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*This Month...*



# The News Sheet

**Chairman's Thoughts, Treasurer's Report,  
Forthcoming General Meetings, Steward List, MG  
Owners Club visit Colney Heath, Scattering ashes,  
Class 20 at Weybourne, The August General Meeting,  
Slot Car news, Brian A's visitor day, Diary Dates, Club  
Contacts.**



## The Thoughts of Chairman Ian



I was privileged to witness the scattering of ashes at Tyttenhanger a few days ago. Apparently, it is and has been a very regular event at that location. I rather irreverently wondered if that was the reason why the walkways round the track seem to get nearer to the sleepers each year with the build-up of those ashes but then decided that it was my spine shortening with age!

But it is rather flattering for the Club to have members who are so attached to the Society that they would like their last mortal remains to reside for evermore at that one place on Earth. That place in South Hertfordshire where they had enjoyed themselves more than any other place.

On that day of the scattering, the site at Tyttenhanger really looked like heaven to any model engineer with a leaning towards miniature railways. The raised track, Cuckoo line, the ground level the 16mm track and the gauge one areas looked immaculate with added reflections sparkling from the boating lake. Mind you that situation did not arrive by accident. It materialised by sheer challenging work and planning of a few and many members of the Club on many days of the week. But that is only one reason why folk come to Will their ashes to Tyttenhanger.

I think it is because members have joined a stable club of likeminded fellows who can share problems and relate challenges to one another without the risk of ridicule. Where colleagues will help with advice and equipment and where to triumph is absolute enjoyment.

It is also a club where on Sunday mornings members can contribute to the furtherance of the aims of the Society whether it be gathering in the leaves or some highly technical problem with a transporter but all working loosely in a friendly group. The same goes for headquarters. Small groups of members can work and compete together building up, running layouts and demonstrating at exhibitions, with the addition of racing with the slot car division.

Added to this is the monthly edition of 'The News Sheet', which is the cement that keeps the Club together.

In conclusion, the Club is a very large one where all members are equal, cohesive what is more inclusive, where members have joined a large group of friends from all walks of life to further their enjoyment of the hobby regardless of class race or station in life. It is a club to which we belong.

I've reserved the plot at the eastern end of *Camp's Cairn!*

**Ian J. Chairman.**

## **Workshop Meetings at Finchley**

A new series of Workshop meetings begin this month at our Summers Lane headquarters building in Finchley. The meetings take place throughout the winter on the fourth Friday of each month, except December when members are likely to be busy with other matters, and run from 8pm to 10pm.

Predominately, tooling and techniques are the topics covered, and members are invited to bring along their problems and solutions for all present to discuss.

A tea break at 9pm allows visitors to mix and mingle to discuss topics.

So hope to see you on Friday the 22nd of September 2017 at 8pm.

**Mike H.**

**Front cover photo.** 'Scattering the ashes'. See the article written by Ian J on page 7.

## Forthcoming General Meetings

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

**Friday 1<sup>st</sup> September. My Life in Drag** Craig Lowes is an ardent Drag Racing enthusiast and with his brother have built drag racing vehicles and I have heard that he could hold the record of the world fastest speed of 224 MPH. Do come and hear first-hand about this sport and of course the engineering aspects.

**Friday 6th October. Powder Coating.** Brian Parker from Peterborough has devised a method of powder coating and he will share his information with you with a talk and a practical demonstration. Soon everything and everybody will soon be covered with a powder coating. Hope it tastes good.

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

Ian J  
General Meetings Co-ordinator



The visiting MGs lined up at Colney Heath.

## The North London Branch of the MG Owners Club visit Colney Heath.

Saturday the 15<sup>th</sup> July at 2:00pm saw a visit to the Colney Heath site from the North London branch of the MG Owners Club. They arrived with their classic MG's which consisted of 2 MGA's and 3 MGB GT's, one being a V8 version, quite rare.

