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The News Sheet

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CHAIRMAN'S REPORT

Happy new year to you all. What a difference from all the snow last year, problem is we have had solid rain for weeks on end making work on the Tyttenhanger site difficult to say the least. I know I was on site on the 1st Jan and apart from a few hardy souls all was virtually rained off, but a chat with good company and a cup of tea or two made the journey worthwhile.

Jubilee celebrations will take place on the weekend of the 12/13th July. This will consist of invited clubs and individuals, the G1 lads will probably hold a G-T-G.

Interesting discussion took place at the December Council meeting on the viability and need for a true Model Engineering workshop to be placed at the Tyttenhanger site. This idea was supported by the majority of the council present, and further reiterated by those present at the January meeting. My personal preference is for the existing proposed workshop between two of the containers to be used for site maintenance and heavy engineering such as welding etc. The old workshop to be completely emptied, stripped back to bare walls & redecorated, then refitted as a clean model engineering shop only. One member would be in overall charge with access to all other members limited to there being present one of only a small group of approved keyholders. Cleanliness and tidiness will be the order of the day.

This is a facility that our society, as one of the South's premier model engineering societies, is sadly missing. I would welcome your feedback on this subject.

We are still looking for someone to take on the running of the birthday parties at Colney Heath, again a volunteer, or two, would be most welcome.

Lastly, may I wish Nick Rudoe a swift recovery from his recent illness that has necessitated a short stay in hospital after his recent operation.

Until next month, happy modelling

David Metcalf

Front cover: Ian Reddish's new Tinkerbelle type loco, Christine at the track to be turned. Photo: Peter Funk

TREASURER'S REPORT

The January Council Meeting discussed amongst other things a suitable date for a moderately low-key event to celebrate the 70th anniversary of the founding of the Society. The dates for your diary are Saturday and Sunday 12th and 13th July at Colney Heath, when we will be inviting fellow Model Engineers from other clubs and societies to try out the re-opened Ground Level Railway and our extended Raised Track. In 2015 hopefully we will have finished landscaping the new land and GLR tunnel, so we are looking to plan a formal opening event with a celebrity guest(s).

The changes in the Southern Federation insurance scheme were discussed, following the arrival of a batch of proposal forms from Walker Midgley Ins. Bkrs., for completion and return in plenty of time before the renewal date on the 1st April. I am looking to all Section Leaders to advise me of any changes in the value of their Section's assets to enable me to arrive at a suitable total sum insured. Under AOB the subject of annual subscriptions was discussed as a pre-amble to the February Council Meeting, when a formal decision will be made for recommendation to the March General Meeting. Our subscriptions have remained unchanged since April 2011, but inflation in the UK has increased for the year to April 2012 by 3.5%; by 2.9% to April 2013 and to 2.7% to December 2013. Based on these figures for our full subscription rate to keep pace with inflation it would need to rise. If we let the rate go unchanged for a fourth year it would mean an increase in April 2015. Any feedback from members would be welcome.

On a brighter note we welcomed one new member into our midst, Mr. Roy Perry, Who is interested in Locos, RTR and GLR, Gauge 1 and O.

Mike Foreman

RAISED TRACK REPORT

The New Year's Day run was to put it mildly a complete wash-out although twelve or so hardy members did turn up only to be beaten by the rain. However, the following day, Thursday, was blessed with sunshine and those that attended the normal working party had a good day.

Good progress has been made in making a level paved walkway along the top of the embankment from the side steps to the bridge. About 3 tons of scalplings have been moved so far using the 7 ¼" hopper wagon mounted on a spare 5" gauge bogie truck frame on the raised track. Motive power being either human or Class 20, which appears to have the muscle to move the load; just. This work will continue over the next few weeks now that the next load of scalplings has arrived. Meantime conduit for the new signal to be installed halfway between Dingley Dell and the bridge has been installed and the concrete base for the signal cast. The base for moving the signal at Camps Cairn is also in process as will be the conduit work and base for the new signal near the lift out section. I must thank John Riches for the hard work he has put in constructing the new signals and the alterations to the electronics.

NOTE. Vehicle access to the Raised Track Steaming Bays is not possible at present because of the trench being dug for the new power cable supply. All thanks to Grahame Gardner, Mick Avery and team who have installed the new engine into the digger, thus giving it a new lease of life. All it needs now is windows and a coat of paint....

