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The News Sheet

This Month...

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FROM THE CHAIR

Along with many pensioner folk who take their main holidays after the Autumn school term starts, I have been away myself in Devon, and then in France, so I have missed some of last month's activities.

I was able to attend the MENCAP day on Saturday, 18th September, and was surprised at the level of attendance this year. Usually, this is just a small local event, but it seemed to have involved a somewhat larger group. As usual, the loco lads turned out to give their support to this event. Thanks lads for your efforts, and also for the support given to the St Luke's School day (Pam Corcoran), and Childs Hill School (John Squire), earlier this year. These charitable events are a worthy cause for the Society to support.

I write this report well before the end of September at the request of our Editor, who is away at the end of the month, so I cannot comment on the St Albans MES Exhibition to be held on 25/26 September. As usual, NLSME have a stand ably arranged by Derek Franklin and his helpers. Thanks to you all.

The Steaming Bay project is getting into its stride with the land being prepared and levelled ready for the foundations for the four metal containers. Much of this earlier work was done by John West and his venerable tractor, but also latterly by Laurie Steers' digger. The Society is most fortunate that Dave Lapham was able to apply his considerable expertise to the engine of the digger and effect a miraculous repair. Thanks to Dave, the Society was saved some considerable finance. Dave Lapham and John West together, put most of the digger back together one Sunday recently.

One of our active maintenance group members, Dave Burman, has left us to become a country member located at Bungay in Suffolk. We shall miss him from the Sunday morning activities and we wish him well in his new home. I understand that he has already joined a new MES in his locality.

The Autumn is now upon us, and with it will come the Winter working parties, starting on Sunday, 7 November, and a full programme of General, Marine, Locomotive, and Workshop evenings with much common socialising to enjoy. Do get the best return from your membership and join us.

David Harris

Front cover Heavy Haulage - Dorset Steam Fair style. The traction engines are, McLaren 5nhp No 1534; Burrell 6nhp No 3937 "Janet"; Burrell 7nhp No 3257 "Clinker"; McLaren 8nhp No 1181 "King Harry"; the load and Burrell 7nhp Showmans No 3159 "The Gladiator"
Photo: Geoff Howard

TREASURER'S REPORT

A very brief report this month. We had no new members to accept at the last Council Meeting and regrettably I had to inform Council that I had sent out seventeen final reminders to non-paying members. As a result nine members will not be receiving this News Sheet and have ceased to be members of our Society. This will be reflected in the new Name and Address list which is to be issued shortly.

Mike Foreman

GENERAL MEETINGS 2010 – FORTHCOMING PROGRAMME

Unless otherwise stated, General Meetings are held 8–10pm at our Legion Way Headquarters in North Finchley. Thanks to Peter Davies (a man with a persuasive manner) we usually have a raffle (donations of suitable prizes appreciated), and thanks to Ron Thorogood (maestro of kettle and teapot), we usually have refreshments around 9pm. All profits from meetings go directly to club funds. All members are welcome at any of our General Meetings and we are always happy to see members' friends and family, too. We like to see a good attendance to support our speakers and look forward to your company.

Suggestions (and volunteers) for suitable General Meetings topics are always welcome.

1 OCTOBER 2010 ON THE TABLE: YOUR WORK IN PROGRESS

What are you working on? Work in Progress meetings provide ideal opportunities to show our current project(s) to fellow members and to discuss any technical matters giving us cause for thought. Please bring something along; if you plan to do so, I'd appreciate a call beforehand (01442 215 245) to allow me (hopefully) to introduce some form and order to what has always been an informative, instructive and enjoyable evening.

5 NOVEMBER 2010 – STEVE WINTER: FROM FLAT PACK TO FLIGHT

An illustrated account of building and flying an aircraft constructed from a kit. Some folk build locomotives and traction engines, others make ship and aircraft models. Steve has gone full size with his aircraft. His kit was supplied by Czech Sport Aircraft which styles itself as an 'Innovative Company changing the aviation industry'. Steve received the flat pack in November 2008, had the aircraft finished, approved and ready to fly in November 2009 and took it for a Mediterranean holiday in 2010.

3 DECEMBER 2010 – PRE-CHRISTMAS SOCIAL

An informal time together with refreshments 'On the House'.

7 JANUARY 2011 – MEMBERS' WORKSHOPS

Mike and Dave - our Daring Duo - present another in their series filmed in our home workshops.

MARINE MUMBLES (RIDES AGAIN)

(All photos by Peter Stern)

Well I suppose it had to happen one day, and it has! Dave has started to amass a vast collection of empty 2 Litre plastic milk containers (with caps). So if he sidles up to you and wants to swap two 1 Litre empties for your nice brand spanking new empty 2 litre one, go for it. It's either a new hobby or he's starting a Dairy Farm. The truth is, we are collecting these 2 Litre containers to use as floats for the pond's net cover. If you have any spare, with caps, could they be added to the "cows nest daisy chain" hanging up in the bus shelter by the pond. On the subject of pond covering, we hope to net cover the pond towards the end of October.

