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The News Sheet

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FROM THE CHAIR

I am pleased to report that at the last Council meeting the Garden Railway Section was offered a grant of £500. This grant, coupled with generous donations offered to the Society on behalf of the GR Section, will enable the lads to start building their new tracks. These are to be located within the bottom loop of the raised track, an area that is somewhat overgrown, and provides an excellent!! nettle bed. Their activities will provide a much better facility with easier curves for their longer wheel base locomotives, whilst at the same time enhancing our Colney Heath site.

Discussions have been taking place over many weeks regarding the plans for the new steaming bays. I am keen that the first phase of this project can get cracking before the wetter winter weather makes outside work more difficult. This first phase involves the careful dismantling of the wooden sheds, and laying foundations for three containers to be suitably positioned. Here too, the Society has been most fortunate in that several members have pledged donations to the Society on behalf of this project, to defray the cost of the two extra containers. Mike Ruffell plans to have a major informative meeting for all interested members to view the final scheme as laid out by Chris Vousden. This meeting will be on Friday, 18 September 2009, at HQ.

Sadly, no one has come forward with an offer to organise a stand at the Model Engineering Exhibition at Sandown Park on behalf of the North London Society, so we will not have a presence there. However, as you will have seen in the August News Sheet, Ian Johnston is already involved in the organisation of our Stand at the Ally Pally Exhibition - 22/24 January 2010. He needs your help with a different range of models.

Finally, it is noticeable, apart from the occasional really busy Sunday afternoon, that the numbers of the public attending our open afternoons has generally been at a realistic level without overcrowding. However, there is some considerable concern that the level of track stewarding has been somewhat 'hit and miss', with a number of folk not turning up for their scheduled duties, and a number of vacant rotas not being filled. There is the very sure possibility that we may have to close the CH Site to the public if insufficient stewards are available to cover the necessary 'Health and Safety' requirements.

I would recommend the MENCAP day on Saturday, 19 September. Drivers/ locos are required.

David Harris

Steaming bay as it is today. Photo: Owen Chapman

TREASURER'S REPORT

This month we welcome nine new members into the Society, one junior member and six from the Barnet Model Railway Club, who had lost the use of their previous premises. They are now settling in at HQ with the existing 'OO' section members, working on modifying their existing 'O' gauge layout.

Robert Ambler, Interests; Locomotives, OO & O.

Bill Bass, Interests; Locomotives, OO.

David Brand, Interests; OO & O.

Stephen Coffill, Interest; Locomotives.

Brian Lees, Interests; Locomotives, OO & O.

Roy Mears, Interests; Locomotives, OO.

Doug Smith, Interest; Locomotives.

George Wallis-Smith, Interests; Locomotives, Garden Railway O, G1, OO & HO.

Stephen Williams, Interests; OO & HO.

Last month I said I was sending out second reminders to the final seventeen stragglers, who had not paid their annual subscriptions. As I write these notes only ten remain unpaid, including one north of the Watford Gap. After the next Council Meeting in September, I shall be sending out the final RED reminders. Failure to pay before the end of September will mean that those members will cease to be Society members and will be deleted from the Society records. Any boiler certificates issued to them will cease to be valid, unless they have joined another Club affiliated to the Southern Fed., Northern Fed., or similar group.

Finally, a bright yellow plastic cased 110V 1.5Kva portable appliance transformer has disappeared from Colney Heath. Has somebody moved it from the Workshop, borrowed it or has it been stolen?? If anybody knows the whereabouts of it please let me know.

Mike Foreman

THE AUGUST GENERAL MEETING BY OMAH

Mike Chrisp opened the meeting with a greeting to those members who had turned out for it. It is difficult to comment on recent events without mentioning the peculiarities of the weather and we had had our share of most varieties, going home from the track committee meeting on the previous Monday Mike had been confronted by what looked more like a river than a road.

Despite the gloomy weather reports we had been relatively lucky with the Childs Hill and St Luke's school visits, likewise the Toy Boat regatta and G1MRA visits, (only slightly damp). The ever stalwart Jim Macdonald team had taken the portable track to Redbourn and Potten End steam rallies. The HO group also had a good day out at the track.

Future events should have included Brian Apthorpe's annual invitation to other clubs for the 15th but, unfortunately, due to a mix-up it had been listed as being on the 8th and the 15th used for a birthday party. This meant that Brian had the embarrassing job of phoning the invited clubs and telling them of the problem. Unfortunately most of them could not make the alternative date. David Harris said that phase 1 of Project 2000 has begun, the first item of which will be to demolish the two sheds to make way for laying the foundations for the additional containers. These are costly items and we have already received generous donations from some members to defray the cost. Naughton Morgan has brought up some ships navigation lights which will, hopefully, be installed round the boating lake. Ron (tea-up) Thoroughgood was on holiday recently and his wife, Rita, had a nasty fall and injured her shoulder, we wish her a speedy recovery. Her shoulder is still rather painful and Ron is i/c cooking etc.

