

Want to see this
in full colour?
Then visit
www.nlsme.co.uk



The News Sheet

This Month...

Bert Mead 1911 - 2010 (page 6)

Advance Notice, 2011 AGM (page 10)

New Steaming Bay Project - Storage (page 11)

Model Engineers Exhibition Sandown Park (page 18)

Gone But Not Forgotten (page 21)



Plus...

From the Chair (page 2), Treasurer's Report (page 3),

Dec General Meeting (page 4), Jan General Meeting (page 8)

Marine Mumbles (page 12), General Meetings Update (page 13)

Mike's Musings (page 14), Junior Notes (page 19)

GLR News (page 20), Dates for Your Diary (page 23),

Officers, Council Members and Section Leaders (page 24)

FROM THE CHAIR

Firstly, may I offer you all my best wishes for the New Year and hope that you had a pleasant Christmas with your family and friends.

Sadly, I have to report that our dear friend Bert Mead died a few days before Christmas. He was 99 years old. Bert was a long standing member of the Society and a builder of a number of locomotives which are now owned by members of the Society. It was pleasing to note that a large number of his Society friends were at his funeral early in January. A small tribute was paid to Bert at the January meeting, when a re-run was shown of Bert in his workshop with a Gauge 1 model he was making at that time. We shall all miss him at the Society's functions.

My thanks to Derrick Franklin and Chris Vousden for organising the Society's stand at the Model Engineer Exhibition at Sandown Park in December. Our thanks too to Ian Johnston, who organised our stand at the Alexandra Palace show in January. Well done to all who assisted at these activities and represented our Society.

The Christmas holiday was affected by snow, ice and fog, but it did not deter members from enjoying the now traditional Christmas running. I have two impressions from that event; firstly, Mike Foreman shrouded in a cloud of steam and fog as he drove around the track, and young Stanley Turner enjoying his first drive on his Christmas present, a 7¼" gauge electric locomotive. Thanks to all those who turned out to make that day an enjoyable success.

Christmas is already well past and almost forgotten, but I would like to thank Mike and Jean Chrisp for providing the refreshments at our pre Christmas social, and to the HO group for their two events towards the end of December; both were well supported.

This News Sheet will reach you early in February, so it is not too long before we start our arrangements for the AGM in May. As I reach the end of my fourth year of office as your Chairman, I wish you all to know that it is my intention to formally retire from the Council at the AGM. The Society must find a new successor in the intervening months; otherwise the Society will have no Chairman. I have enjoyed being your Chairman, but I know that it is now time for someone else to take this role onwards into the future.

David Harris

TREASURER'S REPORT

Happy New Year everybody, a month gone already, but despite the wet weather work on various Colney Heath projects is progressing.

The old year ended on a sad note with the passing just before Christmas of our last founder member, Bert Mead, who had achieved his 99th birthday only a few months earlier. I first met Bert at Arkley, when I was a fourteen year old junior member. Since he gave up driving himself I was one of the many members who have ensured that he got to the track on a regular basis during the Summer months to enjoy the trains and the company of fellow model engineers. He was a fountain of knowledge, jokes and common sense, not a person to be messed about with. A model engineer of the old school, ready with hints and tips, who produced his models with the minimum of equipment. He will be missed by all of us.

The post Christmas run took place on Tuesday 28th December on a murky day, but was enjoyed, I think, by all who attended. Certainly one of our Junior Section members was over the moon running his Christmas present, an 0-4-0 electric loco!

January Council Meeting was a quiet affair with no new members being put forward. Expenditure included a contribution and a loan to the Steaming Bay Project. The latter funds to be recovered when promised donations to the project are forthcoming.

Whilst I was waiting for two 10 ton loads of MOT and ballast to be delivered to Colney Heath last Thursday, it was good to see work being progressed on the new Garden Railway. It was especially pleasing to see that the majority of the curves on the first loop of track had been laid in a true railway engineering manner with parabolic transition curves between the straight sections and the true radii of the curves, this making for smooth, safe running. Even better the first steam engines have run on the line. Well done.