Thank you to everybody who has helped with the pond site upkeep this year. The Toy Boat People really like coming to our clean, clear pond. This is praise in itself for all our hard work.

Our next Marine Meeting is at Finchley HQ on Friday 8th October at 8.00pm. I'm going to see how long it takes for me to send the audience to sleep on the topics of playing with airbrushes (that's your part) and weathering of models. Compressors and airbrushes for you to have a go with will be supplied by me. I must be mad! If you have got any problems or just want to try out the airbrush you have been keeping for a rainy day, bring it along. We will have our regular work in progress show, so don't be shy. See you on the 8th for all "fings" maritime.

Peter Stern

ADVANCE NOTICE

of a

BRING & BUY AUCTION

to be held at our Finchley Headquarters on

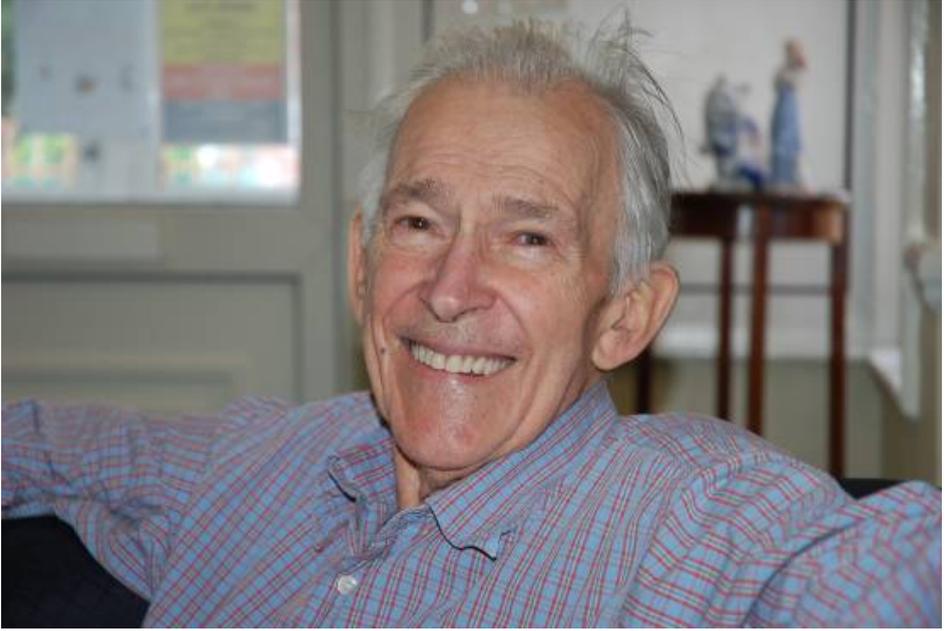
FRIDAY 4 MARCH 2011

Some years have passed since our last Auction. We have recently been given two collections of tools and other items for sale to Society members so, by agreement, our 4 March 2011 General Meeting has been scheduled for a Spring Bring & Buy Auction.

The purpose of this panel is to give you plenty of notice of the date and to start collecting bits and pieces for sale that evening. We will be pleased to accept donated items or will sell on your behalf in which case 20% of the selling price will be retained for Society funds.

Please restrict yourself to tools, materials and other items likely to be of interest to fellow members – no 'rubbish' please!

LAURIE JEFFRIES



Laurie passed away on September 7th. His funeral was on September 15th. The Society was represented by; Sue & Brian Apthorpe, Mike Chrisp and Jim Robson. As with a lot of our older members there are few who remember Laurie but he was the stuff of which a good society is made, quiet, always ready to help and never trying to rock the boat. He had for some time been stricken with Alzheimers and since his wife Muriel had died some 20 months ago he has been in a home. Among his other activities in his workshop he had built a 'Tich', a 'Bantam Cock' and nearly completed a 'Simplex' before illness overtook him. Among his many activities at the track he made tea on Sunday mornings for the working parties. I particularly recall the occasion when the water supply to the track froze and Laurie brought water in jerry-cans for at least two Sundays to save the refreshment facility. He was a generous man and one of a kind who will be sadly missed by those who remember him.

Jim Robson

September General Meeting

By OMAH

We were greeted by Mike Chrisp, complete with his impression of a member of the cabin crew pointing out the exit points, etc. Since we last met we have had; a gathering of visiting clubs with locos organised by Brian Apthorpe, Peter & Katie Macdonald's wedding at Chipperfield, the fun day at "The Boot" and the Scarecrow festival at Flamstead. Apart from assorted birthday parties at the track we had a 'Geeks' get together organised by Alistair Macdonald. The October General Meeting will be 'Work in Progress'.

