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The News Sheet

This Month...

Winter Working Party Jobs at Coney Heath (page 11)



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FROM THE CHAIR

Unfortunately I was unable to be present at the Halloween party at the end of October, but from the numerous comments I have heard it was a most enjoyable event. So my thanks to Jim Macdonald and his vast team of helpers who arranged the evening 'do'.

Despite the wet weather, the Thursday, Saturday, and Sunday morning working gangs have cleared, and levelled the area for the steaming bay containers. The corner foundation blocks have been cast and all is now ready for the three containers to be delivered. As I write this report towards the end of November, this delivery date is now planned for Thursday/Friday, 25/26th November. This will be a great step forward, enabling the fitting out work on the containers to start as well as the building of the 'infill' storage areas. The next stage will be the clearing out of the existing workshop, transferring its contents to some of the containers temporarily, and ultimately its demolition.

December is always a month of social events, so I particularly commend to you the General Meeting (pre-Christmas social) on Friday, 3rd December, the HO Section Christmas Social on Wednesday, 15th December, and the HO afternoon running session on Wednesday, 29th December.

The Society will be having a stand at the Model Engineer Exhibition at Sandown (10-12th December), organised jointly by Derrick Franklin and Chris Vousden. They have already been asking for suitable exhibits from members to fill the stand. Thanks to all who have supported this activity.

Our next News Sheet will not appear until February, to give our Editor, and his contributors!, a brief rest, so just a little reminder that the Society will be having a stand at the Ally Pally exhibition 21-23rd January 2011. Once again, this stand is being organised by Ian Johnston, so he too, will be asking for suitable exhibits.

Finally, may I offer you all, my friends, my best wishes for Christmas, and a busy, active New Year. How about a New Year's resolution to all those members we rarely see! Come along and join us at some of these events laid on for YOUR benefit.

David Harris

Front cover: Southern Pacific cab forward 4101 (4-8+8-4) hauling a freight on the mainline past the new trestle bridge on the branchline to Cook. (HO section layout at HQ)
Photo: Owen Chapman

TREASURER'S REPORT

A quiet Council Meeting this month, no new members and the only major expenditure to note was the payment of the rent for HQ for the year to October 2011. A few personal donations have been received from members towards the Steaming Bay Project and any more promised will be much appreciated. By the time you receive this News Sheet the three new containers plus the existing one will be on site in their final positions.

I am also pleased to advise that Grahame Gardner has agreed with a little arm twisting, to be Project Leader for the Raised Track Extension Project, which is gathering momentum with the collection and delivery of materials.

Last month Members will have received a copy of the latest Membership name and address list. I would remind everybody that this is for private information and must not be disclosed in whole or part to any third parties.

With Christmas rapidly approaching I can advise that the Raised Track is at present having a little repair work carried out, but will be up and running again ready for our Boxing Day run on 28th December.

Wishing everybody a Happy Christmas and Best Wishes for the New Year.

Mike Foreman

Lost Model Engineer Volume

Can the copy of volume 73 of Model Engineer please be returned to the library at HQ? It is required by Derek Perham to start the construction of his new loco. If the copy is lost, do any members have a copy the can be borrowed? (ed.)

November General Meeting

By OMAH (photos are illustrations from Piper Sport website)

Mike Chrisp opened the meeting in his customary fashion, congratulating those whom had ventured out on such a foul evening. He mentioned several recent events and some yet to come, the December General Meeting will be a pre Christmas get together, everyone welcome. David Harris offered formal congratulations to Jim Macdonald & Co for organising the Halloween evening at which a good time was had by all. Tony Dunbar announced that the North American group would be holding their customary evening for all on Wednesday December 15th. Mike Hodgson reminded us that the November 26th Workshop evening will be the last for this year.

Mike C then introduced our speaker for the meeting, Steve Winter. Steve called his talk "Building the Dream" and began with a brief intro of his early days and how he became passionately interested in full-size aircraft. It started at the tender age of four, he then showed a snap of himself aged five at the 1955 Biggin Hill Airshow whence he was taken by his father who was in the RAF. This continued annually until he was old enough to cycle there by himself. He continued to visit and his enthusiasm grew, his ambition was to be a pilot, ideally a fighter pilot or a commercial airline pilot. At 13 he had to wear glasses and at that time you could not get a licence if you wore glasses so the dream had to be put on hold.