Mike Foreman

Front cover: Bert Mead being presented with a certificate of appreciation for supporting and encouraging the team that built the GLR extension at Tyttenhanger. Gala weekend 28th June 2008,
Photo: Owen Chapman

December General Meeting

By OMAH

As usual, the December Meeting was a relaxed pre-Christmas get-together organised by Mike Chrisp with suitable refreshment provided by Jean Chrisp, thank you Jean. Mike had, yet again delved into his vast collection of film and video to put together a blast from the past to provide a nice atmosphere of the way we were as background to the enthusiastic noshing and supping. It was really pleasant to have a totally informal evening and folks could natter and make the odd comment about the events on screen such as “doesn't he look young”, etc. A lot of those present were surprised at the changes in the sites appearance since although it doesn't seem five minutes ago that we were doing things like building the platform canopy there are quite a few folk who were not around then. In addition to the track shots there was a lot of footage of the model engineering classes at St Albans College in its heyday in Hatfield Road, before it all fell apart.

Mike had asked members to bring along some small item of interest to put on the table to promote interest and discussion. One of the first of these was a demonstration model of the use of Pandrol clips for fastening rail track to sleepers. It was a very nice piece of kit given to Peter Davies on a visit to the Pandrol company.

Mike Foreman, following up a query in the Railway Mag regarding the Kenview Model Railway, had a copy of the Meccano Mag, located by Geoff Howard, which mentioned it. Apparently it started life in 1929 in Crouch End as a 3-rail O gauge railway outdoors and open to the public. In 1946 it re-formed in Bishops Avenue as an OO gauge 12V layout driven by a bank of batteries charged from the mains! This could have been a normal charger or if, as a lot of areas still were, they were on dc mains they could have used suitable droppers to get down to charging level, (this was very popular in St Albans for garages and wireless shops).

Mike also produced a medallion, in German, referring to the sinking of the Lusitania in 1915 of Kinsale Head Ireland. The German embassy in New York had produced publicity in the papers and notices at the Cunard office warning US citizens not to travel on her as their 'sink without warning' would apply. The rest is history, Mike thought it was a commemorative medallion but was not sure if it was an original or a 'Birmingham' copy. The obverse depicts passengers lining up at the Cunard ticket desk in NY being served by a skeleton while the German attaché, in top hat, wags a cautionary finger. The reverse shows the ship sinking stern first, (she actually sank bow first, in 20 min.) and depicts the foredeck covered in various munitions. British Naval intelligence had 300,000 copies made to use as anti German propaganda.

David Rose had brought along a nice, though rusty, railway sign which someone had thrown into his garden, (all we ever get is crisp packets and semi

empty take-away containers), he wondered what the colours should be for an ex-LMS sign. (I looked through several books and they all seem to indicate black with a white edge and the face of the letters and/or numbers in white.)

David Harris had brought a beautifully made jig which had been given him but he was not certain of its usage, he believed it was for adjusting throttle settings on aero engines.

Dave Lawrence produced a miniature camera he had purchased for a mere £6 via the internet which could be put to a variety of uses, looked good value for money.

Since he had got to the point of fitting the exhaust and blastpipe to 'Railmotor' Mike C had sought inspiration from similar models at Harrogate and had not seen anything that impressed him. This one was problematical since the holes in the steam chest are not in line with the chimney so that the pipes have to swoop back to make the blastpipe line up. He used microbore tubes and a tee for the easy bit, then made a jig to gauge the curvature of the blastpipe, he then cut a series of vertical slits in a piece of tube, bent it to the correct shape and silver soldered it, bingo.

Having eaten and drunk our fill, we gave a vote of thanks to Mike C, wished each other compliments of the season and departed.

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!



Bert Mead

1911 – 2010

It was with great sadness we heard the news that Bert Mead had passed away a few days before Christmas.

No longer will we sit at Colney Heath station on a Sunday afternoon listening to Bert reminiscing about his days on the Railway, the Police Force and his time during WW2, but most of all we'll miss Bert's jokes, told so many times we very often had to remind him of the punch line.

Born 15th October 1911, Bert grew up in Salisbury, a city of which he remained very fond. His father worked on the railway and Bert had aspirations to be an engine driver. At 16 he joined the railway as a greaser and oiler in the Carriage and Wagon Department. However, on meeting Phyllis Deakin, at a local dance he was determined to marry her and decided to forgo his railway career for a more progressive job, so he applied to join the Metropolitan Police Force. He was successful and soon moved to North London where he served throughout WW2. On retirement from the Met, he continued in gainful employment in various local government departments until his final retirement.

