any good teacher, he let me get on with it! Setting up the DCC controller, the shunting and the route setting. Panic. But in fact it is all so straightforward that I worked it all out with only minimal prompting. In the next half hour or so I took a loaded coal train to the power station at Richmond, and another train of empties right up to the mine via the branch line from Baldwin.

I visit model railway exhibitions from time to time and see some superb layouts, but so many times the trains are chasing their tails around a loop and I am always struck by how often 12" to the foot hands are needed to help trains over dodgy bits of track. Nothing of that sort at Woodside Union Terminus. The trains just work, and there are loads of operating options that make it a most interesting layout. The model is conveniently set in the period from the 1950s to the present, with convincing scenery, and the trains cover the USA and Canada, with locos varying from small 0-6-0 switchers to the huge Union Pacific Big boy with a similar wide range of diesels. The rolling stock is generally owned by the club, while locos belong to members.

A most enjoyable evening made all the more so by the warm welcome from the other members, not to mention the tea and biscuits, an essential part of any NLSME gathering. Like all of the sections of our Society Woodside Union welcomes visitors from all of the other sections. If you are interested in trying it out, don't hesitate, I can assure you that you will receive a warm welcome. The layout is normally operated on Wednesdays from about 7:30pm. Contact Rai F first, to confirm your probable attendance. His telephone number is on the back page of the Newsletter.

Most of the stations, yards and main features of the layout are named after US loco manufacturers, no prizes but can you find out who they are?

Angus	Baldwin	Cooke	Erie
Lima	Logging	McKeen	Rogers
Umgawa			

Answers next time....

## Dates for your Diary

<b>NOVEMBER</b>	<b>2018</b>
Fri 2nd Nov	General Meeting at HQ, 8pm. Guest speaker
Sat 3rd Nov	'00' group at Theydon Bois exhibition
Sat 3rd Nov	E&O 7 1/4 visit, A Gorski
Sun 4th Nov	Working party at CH 9:00 to 12:30
Tues 6th Nov	Council Meeting at HQ, 8pm
Sun 11th Nov	Working party at CH 9:00 to 12:30
<b><i>Fri 16th Nov</i></b>	<b><i>Deadline for copy to Editor for December News Sheet</i></b>
Sun 18th Nov	Working party at CH 9:00 to 12:30
Tues 20th Nov	TSC meeting at St. Marks Church Centre, 8pm
Fri 23rd Nov	Workshop evening with Mike H. 8pm HQ
Sat 24th Nov	F & F at St. George's School, Enfield
Sun 25th Nov	F & F at George Spicer School, Enfield
Sun 25th Nov	Working party at CH 9:00 to 12:30
<b>DECEMBER</b>	<b>2018</b>
Sat 1st Dec	F & F at St. Andrews School, Enfield
Sun 2nd Dec	Working party at CH 9:00 to 12:30
Tues 4th Dec	Council Meeting at HQ, 8pm
Fri 7th Dec	General Meeting at HQ, 8pm. Xmas party for all sections
Sat 8th Dec	F & F at Victoria School, Berkhamsted
Sun 9th Dec	Working party at CH 9:00 to 12:30
Sun 9th Dec	F & F at Abby Line Santa Special, Bricket Wood
Sun 16th Dec	Working party at CH 9:00 to 12:30
Tues 18th Dec	TSC meeting at St. Marks Church Centre, 8pm
Sun 23rd Dec	Working party at CH 9:00 to 12:30
Thur 27th Dec	GL section Christmas Run
Sat 29th Dec	H0 section Christmas Meeting contact Rai F
<b><i>Fri 18th Jan 2019</i></b>	<b><i>Deadline for copy to Editor for February News Sheet</i></b>

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.