Whilst on the subject of the digger, the new engine cost us over ####, an expense not budgeted for and it would be nice to think that those members who will in the future benefit from the facilities now available on site as a result of the diggers past and future efforts, will see their way to making a donation to the digger engine fund.

Mike Foreman

New engine
for the digger
prior to fitting.

Photo:
M Foreman



Forthcoming General Meetings 2014

Unless otherwise indicated General Meetings are held at 8-10pm at our Legion Way Headquarters in North Finchley. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support our speakers. Please remember that many of the meetings depend on the Club to provide the catalyst for a stupendous evening. For information email the webmaster

7th February 2014

What goes on at the Mosquito Museum?

Alistair Hodson will tell us what goes on at the Mosquito Museum? What was the importance of the planes such as the De Havilland fighter bomber called the Mosquito and how were they manufactured and flown? The answers to these questions and many more will be given by Alistair.

Friday March 7th The return of the popular Work in Progress. Please bring along your latest model, an engineering tool or a problem. They will all be catalysts for discussion and lots of different solutions to the same problem! Please come along to be entertained or to inform and entertain.

Friday April 4th The Marine Section entertains. Our own Peter Stern with anchor man David Lawrence will enthral one and all with an illustrated talk about the history of the boating pond, the toy boat regattas building both sailing boats and power craft. By the end of the evening we will all be joining the Marine Section.

Friday May 2nd The Annual General Meeting. This is a most important meeting where we summarize what great progress the Club has achieved in the past year. Where we plan for the future of the Club and where we elect members to take up various offices to run the Society for the forthcoming year.

Friday June 6th First Aid at Colney Heath and the World. Now that the evenings are getting longer, this is an opportunity to have a much needed talk about First Aid, including the new AED machine. All members and interested parties are very welcome. Members from the HQ that don't often venture into the countryside will have an interesting and useful time listening to information and advice on First Aid relevant to our hobby. (They will also have the opportunity to inspect the site) Verity Maclachlan will lead us through the mysteries of resuscitation. Remember the compelling talk and demonstration Verity gave at Headquarters last year?

December General Meeting

The Club's Christmas Party

By OMAH MkIII

"A Pre-Christmas Social at Headquarters, Finchley."

Tonight was to be a gathering of members for socialising, some food and a few light hearted topical quizzes. A festive and happy evening sharing chat and extending friendships. Many had made the journey to HQ including I'm pleased to say some wives and partners of club members. Always nice to see familiar and also some not so familiar faces too, at our get-togethers.

The long side table was well stocked with food that members soon tucked into and food was also available on the central table having been placed temptingly close to the main seating areas on either side. Various drinks were available too. Peter Davies had been round with his raffle tickets and most attendees purchased a few strips in the hope of winning one of the bounteous prizes.

Jim MacDonald had found a quiz for us. We were given a sheet of paper with a list of railway station names on, stations situated in and around London. The listed names were of course in code, a cryptic version of the real spelling and we had to work out which station names they really were. Some of these caused a fair bit of head scratching and amusement, but kept us quiet and occupied for a while – but the eating continued throughout! All too soon Jim called a halt to our efforts because time was up. How many had we managed to work out? Most people had some spaces on their sheets and were keen to hear the answers. Cries of "Ah yes, of course" and "How do you make that out" and "I should have known that" temporarily drowned out the festive music playing. I think that most station names were fairly obvious to us once the answer was revealed of course, but we just couldn't see them at the time.

Whilst we were tucking in to the food and chatting, various video films were being shown on the big screen (care of Jim MacDonald) for us to watch, including some old footage of the Colney Heath track filmed during our early days of occupation of the site. Some of the members in the film, who looked very young at the time of course, are still with us today having enjoyed long memberships of the Society. The old footage was very interesting to see.

We learned near the end of the evening that Ian Johnston had 'taken over' this event from Mike and Jean Chrisp. A splendid effort Ian, thank you. Lots of work I'm sure, the shopping and preparation and clearing up afterwards. We all had a good evening.

January General Meeting

Film Night

By OMAH MkIII

"An evening of videos, slides, scans and PowerPoint® thingies."

Well, after a month of 'weather' you might think that club members would have stayed at home this cold damp night to work on their latest creation, but no, a good number had made the journey to Headquarters for the Film evening. Gales, torrential rain, thunder and lightning, floods - North London members like their film night! With our coats on and all heaters blazing, the meeting began. Ian Johnston welcomed those present.