The afternoon was spent taking rides on the GLR and RT, chatting to members about their locos and enjoying the surroundings of Colney Heath. At the end of their visit the MG Owners Club thanked me for a pleasant afternoon and made a very generous contribution to club funds, which was much appreciated.



I would just like to thank the following society members for providing their time/locos/assistance in making this afternoon possible. Thanks again to, Brian A, Brian B, George C, Nigel G, Ted K and Jeremy L.

**Martin C**

## NLSME.

### “What a wonderful occasion”. (CB)

### Beryl and Mike Collingwood RIP.

On Monday 14<sup>th</sup> August, I joined in with a celebration of the lives of Beryl and Mike Collingwood at Tyttenhanger. Mike’s sister Ann journeyed up from the Vale of Evesham with friends and relatives to scatter the ashes of Mike and Beryl who had died some time ago. Many members of the Club will remember Beryl for her conscientious travail for many years as Secretary of the Council and the Club. In fact, so experienced was she, working with several Chairmen on the Council that some would say that the Club was almost run by her! Mike was a thoroughly good egg and excellent model engineer and some three of the progeny of his labours were present including a wonderful Maid of Kent, an immaculate Ivatt Atlantic and Lady Beryl. Lady Beryl says a lot of their relationship when most model engineers seem to name their locomotives after barmaids!



Several members of the Club were present including our Country Member Colin B and his wife Mary. Colin masterminded the whole operation with communications with the relatives and friends in the Vale and an ex-apprentice of Mike’s from his drawing office days. When I say ‘masterminded’, I really mean delegated because the occasion could not have taken place in the splendid way it did without the wholesale co-operation and dedication of several members of the Club. They helped in the steaming up of the locomotives, catering with table cloth (a dust sheet!) laid and copious teas and coffees with buckets of biscuits and opulent seats on the platform not forgetting the Red Train, a ground level train set to take the more infirm to Camp’s Cairn.

So, the stage was set. The day was sunny with blue skies and a very peaceful quiet still atmosphere that often prevails at that glorious place, with just the excited sounds of the enginemen firing up their locomotives.



Soon the celebrants arrived, greeting the folk at the steaming bays before walking up to the coach. By then Mike's locomotives were in steam and taking several of the 'mourners' on journeys on the raised track. The 'Red Train' arrived; the family embarked and were taken with the Ashes to Camps Cairn. While Club members strolled to that destination.

Soon two of Mike's locomotives were stationary on either side of Camp's Cairn on the raised track with the Red Train standing by on the adjacent Ground level track.

Then it was hats off! Mike's Sister Ann and her granddaughter reverently distributed the ashes onto Camp's Cairn. Two five inch gauge shovels of ashes were saved and put into the fireboxes of the two locomotives which then steamed to consume that ash.

The whole event was very meaningful and a celebration of Beryl and Mikes lives and what was more, rejoicing in the significant part the Club had played in their lives.

The emotional group then retired to the Coach for tea coffee and of course chocky bics before winding their ways back to the Vale of Evesham and up north to Whitby after voicing their appreciation to the Club and the busy members who made it all possible. Knowing that they had celebrated the lives of Beryl and Mike in a very unique manner in which Beryl and Mike would have approved and with a fellow feeling from all the Club members present.

PS. Mike's Sister presented the Club with a cheque which could perhaps be spent on something useful for the Club in Beryl and Mike's remembrance or



perhaps on a significant tree from Woodland Creation; but the Club, is of course open to other ideas; so please let me know.

**Ian J**



## Class 20 '20227' at Weybourne.



The Class 20 '20227' at Weybourne photographed on a trip to the North Norfolk Railway on Saturday 19th August 2017. This loco was the last of the class to be built; fifty years old next year and was bought from BR when they had finished with her by the Class Twenty Locomotive Society. The CTLS was founded in Barnet by various individuals of whom at least three are members of our Society. She was used on many of the London Underground's 'Steam on the Met' services up until 2000 as a support loco and has appeared since then on various other TFL specials, not to mention sharing in the job of bringing all the new 'S' stock to London from the manufacturers. CTLS also own two other '20's, so are gluttons for punishment. '20227' has been fitted with OTMR and all the other expensive gismos required to run on Network Rail and is in Norfolk to top and tail with steam on the diner trains operated by the NNR over Network Rail to Cromer. The Gresley Society 'N2' is in the process of being similarly equipped to do the same job.