Bert has been a keen model engineer for a very long time, an active member of the North London SME for most of it, but for an evening duty as a police officer he was unable to attend the inaugural meeting of the society but he made the second, making him one of the founding members. Through his membership of the Society he was introduced to Curly Lawance (LBSC) who invited him to run his engine around his track at Purly Oaks. Bert was certainly active as a member joining working parties at headquarters and Colney heath. Bert did

return to Salisbury for a time in the sixties but rejoined the Society on his return to London a few years later.

Bert attended Headquarters meetings on a regular basis giving talks on many occasions. He served as loco section leader for some time and became Society chairman in the late 80's.



Bert has built several locomotives. He started working in 2 ½" gauge, moved to gauge O and then built 'Paddlebox' in 3 ½" gauge; a locomotive he would have seen many times passing through Salisbury. Bert ran this loco on the Arkley track before selling it to Jack Sanson another member of the society. This was followed by LBSC's 'Maid of Kent' in 5" based on another Southern locomotive. His final 5" gauge loco was a Great Western, 'Saint Benedict'. Bert and 'The Saint' were regular passenger pullers at Colney Heath on Sunday afternoons.

Bert joined in with every section of the society and can be seen in the enclosed photos driving his Maid of Kent 'City of Sarum' at St Michael's school fete in Highgate in the early eighties. Take note the passengers include Rolf Harris and Yehudi Menuhin.

When we sit on the platform at Colney Heath on a Sunday afternoon and reminisce about days gone by I'm sure we'll hear a voice from that great engine shed in the sky saying 'have you heard the one about.....?'

Jim MacDonald

January General Meeting

By OMAH

The meeting was opened by Mike Chrisp with a brief run-down on past and forthcoming events. These included the pre-Christmas bash at the general meeting and the HO Section festivity, both of which had been well received. There had also been two running sessions at the track. Work continued at the track despite the icy conditions, the four containers are now in position.

On the sad side were the deaths of Bert Mead, Norman Phelps and Vic Smeed, The meeting stood in silence in tribute to them, particularly to Bert, whose funeral was well attended by members.

There was some discussion on the Ally Pally exhibition and an appeal from Ian Johnston for any historical photos and literature for the stand, some photos and old exhibition posters are missing. David Harris had nothing to report but wished the members a Happy and Active New Year. The February meeting will be a Forum and Discussion and March will be a Bring and Buy Sale. Dave Lawrence (chat) and Mike Dwyer (photography) started their programme very appropriately with a repeat of Bert Mead's workshop, it was something of a shock to see Bert looming large and to hear that well known Wiltshire brogue again. The first of the new views was Ron Todd's domain, the garden looked very nice, and Ron showed us round, prompted by Dave, it was all nice and tidy and contained a Myford lathe with gearbox, cross slide drive and larger diameter mandrel, plus some improvements added by Ron. There was also a Sieg PTA mill, (hope I got that right). A 'linisher', made by Ron some 14 years ago, two pillar drills and a double ended grinder. The end products included 4 traction engines from 1in to 4ins and a 1in showmans engine still under construction, he has also knocked out two clocks, one for home and one for his daughter. His current finished 3in engine took him 14 months! The last item was time for tea.

We then moved on to Dave Metcalf. Dave's speciality is centrifugally moulded white metal castings which form part of boat and train/loco kits which he sells. He does his own drawings and, at the time of the visit was working up a kit for a Thames tug like 'Hibernia' and 'Avenger', two of the last tugs that had the right tug shape. There is a great pile of what looks like 16mm film boxes but in fact contain vulcanised rubber moulds for castings. Dave demonstrated casting a bogie set for a GW 'Flying Banana', (for the uninitiated, a diesel railcar c1934), he had made a G1 model of this, making a shaping mould for the fibreglass body out of wood, and very nice it looked. He also had a G1 meths fired model of 'City of Truro' which runs very well and is easily capable of pulling a rake of 8 coaches. Dave has a small Chester lathe which is all he needs for turning and milling, plus a bandsaw for woodworking. Time for tea yet again! After our own tea and drawing the raffle it was time to visit 'Badger's Hall'.