Some years later he got married and his wife gave him a present of a trial flight in a micro-light, one of the more up-market ones with a 4 cylinder aircraft engine. Having been suitably impressed he continued with the lessons and by lesson three he bought one for himself, he had warned his wife that the lessons might get expensive! Moving on, he got his initial licence and flew the micro on various trips; Scilly Isles, France, Finland, and the Barents Sea, 300 miles north of the Arctic Circle, chilly! Moving up the ladder, he bought in turn, a Shadow (an even more up-market micro), a Eurostar and a Pioneer, and did a lot more flights.

Steve then thought what shall I do for my next project and decided to build an aircraft and after some research bought a Czech kit from Czech Sport Aircraft, (the company has since been taken over by Piper and is currently Piper Sport). Looking at the photos of the kit one could see what Steve meant when he said it reminded him of an Airfix kit. The fuselage, wings and wheels are partially assembled and look as though finishing the job would be a piece of cake but that is far from the amount of work to be done. The kit does not include engine, prop, or instruments representing a large sum of additional cash. He decided to retain the Pioneer since he needed to keep his hand in and maintain enough flying hours to keep his licence valid. He then started assembling the fuselage, following the instruction manual.



Initially he thought this would be easy, any one can use pop rivets, (the industry prefers to call them pull rivets), but they come in several types and sizes, the fuselage and wings are delivered with temporary rivets to keep them in shape during transport. The holes are deliberately drilled one size down so the first job is to go round in a discrete sequence, drill the correct size and fit Clico rivets working from the centre of a row towards the edge to tighten the skin against the internal bulkhead and stiffening ribs. The Clico rivets are then removed and replaced by the final rivets, at the same time while peeling back the skin the various cables have to be fed through as appropriate. You then have to go through the same procedure on the fin, tail plane and wings. Having fitted the engine, cowling, instruments and wings, connected the feed from the fuel tank and the cables to the ailerons and one or two other minor matters; Steve was ready to take off.

During the building procedure he had to have official checks by CAA inspectors, some 17 visits altogether to check that everything was put together in the approved manner. One of the most hairy of these was to check that the fuel pump could exceed the requirements of the engine at maximum power by 40%. To do this Steve had to hold a jug under a bleed-off from



the pipe to the carbs to check the excess while standing in the small space between the engine and the prop. He was not so much put off by the closeness of the prop and the slipstream as the fact that the windrush kept whipping up spurts of petrol from the jug and he was concerned by the thought of a slurp landing on the manifold! The engine is a 105hp Rotax, 4-cylinder horizontally opposed, and uses about 18 litres/hour at 115mph and in practice does about 35mpg, not bad for an aircraft!



All was eventually passed and he got a test pilot to take her up for the first flight, all being OK he took up T-MAX himself and has clocked up a number of trips since with his wife as passenger. (Told you it would be a piece of cake.) Steve is an excellent, and modest, speaker. There is a load of detail about the assembly and overcoming various problems I have left out due to lack of space and the difficulty of making sense without the diagrams, drawings and photos that Steve projected in his 'Powerpoint' presentation. A 'riveting' talk much appreciated by all present, which was reflected in our vociferous applause. Mike thanked Steve for his talk, Ron Thorogood for the tea and Peter Davies for the raffle, and bade us farewell.

Another view of the new trestle bridge and grade crossing on the HO section layout as built by Steve Jones and Paul Lacey
Photo: Owen Chapman

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 DECEMBER 2010 – PRE- CHRISTMAS SOCIAL

An informal time together with food and drink 'On the House'. Now, here's an idea: how about bringing a little 'something' with you to amaze or amuse us? Nothing formal - just something perhaps on which you've been working, or maybe something you've just found or even had around for a while. All members, families and friends are welcome to join us for a guaranteed stress-free sociable evening among like-minded friends and colleagues.

7 JANUARY 2011 – MEMBERS' WORKSHOPS

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

4 FEBRUARY 2011 – FORUM

Another opportunity to discuss hints, tips and techniques related to model engineering activities.