## NLSME August General Meeting. A BBQ at Colney Heath.

It was a perfect evening for a spot of BBQing; the scribe and chef arrived early to prepare for the feast; the weather was calm and warm. Members were already steaming merrily round the raised track with sheer aplomb. The pleasant aroma of cooking sausages soon drifted gently across the tracks with undoubtable stimulation of the Driver's gastric juices.



Brian L had taken over the cooking of the sausages in a very professional manner. He used a thermocouple that he had invented; he speared the poor unoffending free-range sausages to find their innermost temperatures almost like being in hospital for the poor things. He chose Tiger Bread to accompany the sausages. The Tiger bread had been thoughtfully thick sliced by the maiden who sold the loaves to Brian. (But where does the tiger come in? is it something to do with the jungle?) He has found that the sliced bread is far more satisfactory than rolls. By the way when the chef says. "Best thing since sliced bread". What was the best thing before sliced bread?

Soon the hungry mortals were getting themselves on the outside of as many sausages and Tiger Bread

that they could get their hands on. Music from fairgrounds on a CD played out to all and sundry with drivers chewing away on Brian's sausages while they chuffed round the track. A change from Fairground organ music to Gilbert and Sullivan was made when Alan M intervened with deserts of tasty homemade cheese cake and steaming hot cups of tea.

Darkness seemed to fall early but time flies when folk are enjoying themselves. Clearing up was a pleasure because the wives present helped Brian and the scribe tremendously with the washing up and general tidying of the Coach platform.

Soon the thirty or so members and their wives were wending their way home satisfied and happy.

Thank you, Brian!



Ian J.

## Branch Line Society

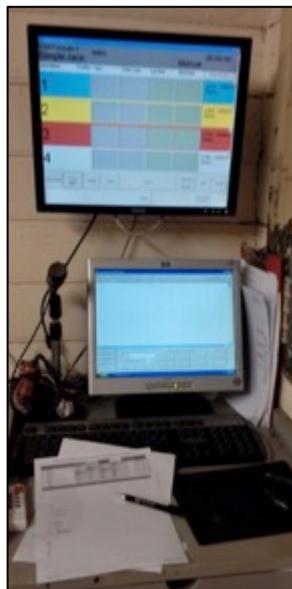
A visit by the Branch Line Society is scheduled for Saturday 16th September 2.00 till 5.00. About a dozen visitors are expected to ride on all tracks including the Cuckoo line. The Branch Line Society aims are to ride on all gauges and branch line tracks. Some have visited us before on public running days but this is an organised visit. Volunteers with a loco to drive especially on the Cuckoo line, are needed.

Please advise Alan M if you can support this visit.

## Slot Car News

It has been a very long time since the last bit of slot car news hit the newsstands, but hopefully there will be regular updates on what has been happening here. Sadly, we seem to have lost a few numbers, and regular club nights have now been moved to Monday nights to accommodate members from the Luton Slot Car Club who sadly lost their premises, but we have gained five new permanent members. Retro slot racing is still catered for on fortnightly evenings on Wednesdays. Everyone is welcome to come along on either evening for a go, when cars and controllers can be provided.

The biggest change at the club has been the switch from an ageing analogue race control system to a fully computerised digital one, which can organise races without the extensive use of paper and pencil, and time laps accurately down to 1000th of a second. There are also three wall mounted screens which enable people to keep track on race progress. The power supplies have simultaneously been upgraded from an old car battery to more reliable and consistent electronic power supplies, and has been used on regular club nights, plus National events where the system could cope with a large number of entries, run qualifying and organise heats. Thanks to the generosity of Steve K, we also have a laser printer installed so that results etc. can be printed off.