We were taken on a trip through the undergrowth on Peter Badger's estate and looked at some of the equipment he has stored outside. The first was an enormous ex-water board lathe in various parts of the grounds, the faceplate is 7ft in diameter and can be extended to 12ft using suitable equipment, of which Peter has a full set, somewhere. Following Peter, and looking as if they wished they had brought an elephant gun, our intrepid team were shown the rest of the lathe. I lost count of the estimated total weight after 14 tons! The lathe had started life in a Glasgow shipyard in 1890, later being sold to Hampton water works. Passing a large mill in the bushes they arrived at the 'workshop', entering the workshop involved a series of carefully placed steps orchestrated by Peter, we had one view of Dave entering from outside followed by shots of him picking his way through taken from inside. The latter reminded me of those documentary shots of someone cutting their way through dense jungle or climbing some particularly dangerous section which makes you think how did the cameraman get in front of them. In this case the intrepid Mike Dwyer had already clambered in before Dave. The workshop is slightly cluttered by the presence of a tractor, which, we were assured would be moved momentarily, having surmounted the obstacles they were shown, in quick succession, a mill with a 3 phase motor persuaded to run on single phase by a rather lethal looking connection of a large capacitor, having to change the belts over in close proximity to this modification must concentrate the mind wonderfully! Next was a wartime 19in USA lathe and a Wilson lathe which has such hefty chucks that Peter keeps the independent chuck permanently in the grip of the 3 jaw chuck. Then there was his favourite, a Myford ML7 which he bought some 43 years ago via a tax rebate, he is presently building a launch engine from a lawn mower engine, of which he has several. Hiding in a corner was a Tom Senior mill, so he is not short of milling capacity. As most folk know Peter is a spring maker and was currently engaged in making a batch of springs for a company that uses them on toilet doors, he then demonstrated winding a spring to add to the batch and made it look very easy. A most interesting, and different, visit, I got a bit confused about the details of his collection so I hope Peter will excuse any errors.

Moving on to Jim Macdonald's workshop and miscellany they viewed two lathes, two mills and one pillar drill. Apart from running repairs to 'Sweet Pea' he is currently working on his Polly 5 kit which is coming along nicely, he also has a 5in 'Lion' lurking in the garage and, I suspect, several other items. He seemed to have a fetish for being photographed from his 'best side' which puzzled most of the audience as they were not aware that he had one! An interesting, and amusing visit to round off yet another good evening, Mike C thanked Dave and Mike for their presentation, those who participated, Ron for tea and Peter for the raffle, after which we departed, some to the Band of Hope meeting.

ADVANCE NOTICE, 2011 AGM

The Society AGM will be held on Friday 6th May at HQ this year, formal notice will be published in the April News Sheet along with any propositions to be voted upon and details of the candidates standing for election for the 2011/12 year.

Calls for Nominations are hereby issued for the posts of Officers of the Society of Chairman, Vice Chairman, Secretary, Treasurer and five ordinary members of Council and Editor of the News Sheet and are to be received in writing by the Secretary by Friday 18th March 10.00 pm. (An appropriate form is available from the Secretary if required).

All candidates are required to have a proposer and seconder who are members of the Society and to support their adoption submit a paragraph or two on why they wish to be elected to the position sought. This information will be published with the formal notice of the AGM in April.

Members should be aware that the present Chairman of the Society (D. Harris) is standing down and the Society needs to have a candidate(s) for the forthcoming year(s).

Although not a matter for the AGM, Mike Ruffel the current Loco Section leader and Chairman of the Tyttenhanger Committee has also indicated his intention to stand down. The Loco Section will therefore need to appoint a new section leader. On this matter Council are aware that some members may consider the responsibility of the post too daunting to undertake and Council therefore feel that past tradition can be reinstated with more than one person sharing the work load. Although no guidance is issued by Council on how the work share should be split, Loco Section members are invited to consider the tasks of organising the Loco Section meetings, Chairing the Tyttenhanger Committee with its Colney Heath responsibilities as possible separate activities to be shared.

Loco Section members are invited to put forward any alternative ideas for general debate in order to facilitate the appointment of a successor(s) to Mike Ruffel. Such ideas can be debated at any of the forthcoming Loco Section meetings (with its Chairman agreement) prior to the AGM. The new Section Leader(s) should ideally be appointed at a Loco Section meeting prior to the AGM.

Alan Marshall
Secretary

New Steaming Bay Project - Storage

The new steaming bay project includes the ability to store more loco's of both 5" and 7¼" gauges (and indeed other gauges used at the site if necessary) than have previously been enjoyed by members. The Tyttenhanger Committee and Council have been exploring and discussing how this extra storage facility shall be best utilised and to assist in their deliberations members are asked if they would indicate what storage requirements they will have for the 2011 season.