We then got on to the subject for the evening, 'a forum on metals for model engineering'. Mike mentioned that he had recently heard a discussion at the track about how much allowance one should make for fits, in this instance pressing a wheel onto an axle. The reply was 'H7', which didn't mean much to the member asking the question, (to say nothing of the person writing these notes!). Mike then showed, via the blackboard, the way in which a system of limits indicates tolerances and quality on drawings for machining components for various requirements. He pointed out that a table is shown in that good old standby, the Zeus data charts and reference tables, which no workshop should be without. (I must confess that I thought I knew the contents of the well thumbed copy that Mike gave me for Xmas in 1966 pretty well but I had never noticed a table of limits. I dived into the workshop when I got home and there it was, you learn something every day. Trouble is, I forget three things, which rather

offsets the balance!) There is a rule of thumb for press fits which is one thou per inch interference of the axle, however, if the wheel is slender there is a possibility that one thou might burst it, so you have to experiment a bit. This is the way that model engineers have worked for years, making things to fit, which is fine until you want several combinations, guaranteed to fit. This was the requirement at the time of the American civil war when muskets and rifles got damaged and could not easily be replaced since each gun had been made individually. This brought forth the use of mass-production, (mentioned in the recent talk about the Enfield Small Arms factory), this enabled boxes of spares to be available to replace damaged parts with confidence. To enable parts to fit one another with certainty a system of limits and tolerances for drawings was compiled such that the limits for a hole would be compatible for those on a shaft. And, for a given operation, when used in conjunction, one could be sure that highest limit for a shaft would fit the lowest limit for the hole. The letter relates to the position the tolerance and the number to the quality of the machining where 4 would indicate high quality boring, 6 to 8 for drilling and 10 for bog standard. Mike described several applications of the system in industry.

After tea Tony Dunbar commented that some of us are limited in engineering skills and must therefore do the best they can. Having accepted that he was not up to fitting piston rings on his Britannia he opted for O-rings even though it meant renewing them twice in a running season. Likewise, he found that machining the piston valves in the recommended stainless steel was beyond his capabilities so he turned to an alternative which was loaded PTFE, probably bronze due to its light beige colour. He was quite satisfied with the result, it was easy to machine, the down side being the cost at some £50 per foot and that they have only lasted for three years. Mike C suggested the possibility that they were hydroscopic and had absorbed water to the point where they swelled. Tony said that he had been assured that the material was dimensionally stable although he was not sure under what conditions. Mike commented that if one intended to use a soft material such as an O-ring for a piston ring you had to have an extremely smooth cylinder surface otherwise the abrasive effect would soon turn the O-ring into a D-ring. Either a cylinder hone from someone like 'Polly' or a piece of suitably sized dowel with a light abrasive in the lathe should do the trick.

One member recalled the talk, given to the Society by the late Bill Carter, about his famous 5in Atlantic in which he said that, having bored his cylinders in the lathe he gave them no further treatment and that having fitted the cast iron piston rings he could, initially, hear them 'ringing' as they passed over the 'as bored' surface of the cylinders. Having run the engine for a season he found that the cylinders had acquired a mirror like finish from the rings having lapped the 'imperfections' of the boring by smoothing the highs into the lows. Dave Lapham reminded us that there is a considerable selection of piston rings available from the automotive industry and it should be quite

easy to obtain a metric equivalent of an imperial size. Mike concluded that at the end of the day one should do your best and enjoy the hobby.

The late Tom Luxford always enjoyed his hobby and made things to fit without worrying too much about perfection. He would bore one cylinder to his satisfaction and then do the other if there was an eighth, or more, difference in diameter he didn't worry, just made the pistons to suit. He always used square sectioned graphited yarn for piston rings and although there was no likelihood of getting a gold at the MEX, they went, and kept on going. We then, some might say degenerated, but I think generated, into the nub of such an evening discussing various events and experiences, all of which were relevant to somebody's problem, and was topped by Mike's telling us of a 2in round bar of what he thought was brass and, having spent some time hack-sawing a slice off, attempted to turn it which proved to be hard going since it was not brass but aluminized brass which is used for making valve seats in car engines and which is like, hard. Even Jove nods occasionally. At that point it was generally agreed to be a good moment to continue the discussion at a nearby hostelry.

Jim Robson

Council Meeting 10th Aug

A volunteer is required to organise the Sandown ME Exhibition if we are to attend. Until one is found we cannot confirm our presence to the organisers which was requested to be by the end of June. The Chairman indicated he would continue his efforts to find a volunteer.