Mike then introduced our speaker, Richard Thomas, whose subject was "Waterways Wonders". The choice of 'Wonders' was Richard's and we started off at the Higher Maunsell lock on the Bridgewater & Taunton canal near which is a strange looking concrete sphere in the order of 8ft 7in diameter which is a model of the sun at a scale of 530 million to 1. At that scale one pace is equal to 250,000 miles. It was the brainchild of Pip Youngman who wanted to make a scale model of the solar system and realised that the canal was long enough to contain it with the Sun at the halfway point, a 'spacewalk'. We then went an appropriate distance up the canal and came to a plinth with a scale model of Mercury with a description of the planet. A bit further and we came to Venus. Rather than take us all the way through the solar system at this juncture Richard moved us to another wonder at Foxton.

There are 10 locks at Foxton in two flights of five, a total rise of 75ft. Due to the heavy traffic and narrow locks it represented a considerable bottleneck so it was decided to build an inclined plane adjacent to the locks. This consisted of two caissons, one at the top and one at the bottom connected via a cable which went round a series of pulleys at the top, driven by a steam engine. Now, if one boat was put into the top caisson and another at the bottom they would be nearly in balance and would need little effort to raise the lower boat which would be assisted by the weight of the upper boat coming down. Initially it worked very well taking some 12min to raise two boats as compared to typically 50 min to an hour on the locks, PLUS it wasted no water! Sadly it only ran for ten years for a variety of reasons and £2000 was spent on improving the locks. The inclined plane was abandoned and left to decay until 1928 when it was bought for scrap for £250. (A group of enthusiasts hopes to rebuild a replica with just one caisson and a counter balance.) The locks are kept in immaculate condition by the lock-keeper who has colour coded the paddles white and red with the warning; red before white everything's right, white before red you're dead, due to the water waste! We then had a quick dash back to the solar system to look at the earth and moon.

The earth looks pretty small but the Moon smaller still and at an angle to the line of the earth. When the system was planned he had to get permission to erect the plinths which involved three separate authorities. Luckily the authorities

said that if he marked the canal mileage on them they became mileposts and you don't need permission to erect a milepost! The distances are displayed metrically, and below the Earth's sphere, at the appropriate orientation, the distance is shown in kilometres and the decimal point is a stainless steel pin, the Moon!

Going below, to the Harecastle Tunnel, we were shown old drawings and pictures of the first tunnel, design by James Brindley in the early 1700s and opened in 1770. It was 10ft high and 9ft wide with no towpath which meant the boats had to be 'legged' through; a 3hr slog. Due to only one boat being able to travel at a time they limited Southbound traffic to the mornings and North in the afternoons. Eventually they brought in Thomas Telford to solve the problem which he did by digging a second tunnel in only 2 years and 1 month in 1825. This one was 15ft wide and had a towpath which made life much easier, even after Brindley's tunnel collapsed and all traffic had to go through the later one. To speed things up they commissioned an electric tug, originally powered by batteries in a second boat and later by a power line with a tram type pick-up. A cable ran the length of the tunnel and came in at one end of the tug, round the motor drive and out the other, this also acted as the earth return. It was capable of pulling up to 40 boats and ran up to the 1950's. Currently, boats go through in convoy, it can be a bit unnerving when the small dot of light at the end of the tunnel disappears and you may wonder if the 'Bogart', which is reputed to haunt the tunnel has struck. In fact it just means that the vent doors have been dropped in order to turn on the exhaust fans to clear the tunnel of diesel fumes, panic over. Bill Appleby, who has been tunnel keeper for over 40 years, and Richard's source of info, has hanging baskets outside his house held up by some of the brackets which originally supported the power line for the tug. He liberated these when the electrical system was dismantled. He relates that at 5 o'clock one morning he was awakened by noises outside and deduced that someone had ignored the warning signs and gone down the Brindley tunnel. After about $\frac{3}{4}$ of an hour he heard sounds and a small boat appeared, he shouted "OI, you're nicked" having recovered from the shock and noticing that the occupants had a camera mounted above the boat he agreed to say no more if they gave him a set of photos. It appeared that they had paddled as far as the collapse and having seen bare brickwork beyond they decided to return. The photos are excellent and shows the tunnel as it has not been seen since the collapse.

Returning to the spacewalk we were shown some more plinths together with their scale planets, then underground again, this time Stanedge tunnel. This was the longest at $3 \frac{1}{4}$ miles also this highest, above sea level, and the deepest. It took some $3 \frac{3}{4}$ years and claimed a number of lives in the building. After 1947 it was used for water transfer. The parallel rail tunnel was used to remove the spoil. Restoring the Huddersfield branch proved extremely difficult, apart from renewing the locks some 2700 tons of silt and 3000 tons of fallen rock had to be removed, again using the rail tunnel for the solids and using

suction on the silt. To stabilise the tunnel holes were drilled, rock bolts inserted, covered with wire mesh which was sprayed with quick setting cement. Initially boats were towed through, with rubber buffers to protect them from damage. Now you can go under your own power with a pilot to warn you of hazards plus an escort who travels on a small vehicle on the railway above and shouts at the ventilator shaft intervals, "are you OK?" Obviously trips have to be booked in advance. One can still see the line of soot on the rail tunnel roof from all the steamers that passed through. In the days of coal locos the canal tunnel would fill with steam at the ventilation points, most exciting. Having emerged at Diggle, we had a quick look at Uranus and Jupiter before the tea break.