It is emphasised that the storage facility is not intended to be used as a convenient place to keep an unused or irregularly used locomotive but rather a place where loco's that are frequently used on public running days, birthday parties and club running are kept.

Initial estimates based on last years running indicate that there should be sufficient space available but Council and committee members are aware that other loco's are being built and may be available for running next season and their owners may wish to avail themselves of the new storage facilities.

Some members have already indicated their wish to store loco's but in order to make the assessment of storage requirements this notice requests that the information asked for below is communicated to either the Tyttenhanger Chairman or the Council Secretary by all, irrespective of whether you have communicated your request before. This enables the assessment of capacity to be based on simple space requirement and to assess potential access issues.

The information required is:

Members Name

Locomotive identity (by any or all of: name, number, colour/type)

Gauge

overall length (including tender)

overall width (especially of narrow gauge loco's)

estimate of weight (required as storage will be multi level where appropriate)

estimated use, based on a 28 week running season i.e. how many times will the loco be used? (This has an impact on access arrangements)

Any separate riding car essential to driving the loco, length and estimate of weight.

Members are asked not to over state their requirements but to be pragmatic and this will ensure the maximum number of members benefit from the facility.

Please make you requirements known by 5th March 2011 at the latest.

Neither Council nor the Tyttenhanger Committee have made any preconceived
Cont on the bottom of the next page

Marine Mumbles (Rides Again)

It was with great sadness that we in the Marine Section learned of the death of Bert Mead. He was one of life's true gentlemen, and will be sorely missed by the Society.

My last "little gem" got misplaced in cyber-space again. Probably no great loss!

Our December meeting went very well. Dave Lawrence kicked off proceedings showing us his new toy. This was a new airbrush he purchased from e-bay market place. These are used in the beauty industry. So if you want a fake tan or nails done Dave is your man. To be honest these airbrushes are very good quality at a brilliant price. My only reservation about Dave's part of the evening was watching at least three grown men pumping up a redundant fire extinguisher, by hand and foot, to get enough air pressure to power the damn thing. I was pleasantly surprised with the action and paint control of this piece of kit. A worthwhile purchase indeed.

After the obligatory cup of tea/coffee and mince pie (well it was almost Christmas) I gave a swift introductory talk on simple weathering of models (ships, not the other ones), using pigment powders and washes. This will be elaborated on in a future meeting with demonstrations.

Ian Johnston voiced a good idea from the floor, during the meeting free for all, that we as a section should start a team project. Watch this space for the scintillating ideas.

I knew the flaming pond would creep in somewhere. So at the next meeting we will discuss pond matters and the fun things we can do with it. Please still bring along all your new bits and pieces.

The next Marine Section Meeting at Finchley HQ is on Friday 11th February at 8.00pm. See you there, and save me from the pond!

Peter Stern

Cont from previous page.

rules on the allocation of storage and will only do so if the storage capacity is insufficient of the members reasonable needs. In such an event members requesting use of the facility will be advised that it will be necessary and informed of the process of allocation.

Alan Marshall
(Secretary)

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.

4 FEBRUARY 2011 FORUM & DISCUSSION

This evening is an opportunity to discuss hints, tips and techniques related to our model engineering activities. Rather than a formal evening along the lines of 'all you ever wanted to know about vacuum brakes but were afraid to ask', this meeting is intended to be a relatively informal session when any relevant matter can be raised for discussion.

Please bring something along - hardware is particularly welcome!

4 MARCH 2011 – BRING & BUY AUCTION SALE

PLEASE NOTE: VIEWING FROM 6.00pm – SALE COMMENCES 7.00pm PROMPT

We have been given three collections of tools and other items for sale to Society members at this Spring Bring & Buy Auction Sale.

1 APRIL 2011 – PETER BADGER – THE LEVANT MINE WINDING ENGINE

A volunteer driver for the Levant engine, Peter has been involved for some 25 years. This evening will provide us with a unique opportunity to hear about one of his favourite activities.

6 MAY 2011 – ANNUAL GENERAL MEETING

All members with an interest in Society affairs and their management are urged to attend this meeting.