It was noted that Rachael Chapman was standing down from organising the coach supplies at Colney heath and a replacement volunteer was needed.

GENERAL MEETINGS 2009 – 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.

4 SEPTEMBER 2009

PETER STERN: MARINE MATTERS

Peter Stern and Dave Lawrence, Co-Leaders of the Society's Marine Section, have been busy maintaining our Boating Lake at the Tyttenhanger Site and organising successful events there. Tonight, Peter has an opportunity to educate the rest of us concerning ongoing projects, plans and aspirations for the model boaters among us. A skilled builder of fine scale marine artefacts, during his presentation he plans to demonstrate his spray painting techniques and doubtless will also manage to entertain and amuse us with anecdotes and advice concerning his particular slant on the hobby. Peter will also welcome examples of other members' marine modelling, so bring a boat!

2 OCTOBER – ON THE TABLE

Time to show off progress on current projects.

6 NOVEMBER – COLIN GENT: CA CLASS WW2 DESTROYERS

Tonight's illustrated talk replaces the February presentation cancelled due to foul weather.

4 DECEMBER – PRE-CHRISTMAS SOCIAL

An informal time together with food and drink 'On the House'.

MIKE'S MUSINGS.

I spent a very enjoyable day on Wednesday 12th August ably assisted by Steve Jones entertaining members of the Peterborough Club. They brought with them eight 5 inch gauge locomotives, of which two were of particular interest to me. The first was a Crampton that was built by Paul Lingar's father. It was an absolute delight watching this engine running at a scale speed, all very elegant and relaxed. The second was an electric version of the A4 Mallard, which carried its batteries and motors in the tender. Originally built by Roy Mosley (who unfortunately has moved to the workshop in the sky) but now cared for and run by Brian Baker. Interestingly this was Roy's first foray into fibreglass moulding, which included the manufacture of the body mould and what a superb job he had made, nicely detailed and with a superb finish.

I was asked by our friends from Peterborough to convey an open invitation to our members to visit and have a run on their track. If a group of you wish to accept this kind offer then please contact me and I will make the arrangements.

Whilst on the subject of club visits we will be entertaining members of the Northolt Model Railway Club on Saturday 10th October, if any of you would care to assist I would be very grateful for your help.

As you are all aware we do not allow members of the public to park on our site, as this is to allow the grass to recover and most importantly to allow our own members to park on site. However this does present us with a slight problem in that the main gate steward may not know who is and who is not a member, maybe this is because he does not recognise the occupants of the car or because he can't see who is driving due to windscreen reflections. To help in alleviating this problem may I request that members attending our site at Tyttenhanger place a copy of the Society logo in the bottom R.H. corner of their windscreen, or carry their Club card for presentation to the steward. Your co-operation would be much appreciated.

As with all railways sooner or latter an incident will occur, therefore may I take this opportunity to remind members that if an incident does occur then this must be entered into the accident book BI 510 which is situated in the lectern just inside the workshop. By incident I am referring to a full-blown derailment of the locomotive or a passenger car whilst carrying passengers, a collision or an occurrence related to the railway where someone is injured, also one must not forget that a serious incident could occur vis-à-vis the boating lake. On days that we admit the general public the Senior Steward should make the entry, on other days the entry should be made by those involved.

Forthcoming Loco Section Meeting.

Friday September 18th: - Steaming Bay project update. A chance for members to air their views and suggestions on this major project.

Mike Ruffell.

Loco Section Leader

SITE MANAGER'S REPORT

Thanks to the efforts of a number of folk during Thursdays and Sunday mornings, at least two major safety issues have been resolved.

Firstly, the space between the coach and the signal shed has been filled in with a very nice neat paling fence, which protects the back edge of the platform.

Similarly, the Ground Level Railway in the coach area, used mainly on Sunday afternoons, has also been fenced off, forcing all to use the bridge access to the toilets.

Both these projects have enhanced the coach area, whilst greatly improving the safety aspects for our visitors.

In September I will be conducting a major survey of the site of the maintenance tasks ready for the winter working parties. This survey will be published later in the News Sheet.

David Harris

Tythenhanger Committee Meeting 17th Aug

The grant offered to the Garden Railway section at the Council Meeting last week was well received. Full of renewed enthusiasm the section will on Wednesday 19th August 'strike the first sod'.

The Garden Railway section has offered to take over the running of the catering in the coach to commence four or five weeks from the end of season. This would free up Tea Stewards to be rostered elsewhere. Stock would be purchased by the section and the price list updated. This was welcomed and will be arranged.

As no one has offered to restore 'Jupiter' Peter Macdonald will store it as it is in bits until a builder is forthcoming.

Aussie Rules By Dave Burman.