After tea we looked at that unpronounceable aqueduct on the Llangollen canal, the Pontcysyllte, apparently even the Welsh pronounce it differently depending on which end they live! However you say it, it is a magnificent piece of engineering, designed by Thomas Telford and Robert Jessop, (it is commonly attributed to Telford but he had better p.a.) It crosses the Dee valley at an incredible height, unnerving some of those who are at the tiller at the time and had not realised that there is no guard rail on their side. On one side of the valley is a 900 ft long embankment built from the spoil from nearby excavations, on this the canal was built up to one end of the aqueduct. The aqueduct is supported by 18 piers carefully situated to be the exact distance apart as each section of the series of tanks which eventually form the aqueduct. Each tank consists of an arched plate strengthened by diagonal plates and a sheet floor, all in cast iron, they are sealed by welsh flannel soaked in honey. When some repairs were done 200 years later the seals were still in perfect condition. There was a problem a short time ago when pier 18 cracked in the middle causing the section above to bend but it was dismantled and rebuilt as is as good as new. There is a drain valve at the centre of the aqueduct and facility to block each end so that it can be drained.

Next we had a quick look at Saturn and then on to the Anderton Boat Lift, this was built in 1795 to connect the Trent & Mersey canal to the river Weaver. Originally the two tanks were operated by 3 ft diameter hydraulic rams, interconnected so as one tank descended it helped push the other up. It worked quite well for 25 years until the acidic water caused the rams to leak and they changed the system to electric power with counter weights on each tank. The extra weight from the weights, wheels on top for the cables etc came to 1058 ton and so massive tubular supports were required. They did the changeover in 8 weeks with only 1 week of traffic stoppage. (Reminded me of St Albans Council!) It continued working until 1980 when as it was being repainted and a painters brush went straight through the support, having found considerable decay it was immediately closed and would have remained so had it not been for the "Save Anderton Boatlift" group who managed to raise £11M to refurbish it. They returned it to the hydraulic system but the powers that be insisted that it be returned to the appearance as it was before it was closed so a whole lot of extra work had to be done, such as the cleaning and replacing of

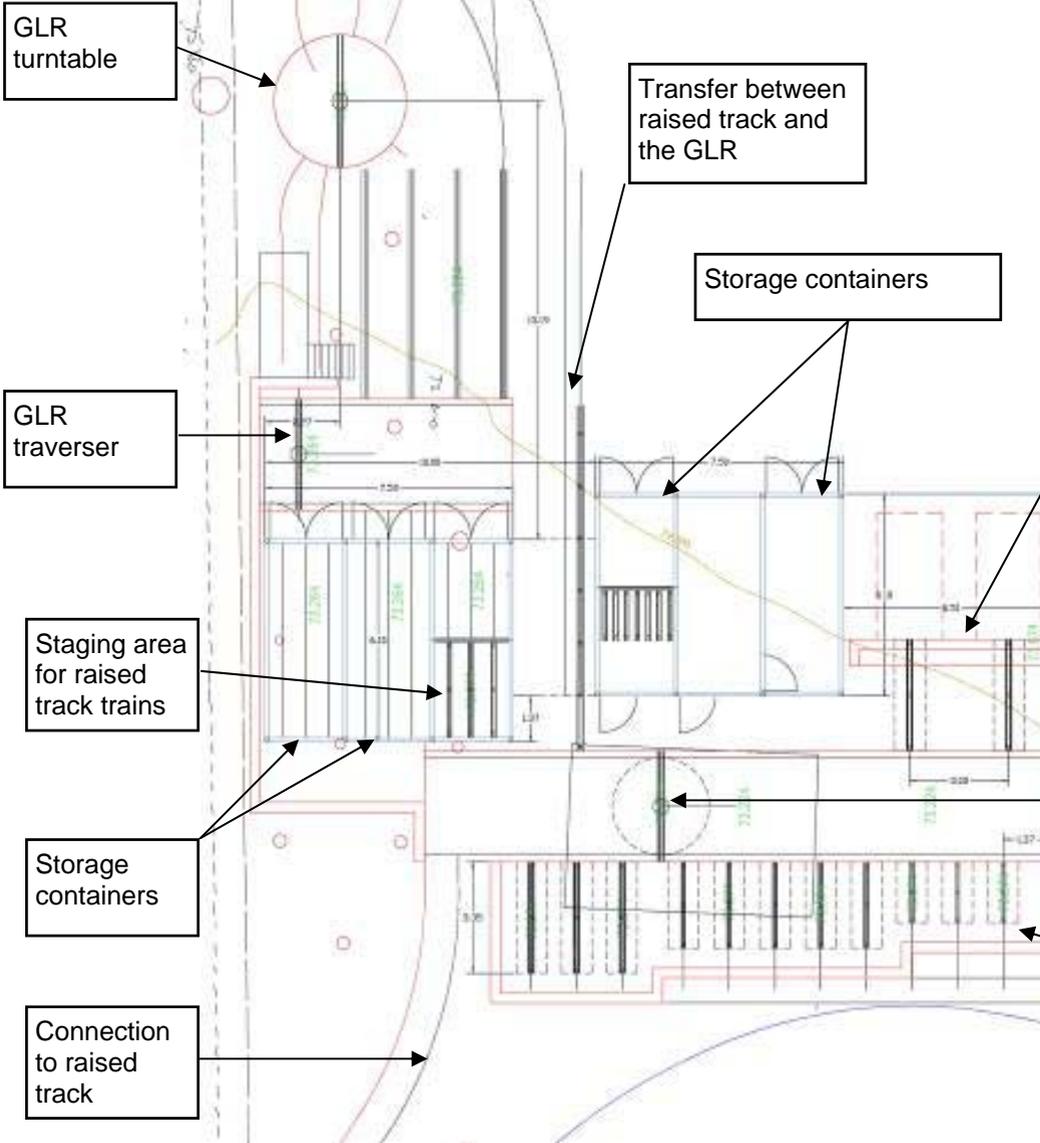
the cable wheels even though they were no longer needed. However, the Lift is up and running once more, computer controlled, and several of the members present had been over it.

