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The News Sheet

This Month...

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FROM THE CHAIR

May I offer the Society's congratulations to Richard Castle on the award of the Charles Kennion Memorial Trophy for his 5 inch gauge BR Class 2 locomotive. It is a long time since one of the NLSME members won an award at the Model Engineer Exhibition. Well done. I hope that we shall see more of it at the Model Engineering Exhibition at Alexandra Palace and running during the summer months next year.

Our thanks go, to Tim Clementson for his gift of two 7 1/4 inch passenger carriages. I spoke to Tim who said that they were merely stored in his garage, not in use, so what better purpose to put them to than with the ground level railway. Thanks Tim for your generous gift.

The Society has not heard from the Barnet Council regarding the lease on the HQ building. Your Chairman has been in discussions with the Trust of the Gun Powder Mills site at Waltham Abbey to investigate a possible move of our HQ from Finchley to a lower rental property. The Trust has now said that they cannot help the Society due to their security arrangements. The whole issue was discussed at the last Council meeting and the general opinion was that we should try to retain the HQ building as we have put a lot of money and investment of time into its facilities and maintenance. The Society is likely to see a substantial increase in the rent, but I have to remind all members that we have not had a rent review for over 10 years. Meeting this rent increase will unfortunately mean an increase in our subscriptions to pay for it. Until we have formally received the new lease from Barnet Council, and had an opportunity to negotiate a final figure, your Council cannot at this time give details of the anticipated increase. My own thoughts suggest that we may have to pay the equivalent of say 40 pence to 50 pence per week increase.

As I write this note in November, Christmas is just around the corner. May I recommend to you Mike Chrisp's traditional get together at the General Meeting on Friday, 5th December. Mike does not want to take any food back home with him, so come and join us for a convivial evening. May I also remind you of Ian Johnston's talk on Friday, 19 December, entitled 'By Tall Ship' - no doubt with some tall stories!!

The HO group have their open meetings on Wednesday, 17 December, and again on Saturday, 27 December. All in all, December will be quite a busy month. Do come and join us.

Despite maintenance work being done on at least two raised track support sleepers, the track will be available for mid winter running between Christmas and New Year.

I wish you all and your families a happy Christmas and a busy, active New Year.

David Harris

Cover picture: Father Christmas comes early to St. Albans! Watling View School fund raising Christmas Fair. Tony Dunbar in charge of Jim's 'Sweet Pea' for part of an event that was greatly enjoyed by all. **M Chrisp**

Treasurer's Report

Little to report this month but at last the leaking roof over the old library room at HQ, caused mainly by the local vandals, has been repaired and the ensuing bill settled. Once it has completely dried out we can look for volunteers to help in putting it back into good order.

Wishing everybody a Happy Christmas and a Healthy and Prosperous New Year.
Good Modelling.

Mike Foreman



South African 15F 4-8-2 2937 built by Ron Etter in 1968 visited Colney for the last running day (29/10/08). She pulled two full cars all afternoon.

Owen Chapman

SITE MANAGER'S REPORT

The winter working parties are already well underway with numerous projects/jobs being tackled all over the site. I am pleased to say that I have had a number of volunteers for jobs on my list so we have started to reduce the potential defects. Thanks chaps.

I still need more volunteers, so if you are short of a job to do, just let me know!!

May I stress again that there is no parking on site throughout the winter. Would you all please park in the lane when visiting the Colney Heath site at any time.

TOP PRIORITY

1. The Fire Extinguishers are still out of date. **OUTSTANDING**
2. The coach flooring needs completing. **OUTSTANDING**
3. The paving slabs for Tom's seat have not yet been replaced. **IN HAND**
4. Access to the toilet and pond need relocating from a safety point of view. **OUTSTANDING**

MEDIUM PRIORITY

1. The drive-way to the station has poor drainage. Perhaps a layer of road chippings/crushed stone would improve matters. **OUTSTANDING**
2. Station canopy - felting between coach and station canopy is leaking. The gutters need cleaning out, and there is damage to the flat portion of the station canopy in places. **OUTSTANDING**
3. There is too much general rubbish behind and under the coach. Needs a good clear out. **IN HAND**