I have just recently returned to the UK after a 5 month stay in Western Australia. During this time I became a member of the Northern District Society of Model Engineers located in Balcatta, an area to the north of Perth. Not so much an out of town member, as an out of continent member, and many jokes arose from that statement. I thoroughly enjoyed my time at their track, and the friendly company, there were not too many pommie jokes, I was mainly involved with the track laying gang.

I also helped out during their public running days plus a three day exhibition where a 100 meter portable track was used to provide rides to visitors to the exhibition.

The clubs in Australia to be able to run live steam locomotives to provide rides by the public must abide by strict rules that have been laid down by the insurance companies, and also by some of the state governments. The situation in the UK appears to be dependent on rules laid down by individual clubs and there are no standard requirements placed against, particularly drivers.

A driver to progress to unrestricted entitlement to drive a train carrying members of the public must follow the following procedure to obtain certification to drive.

Classes Of Certificate.

Class 1.

- 1) To obtain a Class 1 Certificate the candidate will be required to pass an oral test, and to have a minimum of 3 hours driving experience within 6 months under the direct supervision of a Class 3 driver. The candidate will demonstrate to the satisfaction of the club examining body their ability to operate a train in a safe and efficient manner, they will be known as a trainee.
- 2) Class 1 certificate holders may operate trains at any time under supervision except during Public Running Days.
- 3) The trainee may drive solo and may take relatives or other members as passengers.
- 4) Trainees are restricted to a maximum load of one driving truck.
- 5) Class 1 Certificates will be endorsed with the locomotives that the holder has qualified on.

Class 2.

- 1) To obtain a Class 2 certificate the candidate is required to hold a Class 1 Certificate for three months and a minimum of 3 hours driving experience within 12 months.
- 2) Trainees with more than 12 months experience on a Class 1 Certificate, and over the age of 18 years, will only be required to sit for the relevant oral examination to progress to a Class 2 Certificate.

- 3) A Class 2 holder who is over the age of 18 years is permitted to haul passengers on Public Running Days provided they are under the supervision of a Class 3 Certificate holder.
- 4) Class 2 Certificate holders are permitted to drive on Public Running days with a maximum of one passenger truck.

Class 3.

- 1) Prior to be examined for a class 3 Certificate a Class 2 holder must have a minimum of 3 hours driving experience of public running in less than 3 months.
- 2) Class 3 Certificate holders are unrestricted.

Temporary Certificates.

- 1) Temporary Certificates (class 3 only) will be issued to visiting members from kindred societies upon the presentation by the visitor of their Certificate Of Competency.
- 2) NDMES will issue a Temporary Certificate for the day of the visit or for a special event occurring over several days, for the duration of the event.
- 3) Where the visitors Society has no formal Certificate of Competency in place, a letter of introduction from the visitor's club secretary detailing the members driving experience, may suffice, at the discretion of the NDMES committee.

Prior Experience.

At the discretion of the examiner, prior experience may be taken into account in determining the Class of certificate issued.

Examination Requirements.

To be competent to drive a train at the clubs track or at an event where a portable track is in operation a person must demonstrate.

- 1) Can maintain a satisfactory water level and pressure in the boiler for a period of time.
- 2) Can operate a train at a safe speed consistent with the load being hauled and track conditions.
- 3) Be familiar with the track layout and the purpose of the signals and what they indicate.
- 4) Is conversant with the club rules of operation.
- 5) Has knowledge of the locomotive.
- 6) Knows what to do in emergency situations.

The following is a list of questions (on page 14 - 16) from which are selected ones to be used on the oral examination. Here is a chance to test knowledge of locomotive operation. Answers to be provided in the next issue of The News Sheet.