MIKE'S MUSINGS

All photos by Mike Ruffell.

The experimental period of running once a month for the public ended on the 31st October. For my part I have mixed feelings as to the success or otherwise of the experiment.

At the November loco meeting we dealt with this issue (see elsewhere in the News Sheet for the full report of the meeting). At the end of the meeting a vote was taken on three separate motions. The motion that was carried was the one recommended by the TSC which was to run for the public on the first and third Sundays of the month starting in May and ending in October.

For this to be successful I will require the support of all members who have an



Photo 1. Bittern at the Cross

interest at the track site, be it Marine, Garden Railway, Traction Engines, Raised Track or Ground level railways. When the Rota is published will you please read it and find the date that I have given you to steward, if you are happy with the date then please put it in your diary. However if for any reason you can't do the date please let me know, if you don't then all sorts of problems will arise on the day.

I have had to make a few changes to the programme for the Loco Section Meetings please see below and note in your diaries.

Thursday 30th September arrived and along with two friends I was anticipating one of the most exciting main line steam trips for a long time, namely "The Silver Jubilee" "Departing from the Cross at 08.07, (**Photo 1**) with "Bittern" one of Gresley's magnificent A4's running with two tenders attached we were all looking forward to running non stop to York apart from a short stop at Babworth Loop (139 miles out).

Well that was the plan but unfortunately for all our A4 nearly ran out of steam and was forced to stop at Stoke Junction whilst we had a blow up and the fire cleaned. We then carried on our merry way but it soon became obvious that all was not well as we slowed prior to pulling into Doncaster Royal Mail yard for another blow up. We eventually arrived at York some 92 minutes late. On talking to the onboard stewards they informed us that the problem was poor coal, the coal being Daw Mill!

At York a very speedy Loco change was made with 6233 "Duchess of Sutherland" up front and raring to go with a full pot of steam. (**Photo 2** apologies for quality as taken through a dirty window). We set off in fine style for Newcastle; speed was put on very rapidly and held for some miles. Thinking that our previous problems were not affecting the "Duchess" we



Photo 2. Duchess of Sutherland

settled back into our seats to watch the countryside flash by. Then as with Bittern we began to slow finally limping into Newcastle a further 22 minutes late. Apparently the "Duchess" was coaled with the same coal.

We were kept waiting within the station with very little information for the best part of 2 hours before it was announced that we were to be hauled back to the Cross by Diesel. All in all a very disappointing day, so different to when 75 years earlier the "Silver Jubilee" left the Cross at 17.30.

Forthcoming Loco Section Meetings.

- Friday December 17th:-** T.B.A.
- Friday January 21st:-** Members Film Night. Our usual post Xmas night for member's films or interesting commercial productions.
- Friday February 18th:-** On the Table. To night bring along and share your experiences with other members all those projects that you have been beavering away at during the winter months.
- Friday March 18th:-** I have tonight been fortunate in securing a return visit from Dave Cockle who along with Roger Elkin will be giving a joint illustrated talk entitled "Centenary of the GNR's Enfield – Cuffley line". I understand that this is an excellent presentation so don't forget to put this one in your diary.
- Friday April 15th:-** Tonight it will be my pleasure to introduce you to Bill Davies who will be giving us his presentation entitled "On and Off the Footplate" based on 42 years of Railway Experiences.
- Friday May 20th:-** Tonight Owen Chapman has very kindly offered to give us a picture presentation on the Festiniog/Welsh Highland Railways. Owen's pictures are of a very high standard and I'm sure we will have a very enjoyable evening.