It has not been a good year for members' racing on the national scene, and even the National Team championships where the club has had a lot of success in the past, failed to live up to expectations this year, where we entered two teams, but unfortunately finished well down the order due to mechanical issues and on track mishaps. Back in June, the club hosted a round of HO racing league, and involved the careful laying out of a four-lane track on top of the existing track, and attracted a good entry from racers up and down the country. Despite the cars small size, the cars are extremely fast. Regular HO racer John O, and Paul H took part, and the best result was Paul's third in a couple of classes.

John O also took part in the annual Derby 24 hour race for these cars, and along with son Michael, was part of the winning team, The 8 lane track was

huge, and was modelled on the real Le Mans 24 hour circuit. You can get an idea of the size of the track from the picture below, which features NL member Richard H on marshalling duty and John O in the near background. The winning car completed the race on one motor and one set of tyres. Unfortunately, Richards's team didn't fare so well and finished quite a way down the order.



Richard  
H's  
Porsche  
962





Richard H (top right) with team that came 7th, a few laps behind the 5th placed team.



The winning team, with John O second from right.

Photos kindly supplied by Richard H.

Next on the schedule is the annual Retrorama 6 hour race in Wiltshire in early September, and again North London will be fielding a strong team to defend the title they won last year.

**Bob H**

## **37422 and saloon 'Caroline' at New Barnet.**



37422 and inspection saloon 975025 'Caroline' on a York to York trip past New Barnet station on 17th July 2017. The vehicle was originally built in 1958 at Eastleigh Works originally as the Southern Region General Managers Saloon. it has push-pull controls and now sees a wide range of inspection duties around the network.



## Visitors Galore - Brian's Visitors' Day

Saturday the 5<sup>th</sup> of August 2017 dawned bright, fresh and clear following on from some very changeable weather which had seen, amongst other things, unseasonably high rainfall the previous Wednesday which had sadly effected another event at Colney Heath. I had been looking forward to this day for some time as it was the date selected for this year's visitor's day at the track organised by Brian A and the forward-looking forecast was for more rain, even thunder, for the middle part of the day. So I left early to make the most of the weather before it turned.

This annual event has grown out of a model makers event held at the Pontins Holiday Camp at Brean Sands in Somerset in the late 1970s where participants would stay in the camps chalets and visit local places to enjoy their specific interest, model boats and aircraft being catered for as well as live steam. In the evenings the groups would socialise in (naturally) the bar and discuss the days running.

A suggestion was made that all those that wanted to should gather together again for a day's running at a suitable track which needed to be quite large, and easily located, as people would be coming from all parts of the country. After possibly a few too many pints Brian volunteered to host this invitation day, which has now been running for over thirty years. The event has been as changeable as the weather and some years very few people have come and others the site has been descended on by a great many modellers and locomotives, some of which have been really interesting. Several of the original Bream "gang" still attend but now bring family and friends from their home clubs.

I have been attending when I can. For much of the time I have been a member of the NLSME helping out with the running and enjoying the chance to see a different, varied and inspiring selection of locos run on our challenging track. This year we were once again incredibly lucky as the forecasted storms only showed up twice and for short bursts of rain, and which was just as well as over twenty locomotives and their owners and operators attended. Most managed some very creditable lengths of running over several hours, the first engine on the track, a 5 Inch gauge Britannia 70049 'Solway Firth' starting shortly before 10:30am, and not coming off until about 3pm.

Others ran for shorter periods which allowed everyone to have a decent time on the track without it getting overly crowded or exceeding the permitted 9 train limit. The numbers running were eased as-well by the diminutive 0-4-0T Jack, a

regular visitor with Sue P from Maidstone and which has run around the whole main line several times in the past, electing to run around the Cuckoo Line this time. Two battery powered 7 ¼ inch gauge models of the ubiquitous 350Hp Diesel-Electric shunter ran around the Ground Level Railway.