Proposed Steam

Drawing by C

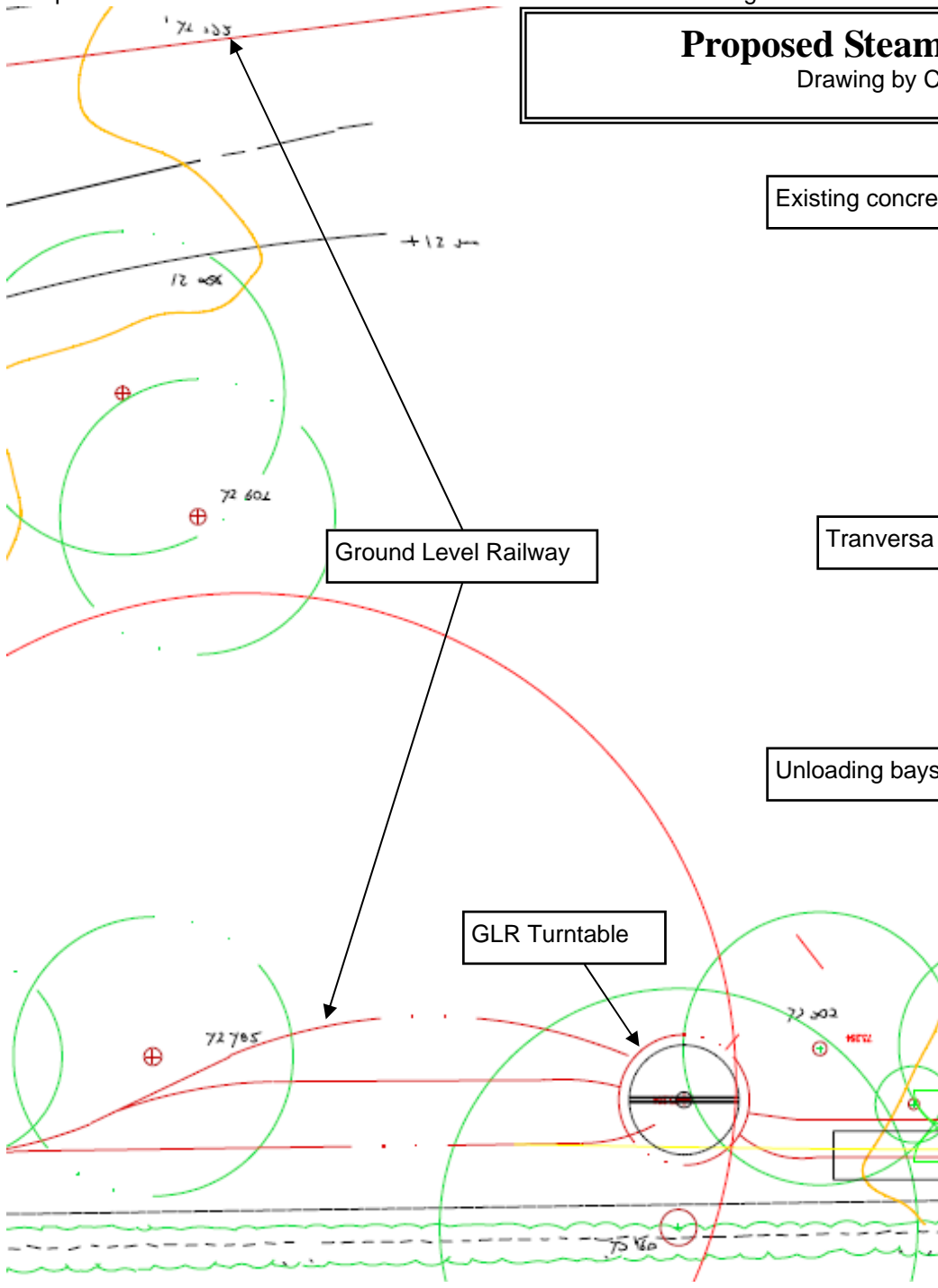
Existing concrete

Transverse

Unloading bays

Ground Level Railway

GLR Turntable



Steaming Bay Layout

Chris Vousden

Protected area of steaming bay

1 77 124

Existing prefab workshop

/ Turntable

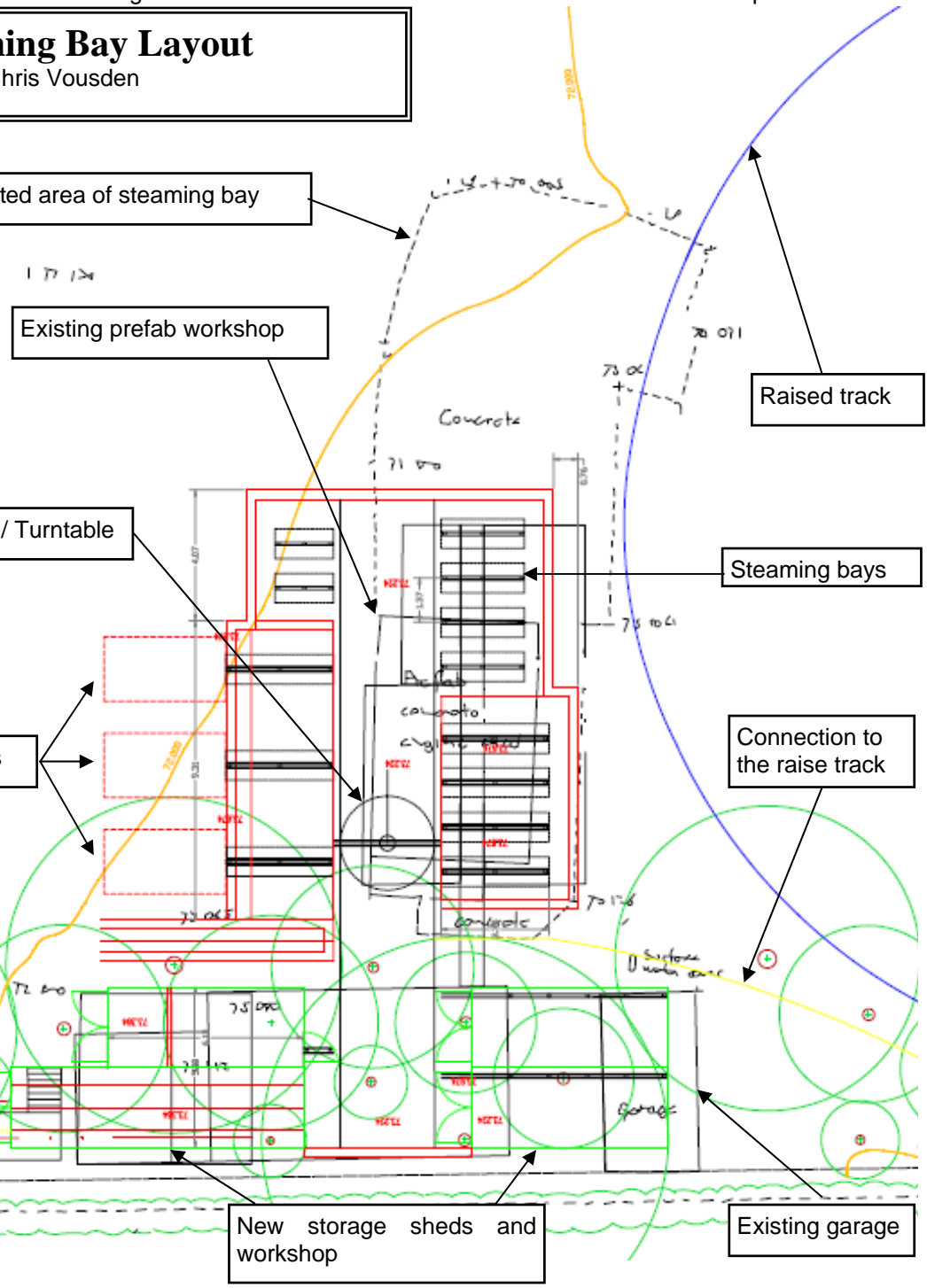
Raised track

Steaming bays

Connection to the raise track

New storage sheds and workshop

Existing garage



STEAM LOCOMOTIVES

Driver's Examination Questions and Answers

Q1) What is the driver's responsibility?

- a)
- b)

Q2) What are the driver's duties?

- a)
- b)
- c)
- d)
- e)

Q3) What would you check before leaving the steaming bay and first picking up a load

- a)
- b)
- c)
- d)
- e)

Q4) What steps would you take if the Gauge Glass burst?

- a)
- b)
- c)
- d)

Q5) What steps would you take when the boiler feed failed or the blowdown valve sticks open?

- a)
- b)
- c)
- d)

Q6) Describe how to operate the following boiler feeds

Axle feed pump with BYPASS control

.....

Axle feed pump with THROTTLED intake control.

.....

Live Steam injector.

.....

Q7) What steps would you take in the event of the regulator jamming open?

- a)
- b)

Q8) How would you leave the locomotive under steam?

- a)
- However if no other driver was present
- b)
 - c)
 - d)
 - e)
 - f)
 - g)