Mike Ruffell.
Loco Section Leader

WINTER WORKING PARTY JOBS AT COLNEY HEATH

1. The main station finials need to be rubbed down and painted.
2. The side wall of the coach needs to be repaired.
3. The treads on the bridge need to be coated with an anti-slip surface.
4. The GLR station (car park) has protruding nails which should be cleared up.
5. The GLR station (car park) needs to be totally painted.
6. There is much dead wood on the old apple trees which should be pruned.
7. The Sack Barrow at Dingly Dell needs to be restored before it drops to bits.
8. Grass areas adjacent to the main station require to be re-seeded.
9. Benches on the station should be repaired and coated.
10. Once the containers are in place the two storage/workshop areas will need to be built, as will the roof covering all the area.
11. Once the containers etc are in place, all units will need to be fitted out for their particular purpose.
12. The garage will need to be moved from its present site to a temporary location. This is not urgent at the present time.
13. The workshop needs to be cleared out and emptied ready for being dismantled. This could take place this winter.
14. There are pot holes in the lane which will need filling before we open next year. Appropriate material will have to be purchased.
15. The car park driveway will need to be re-built further away from the steaming bays due to the positioning of the containers.
16. All the soil will need to be shifted from the car park to the far end of the site. This is an urgent task.
17. The raised track piers will need to be constructed along with many other activities associated with that work.
18. The coach steel walls are in a poor state and should be clad, sealed and re-painted.
19. All containers will need to be painted to provide some weather protection.

Ultimately, all new areas will require power and maybe water and compressed air to be provided.

If there are any other jobs that need to be listed, please let me know and I will update this list.

David Harris

The November Loco Section Meeting

By Roger Bell

Our experimental period of running for the public once a month ended on the 31st October. The meeting was everyone's chance to comment and make their wishes known for next year.

Mike Ruffell chaired the meeting and started with a request for a 'Foreman' to give the jobs out on the Sunday morning working parties. We have volunteers who turn up and are unsure what to do. One comment was that this job is that of the Section Leader, Mike clarified the situation by saying that at the last election for a Loco Club Section Leader no one wanted the job, Mike volunteered on the basis that he would rarely be at the track on a Sunday morning and the membership accepted this. No one was interested in taking on the job of Foreman. Keith Bartlam said that he would assist if someone volunteered to take the job on.

Mike thanked all who had made the Halloween evening a success.

A discussion then followed on the pros and cons of changing the number of days open to the public. Many points were raised. The takings were down from tea and donations. Mike observed that there were not many loco's running on non public open days. Before the start of running once a month experiment the steward turn up rate was 60%. Without checking no one knew what it had been this year. The TSC has discussed this subject and recommended opening twice a month during the running season starting 1st May. From the members available less those who are too young, too infirm or live too far away or already doing tea duty, there are potentially 162 stewards available.

One comment was that at the Halloween event there were only four stewards. It was said that those attending this event were members' friends and responsible people. Mike said that the public are not like that and need supervising and have to be told where to park etc, that is why we have eleven.

David Metcalf had sent an email explaining why he would only support one Sunday a month. He feels that we should charge a set fee for rides to offset income.

At one time each steward received a phone call reminding them of their duty. Mike said that he was not prepared to phone 132 members to remind them. One suggestion was to fine Stewards who fail to attend. One comment was that the rota is in the News Sheet, if one makes a note of their turn in their diary then how can it be forgotten? We all have to attend countless appointments every year and do not need to be mothered by being reminded by someone else.

Charging for rides was discussed and will be discussed further by the TSC and the Council.

A vote then took place. Despite this meeting being advertised in the News Sheet and the decision would affect all 252 members only 25 turned up at the meeting.

The motion for once a month had 2 votes plus one by email = 3.

The motion for twice a month had 14 votes and was carried.

The motion for every Sunday had 3 votes.

There were 5 abstentions.

GLR NEWS

Seasons greetings to all (sighs) another year nearly over. Looking back through the years to 2006 that fateful year when the ground level mob all took one step back and left me out front to become section leader, that glorious year when I took on this mammoth project, did I really know how big a project it would turn into? Would I have thought twice if I had? Who knows all I do know is that I often find myself thinking about all the different characters, all the arguments, the raised voices the moans and groans, all the organising with its up and downs, all the hard physical work, all the companionship, all the wind up's and laughs, and the birth of the Junior Section what a great time I have had over the last few years, and yes I'm still thinking what a great place Tyttenhanger is and what a great bunch of willing helpers we have. The club at this moment has some really talented people on board and I thank them most sincerely for what they have achieved in the last few years.