Some announcements were made before the film show started.

Ian told us that the 'Fete & Fairs' section had enjoyed an exceptional year during 2013 and had raised a considerable sum of money to aid club projects. He thanked Jim and his team for their dedication. Our 'Fete & Fairs' section leader Jim MacDonald acknowledged Ian's thanks. He then said that the bookings had ended for the current season and would hopefully start up again at around the time of St. George's day 2014. Details, when available, would be published in the News Sheet. New helpers at these events are always welcomed, he said.

Ian reminded us of planned meeting topics for the coming months, details would appear in the News Sheet in due course.

The Alexandra Palace show was imminent and Ian read from his list reminding and informing us of those who had volunteered as helpers, stewards and exhibitors.

Jim MacDonald started the first film and we watched the big screen.

There followed a various selection of short films including, 'Relaying train tracks in the 1940s', (relaying the tracks at St Pancras), 'Before Beeching', (part of a collection of discs). 'Pond Life', a trip round our pond at Colney Heath. Dave Lawrence had fitted a miniature camera to the front of a model boat, this boat was towed by another boat, there being a couple of feet between them, and so we had an unusual low level view of the water. After a few minutes the picture broke up and there were whispered comments amongst the audience that perhaps the trailing boat had sunk! 'Steam trains in WW2, Ministry of Supply', 'Train crash at Harrow 1952'.

Ian thanked the members for bringing their films along and thanked Jim for showing them all and also thanked Dave Lawrence for the refreshments during the interval. An enjoyable evening.

The December Loco Section Meeting

By Roger Bell

The meeting was a member's film evening. Jim Macdonald showed a film from his visit to the Nelson model engineering club on the North Island of New Zealand. Their raised track is the same size as ours before the extension, they also have a ground level track. When he visited there was no steam running as the ground was dry and it had not rained for six weeks. The track is in a public park, there were two trains running and they charge two dollars a ride. Most societies start at 10 AM and pack up at 3 PM due to the weather.

Mike Hodgson then showed a film entitled 'Playing Trains' from the 'look of life' series made at least 40 years ago. It was on 16 mm film using a proper projector. The film covered the period at the end of steam and the start of preserved railways and showed a rail excursion to York.

Jim Macdonald's film followed of the 10¼" gauge Coromandel Driving Creek Railway in New Zealand. Passengers were given a safety talk and requested not to rest their arms on the open carriage sides as the train only just fits in the tunnels. It travels at 25 miles an hour and takes one hour to get to the top. Two trains ran at a time, due to the sharp incline the track doubles back on itself. We saw one bridge built on top of another where the train would run through into a siding and back up onto the high level bridge. The terminus at Rima station is cantilevered out from the rock face with a sheer drop on one side.

The next film was taken at Tyttenhanger in 1969. We saw Tom Luxford with his 'Princess Marina', Bill Camp with Jupiter, Terry and Lynn Baxter, Derek Dant, Peter Roake, Geoff Cashmore, Geoff Wren, the old workshop. All so long ago.

The final track panel of the GLR railway was being fitted in place in the next film taken in March 2008 where we also enjoyed a ride around the track taken with a camera on the front of a locomotive low down. It seemed a long way round.

Next up were photographs of a Santa Fe class 2900 4-8-4 loco number 2926 built during the war in 1943, because of the war effort only low quality steel was available so many stressed components had to be made larger, including nuts and bolts, hence these locos were the heaviest of this wheel arrangement. It had a maximum speed of 90 mph. In 1956 the Timken bearing manufacturer built sets of light weight side and valve gear rods in high tensile steel and fitted Timken roller bearings for all of the 30 locos built. This improved balancing and increased maximum speed to 100 mph. The locomotive carries 24,500 gallons of water, 7,000 gallons of fuel oil and weighs over 435 UK tons. It is 121 feet

long has 80 inch drivers operates at 300 psi and has a tractive force of 66,000 lbs. They were built for the AT & SF for heavy long distance passenger traffic from Chicago to California. Visit www.nmslrhs.org for the rest of the story.

Tony Dunbar thanked our contributors of films for the evening.

Loco Section Meetings

As usual they will be held on the third Friday of the month at HQ.

