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The News Sheet

This Month...

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FROM THE CHAIR

Last month I commented that work on the Steaming Bay Project was about to start. This month I report that it has actually started, with the main part of the site having been cleared of rubbish and the remains of the two sheds. Our next activity will be the removal of tree stumps, which is proving to be difficult for John West and his tractor, and then we can sort out the ground levels. Initial laser line tests carried out independently by Ted Kitchener and myself indicate that there is a difference of 8 – 12 inches between the existing Steaming Bay concrete and the GLR rail head.

An informal discussion held on the Locomotive Section BBQ evening, resulted in a common understanding of the format of the new Steaming Bays. That was a pleasing conclusion as it enabled Chris Vouden to at last complete his design and concentrate on the details to make it all fit together satisfactorily. I thank all those members who contributed to the discussion on that evening.

September holds a number of activities that can involve a number of our members. On Sunday, 12 September, the Society is hosting a visit by the Welwyn Cyclists, and on Saturday, 18 September, we are helping with the annual visit of MENCAP.

Derek Franklin has very kindly offered to organise our stand at the St Albans' SME Exhibition at the Francis Bacon School on 25/26 September. He will no doubt be requesting suitable exhibits for that show. Thanks to Derek and all his contributors.

Finally, I recommend the General Meeting on Friday, 3 September, when we shall be visited by Richard Thomas who will give us an illustrated tour of engineering marvels on the waterways. These, I am told, will include the Foxton Incline and the Anderton Lift. Please come along and support this evening.

David Harris

To all, please note the revised deadline of Friday 17th September for the October New Sheet. Also apologies for the late delivery of the September issue. (ed.)

Front cover One of the many vessels that took part in the Toy Boat Regatta
Photo: Peter Stern

The January 2011 Model Engineering Exhibition. **At Alexandra Palace.**

Yes, you will be pleased to know that most of the pain has now gone from my arm after my agreeing to try to organise our stand at the forthcoming exhibition at Ally Pally in Jan 2011!

I was rather reluctant to agree to help out this coming January due to the debacle over the transport facilities at Alexandra Palace last time. Another problem was the lack of stewards on the Saturday. Folk who had generously lent their models were reluctant to do stewards duties on that Saturday.

Anyway the powers at Fosse Way have said that not only may we have a **free ticket for each exhibitor but also a number of free tickets for stewards on that Saturday** so that hopefully we will get a well attended stand. By the way it would be nice to see that folk who are exhibiting spend an hour or so at the stand just to show the public how good we are. A 'board' will go round for the donors to say when they are able to be stewards.

I propose the theme for this year should be a **record of the development and activities of the Club since 1944 to the present day**. The stand would have photographs, artefacts, drawings and models depicting the development of the Club since the Gas Showroom days through time to the present day at Summers Lane and Colney Heath. The stand would start at the left side at 1944 and end up at the right at 2011.

There is a good start for us with the photos, posters and models situated in Headquarters but much more is needed of the glorious days in between. For instance the old shield at HQ depicts a propeller; are there any photographs or model planes of that period?

At one extreme I can't see that photo of Pinnock driving on his 90th Birthday which used to be on the wall in Headquarters or for that matter Bert celebrating his 90++ birthday. Latest models will be welcome especially a nuclear powered Gauge 1 locomotive of 2011!

So all of you, please **rack your brains and make some suggestions** and ideas about donations of **photos, artefacts and models perhaps lying forgotten in cupboards** to bring us right up to date remembering how we have developed from Gas Showrooms to Church Farm to Summers Lane and from Arkley to Tittenhanger. Don't form an orderly queue, just drop me a line or speak to me about your ideas. All sections could show individual histories of their part in our wonderful club.

Ian Johnston

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.

3 SEPTEMBER 2010 RICHARD THOMAS – WATERWAYS WONDERS

A fascinating illustrated tour of some of the engineering marvels around UK waterways systems including Foxton inclined plane, Pontcysyllte aqueduct, Harecastle tunnel, Anderton lift and Bingley five rise locks among others perhaps not quite so well known.

Friends and family 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 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.

3 DECEMBER 2010 – PRE-CHRISTMAS SOCIAL

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

MARINE MUMBLES (RIDES AGAIN)

(All photos by Peter Stern)

Sorry to all you who waited with baited breath for last months' rendition of this column. It didn't happen due to the fact of me trying to "poke" too much down that poor little BT wire to the Editor. I think the term is "Lost In Transit". Anyway saves me having to use what little brain I have left to think of something new for you this month.