LOWEST PRIORITY

1. The small shed window needs replacing. **OUTSTANDING**
2. There is plenty of rubbish behind the workshop, near the garage, in the salt container (adjacent to the steaming bays) and in various trucks/trailers. **OUTSTANDING**
3. The concrete mixers need some TLC and a general sort out. **IN HAND**
4. A decision is again required over the remainder of white plastic chairs and tables, currently stacked behind the coach. **OUTSTANDING**
5. The new land needs generally tidying up - looks more like a builder's yard. Track bed needs weed killer and the weeds cutting back. **IN HAND**
6. The workshop needs a massive clear out. Is the new air compressor ever to be installed? (Requires three phase power). **OUTSTANDING**

David Harris

The November General Meeting by OMAH

(All photos by Mike Chrisp)

Mike Chrisp welcomed those members who had turned out. He asked David Harris if he had any comments. David began by offering congratulations to Richard Castle on his award at the MEX for his superb 5in. BR Class 2, 2-6-2T loco. Our thanks are due to Tim Clementson for his gift of two 7¼ in. trolleys for the GLR. The leak in the roof over the old library room seems to have been finally conquered (touch wood) and there is now a strange smell in there, dryness! We had a fairly routine Council Meeting but there is still no further comment from the Barnet Council on the rent issue. The West Midlands show had been jolly good and a number of fellow members there. The bonfire and evening run, which took the place of the Halloween do turned out to be a bit of a damp squib due to the weather and some 8-10 members gathered in the coach to have a natter and take nourishment.

Mike mentioned that Jim Robson's daughter Mary had been married on November 1st and suggested that congratulations were in order.

The Track Committee had met, in the Coach, on the coldest night of the year, so far. Query; does anyone no where the club copy of LBSC's life and times is? Please let the Librarian know if you are aware of its whereabouts. He then introduced our



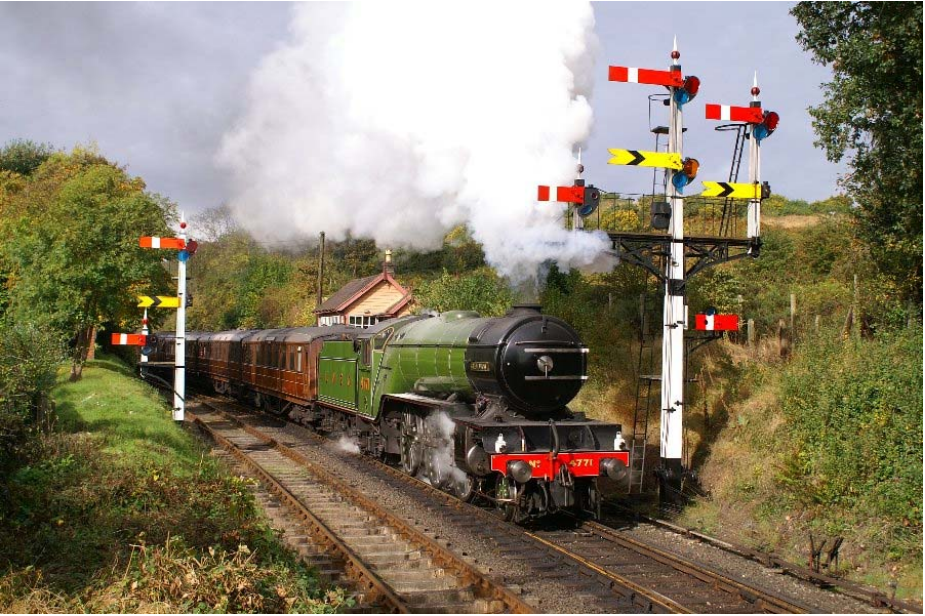
Hollycombe Steam Collections Jerry M, an 1895 Hunslet, in Boston Lodge, Glan Y Mor yard, passing off as a quarry on a photographic charter train during its visit to the Ffestiniog Railway, May 2008 **Owen Chapman**

speaker, Owen Chapman who combined the story of how he had become involved with railways, small and large, combined with his love for photography. His talk was fully illustrated by photos and covered just about every preservation site, and model engineer tracks in the UK, plus a number of mainline passing shots. A photo his father had taken of 'Linda' in 1960 started the bug, he was given a camera at quite an early age and began to record the progress of his relationship with railways.