As usual, I'm short of speakers but the following have been arranged so far :-

- 21st February 2014 - Mike Hodgson will be enlightening us into the mysteries of 'Steam Age Telecomms'!
- 21st March 2014 - John Sandwell will be revealing the secrets of restoring, running and maintaining a King Class Loco. Restoration of King Edward I.
- 18th April TBA

As usual we will take a break during the summer months and resume our talks on 19th September at HQ. Will a multitude of speakers please come forward!!!!!!!!!!

Tony Dunbar

For Sale

At the Ally Pally Show Tony Dunbar was approached by a member of the '82045' Group who are building a new BR Standard Class 3 2-6-2 Tank engine. They are seeking funds for the boiler. To aid this they have for disposal lots of parts for 3 Gresley coaches including the bogies, wheels, etc. They are believed to be beautifully made of teak and are to 3/4" to 1' 0" scale (3½ gauge). No price quoted but a sensible donation to the boiler fund would be appreciated. If interested please contact Chris Proudfoot on the web <http://www.82045.org.uk/>.

The January Loco Section Meeting

By Roger Bell

David Cockle had kindly come along at the last minute to give us a talk on the history of the Enfield railway (Part 2) West, Great Northern Mainline and Hertford Loop.

David started working for the railway in 1969 he has lived in the area for 61 years.

The story starts when Edmund Denison MP campaigned for a line to be built between Kings Cross and Peterborough, eventually a contract was awarded to Thomas Brassey an Engineer who employed 6,000 men over a period of five years to build the 76 miles of line. This included our local landmark the Welwyn Viaduct.

Dave's talk covered New Southgate, Hadley Wood on the Great Northern main Line and on the Hertford Loop stations between Palmers Green and Crews Hill.

The seven mile line between Wood Green and Potters bar was built with a constant rising gradient of one in 200 with five tunnels. Gasworks and Copenhagen tunnels bear the same name, Wood Green tunnel was Tottenham and Barnet tunnel was Whetstone.

We saw a plan of new Southgate station in 1855 with staggered platforms.

The Lunatic Asylum was referred to on a map; it had its own gasworks. In 1978 a photo showed a bricked up archway where the track to the asylum used to go, passing through a gate there.

At Friern Barnet Road Bridge there was little room for a new signal box, so it was placed up in the air under the arch of the bridge.

A fire at new Southgate station on Boxing Day in 1976 spread rapidly as the Fire Brigade could not turn any water on until the electricity was off the overhead lines. It took some time to contact the railway due to the bank holiday. The station was closed for six weeks for repair.

A painting by Terence Cuneo in 1948 depicted the inside of a signal box; Terence Cuneo was nearly killed as he was walking through Hadley Wood South tunnel on his way to Greenwood signal box. He heard a train coming on the up line, as it passed the tunnel filled with smoke and he could not see. He then heard one coming on the down line; he had to feel his way along the wall to find a recess to take refuge in.

A photograph was shown of Camlet House where Sir Nigel Gresley, Chief Mechanical Engineer of the London North Eastern Railway lived, 53 Beech Hill, Hadley Wood. It had its own tennis courts at the time, he moved away from the area in the 1930s after his wife died at the age of 40.

The Gresley designed Quad Art coaches were seen, where the end of each coach shared a common bogie with the next, just the same as Eurostar. This design is being considered for the new generation of underground trains.

St Ronan's was a girl's boarding school from 1897 to 1939. In 1946 it was used as a railway training school and a photograph in 1949 showed a classroom where Telegraphists were being taught.

In 1885 at Palmers Green station a footpath led from the platform up to the main road as a shortcut but this was for the use of railway season-ticket holders only. A double deck horse bus was pictured there in 1905 there were three horses. A crowded platform during rush hour was captured in 1907 all the passengers were men except one woman, as women rarely went to work in those days. Many of the men were wearing bowler hats.

James Ashton was GNR chief goods manager he lived at Winchmore Hill in 1880; he had his own private steps put in from his house down and across the line by the railway as a shortcut to the station. His wife was in one of the pictures and later with two children.

An unusual sign at Grange Park station in 1915 directed passengers to "Up Trains & Down Trains" rather than mentioning stations.

A rail tour special in 1961 visited Enfield Old Goods Yard; the train left Euston at 13.26 and returned back to Liverpool Street at 21.07. The late start was because the standard working week was 5½ days which included a Saturday morning.

We thanked David for providing us with an interesting and enjoyable evening.