Wow, Sunday 18th July was quite some day with the Trevor Smith Interstate Pond Show (that's The Toy Boat Regatta to you and me). I must say these events are getting bigger and better all the time. We even saw an original Fire Boat on the pond. Well not quite. It was more like a boat on fire. As usual Brooks and Stern were on hand to photograph the event (see pretty pic') for posterity, just like these people who go to a Grand Prix for the accidents. Then we found out later it was junior arsonist's pop-pop boat. Everybody had a great day especially as there was wind for those who had brought the large number of sailing vessels. I won't go into detail about the day, but if you want a relaxing Sunday come to next years' events. You can see every type of toy boat from Paddle Steamers to rubber band powered boats as some of the enclosed photos show. How about a battery operated fish? Trevor you do us all proud with your organisation of these events. Long may they continue. Just a quick thank you to Derrick Franklin and Peter Funk, who were able to supply a much needed 10mm nut and bolt and 6BA washer to keep the boys going. I knew I could rely on you. Also a big thank you to John Morgan for cutting the grass around the pond on the Thursday before.





And Now For A Public Service Announcement For The "00" Lads.

I know this is supposed to be a marine chat show but I found Parrs model shop in Lowestoft (252, London Road South.), Suffolk, which has all the plywood, S&N brass, and Plastistrut for us scratch builders. More than that, it appears to be a dedicated Mecca to you "00" gauge loco people, with wall to wall rolling stock. They also sell a lot of die cast vehicles as well. While there the proprietor gave me some flyers for their local railway shows, from September to October this year. Give me a ring if anybody wants details of them.

We had another fun packed sailing adventure on the pond, or something like that, on Friday 13th evening. Due to the loss of last month's little gem, nobody knew what we were up to. Three of us braved the rain and turned up. Tony Brooks was sailing a rather nice (nautical term) R/C racing yacht as I got there (he early, me on time). No Brave Borderer due to last minute speed controller probs'. Now "sorted". It was also good to see one of our new members, Robert Anderson, come along with HMS Cadiz a Battle Class Destroyer. I think he said that he hadn't sailed it for ten years. It looked great on the water, and even had 1960's Grundig R/C equipment and running gear. Grundig had even used a case from one of their portable transistor radios to encase the transmitter works. How do we know that? It had a round unused speaker grill

to one side of it. Perhaps they thought R/C wouldn't catch on, and not to bother too much.

Right. If you don't read this in next months' News Sheet, it hasn't got through again.

Our next meeting will be back at Finchley HQ, due to lack of sailing light, on Friday 8th October (second Friday in the month) at 8.00pm. You can all come along and play with my airbrushes. It's "Hands On Night" for all who want a go at using one of those dreadful contraptions.

Please Note, this month I haven't picked on Dave Lawrence, nor mentioned POND CLEANING. Just wait till next month you lot.

Peter Stern



August General Meeting

By OMAH

As usual, Mike Chrisp greeted us, pointed out the exits and the items for the raffle, he also enquired of Ian Johnston whether he had enjoyed the lettuce that he had won at the previous raffle. Ian said it was very nice but tended to make him somewhat soporific! Among the activities at Tyttenhanger we had 3 birthday parties, the toy boat regatta, the Garden Railway Open Day and G1MRA visit and the visit from St Luke's School. The Fetes and Fairs section had taken the portable track to Redbourn and Potten End steam fairs, Berkamsted and Apsley church fetes. Jim Macdonald's 7¼" gauge tank 'Hermes' had a slight contretemps on the GLR occasioning one of the drain cocks to take the place of one of the front wheels for a short distance which reduced its height and efficiency somewhat. Mike Chrisp had kindly made another which we passed around, with suitable comments of admiration. Ian Johnston has been persuaded to look after the Ally Pally exhibition stand and would like to have a theme of the Society from 1944 to date and will be grateful for any photos, newssheets, info, relevant models, etc. Members may have noticed that Haynes have extended their range of manuals from cars into more complex subjects such as a 'Spitfire' and Lancaster, etc. Peter Davis had brought along one for Thomas the Tank Engine, not quite as complex as a Lancaster but still quite a nice publication. We have got an invitation to run at Fareham MES on Sunday September 26th. Forthcoming General Meeting subjects include; Waterway Wonders by Richard Thomas on Sept.3rd, Work in Progress on Oct.1st. We will be entertaining new visitors at the track on Sunday Sept.12th, a special needs school from Potters Bar and, presumably, St Albans MENCAP though I do not have a date, but it has always been on a Saturday in September. (18th?).