Q9) Why would you open the cylinder drain cocks on first moving the locomotive after steaming up or after the locomotive has been standing for some time?

- a)

Q10) What steps would you take if there was an obstruction on the line?

a)

Q11) At what distance from the train ahead should you travel?

a)

b)

Q12) At what maximum speed should you travel?

a)

b) SAFE OPERATIONS

These questions relate to general operations of the railway...

Q18) Your train comes to a non-scheduled stop with *three* cars loaded with passengers. You have just cleared the tunnel. What action is needed, to protect your train?

a)

b)

Q19) Your train's last car has somehow been de-railed and you make the required emergency stop. **Passengers are starting to get off both cars.**

What immediate action must you take in relation to your passengers, and in relation to the train's protection?

a)

b)

c)

d)

Note

Aussie rules refers to an Australian sport commonly called "footie" in which there do not appear to be any discernable rules

INVITATIONS TO RUN AT OTHER CLUBS

The Birmingham Society of Model Engineers Ltd are holding the 20th national locomotive rally over the 12/13th September.

The rally takes place at Illshaw Heath, Solihull and three tracks available. A 3½" & 5" raised a 5" & 7¼" ground level and a garden railway Gauge 1 with O gauge/16mm. Traction engines, road rollers and steam wagons welcome. Night running will occur.