The picture in the signal box can be bought from:-
<http://www.travelpostersonline.com/on-early-shift-greenwood-signal-box-new-barnet-london-br-vintage-travel-poster-by-terence-cuneo-749-p.asp>

The 2014 Model Engineering Exhibition at Ally Pally. Ian Johnston.

Well it is all over, just like that! All those weeks of planning and preparation have been almost forgotten in a flash.

Firstly there was the theme for the NLSME stand at the show. 'Interesting models and devices' won the day. Many entry forms were completed.

Secondly there came the 'borrowing' of models for the exhibition. Here the organiser struck gold. There are many models and modellers within the Club and it made the organiser feel proud to say that many models were volunteered to display. Every owner was awarded a free ticket to enter the show, but that inducement was not realistic; a number, for one reason or another had no intention of attending but wished help out and simply show how diverse the Club was. Some of the potential exhibitors were disappointed because the entry date was very early and a surplus of models had been arranged to care for some 'no shows'; which in fact did not occur.

Nearer the start date transport arrangements were made and due to the restricted number of parking permits available, multiple models were carried in single vehicles including the stage boxes, cloth covers, DVD player, new logo board, and back screen.

Then the great day arrived. Heavily loaded vehicles fought their way through North London and found places to park and transport their respective loads via an eccentric lift to the third level where the Great Hall was situated. The crowds supporting the World Snooker Contest at Alexandra Palace were no opposition to the Club members bent on transporting their precious cargoes to the position the club had traditionally held in the Great Hall.

At this point the organiser was overwhelmed with help, advice and artistic arrangement. Boxes were set up, screens erected, logos placed and photos of yesteryear displayed. Soon a cornucopia of models was lovingly placed so that the eager public could see them intimately. Once security wires were in place and the Meridienne staff had recorded the presence of the devices the happy band of helpers wound their way home through the rush hour traffic.

Volunteer stewards were present on every minute of every day of the exhibition. All too soon it was time to get the exit permits, pack up and take the beloved possessions home to their bereft owners. This was done in the usual cheerful, efficient manner and with panache so even the cantankerous lift seemed happy to transport members to the basement and out to the waiting cars and vans.

Nobody got high-jacked on the way to Headquarters and the offloading of the staging immediately performed leaving the group to wend itself home feeling that NLSME had attended yet another Model Engineering Exhibition and had performed with excellence.

A BIG THANK YOU TO ALL WHO WERE INVOLVED NO MATTER HOW LARGE OR SMALL A PART THAT WAS PLAYED. THANK YOU!



Above: An overview of the stand at the Ally Pally exhibition

Left: A showman traction engine on the NLSME stand at Ally Pally

Photos: M Chrisp

My visit to Sandown Park

I took the train to Sandown Park this year for the 2013 Model Engineer Exhibition. A free courtesy bus was waiting at Esher station for arrivals. The morning was sunny and bright but with a cool breeze blowing. I arrived at the exhibition venue at 9:50AM and joined the queue of like-minded folk eager to gain entry to the show. My advanced ticket allowed me to skip the queues once the doors were opened at ten.

I was keen to attend at least one of the free lectures if possible, in particular the one at 12 O'clock on the ancient art of 'Scraping'. Neil Read of the SMEE was to give the talk to the gathered crowd. He went through the basics with us first; things we needed to know such as, 'Why, When and How'. Neil showed us some of his own scraping tools and a sample of his work. He had been working on a surface plate, and had scraped a round billet of metal to sit flat on the surface plate. "If it's dead flat it 'drags' if it's not dead flat it slides relatively easily". After an interesting forty five minutes we were able to ask some questions. A very useful session, I feel I know a bit more about Scraping now and am keen to have a go.

After a bite to eat I was lucky enough to get into the second lecture, this was on a different subject. Alex Zivanovic was to talk about 'Programmable electronics for the amateur engineer'. Although I'm familiar with programming at Assembler level I had not heard of the Arduino system which uses a higher level of coding based on the 'C' and 'C++' systems. I can think of many uses for the Arduino system in our line of interests, examples being monitoring and controlling liquid or gas flows, and temperatures, and invoking mechanical actions in response to gathered information by sensors and so on. Examples of similar control systems were shown in the 'Makers area' downstairs, such as a walking robot that stopped before falling from the edge of the table, and a talking and moving wooden head. The 'Makers area' also had a number of 3D printers in action all busily constructing interesting items from wheel patterns for castings, to fruit bowls and other items. 3D printing was very well covered at the show this year.