The forum was purely casual, covering any loco subject, mainly questions and comments from the floor. Derek Perham was congratulated on the completion of his 5in. Class Five, he is quite pleased apart from a leaking drain cock, he has plans to cure this. Among the possibilities were ideas via the late Ralph Dapling, Ralph said that the Schrader valves on 'Jumbo' tyres were bigger with higher temperature seals and Don Coventry had access to them. Having obtained some Derek found the seals were too big so he popped into a tyre depot and asked the man if he had any valves with the higher temperature seals, he didn't know but gave Derek a handful to try. Having tested them he found that there were 4 good ones among them and, having fitted them, they still leaked! There were various suggestions from the floor ranging from a faithful 4° taper, possibly with a spring to keep the taper seated, to steam operated jobs and/or auto pressure relief valves. Derek said that he had fitted Doug Hewson's pressure relief valves but had not seen them lift yet, presumably they are very sensitive to the spring used.

Another query from the floor concerned full-size loco streamlining, was it effective? Mike Foreman said that the Gresley versions certainly were, giving an extra 180hp at 80mph. The Stanier design was not so successful, being more concerned with looks than efficiency, possibly due to director's influence. No figures were forthcoming, opinion being that the intent was to create a smooth airflow to throw the exhaust over the cab than to increase the speed. Nonetheless it would have been interesting during the early BR experiments to have seen what a 'Merchant' could have got up to down Stoke Bank. It is interesting to note that the rebuilt versions were faster despite the increase of 4 tons in weight. Derek Franklin had some interesting comments on some of the Great Central Robinson designs. I wish that I had got more details, perhaps Derek could be persuaded to speak at length on what is obviously his forte. (I suspect that he is already down on Mike C's list.)

David Harris had brought along the regulator for the 'Jubilee' which he is constructing, it seems to be coming along OK although regulators are not his favourite item especially when they involve drilling with a No. 80 bit at an angle and hoping that it will break through at the right spot, also making pear shaped holes in the disc to allow smooth access of steam when the regulator is opened. He appears to have performed this watch-making successfully so we have a happy bunny in the Chair. Having covered a number of subjects during the evening and the clock showing the magic hour we departed into the night.

FAREHAM & DISTRICT SOCIETY OF MODEL ENGINEERS

welcomes members of North London SME
to visit their club track site and boating lake on

SUNDAY 26 SEPTEMBER 2010

Facilities include 7¼in. gauge ground level, 3½in. and 5in. gauge raised and 16mm railway tracks, boating lake and comfortably appointed Clubhouse.

For further information, location and details, please contact the webmaster

Mike needs to know if you're intending to visit so that he can co-ordinate transport arrangements and let our friends at Fareham know who's coming.

Invitation Day, August 14th

Brian Apthorpe organised his annual invitation day for several clubs and had a good turn-out despite the weather not looking too promising initially. I'm not sure how long Brian and Sue have been doing this, seems like forever, I can remember when the fish and chip shop was still open in the village that Sue used to take the orders, a bit like Walker in "Dad's Army". Sadly the shop closed after a short while and they had to go to plan B. There were 13 names up on the running board quite early. In fact one visitor opted not to run as he thought it would be too crowded. In fact there was no problem with running with not more than six on at a time. Those present included John Mottershaw from Colchester with his 'Britannia', Alan Cox from Bromsgrove with B1, Mike Freelove with a BR standard Class 2 from Southampton, Alf Manktelow with an LMS 4F from Wimbourne, Steve Andrews with B1 from Erewash, also from



Erewash was Nigel Thompson with a Claughton 'Sir Gilbert Claughton', Peter Evans with an LMS 'Jubilee' from Gravesend, Dave Dellar with Southern U Class from Maidstone, also from Maidstone was Andrew Hulse with an LMS Mogul, yet another from Maidstone with yet another B1 was Jack Baker, a season ticket holder was Martin Parham and P2 'Lord President' (Martin was accompanied by Sue Parham who had brought her 'Juliet' but chose not to run it as there was another Juliet present and she did several laps with great aplomb). There was a 57xx class with Dave Calvert from Northampton, and last but not least, the aforementioned 'Juliet' with Bernard White also from

Maidstone.