Of the other engines only two did not manage to make it onto the track due to mechanical problems and I was kept busy trying to photograph as many of them as possible working around the track. I do not have a full list of engines but some of the more notable engines included a L&NWR G2 0-8-0, a highly detailed Speedy, 15xx Pannier Tank, a War Department 2-8-0 "The Royal Marines," a 4F and Martin P's wonderful Gresley P2 2-8-2 with its A4 front end.

Only two narrow gauge engines were in the line up. A Conwy and former NLSME resident Hunslet Waril type well tank, which finally made it around the track not once but five times after fitting a new boiler by new owner Chris G from Maidstone. Also a regular to this day was Maidstone Club chairman Tom P who after supervising the running of his Ruston battery engine by his two young daughters had a very enjoyable run with his 5 inch Jinty which ran for the first time after a twenty year build just a month ago, being the last on the track about 4.30pm.

The star of the day, for many, however was Andrew H's Beautiful South East and Chatham Railway D class 4-4-0 with ornate green and claret livery set off with polished brass dome. This engine, the prototype on display in York museum, featured many scale working parts including a vacuum brake and steam reversing engine.

The Day ended with more sunshine and happy drivers returning home to cries of "can we come back next year!"

Please consider coming along in support of this event in the future as Brian is always grateful for extra help and you get to meet the visitors and better enjoy seeing them run at our track.

**Owen C**







**Captions for the photos ;**

Page 19 top, South East and Chatham Railway D class 4-4-0 737 of 1901, 5" model visiting from Maidstone.

Page 19 bottom, Sue on the Cuckoo Line with her 0-4-0T 'Jack'.

Page 20, Maidstone Chairman Tom (right) and his newly completed 'Jinty'

Above, Chris and his Waril well tank complete their first lap of the track.

Page 22 top, P2 Lord President climbs between the bridges.

Page 22 bottom, WD 2-8-0 The Royal Marines at speed.

**All photos Owen C**



## Dates for your Diary

<b>SEPTEMBER</b>	<b>2017</b>
Fri 1st Sept	General Meeting, 'My life in drag'. 8pm HQ.
Sat 2nd Sept	Visit by Gravesend ME Society – Brian A
Sun 3rd Sept	Public Running at Colney Heath
Sun 3rd Sept	Fetes & Fairs at Capel Manor, Enfield
Tues 5th Sept	Council Meeting. 8pm at HQ
9th/10th Sept	Fetes & Fairs at St Albans Signal Box
Sun 10th Sept	Toy Boat Regatta – George C
Sat 16th Sept	Branch Line Society visiting CH, 2 – 5pm
Sat 16th Sept	Fetes & Fairs at Wheathampstead Railway
16th/17th Sept	Fetes & Fairs at The Plough Air Ambulance Day
Sun 17th Sept	Public Running at Colney Heath
Tues 19th Sept	TSC meeting, 8pm, St. Mark's Church Centre
<b><i>Fri 22nd Sept</i></b>	<b><i>Deadline for copy to Editor for October News Sheet</i></b>
Fri 22nd Sept	Workshop evening with Mike H. Tooling. 8pm HQ
Sat 23rd Sept	Barracuda swimming club visiting CH. Mike F
<b>OCTOBER</b>	<b>2017</b>
Sun 1st Oct	Public Running at Colney Heath 2 – 5pm
Tues 3rd Oct	Council Meeting. 8pm at HQ
Fri 6th Oct	General Meeting, 'Powder Coating'. 8pm HQ.
Sat 7th Oct	00 section exhibiting a layout at Aylsham, Norfolk
Sun 15th Oct	Last Public Running at Colney Heath for this year
Tues 17th Oct	TSC meeting, 8pm, St. Mark's Church Centre
<b><i>Fri 20th Oct</i></b>	<b><i>Deadline for copy to Editor for November News Sheet</i></b>
Fri 27th Oct	Workshop evening with Mike H. Tooling. 8pm HQ

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