I thought the North London club stand looked very good and as good as, if not better, than any other club stand there. Chris Vousden and his team had represented our entire range of club activities admirably. I witnessed lots of visitors to our area eagerly asking questions and examining our models. Perhaps we will gain some new members as a result of our representation at the show.

I bumped into many of our North London club members during the day and enjoyed the friendly chat of other model engineers too, something synonymous of course with our interesting hobby.

Derek Smith

Ross Durling

Newer members may not have met Ross Durling of the loco section, and for others it is sometimes easier to recognise a name by the engines they ran at Colney Heath.

Whilst not a prolific “new build” model engineer – a 3½” gauge Royal Sovereign had been under construction for many years – Ross was responsible for the careful restoration and maintenance of a lovely Stirling Single in 5” gauge and black Stanier tank engine also in 5” gauge. In the 1990’s he could also be seen lovingly tending a locomotive of historic design (Furness Railway) called Copperknob, built by his late father in law, Mike Cox.

Further memories of Ross are as restorer, owner and driver of a full sized Aveling and Porter traction engine *Morning Star* that occasionally could be seen at the track on special occasions such as the club’s 50th anniversary celebrations in 1994. The Aveling and Porter had been the “ongoing” restoration project that had taken 15 years of spare time to complete.

When I rejoined the club in 1993 (after 15+ years absence) Ross helped me to set-up my first modest workshop, encouraging me to take-on an advertised second- hand Myford ML10 lathe; dismissing my concerns that I couldn’t house a lathe in a first floor flat! How right he was to persuade me for I count those early years of using my first lathe as some of my happiest model engineering moments – though the neighbours may have felt other emotions!!

Amongst Ross’ many other achievements he was a highly competent yachtsman with many international nautical sailing miles under his belt, holder of a private pilots licence and an accomplished musician, Big Band being his particular passion.

A thoroughly grounded and talented person, I shall miss knowing he is there to talk to and share with me his wide experience of engineering, and model engineering in particular.

He is succeeded by his wife, Suzanne and grown up family, to whom I extend my sincere condolences.

Colin Bainbridge

GLR News

The New Year is upon us and with a new year comes new problems; we had been pretty lucky track building up until mid December, the crew's spirit has not been dampened by the prolific precipitation dumped on us since and until now, and I am pleased to say that nowhere is there any laying water on the new track bed. We seem somehow to be in tune with the waves of highs and lows on the weather fronts (it don't seem to rain on Thursdays and Saturdays) never a truer saying, the "sun shines on the righteous". The beautiful sunsets over Tyttenhanger have been wonderful these last three months and I for one can't resist a photo of a setting sun and rarely have missed doing so at the track since then. Most of the crew were back on parade by the 9th of January some turned up on the preceding Saturday (stupid boys) only to go home much the damper. It was this week that I was stuck for supplies of steel as the firm I deal with is on "hold" (a technical term for ain't paid their bills). The knock on effect was that we couldn't get any either, my only hope was to frustrate myself to Mike Forman who saved the day by quickly arranging fresh supplies of metal for the crew to make stretchers out of, well done Mike. Whilst on the subject of shortages thanks also to Joe Featherstone for letting Brian fettle the much needed fishplates in his workshop. Saturday the 11th Jan was a particularly sunny day and much work was achieved on track building. Gerald Moore could not help himself straightening rail and welding track panels. Welcome back. Superb, the join up is now a foregone conclusion but will we do it before the 1st of February?



A good turnout for winter from Lucy 10 to Keith 84

The shape of things to come. Just before Christmas we had a visitor, namely young Ian Reddish whose only excuse to show off his new loco was that he had to turn it round on his trailer and could he use the turn table! A likely story, pull the other one. But we were jolly glad to be given the chance to handle the new lady in your life we wish you a long and pleasant friendship with Christine and welcome her into the N.L.S.M.E. fold. The Juniors seemed to like her as well.

Christine is pictured on the front cover and is of a Tinkerbelle type loco with Heywood valve gear and pistons utilized from an infernal combustion engine, nice whistle and the tender looks comfy too. Ian the owner has emailed me with a video of his first test fire up all seemed to go well just a bit of welding to the smoke box then off for a boiler test.