This was the only 3½” loco to run but ran exceptionally well, easily holding its own against the larger loco’s.

The only casualty was Alan’s B1 which had valve gear problems. This was fixed by a committee and Alan returned to the track initially running OK until it seized solid and had to be brought back on a flat truck. Apart from this mishap a good time was had by all and having said thank you to Brian and Sue there were strong hints that a return next year would be appreciated. (Brian and Sue would like to say thank you to all those who helped on the day.)

Jim Robson. (Apologies if I have got any names wrong.)



The scenic Railway in Katoomba, Australia departing the bottom station. The world’s steepest railway. Photo: Nicholas Griffin



MIKE'S MUSINGS

This month we held the first public running day after a break of some 3 weeks. Those of you who attended our track that Sunday were I think surprised by the number of people who had decided to visit us and to say we were crowded would be an understatement. Whether it was the weather or because our visitors had missed their weekly visit to our track I'm not sure.

Despite the high numbers of the public who attended, our new system of stewarding seemed to cope very well and I would like to thank all stewards for their hard work in ensuring that the afternoon ran smoothly.

Council and I concluded that we needed more than two Sunday experiences to establish a meaningful database. Consequently it is intended to review the matter at each forthcoming Council meeting, bearing in mind the need to establish a balance between being a Society for the benefit of its members and for public running and raising money.

I had a bit of an exciting time a few weeks ago when I went flying with a friend of mine, John. He has owned his plane for 20 years, a 4 seater Jodel with a flat 4 Rolls Royce engine and flies out of a small farm airstrip in Gravely. Not long ago he carried out a complete airframe overhaul including recovering and doping of the aircraft to a very high standard (model engineering at 12ins. to the foot?).

Our plan was to fly to Leicester for lunch and all was going well with me looking like Biggles in headset and sun glasses. We had been flying for about 35 minutes when I noticed John switching from one mag to the other and changing from the front tank to mid tank. At the time we were going through some turbulence at about 3,000 ft when John asked if I had noticed a misfire. Until he mentioned it I had not but about one minute later the engine went onto about 1½ cylinders so John wisely decided to turn for home. The plane was shaking about rather violently and was losing height. John's fear was that we would have to do a dead stick landing in a farmers field (very dangerous as we could lose the undercarriage or even worse turn over) but we were lucky in that in the distance we noticed a field full of gliders. We made the decision to land and I was somewhat surprised that John was able to make such a smooth landing considering the trouble we were in.

In fact we had landed at Husbands Bosworth half way through a gliding contest which didn't please the folk in charge but they calmed down when we explained that we didn't have any choice in the matter. After a cup of coffee we had an investigation but couldn't find anything wrong, so we accepted help from the

resident aircraft engineer who after some full power tests said that he thought the problem might be carb icing. Well we took off and climbed to about 2,500 ft without a problem and headed for home. After a few minutes the misfire started again, however by throttling back to 2,000 RPM the misfire was not a problem and we limped back to base. Funny thing was that whilst all this was going on I was more excited than scared!

I've spoken to John since our rather exciting boy's day out and so far he has not been able to locate the fault. I think that I probably tempted fate by patting the engine cowling before take off and remarking that "it was nice to know that we have a Rolls Royce engine".

In September our meetings return to HQ and on the 17th I have booked Frank Banfield who will once again entertain us with his archive films. Hopefully you will turn out in vast numbers to enjoy what I'm sure will be a very enjoyable evening.