MIKE'S MUSINGS

Unfortunately for my first Musings of 2011 I have to give you the very sad news of the passing of our most senior member Bert Mead, who passed away on the 22nd December at the grand age of 99.

As a teenager and a keen motorcyclist I joined the Trade Winds MCC and became friendly with Bert's son Brian and Dave Chisnall which was when I first met Bert. However as the fairer sex were not over struck on going out for the evening on two wheels I made the change to four and subsequently lost contact with my motorcycling friends. That was until I joined the NLSME back in 1980 and was surprised to meet up again with Bert and Dave.

I regarded Bert as a friend as I'm sure that all of you did. He was a mine of information especially with regards to the GWR and was always willing to help with sound advice. In the latter years of his long life he often entertained our Sunday gatherings at the track with anecdotes and jokes, how he managed to remember them I'll never know.

I'm sure that I can speak for all who knew Bert in that he will not only be missed as a highly respected and knowledgeable model engineer but also as a friend.

Mine and I'm sure your thoughts at this time will be with Bert's son Brian and his family.

On a happier note, I hope that you all had an extremely enjoyable Christmas. May I also wish you all a very happy and healthy New Year and may your fires burn brightly.

It's that time of year again when I publish the draft steward's rota for the year (see below). This year unlike past years the format is somewhat different. We will be running for the public on the first and third Sunday's of the month starting on the first Sunday in May. What I have done for the draft is to allocate eleven names to each date. As the season unfolds the names for each date will appear in the News Sheet with allocated duties as per the latter part of last season's public running.

May I request that you all make a note of the date that I have selected for you? If it is not convenient due to holidays, age or health concerns please let me know as soon as possible so that I can do a bit of juggling or put in a replacement. If your allocated date is OK please put it in your diary.

I have tried not to include those members that I know can not do a stewarding duty and those that are primarily interested in the Garden Railway (they will be

doing the catering) once again if I've got it wrong please let me know **ASAP**, thanks.

Once the running season starts and if you wish to change your allocated date will you please do the swop yourself and then let me know who you have swapped with. Do not phone me a couple of days before your duty expecting me to phone round and sort it out.

If everybody adheres to what is requested of them, then I'm sure that the stewarding will run smoothly.

Date.	Stewards Name.		Date	Stewards Name.
1st May.	Brian Apthorpe.		15th May.	Ron Price.
	Derek Perham.			Maurice Cummins.
	David Jones.			Graham Price.
	Peter Brewster.			Jack Edwards.
	Peter Brown.			Alan Crittenden.
	Roy Chapman.			Steve Jones.
	Mike Hodgson.			Rai Fenton.
	Peter Badger.			Keith Bartlam.
	John Beesley.			Jeffrey Bolton.
	Peter Lancaster.			Lesley Dobbs.
	John West.			Ian Buswell.

Date.	Stewards Name.		Date	Stewards Name.
5th June.	Graham Ainge.		19th June.	Peter Funk.
	John Johnston.			Reg Piper.
	John Cattle.			Mark Braley.
	Ashton Miles.			Alan Marshall.
	Keith Hughs.			Jim Robson.
	John L Morgan.			Derek Smith.
	Naughton Morgan.			John Riches.
	Dave Rose.			Peter Fraser.
	John Morgan.			Richard Cross.
	Steve Coffill.			Paul Godin.
	David Dunlop.			Nicholas Griffin.

Date.	Stewards Name.		Date	Stewards Name.
3 rd July.	Edward Kitchener.		17 th July.	Mike Forman.
	Roy Hall.			Peter Prior.
	Roger Brown.			Alex Chapman.
	Derek Eldridge.			Michael Dear.
	Michael Smith.			David Foster.
	Graham Gardner.			Nicholas Gear.
	Mervyn Smith.			Robert Hatton.
	Owen Chapman.			Brian Lees.
	Gerald Moore.			Peter MacDonald.
	Tim Watson.			Bill Bass.
	Robert Ambler.			Andy Benstead,

Date.	Stewards Name.		Date	Stewards Name.
7 th Aug.	Nigel Griffiths.		21 st Aug.	Mike Avery.
	Victor Burgess.			Johnathan Avery.
	Keith Bartrop.			Geoffrey Burton.
	Derrick Franklin.			Dave Snellgrove.
	Paul Godwin.			R. Lidzey.
	David Broom.			David Lapham.
	Mike Franklin.			George Case.
	Aaron Brady.			Ian Johnston.
	Lawrence Steers.			David Burman.
	Richard Deal.			David Morgan.
	R. Thompson.			Barrie Luckhurst.