Camping and caravan facilities are available. Saturday and Sunday will have food available all day with a grand evening party on Saturday.

Members wishing to attend are asked to contact the webmaster

The City of Oxford Society of Model Engineers are hosting the Southern Federation Autumn Rally 2009 on Saturday 19th September.

The rally is held at Cutteslowe Park (OX2 8LH) and has 7¼" & 5" ground level and 3½" & 5" raised track facilities. All locomotives must have a current boiler certificate.

Camping and caravan pitches available. BBQ and other refreshments with free hot drinks and a Saturday night fish and chip supper with night running (lights required).

Members wishing to attend should contact the webmaster

Malden and District Society of Model Engineers Ltd have invited the NLSME to their open day to be held on October 10/11th. Visitors attending with a locomotive will get a free lunch and the tea pot will be on the go all day.

An extensive 7¼" ground level track and 5" & 3½" raised tracks are available. Members intending to visit are requested to contact the webmaster. On arrival members will need to register and produce a current boiler certificate.

GARDEN RAIL

(All photos by Patrick O'Donnell)

Well here we go with another little offering from the GR section. Again, we have had a good months running, fortunately the weather has been on our side and it has been great fun. Numbers have been slightly down but quite a few have been off on annual holidays. We had a visit from the Peterborough MES, using not only our G1 track but the 5" section of the RL track as well. It was enjoyable and we all had a great day. We must have done well, we got through all 2 litres of milk we took along.

The number of G1 members we have and the regularity of our meeting means our track is easily the heaviest used track in the UK. (if not the world!) Although the track looks large, it is fairly small with tight radii on the ends. This has created heavy wear on points and at many joints, this restricts speed and loads. An added problem is the growth in the trees and their roots systems since the track was constructed. This has lead to unevenness starting to appear across and along the lines as the ground has 'swelled'.

To this end we are currently designing the new larger track to fit inside the Raised Track loop, near the steaming bays. Those of you who have looked will see the shape very roughly marked out with canes and line. Track construction will be similar to the existing only with top boarding more like the Harlington MES track. This would appear to be longer wearing and easier to



maintain than our existing slatted style. To this end we hope to be conducting some wear/weather trials before we commence construction. The track will also be of a more 'scale model railway' type. Complete with removable buildings (signal boxes, stations, bridges, signals) other line-side furniture and features.

One of our aims in G1 is to try to re-create mainline trains of yesteryear, in particular running the correct prototypical stock behind each loco. This is not always possible as some of the enclosed photo's show (photo's thanks to Patrick O'Donnell). However with the coming of BR everything ended up everywhere. Most of our rolling stock is scratch built, although some commercial stock is shown.

Further to my comments on funding in last month's column, let me say I was surprised and pleased by the very positive response I have received from all, but one, of our members who have spoken/contacted me on the subject. Perhaps a figure of 50% may be over optimistic, but a start can be made perhaps at say 25%?

Next month, more on the new track; the thinking behind it; and its proposed method of construction.

David Metcalf



Above Nick Rudoe & David Metcalf Steaming up to start running.

Left Roger steaming up his GWR county on the Inner track

Track Stewards Rota 2009

Date	Senior Steward	Track Steward	Track Steward	Track Steward
30-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Malcolm Barnes
06-Sep	Brendan Corcoran	Peter Brewster	Michael Gibbs	Peter Badcock
13-Sep	Jim MacDonald	Chris Reynolds	David Marsden	Peter Davies
20-Sep	Mike Foreman	Dave Green	John Firth	Martin Ginger
27-Sep	Kieran Corcoran	Roger Bell	Paul Lacey	Barrie Davies
04-Oct	Dick Payne	Gavin Lang	John Mills	Richard Hesketh
11-Oct	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
18-Oct	David Harris	Peter Fox	Tony Guerrier	Harry Henderson
25-Oct	Terry Baxter	Peter Weeks	Ian Buswell	Roger Clarke

G.L.R. News

Hi all, it's that Holiday time of year, trips to the coast, visits to your favourite attraction, the odd pint or two on a summers evening lovely, not much time to go up the track so not much to report.

Temporary measures have been taken to avoid any confusion on the G.L.R. hopefully making for ease of running and better safety. The measures are as follows; the existing John Riches narrows entry signal has been moved towards the Cuckoo Line Exit. This signal is now sited just before the diamond crossing on the UP line. Drivers moving off from the Cuckoo Line Station Must Stop at the Danger Signal, (this signal should always show red to trains from the Cuckoo station) and press the bar mounted on the signal to proceed across the Mainline and through the Narrows. If the Narrows are clear a green will be given and drivers can proceed with caution. On exiting the Narrows, drivers should press the bar on the Exit signal to reset the system for the next train to arrive at the Narrows. This procedure has to be practiced in both directions. Please also observe the extra whistle and slow signs on approaching these areas and act accordingly. My thanks to all involved in the thought process and making these changes.