8F 48305 entering Loughrough Central station, Great Central Railway, during a night photographic evening, 16th Jan 2007. The Up line is clear for a 7F passing south. **Owen Chapman**

Starting with 00 as a member of the Hemel society, he was always striving for bigger stuff. At 10 he was driving a 'Simplex', at 14 working on the I.o.W. steam railway, then on to Ffestiniog where he worked on the locos and eventually became a passed fireman. Steam on the Met, Welsh Highland Railway, etc. Been there, seen it, got the grease and oil! I cannot do justice to his knowledgeable commentary, largely because I can't see to write notes in the dark and there was such a lot of it. I am hoping that Owen will be sending some accompanying photos, (nearly said snaps!) to pad out this brief note. The photos covered a vast area of railways and locos, there wasn't a duff one but there were several which were superb. Owen is very fond of atmospheric shots and these abounded, some of which would have taxed my enthusiasm, I found it difficult to imagine myself getting out and about in the early hours of a freezing winters morning to capture a shot of some particular loco because there is always lots of steam visible. (I suspect I should have ricked my ankle, left the lens cap on, and possibly had some even more embarrassing experience!) An excellent evening, only marred by the lack of attendance.



Sole surviving Gresley V2 leaving Bewdley on the Severn Valley Railway on 16th October 2007. It was on a photographic charter shortly before final withdrawal from traffic. **Owen Chapman**



1891 Hunslet Lilla shunts at Boston Lodge on the Ffestiniog Railway following the successful annual steam test on 19th Feb 2004, in which the photographer's volunteer skills had been instrumental. **Owen Chapman**

MARINE MUMBLES (Rides Again)

I know I keep on about it but Dave Lawrence and I think we may have defiantly “cracked it” with the leaf collection nets in the pond. Our new toys (purchased by Dave) arrived a few weeks ago. These are two swimming pool bottom cleaning nets on 15 foot aluminium telescopic poles. They work well, considering there isn’t anything to go wrong with them, and do everything it says on the packet. We are going to keep them inside the “Bus Stop” shelter, at the back with the other tools.

Although the net has partially sunk it is still holding the leaves. A lot can be scooped out with the new pool nets before folding back the net cover to remove the remainder. The proof is in the accompanying pretty picture. Just one word of warning, wear gloves as those poles don’t half get cold after prolonged immersion.

Anyway Happy Christmas from the Marine Section, and I will be circulating my Christmas present list to you all later.

Peter Stern



Mike's Musings

I had a phone call from our Loco Section Meeting scribe Roger Bell to let me know that he would be unable to attend the Loco Section meeting. Unfortunately for Roger this was due to a rather traumatic session in the dentist's chair, which resulted in him being minus a tooth and having several stitches. Hope all is now OK.

The upshot as far as our News Sheet is concerned is that we will not have one of Roger's very excellent and comprehensive reports. Its not until something like this happens that you realise what a tremendous contribution that the likes of Roger and OMAH Mk 2 make to our News Sheet, thanks guys.

For those who were unable to attend we were entertained by Tony Earle who came along to give us an illustrated talk covering the London Underground from its inception to modern times with recollections from the 50's.

Tony began the evening by briefly telling us about his working life of some 40 years in research and development and finally retiring from 'Kodak' where he held the position as a principal scientist. He went on to say that after retirement he was looking for something to occupy his mind and decided to give talks on some of his pet subjects.

The talk was well illustrated with a wide selection of slides that dated back to the beginning of the Underground System showing the original cut and shut method of tunnel construction through to the method used to construct the deep level tunnels (the part of the system known as the Tube). He also showed and spoke of some of the early types of motive power used including steam power. Generally today we think of the Underground as being fairly dirty so I hate to think what colour my shirt collar would have been after a journey behind a steam engine!

The talk elicited quite a few comments from the floor and a fair amount of discussion. This resulted in memories being prompted and the stirring of knowledge from some of our ex railway employees.

After tea Tony showed us a selection of slides from the cutting room floor and answered questions. All in all, an interesting and enjoyable evening.