A quick look at Uranus and then on to the Barton aqueduct originally built by Brindley in 1763 to take the canal over the River Irwell. In the 1800's when the Irwell was required for large vessel navigation there was not sufficient clearance and a considerable construction was needed which included building a tunnel to reroute the Irwell so they could build a large plinth adjacent to the existing aqueduct on which was mounted a swing aqueduct to allow clearance. It was a tremendous undertaking and in the late 1800's. When it was up and running and the old aqueduct was dismantled, the swing replacement weighed some 1450 tons including the water when operated. There was a photo of it in the 1890's complete with a horse on the towpath.

Pausing only to peer at Neptune at Taunton, the descriptive plate of which is a favourite target for airgun pellets, we went to the five rise locks at Bingley, a rise of 320 ft, looking at a 1910 snap there appears very little change. Barry White is the lockkeeper and is kept very busy as the locks vary in capacity and the water balance must be maintained. Richard spent a day with him during which he saw 97 boats through!

Our last look at the spacewalk was Pluto, since Pip had run out of canal by that point he had to put it in the ASDA car park. Last but far from least was the Falkirk Wheel. This came about from the closure of the Falkirk and Forth & Clyde canals and the 11 locks connecting them. Once again the determination of a group to re-open them, this time with some official backing, produced not only their replacement but the creation of one of the most amazing boat lift creations, 'The Wheel'. Due to various changes, such as the council filling in part of one canal and building a road over it, new canals had to be created to approach the wheel. Another bigger enterprise to tunnel under the railway and the Antonine Wall, an ancient monument, were completed. The main parts of the wheel were made at Butterley Foundry, assembled then disassembled there and brought up by lorry. When assembled and mounted, no small enterprise, they are driven by ten hydraulic motors, some for reserve. The gates sink into the water, the boats are driven into the upper and lower tanks and revolved. The process takes 20 min. Shortly before the grand opening by the Queen, the wheel was being tested and Richard received an invitation to have a pre-opening ride. In the morning he got a message to say that vandals had broken the locks on the paddles and opened them allowing 33 miles of water to pour down the link to the wheel damaging the electrical equipment and wrecking the hillside leaving them 21 days to complete repairs before the opening, despite the ravages they succeeded and the Queen duly opened it on time. The Falkirk Wheel is a wonderful sight by day and at night is floodlit with changing colours. Richard finished to loud applause and Mike thanked him on our behalf. An evening not to be missed.

New Steaming



g Bay Layout



Alan Marshal and his new 7¼" Lucky Seven
Photo Owen Chapman

Unloading
bays

Raised track
traverser

Raised track
steaming bays



MIKE'S MUSINGS

This month I have given up my wings and returned to the mundane chores on terra firma hence my short notes. Just when time is short due to commitments then you find that the roof of the workshop has sprung a leak so that takes priority this month.

I have purchased another 6 Hi-Vi vests for use by members whilst carrying out stewarding duties. It has been agreed by the TSC that they should be worn by all stewards on public running days. Your cooperation would be much appreciated.