NORTH LONDON SME - TRACK STEWARDING – 5th September

Check that the following are operational and available for use:

- | | |
|--|--|
| <input type="checkbox"/> Workshop | <input type="checkbox"/> Raised track water hoses |
| <input type="checkbox"/> Container | <input type="checkbox"/> Raised track signal hut |
| <input type="checkbox"/> Workshop toilet | <input type="checkbox"/> Raised track |
| <input type="checkbox"/> Water supply / hoses | <input type="checkbox"/> Raised track signals |
| <input type="checkbox"/> 12V blower supply | <input type="checkbox"/> Coach |
| <input type="checkbox"/> Running book | <input type="checkbox"/> Toilet block |
| <input type="checkbox"/> Traverser | <input type="checkbox"/> Toilet block gate padlocked |
| <input type="checkbox"/> GLR car park station | <input type="checkbox"/> Toilet block access bridge |
| <input type="checkbox"/> GLR steaming bays | <input type="checkbox"/> GLR station area |
| <input type="checkbox"/> Raised track station area | <input type="checkbox"/> Tunnel shed |

STEWARDING 5th September 2010

David Harris	Paul Bexfield	Maurice Cummins	Richard Hesketh
Gavin Lang	xxxx xxxxx		Ron Todd
Chriss Vousden	Peter Weeks	Michael Woolsey	

CLOSE DOWN

Check that the following are left tidy, secure and available for use next time:

- | | |
|--|---|
| <input type="checkbox"/> GLR station area | <input type="checkbox"/> Rubbish removed |
| <input type="checkbox"/> Signal box | <input type="checkbox"/> Workshop |
| <input type="checkbox"/> Toilet | <input type="checkbox"/> Container |
| <input type="checkbox"/> Toilet gate access restored | <input type="checkbox"/> Workshop toilet |
| <input type="checkbox"/> Coach | <input type="checkbox"/> RT steaming bay area |
| <input type="checkbox"/> RT station area | <input type="checkbox"/> GLR steaming bays |
| <input type="checkbox"/> RT signals in | <input type="checkbox"/> GLR station area |
| <input type="checkbox"/> RT hoses in | <input type="checkbox"/> GLR carriage shed |
| <input type="checkbox"/> RT signal hut | <input type="checkbox"/> Tunnel shed |

Stewards Rota for 3rd October.

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

Tea Stewards :- Les Brooks plus 3 Gauge 1 members.

Stewards Rota for 31st October.

Senior Steward :- Peter Davies
 Stewards :- Chris Stewart
 Brian Lees
 Dave Lapham
 Thomas Betteridge
 Frank Hills
 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
12-Sept	Graham Brown	Tim Clementson	Reg Piper	Gauge 1 Member Gauge 1 Member
19-Sept	Peter Fox	Mathew Stallard	David Dunlop	Gauge 1 Member Gauge 1 Member
26-Sept	Tony Guerrier	Ian Buswell	Roger Clark	Gauge 1 Member Gauge 1 Member
10-Oct	Derek Eldridge	John Mills	Xxxx xxxxxx	Gauge 1 Member Gauge 1 Member
17-Oct	Peter MacDonald	Robert Johns	Mike Dwyer	Gauge 1 Member Gauge 1 Member
24-Oct	Terry Baxter	Doug Smith	Mike Ruffell	Mrs Baxter Jenny Baxter

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, your cooperation would be much appreciated.

Forthcoming Loco Section Meetings.**Friday September 17th:-**

An evening of Archive films presented by Frank Banfield. Once again we are privileged to see some more of Frank's wonderful films. Make a note in your diary as one of Frank's nights should not be missed.

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

Halloween Special 31st October

We will be running a special evening at the end of October for members and invited guests. The usual fun and frolics, Train rides, Lighting effects, Fancy Dress, Raffle, Barbecue, and maybe a spectacular flaming effect from Peter McDonald NOT TO BE MISSED. Details next month

GARDEN RAIL

(photo by Dave Metcalf)

We have had yet another good months running, weather unfortunately has not been as good as last month, however a little rain certainly does not affect the loco's or rolling stock, just the arthritic joints of those running them. Wednesday the 12th saw many of us venture off to a get-together at fellow club member Dave West's home track near Epping Forest. Lovely location and a really first class twin track G1 garden layout, sturdily built and virtually level all round. The topography of the land usually dictates the shape/size of G1 garden tracks, as it has at Dave's, the part of the garden where the track is located is on a slight slope, at one side the track runs down the side of the lawn on top of a low retaining wall, at the ends as it sweeps around it is built onto the top of the cross wall, then onto a raised track mounted onto piles made from cut-down old telegraph poles. The 'G1' scale running track had been tacked down onto a rigid waterproofed sub base then fixed all round with scale track ballast, this gives a most realistic scale type finish, a job that must have taken Dave many hours of hard work, but an expected attention to detail from a model engineer of Dave's high calibre.