Come this years AGM in May I will have been Loco Section leader for some 3 ½ years and it is my intention to relinquish this position from that date. One of the reasons for my retirement is that due to my life style I do not attend Sunday working parties and I feel that with all that is going on at our site then a more hands on approach is necessary. Therefore may I request that you all give some consideration to taking on this vital job, otherwise the section will not have a leader. With over 140 members who have a declared interest in the Loco section then I'm sure that one of you will be champing at the bit to take on the job!

Date.	Stewards Name.		Date	Stewards Name.
4th Sept.	Mike Chrisp.		18th Sept.	Dick Payne.
	Jim MacDonald.			Peter Davies
	Dave Laurance.			Michael Gibbs.
	Colin Thompson.			Roy Mears.
	Anthony Mason.			Mike Woolsey.
	Bryn Morgan.			Ron Peirce.
	Peter Gooch.			David Marsden.
	John Firth.			Peter Brewster.
	Martin Ginger.			Roy E Tyler.
	Adam Gorski.			Peter Sheen.
	Richard Hall.			Dave Green.

Date.	Stewards Name.		Date	Stewards Name.
2nd Oct.	Mike Ruffell.		16th Oct.	Terry Baxter.
	Dave Chisnall.			Tony Dunbar.
	Brian Baker.			Graham Brown.
	Roger Bell.			Ron Todd.
	Paul Lacey.			Colin Rouse.
	Barrie Davies.			Tim Clementson.
	Peter Stern.			David Harris.
	Gavin Lang.			Peter Fox.
	John Mills.			Harry Henderson.
	Richard Hesketh.			Peter Smith.
	Paul Bexfield.			Peter Weeks.

Forthcoming Loco Section Meetings.

Friday February 18th:-

On the Table. Tonight 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

Model Engineers Exhibition Sandown Park. 10 -12 Dec

Just a big thank you for all those who gave their time and effort to make a good stand, with many interesting exhibits which were all delivered and on the stand prior to opening. For all the members who manned the stand, extra thanks to Jonathan and Mike who offered to be doing work on the stand, but due to non delivery of parts only one was working away, but it did add interest.

Chris Vousden

Junior Notes

Another three months has gone by. A new year has begun and lots of things have happened.

Towards the end of last year, Rose wanted to buy Stan an Xcaliber 0-4-0 for Christmas. With a lot of white lies and a secret journey to Telford, Rose and I managed to get the loco in time for Christmas. Stan's wish came true on Boxing Day when he opened his present. What a very happy lad he was! Two days later, we met them at the track, where even the snow didn't stop them. Stan enjoyed driving his new engine (Little Blue) joined by Thomas and Robert with their locos. What a great afternoon they all had, ploughing through the snow with their engines and great big smiles on their faces.

On the first Saturday we were back in January, there was another lucky junior Tom, who turned up with a lovely Radio Controlled car that he had for Christmas. I didn't know they went so fast. (I wish I was a child again!!!)

On the 23rd January, we went to the Model Engineering Exhibition at Alexandra Palace where the club supported the juniors. What a great day out. We could have bought quite a few locos as they were great. Instead we only came out with a radio controlled Tank.

We are now back at the track on Saturdays, helping the GLR crew

Michael Woolsey



GLR NEWS

Happy New year everyone. In my last report I hoped for a dry winter! Well I won't do that again in a hurry, what a mess up at the track ever since the start of the winter we have been battling against the weather, first the ground was frozen hard now it is and remains soaking wet and very muddy. Saturday the 15th Jan saw the first real work the crew achieved by way of concreting number one of three runways for the yet to be built G.L. traverser to run on. Thanks and well done to all who mucked in another messy but great job. The runways we are currently constructing consist of 300mm x 300mm x 13.5mtrs concrete trenches reinforced with old scaffold polls along their lengths. When all the three trenches are filled and gone off (technical term) an accurate shuttering will be built on top to bring the final height to the correct height for the rail of the traverser to run on