NORTH LONDON SME - TRACK STEWARDING – 3rd October

Ted Kitchener	Bill Bass	Peter Smith	Richard Hesketh
David West	Peter Brown	Jack Edwards	Dave Laurance
Mark Braley	Roy Mears	David Broom	

	1.30 – 2.30	2.30 – 3.30	3.30 – 4.30	4.30 – 5.30
*Senior steward	Kitchener	Kitchener	Kitchener	Kitchener
*Steaming bays	Bass	Braley	Edwards	Broom
*Main gate	Edwards	Smith	Braley	Bass
*Park Corner 1	Mears	West	Hesketh	Laurance
Park Corner 2	Smith	Brown	Broom	Edwards
RT station 1	West	Hesketh	Laurance	West
RT station 2	Brown	Broom	Mears	Smith
GLR station 1	Hesketh	Bass	Brown	Mears
GLR station 2	Laurance	Edwards	Smith	Braley
Boating lake	Braley	Laurance	Bass	Brown
Crowd control	Broom	Mears	West	Hesketh

	1.30 – 2.30	2.30 – 3.30	3.30 – 4.30	4.30 – 5.30
Kitchener	Senior Steward	Senior Steward	Senior Steward	Senior Steward
Bass	Steaming Bays	GLR Station	Boating Lake	Main Gate
Braley	Boating Lake	Steaming Bays	Main Gate	GLR Station
Broom	Crowd Control	RT Station	Park Corner	Steaming Bays
Brown	RT Station	Park Corner	GLR Station	Boating Lake
Edwards	Main Gate	GLR Station	Steaming Bays	Park Corner
Hesketh	GLR Station	RT Station	Park Corner	Crowd Control
Laurance	GLR Station	Boating lake	RT Station	Park Corner
Mears	Park Corner	Crowd Control	RT Station	GLR Station
Smith	Park Corner	Main Gate	GLR Station	RT Station
West	RT Station	Park Corner	Crowd Control	RT Station

Stewards Rota for 31st October.

Senior Steward :- Peter Davies
 Stewards :- Chris Stewart
 Brian Lees
 Dave Lapham
 Mike Ruffell
 Xxxx xxxx
 Brian Abthorpe
 Roy E Tyler
 Robert Ambler
 Brian Baker
 Robin Barfoot

Tea Stewards :- 4 Gauge 1 members.

Stewards Rota for Non Public Days.

Date	Steaming Bay	Main Gate	Station area	Tea Steward
26-Sept	Tony Guerrier	Ian Buswell	Roger Clark	2 x Volunteer Member
10-Oct	Derek Eldridge	John Mills	Xxxx xxxx	2 x Volunteer Member
17-Oct	Peter MacDonald	Robert Johns	Mike Dwyer	2 x Volunteer Member
24-Oct	Xxxx xxxx	Doug Smith	Mike Ruffell	2 x Volunteer Member

If for any reason the above named members (both Rota's) can not steward on any of the dates would they please let me know ASAP by ringing me on 0208 805 8474, your cooperation would be much appreciated.

Forthcoming Loco Section Meetings.

Friday October 15th :-

Tonight I am very pleased to introduce you all to Russell Newland who will be giving a presentation entitled 'The BR Standard and the Hengist Project'.

Friday November 19th :-

Our experimental period of only running once a month ended on the 31st October. Tonight it is your chance to comment and make your wishes known for next year.

Mike Ruffell.
Loco Section Leader

GARDEN RAIL

(photo by Dave Metcalf)

We have all had yet another busy month, weather has really been indifferent as all of you are aware, we have however only had one day at the track when it rained, and as you are all aware water does not really effect live steam loco's, just us poor old codgers running them.

Nice to see Patrick O'Donnell's new Penguin, a GWR 4-4-0 Bird class tender locomotive of the famous Bulldog series built by the GWR in 1910. NLSME member Tom Barrett built this model almost exactly 100 years later in 2010. The model has been painted by Patrick, done a nice job as well. Patrick is running the loco quite a bit, as you are all aware new loco's need quite a bit of "running-in" to start with, once everything is bedded in, hopefully with the minimum of maintenance you have a loco that will run for years. I know Patrick is building quite a lot of vans and other rolling stock to go behind her, will look nice when finished. I hope to get some photo's of the rolling stock for inclusion in a later article.



Patrick's new GWR 4-4-0 in background with 4MT at front with southern region non-corridor set.



Fine view of British Railways 4-6-0. Athelhampton Hall. Taken at John Judsons G-T-G.

It seems strange to think that this month last year we first laid out the general shape of the new "G1" track, work on this new project has been very thoroughly carried out, as stated before the track has been designed around the use of a standard size cement/fibre "backer boards" this has necessitated the use of jigs at every stage of construction. Progress has therefore been slow. Over the last few weeks we have painted all the woodwork with at least two coats of green spirit based water-proofer. At the same time most of the cutting and drilling of the standard boards was being done, again with the use of jigs, all then set aside for fixing.