Now an apology to all the lovely ladies who came to the best Halloween do ever and who arrived on the night not wearing fancy dress, I was the one on the gate early evening. It was the Stella that made me say "where's your broomstick" or "is that black cat yours" and again on Sunday when the same ladies came back for the last afternoons run "not changed yet" was definitely Keith Bartrops parsnip wine speaking (strange how it affects some people I'm glad it doesn't afflict me) thanks to all who helped I look forward to next years.

Now that we are in the Santa season anyone thinking of buying their children or themselves an electric loco couldn't do much better than go to the supplier mentioned beneath. I would like to praise the after sales and efforts of ABBOTS MODEL ENGINEERING who make and supply electric locos for kids aged from 6 to 80 years as our beloved Junior Section Leader found out to his benefit, Mike Woolsey a cuddly 20 19 18 17 16 stone father of two boys purchased a 0-4-0 for the lads to run on the G.L. (a likely story Mike we all believe you) last summer they ran for a few weeks and then had a problem with

one of the 24 volt motors, this was duly replaced free of charge with a promise of a full refund if required, after running again the motors burnt out and again were replaced with the same promise as before all went well for a while until a third burn out occurred (it was at this point that certain people thought Mike really should let the boys have more of a go of this lovely little 0-4-0 and let it have a rest (16 stone) now and again to cool down). Mike kept calm throughout and much to his pleasure the motors were replaced again with apologies and an explanation being a batch of faulty motors to blame, all is now fine and the Shunter has completed the season without any more problems. Mike has now purchased an 0-6-0 version from the same supplier with an excellent discount for all his troubles, what a happy customer and credit given to ABBOTS MODELS. Perhaps Mr Abbot may like to come and visit us next season (what about an ABBOTS rally?). To see Mike and the boys riding around the track (not so sure about the hooters) but great fun.

Latest News. The new containers are now on site, quite a crowd turned up to see them planted on their concrete pads, quite amazing to see the hydraulic arm of the lorry pick up a container and put it down 48 feet away under remote control! All we have to do now is put the roof on and fill the gaps in "SIMPLE" the dream moves a little nearer, let's hope for a dry winter.

As ever in the muck P.A.K. Funk G.L.R. Section Leader

ADVANCE NOTICE

of a

BRING & BUY AUCTION

to be held at our Finchley Headquarters on

FRIDAY 4 MARCH 2011

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

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

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

📖 Dates for your Diary 📖

Friday 3 Dec	8.00pm General Meeting ; Pre-Christmas Social; HQ, Legion Way, Nth Finchley
Monday 6 Dec	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 10 Dec	8.00pm Marine section at HQ; HQ, Legion Way, Nth Finchley
Fri 10 - Sun 12 Dec	Model Engineer Exhibition 2010 at Sandown
Monday 13 Dec	8.00pm Tyttenhanger Meeting St. Marks Church Centre, Colney Heath
Wed 15 Dec	7.00pm HO section; Christmas Social; Food and Drinks provided, partners and other section members welcome. HQ, Legion Way, Nth Finchley
Friday 17 Dec	8.00pm Loco Section, TBA HQ, Legion Way, Nth Finchley
Tues 28 Dec	2.00pm post Christmas running session at Colney Heath
Wed 29 Dec	12 noon HO section all afternoon running session. Meeting for lunch upstairs at Tally Ho, North Finchley. At HQ about 1.30pm. Other section members welcome. HQ, Legion Way, Nth Finchley
Friday 7 January	8.00pm General Meeting ; Member's Workshop; HQ, Legion Way, Nth Finchley
Monday 10 Jan	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Monday 17 Jan	8.00pm Tyttenhanger Meeting in the Coach; Colney Heath
Friday 21 Jan	8.00pm Loco Section, Members Film Night. Our usual post Xmas night for member's films or interesting commercial productions.; HQ, Legion Way, North Finchley
Fri 21 - Sun 23 Jan	London Model Engineering Exhibition 2010 at Alexandra Palace
Monday 24 Jan	<i>Deadline for copy to Editor for February News Sheet</i>
Friday 28 Jan	8.00pm Workshop evening; HQ, Legion Way, Nth Finchley
Friday 4 February	8.00pm General Meeting ; Forum; 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.