The other engine that helped build our wonderful railway is under repair. For after many years of pushing and lifting soil, digging trenches, and levelling the pot holed car park it is having a heart transplant. The surgeons that will perform this shoehorn job, you guessed it Graham and Mike well done boys there is still lots left to do with it on the new land Development so the sooner it is fixed the sooner we can start the final landscaping.

As ever in the muck

P Funk
G.L.R. Section Leader.

The Pre Christmas gathering for the
December General meeting
Photo Derek Smith



Model Engineering Exhibition at Sandown Park December 2013

To all those who agreed to exhibit there models on the NLSME Club Stand, and others who gave time to help with set up , break down and stewarding over the 3 days, my many thanks because with out your support we would have not been able to show the fine engineering / modelling skills our club contains.

The theme this year was Gauge 1, this together with the Loco and stationary steam section displaying great modelling on a tiered stand with photos and a video, we had many topics of discussion with old acquaintances and new potential members, For those who missed the show, there was a very fine 5" Gauge Patriot Class Locomotive in the competition area, this scored very highly with the judges near perfect, wining Gold, it even had a folded newspaper in the drivers locker, also to be seen was some very fascinating 3D printing machines in action with image scanning and links to CNC machines.

Again my many thanks to all.

Chris Vousden



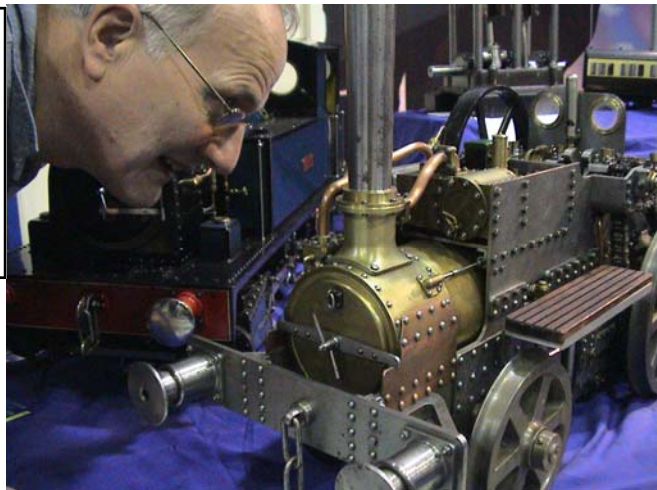
NLSME stand at Sandown Park exhibition.
Photo Derek Smith

📖 Dates for your Diary 📖

- Friday 7 February 8.00pm General Meeting; What goes on at the Mosquito Museum? Headquarters; Legion Way, Nth Finchley
- Tuesday 11 Feb 8.00pm Council Meeting; HQ, Legion Way, North Finchley
- Tuesday 18 Feb 8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
- Friday 21 February 8.00pm Loco Section Meeting; Mike Hodgson 'Steam Age Telecomms'; HQ, Legion Way, North Finchley
- Friday 21 February *Deadline for copy to Editor for March News Sheet***
- Friday 28 February 8.00pm Workshop meeting; HQ, Legion Way, Nth Finchley
- Friday 7 March 8.00pm General Meeting; Work in Progress, HQ; Legion Way, Nth Finchley
- Tuesday 11 March 8.00pm Council Meeting; HQ, Legion Way, North Finchley
- Tuesday 18 March 8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
- Friday 21 March 8.00pm Loco Section Meeting; John Sandwell: Restoration of King Edward 1 ; HQ, Legion Way, North Finchley
- Friday 21 March *Deadline for copy to Editor for April News Sheet***
- Friday 28 March 8.00pm Workshop meeting; HQ, Legion Way, Nth Finchley
- Friday 4 April 8.00pm General Meeting; Marine section entertains, HQ; Legion Way, Nth Finchley

Dick Payne
examines his
tractor at
Sandown Park
exhibition

Photo
Derek Smith



- Every Wednesday Garden Railway Section at Colney Heath (11am - 4pm); O, OO and HO Model Railway Groups and Video Group at HQ (evening)
- Every Thursday GLR working parties at Colney Heath (all day); Slot Cars Section at HQ (evening)
- Every Saturday Working parties on GLR including junior section (all day)
- Every Sunday Morning working parties at Colney Heath (start 9.00am).

NB. Please notify Mike Chrisp 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.