Last job was to paint the tops of the bearers with a thick rubber solution, screwing the boards onto the top with stainless steel screws, getting board in place before the rubber solution dried out. We got a small work party together (Norman, Mathew, Geoff & myself) and had a final push, we got all the standard cut tops fixed down, we then cut all the special shape parts, drilling and fixed these into place as we went along. We have still to finalise the detailed construction of the steaming bays and location of the turn-table, but the main bed is now all laid and after we have sealed the sheet tops we will be ready to start installing the first loop of track.



Track bed viewed from car park end.

We have also taken the old wooden set of steps from the existing track and placed these over the new track. We do not then have to keep crawling under the track (alright for little short Geoff, but hard work for tall Matt) thus saving a



View on new track from Station end. Norman & Dave working away.

few bumped heads all round. We will at a later stage either refurbish/rebuild these existing steps, positioning them on a cement base, or if they look as though they are not recyclable we will build a replacement set. At the work shop end we will look to build either a complete new set of steps over or dig an underpass (where the track is at its highest)

As the above photo shows, when finished the new track will be in a very pleasant setting amongst the trees, to think this time last year the site was just a huge bed of nettles. Until next month, happy steaming.

David Metcalf.

The September Loco Section Meeting

By Roger Bell

Mike Ruffell opened the meeting and welcomed us back to the club house. There were only fourteen of us at the meeting.

Mike Chrisp requested that those interested in visiting the Fareham club the next Sunday contact him. He also gave advance notice of the March 2011 General meeting which will be a 'bring and buy auction'. All proceeds from donated items go to the club and for member's items 20% will be given to the club. Now is the time to start collecting items to bring.

The next Loco Meeting is a presentation by Russell Newland on the BR Standard and the Hengist Project. Hengist is 72010 a new build Clan Class Loco. Mike requested that we invite our friends as this will be a superb evening and we want people to turn up.

The topic for the evening was an Archive film show presented by Frank Banfield. The first was a high speed cab view from London to Letchworth where K & L Steel founders were visited. We saw the casting being designed, the moulding shop and molten metal being poured into a mould. Sand was shaken off the casting and then unwanted metal ground off. Two hundred tons of it was made each week with ten per cent going to Jones Cranes. Jones had a range of fifty models and sixty per cent were exported. A crane was shown being tested with its load being swung out from the jib by centrifugal force as the jib was swung around in a circle.

Stewart & Lloyds in 1950 was seen next where half a million tons of steel tube and pipe were made each year. The uses of tube were shown, oil wells operate at pressures up to 2,000 PSI and there can be 1,000 miles of pipe from oil well to refinery. Applications included water pipes for hydro electric power, lamp posts, boilers, trolley bus arms. Tube carries water, sewage and

oil. Steel tube does not fail. A complete factory roof was shown strong and light. Large pipes were joined and the joint lined with molten bitumen and then the mould removed. The film showed the working conditions and was interesting historically. BOAC Dakotas were lined up and taking off from London Airport with many four engine prop aircraft to see. It finished with the fact that Stewart & Lloyds are the largest maker of steel tube in the UK.

A film on The Advanced Passenger Train described it as a new generation of rail vehicles with a gas turbine engine, high power to weight ratio, low unsprung weight and good aerodynamics. Its performance on curves allowed speeds to be increased up to fifty per cent by its tilting system where levelling sensors record forces on jacks and tilt the car accordingly. There were four 300 HP turbines per power car which drove alternators to drive electric motors. It had a hydro kinetic brake system. It was tested on a rig inside the Derby works at 180 MPH.

At tea break Keith Barltrop donated a large marrow for the raffle, as we were not having a raffle it was auctioned and won by Mike Chrisp for £1; Derrick Franklin gave £1 to be guaranteed not to win it.

A 1943 film on servicing propellers followed, some were bent due to damage in service, they were dismantled, cleaned and inspected. They were very complex. One was being 'clocked up' for checking concentricity; bent spiders were put to one side for straightening. Dents were removed from cowls. The blades were annealed and pressed back to shape then reformed on a jig. Heat treatment and quenching followed, then polishing, anodic dying and finally balancing. They were then ready for assembly.

Next it was 1928 and we were at the London termini watching the departure of named expresses like the 'Queen of Scots' and 'Flying Scotsman' from King Cross, the 'Cornish Riviera' from Paddington and a Midland compound hauling the 'Thames Clyde' out of St Pancras. All spotlessly clean together with views of the travelling public of the day milling on the platforms.

A 1960's film followed of a particular contract British Road Services had of transporting 20,000 tons of cement from the railway to high in the mountains by a narrow road with sheer drops up to where a dam was being built. There were four trucks used, the seven and a half ton trucks made two trips a day. The cement bags were loaded the night before for the first trip by hand. The four men lived on the railway station and one did the cooking. After the evening meal the station master would join them for a game of dominoes.