Thanks also go to our new cook for the gallons of tea made and brought down to us (can't let the crew stop work can we) thanks also for the ladies attempting to shift that mountain of muck in what used to be the car park. Perhaps some of our fitter members might like to join the girls on Saturdays and try and keep up with them digging; a formidable duo who are not daunted by the large mountains of muck. Contingency plans have been made just in case the mountains of muck are still there come the summer, they are as follows:-

1. All 4x4 vehicles will use the left hand side of car park therefore utilising the lower slopes.
2. Anyone wishing to walk up the valleys must take a hand held walkie talkie to report their position in case they get lost.
3. Members camping on the upper slopes this summer should be fully aware of mud slides caused by the unusually wet weather we are having.
4. All junior members must be kept on a lead when potholing (we would hate to loose one)
5. Contingency for item 4. I know someone who has a trained ferret that will sniff out anyone of the junior section at a range of a thousand yards? (Smelly lot). The ferret that is.



I digress, the Christmas run saw the junior section out in force and Stanley Turner got his Christmas wish in the shape of a 040 electric shunter. The story of how his mum kept the gift a secret is told in the junior section write up.

A picture says a thousand words.

The other project under way is the replacement of the original old track around the cuckoo line. A better alignment and spacing from the main elevated line is the hopeful goal.

Whilst on the subject of projects Grahame Gardner has taken on the job of developing the elevated section on the main line, Peter Brewster has also come forward to oversee the G.L. development in the new land, the idea being that the Ground Level can liaise with the main line developments and visa versa to ensure that everyone knows what's going on; a welcome and timely gesture that has my full backing. Pete the point Brewster has already been a busy bunny this winter, building one point before Christmas and a three way after. The three way will be a moment to savour when fitted as it will give us the forth way into Orchard Junction ready to accommodate the many locos presently running and those being constructed.

Mr Bert Mead 1910 - 2011

It is my sad duty to on behalf of all the G.L. R. crew to say Thanks and God Bless to Bert Mead. Dear old Bert has passed and will be sadly missed; he will be remembered with fondness, a very generous and meticulous Old Boy who donated freely to the G.L.R project, and a spicy old fella who mad me laugh on many occasions as I am sure he did others. Thanks Bert for helping us to get nearer to our dream from all the crew.

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

Gone but not forgotten.

Back in 1966 when both Mike Chrisp and myself joined the Society we attended our first General Meeting at St James Hall in East Barnet Rd. Also at that meeting was Bert Mead, his first meeting since returning to London having moved back to his native Salisbury for a while.

I was struck by his erect posture and concluded that he must have been a military man. I was wrong about that but found him to be an upright man, a good man, a generous man and a gentleman. He has always been there since I joined and it feels strange to come to terms with the fact that he is not going to be there with a ready quip and/or words of wisdom. It has been said before but they don't make 'em like that anymore.

Jim Robson



Above: Jonathan Avery's 14 class diesel at Tyttenhanger on Dec 28th 2010
Below: The Garratt Owners stand at Ally Pally Model Engineers Exhibition 2011.

Photos: Jim Robson



📖 Dates for your Diary 📖

Friday 4 Feb	8.00pm General Meeting ; Forum & Discussion; HQ, Legion Way, Nth Finchley
Monday 7 Feb	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 11 Feb	8.00pm Marine section at HQ; HQ, Legion Way, Nth Finchley
Monday 14 Feb	8.00pm Tyttenhanger Meeting St. Marks Church Centre, Colney Heath
Friday 18 Feb	8.00pm Loco Section, On the table; HQ, Legion Way, Nth Finchley
Monday 21 Feb	<i>Deadline for copy to Editor for March News Sheet</i>
Friday 25 Feb	8.00pm Workshop evening; HQ, Legion Way, Nth Finchley
Friday 4 March	8.00pm General Meeting ; Bring & Buy auction sale; HQ, Legion Way, Nth Finchley
Monday 7 March	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Monday 14 March	8.00pm Tyttenhanger Meeting St. Marks Church Centre, Colney Heath
Friday 18 March	8.00pm Loco Section, Centenary of the GNR's Enfield – Cuffley line presented by David Cockle and Roger Elkin ; HQ, Legion Way, North Finchley
Monday 21 March	<i>Deadline for copy to Editor for April News Sheet</i>
Friday 25 March	8.00pm Workshop evening; HQ, Legion Way, Nth Finchley
Friday 1 April	8.00pm General Meeting ; Peter Badger—The Levant mine Winding Engine; 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.