OUR SECTION LEADER MALCOLM READ PREPARING TO FIRE HIS GWR COUNTY.

The engine firing bays were busy at all times, with the twin tracks it made for two way running, the outer track being the 'clockwise' runner. Running slots were 30mins in length and the track was busy until late afternoon. Malcolm bought along the "G1MRA" set of LMS rolling stock, but Dave had his GWR set also on siding for general use, some of use bought along our own rolling stock, I took along my "maltese" set of mixed passenger/freight, mostly consisting of GWR and BR freight stock.

David and his wife were excellent hosts, there were copious supplies of tea and coffee (without which model engineers cannot survive) the red wine at lunchtime was much appreciated and the home made cakes at afternoon tea were fantastic! Especially the 'coffee & walnut sponge'. Many thanks to them both for such a super time.

We are often asked as to why we specify running specific ways on tracks circuits (especially on our existing track at) the reason for a set running direction is that you are going "with" the way of the points as oppose to against them. On some older tracks levels may be effected by the ambient weather



GWR "CITY" GOING THROUGH STATION.

conditions/temperature, some track joints/points can 'raise' and running against them can cause de-railment of stock. One of the problems we have at Tyttenhanger on our existing track is that the growth of the tree roots are causing the track to become un-even.

You will get some idea of the difference in level at Dave's track by the height of the steaming bay area as opposed to the station which is on top of a small retaining wall about 18" high.

The station shown on the photo is an interesting building. It is in fact painted 'terracotta' the brick colouration being the natural fired finish, detail painted on with Humbrol paints and then varnished. A very realistic little tableau, the effect we will eventually achieve with our new track.



TEMPLATE IN USE CUTTING BACKER BOARD FOR TRACK BASE.

The new track is now progressing well, we have been slightly held up with wet weather, nearly all the woodwork has now been given a minimum of two coats of preservative and work has now started on the main track bed. Our last photo this month is of Geoff, Norman & David using a template to cut the

backer board to the correct angle to fit onto the track sub-structure. Right from the start the track was designed around the standard board size. It is a quality product so does not come cheaply. We therefore needed the absolute minimum of waste. The straight widths and large radii section widths meant the centres of supports were set by the ability to cut the boards and mount onto the supports with just one handed cut on the bends. Cutting is shown being done with a jig saw fitted with a "ceramic" cutting blade. Geoff & Norman feel that a pack of just 5 blades will do the whole job.

We are pretty hopeful that this next month will see the fitting on of all the boards. It will look really good and hopefully show that the majority of the heavy work in stage 1 is now complete, until then, happy steaming.

David Metcalf.



The Flying Scotsman on the turntable at Didcot on 16th October 2005 during one of its final runs before the current overhaul. Photo: Nicholas Griffin



Above: Paul Lacey's Warbonnet F unit with happy passengers Tony and friend, HO section at the track

Below: Bryn Morgan drives 2940 past the steaming bays on 17/07/10
Photos: Owen Chapman



GLR NEWS

Congratulations to Katie and Peter on their wedding now formally Mr and Mrs McDonald, I hope you have as many good, happy, and fruitful years as possible. (told you it wouldn't hurt Pete) Here's wishing you health and wealth for the future. I guess we won't be seeing much of Pete from now on as his leg iron won't reach from the kitchen sink to the track easily, and once he has dug the garden, wallpapered the hall, tiled the bathroom, and hung out the laundry he will be too exhausted. Anyway trust us we will look after all your toys and if your good we may even be allowed to phone you now and again to let you know how things are at the track. Still they say it's only the first thirty years that's the worst,

Love from all the boys.

New Projects.

Thanks to all who attended the steaming bay project meeting, for the interest shown and the compromises reached? We can now proceed to build this long overdue complex of steaming bays and storage facilities. This project will, when complete, be for all members to use and enjoy, hopefully if we get it right our show piece state of the art steaming bay project will be the first thing visitors will see on arrival at the track, it therefore needs to be built with that in mind and hopefully will be functional and pleasing to the eye. It is already clear that several small groups have emerged who are interested in doing their bit towards the project. These individual group interests in the one project are a clear indicator that we now have a more cohesive and happy loco section interested in moving forward in roughly the same direction. They are or hopefully have been inspired by your beloved Chairman Mr David Harris, thank you David.