Recently I have taken time off work and club issues. This has enabled me to continue building my Moors Valley Loco. Having first built/converted my wife's Rose arbour in the garden to a workshop, the newly erected frames are quite big! And fill the new workshop from one end to the other, I now wish I had made the arbour bigger!!! My dear wife has come up with the answer and I Quote "why don't you make the workshop bigger". I'm so lucky to have an understanding wife. She also muttered something about would

Key = Bold Type:- 2nd stewards Duty.

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
30-Aug	Bryn Morgan		Peter Gooch	
06-Sep	Michael Woolsey		Mrs P Corcoran	
13-Sep	Michael Smith		Mrs MacDonald	
20-Sep	Adam Gorski	Keith Hughs	Ron Thorogood	Mrs Thorogood
27-Sep	Peter Stern		Rai Fenton	Mrs Betty Fenton
04-Oct	Paul Bexfield	Guy Ellerby	Mrs Smith	Les Brooks
11-Oct	Tim Clementson	Owen Chapman	Richard Hall	
18-Oct	Graham Gardner	Mike Franklin	Mathew Stallard	Mrs Harris
25-Oct	David Dunlop	Tim Watson	Mrs Baxter	Jenny Baxter

my bed fit in there also? At this point I went over the allotment to talk to my bees.

P. Funk

G.L.R. Section Leader



Club 37 class loco in new livery

MARINE MUMBLES (Rides Again).

(All photos by Peter Stern)

OK the duvet pond silt catching trick didn't work. But we did catch a ton of water, which didn't seem to want to leave the duvet. When we finally beached the thing there was not much else in it. We won't be beat! Dave has got more ideas. Perish the thought.

For the rest of the summer Dave Lawrence will be giving impromptu synchronized swimming lessons in the pond, after his slight "accidental" during wader driven sludge clearing. All photos of this momentous event will be greatly received.

The only other news we have for you is that we will not be appearing at The Thames Festival after all. I should have received an e-mail in April confirming we wouldn't have to "pay to play". An e-mail was sent to me in the middle of August, wanting to go over the finer details of our set-up, and asking for £20 to be paid up front for each car to be parked there. After a consultation chat with interested parties within the society it was decided to drop out. I have sent the organisers an e-mail to this effect.

We have got some interest from another model boat society in holding a regatta at Colney Heath next year. Things are looking up.

Last of all a big thanks to every one who is keeping the pond clear. The buoys are now in place for navigation trials. Good luck.

Peter Stern.

Running on the ground level at Mike Crisp's 70th Birthday

Photo:- Owen Chapman



📖 Dates for your Diary 📖

Friday 4 Sept	8:00pm General Meeting Peter Stern and the Marine Section; HQ, Legion Way, Nth Finchley
Saturday 5 Sept	Birthday Party (Mogg) Drivers and locos required
Saturday 12 Sept	Birthday Party (Ellerbyl) Drivers and locos required
12 - 13 Sept	Birmingham Society of Model Engineers Ltd 20th National Locomotive Rally
Monday 14 Sept	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 Sept	Loco Section, Steaming Bay Project Update; HQ, Legion Way, North Finchley
Saturday 19 Sept	Mencap Drivers and locos required
Saturday 19 Sept	City of Oxford Society of Model Engineers hosting the Southern Federation Autumn Rally 2009
Monday 21 Sept	Tyttenhanger Site Committee meeting; the coach Colney Heath
Monday 21 Sept	<i>Deadline for copy to Editor for October News Sheet</i>
Friday 25 Sept	8:00pm Workshop evening; HQ, Legion Way, North Finchley
25 - 27 Sept	St Albans DSME exhibition
Friday 2 Oct	8:00pm General Meeting Forum - On the Table; HQ, Legion Way, Nth Finchley
Saturday 10 Oct	Northolt visit (ref mike Ruffell)
10 - 11 Oct	Malden and District Society of Model Engineers Ltd invitation day for NLSME members
Monday 12 Oct	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 16 Oct	Loco Section, HQ, Legion Way, North Finchley
Monday 19 Oct	Tyttenhanger Site Committee meeting; the coach Colney Heath
Monday 26 Oct	<i>Deadline for copy to Editor for November News Sheet</i>
Friday 30 Oct	8:00pm Workshop evening; HQ, Legion Way, North Finchley
Saturday 31 Oct	Halloween Running, Colney Heath
Friday 6 Nov	8:00pm General Meeting COLIN GENT: CA CLASS WW2 DESTROYERS; 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 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.