It was a lovely evening we thoroughly enjoyed it. We thanked Frank very much.

GLR NEWS

The start of September has seen the coming together of many of the people interested in working on the steaming bay project, plans were looked at and decisions made great! We can now begin; all the G.L crew had to do first was remove the seven tree stumps defiantly pointing skywards. Needless to say it was at this point that Mr Baker and I noticed that helpers were rather thin on the ground undaunted a plan was hatching in my head.

I thought to myself the old FORDSON tractor needs a dust off and a run. John West will have to do as he is. Well! I don't know which one was the hardest to get started it seemed the tractor needed to be cleaned out of all the old mucky fuel and John wouldn't go without first being topped up with tea. At last we started the stumps were history so thought I, the tractor backed up and began digging out the first tree. It very soon became clear that the roots were bigger than anticipated the problem being was that the roots were growing down vertically as well as horizontally at this point the driver needed more tea so play was adjourned to top him up. Whilst we were discussing (over a cuppa) the best way to remove the stumps my secret weapon disappeared and started to undermine and expose the roots, good old Brian Baker just like Roy Hall they just nibble away at these chores little by little and before you know its done, by early afternoon we got the first stump out the next one wasn't quite as hard - two in a day way to go! Only five more I can't wait!!

The next day Sunday saw a thong of body's turn up with various weapons in hand perhaps they felt sorry for us or guilty or maybe the rumour of buried Roman hoards spurred them into action. We found that the best way to get e'm out was for John (must have a cupper) to loosen the soil with the tractor then manually dig out the soil, chop through the now exposed roots then give them a tug with the tractor. It took about seven sessions to remove the remainder of the stumps. Quite a hard start to the project. From here on in it gets easier boys? Thanks to all who helped including some new'ish faces, Doug and Marty, some juniors and old boys Stan Turner and Robert Woolsey, Keith, Roy, and Jack.

By the time all the tree stumps are burnt the small digger should be back on line. It is hoped to level the area where the containers are to be sited in the coming weeks ready for final levels, trenches, services and concreting.

There has been much interest in the replacing of trees that have been lost through this project some have already been replanted in the new land along the boundary fence. I also have a list of members who wish to donate trees 4 Walnuts, 2 Oaks, 1 Pine and others I expect to be over subscribed on the replacement tree front, perhaps if you wish to donate a fruit tree would be nice?

As ever in the mock

P.A.K. Funk G.L.R. Section Leader



Junior Notes



Juniors members are having a late night run on 30th October. You can stay as long as you like or even stay overnight if you want to brave the cold. (Don't forget the Sunday is a public running day).

The following Saturday we will be starting the junior working party from about 10.30am onwards joining the GLR section helping them with the storage / steaming bay project. Hopefully we will have the junior loco up and running so the young members can help take the dirt away up the track. If you have a favourite spade / shovel please bring it along with you.



Michael Woolsey

📖 Dates for your Diary 📖

Friday 1 October	8.00pm General Meeting ; On the table work in progress HQ, Legion Way, Nth Finchley
Sa. - Su. 2-3 Oct	Kew Models weekend
Monday 4 Oct	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 8 Oct	8.00pm Marine section at HQ; HQ, Legion Way, Nth Finchley
Friday 15 Oct	8.00pm Loco Section, Russell Newland giving a presentation entitled 'The BR Standard and the Hengist Project'; HQ, Legion Way, North Finchley
Fr. - Tue. 15-19 Oct	Midlands ME exhibition
Monday 18 Oct	8.00pm Tyttenhanger Meeting in the Coach; Colney Heath
Friday 22 Oct	8.00pm Workshop evening; HQ, Legion Way, Nth Finchley
Saturday 23 Oct	Birthday party, Maria Chinnock at Colney Heath.
Monday 25 Oct	<i>Deadline for copy to Editor for November News Sheet</i>
Friday 5 November	8.00pm General Meeting ; Steve Winter: From flat pack to flight; HQ, Legion Way, Nth Finchley
Saturday 6 Nov	Fete's & Fair section at Walker Cricket Ground Firework Display. Contact J McDonald
Monday 8 Nov	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 19 Nov	8.00pm Loco Section, Our experimental period of only running once a month ended on the 31 st October. Tonight it is your chance to comment and make your wishes known for next year
Monday 22 Nov	8.00pm Tyttenhanger Meeting in the Coach; Colney Heath
Monday 22 Nov	<i>Deadline for copy to Editor for December News Sheet</i>
Friday 26 Nov	8.00pm Workshop evening; HQ, Legion Way, Nth Finchley
Friday 3 December	8.00pm General Meeting ; Pre-Christmas Social; HQ, Legion Way, Nth 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 Saturday	Morning working party on GLR including junior section.
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.