The interested groups consist of:-

1. Design and Construction
2. Raised track steaming bay Builders
3. Ground level steaming bays and storage Builders
4. Compressor and Compressor house installer Builders
5. Earthworks, paths and fences
6. Workshop building and storage Builders

As you can see this project is a big undertaking for anybody or club to run and successfully complete so please be generous with your help and welcome cash donations. Those of you interested in helping in any form should first contact Mr David Harris (Chairman) and he will point you to the right group or leader for your need. The people involved in this project have done it all before and very successfully i.e. track building Raised and Ground, Signal Box, and G.L.R.

Station, all we need is positive thinking/ suggestions, good weather , and loads of Dosh.

Trackside

Not much to report generally but an important new STOP sign for loco drivers. This must be obeyed and is sited at the junction of the Cuckoo Line Exit crossing the Mainline. It will be in place until we get signal protection for this section. By Order TYT committee.

Recently during the very hot weather a section of G.L. track lifted, sited just passed the Narrows, I was driving Gerry's Sweet William on the down side over the very spot all was ok and level, having driven on and around the new land I was on my way back when it was pointed out to me that the section had lifted and was now in the air, Mike Woolsey noticed this and simply got the hose out and watered it and down it went. It has since been checked and adjusted at the fishplates, good old Mike. Due to the dryish summer the weeds along with the grass at the track seem to be struggling but I think that after the rain we have just had there may be sudden spurts of growth so I need to weed kill again. (anyone interested?)

History in the making a first for N.L.S.M.E. as some of you may have noticed over the last two seasons a lot of Iron fighting, grinding, and welding around the workshop area has been going on. YES the boilers are finished, tested and all water tight, built by three members and many helpers of our club thanks to you all, you will of course in due time get to drive my loco and Brian's. Can't speak for Mr McDonald he may not be able to get a pass out? Watch this space. Many thanks to Mr Ron Price and Mr Mike Chrisp for inspection through out the build and most importantly for signing the Hydraulic Certificates. My dream has moved a bit nearer unfortunately I haven't yet worked out how to smuggle it passed upper management through the kitchen and on to it's chassis ?

Moany Bit

A while ago I donated to the club a brand new fridge to be put in the coach as a replacement for the old battered one. One Thursday upon opening the door and trying to extract a CARTON OF MILK it seemed stuck to the door, further pulling force was applied and the carton slid out, attached to the bottom was a wedge of fridge door shaped Cheddar, apart from the smell it looked just like one of those squares you place between two slices, no I resisted temptation and threw the lot in the bin. Silly me I didn't realise that a fridge could double as a cheese making machine otherwise I would have kept it and used it for a new venture {Tyttenhanger Tasties} perhaps. Thank you Amy Featherstone (junior sec) for helping to scrub out the rancid milk compartment perhaps the person who spilt it may do likewise in future, anyone fancy cheese on toast?

As ever in the milk

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

📖 Dates for your Diary 📖

Friday 3 September	8.00pm General Meeting ; Steve Winter - Waterway Engineering Marvels HQ, Legion Way, Nth Finchley
Sunday 5 Sept	Fete's & Fair section at Capol Manor. Contact J McDonald
Monday 6 Sept	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Saturday 11 Sept	Birthday Party Guy Ellerby, Colney Heath
Sunday 12 Sept	Welwyn Cyclists, Colney Heath
Monday 13 Sept	8.00pm Tyttenhanger Meeting in the Coach; Colney Heath
Friday 17 Sept	8.00pm Loco Section, Archive films presented by Frank Banfield; HQ, Legion Way, North Finchley
Friday 17 Sept	<i>Deadline for copy to Editor for October News Sheet</i>
Saturday 18 Sept	St Albans MENCAP; Colney Heath
Friday 24 Sept	8.00pm Workshop evening; HQ, Legion Way, Nth Finchley
Sa. - Su. 25-26 Sept	St Albans SME Exhibition.
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 Tyttenhanger Meeting in the Coach; Colney Heath
Friday 8 Oct	8.00pm Marine section at HQ; HQ, Legion Way, Nth Finchley
Monday 11 Oct	8.00pm Council Meeting; HQ, Legion Way, North 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
Friday 22 Oct	8.00pm Workshop evening; HQ, Legion Way, Nth Finchley
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
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.