I'm very much looking forward to our next Loco section meeting, when we have our very own Ian Johnston who has agreed to talk to us about his experiences on assisting disabled people to sail the tall ship Lord Nelson. The voyage took place last year and was from Liverpool to The Canaries. He obviously had a great time as he has recently returned from his 2nd voyage aboard The Lord Nelson. Having previously been privileged to listen to Ian's maritime exploits I know that we are in for a real treat.

STOP PRESS.

Depending on available time after the above meeting, I have been requested by the Peter Funk to let him give an outline of the proposed new ground level station complex. It will consist of an Island platform with two ground level lines and its positioning would be adjacent to the setting down point of the raised track.

Additionally Malcolm Read would like to talk briefly about the proposed re-sighting of the Garden Railway.

Forthcoming Loco Section Meetings.

- | | |
|---|---|
| Friday December 19th: - | Talk by Ian Johnston – By tall ship from Liverpool to the Canaries. |
| Friday January 16th: - | Members films, DVD's and videos. |
| Friday February 20th: - | Talk by Tony Dunbar – Railtrack 2008, a journey along the west coast of America with Rai Fenton and Dave Burman. The trip included a visit to Train Mountain. |
| Friday March 20th: - | Meeting to discuss the consequences of public access to the Tyttenhanger site. |
| Friday April 17th: - | Work in progress. Should be lots to look at on the table, as this is the first Loco Section work in progress meeting for over 12 months. |
| Friday May 15th: - | T.B.A. |
| Friday June 19th: - | 1 st BBQ of the summer at the track. |
| Friday July 17th: - | BBQ at the track. |
| Friday August 14th: - | Last BBQ of the season at the track. |

Track Stewards Rota.

All finished this year.

Mike Ruffell.

Loco Section Leader

GENERAL MEETINGS 2008/9 – 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.

5 DECEMBER A PRE-CHRISTMAS SOCIAL EVENING

An informal gathering with *free* food and drink.

All members, families and friends are welcome to participate in a guaranteed stress-free sociable evening among friends

2 JANUARY – MEMBERS' WORKSHOPS

Our video team have been out and about again. If the results of last year's filming are anything to go by, this presentation promises to be a fascinating eye-opener showing what some of us get up to when nobody is looking!

6 FEBRUARY – COLIN GENT: CA CLASS WW2 DESTROYERS

On his previous visit, Colin presented a fascinating account of Merlin engines. Tonight's talk will focus on the construction, deployment and service of the seven CA Class Destroyers plus an account of his own service aboard HMS Caprice as her Electrical Officer.

6 MARCH – MY FIRST PROJECT

Members are invited to show and tell us about whatever it was that started their interest in the hobby.

Marylebone Connections

Some of you, I guess, will have noticed a series of programmes transmitted recently on BBC4 TV celebrating what they called *The Golden Age of Steam*. One featured Edwina Currie who went *Down the Line* and spent some time at Marylebone station. I realised that my one and only previous visit to this station had been some thirty years ago when Mike Radford had organised a small group club outing to see *Flying Scotsman* there, and even managed to get us onto the footplate at the time. I'm aware that other Society members know the station well but felt it was time for my own return visit.

In brief, Jean and I travelled by bus to Baker Street from where we walked to Marylebone Station. We visited the Landmark hotel opposite and then enjoyed a pub lunch at nearby Allsop Arms. We took a walk in Regent's Park and called at 221b Baker Street before returning to Hemel Hempstead. Being of a certain age, our bus travel cost us nothing!

When we arrived at Marylebone we noticed that much of the original station was evident despite the appearance of coffee shops and the like on the station concourse. I had my camera with me and far from being accosted by security personnel, I was admitted onto the platform by friendly station staff.



Smart and clean, modern Chiltern Railway trains await their turn to depart from the original station platforms. **M Chrisp**

With grand visions for the future, Sir Edward Watkin, General Manager of the Great Central Railway officially opened Marylebone station, the last of the major London termini to be built, together with the GCR's London extension on 9 March 1899. Despite his aspirations, Watkin's Marylebone never grew to match its main line rivals. Matters improved following nationalisation but were not to last. Under instruction from Marples whose plan seemed to be to cover the UK with concrete, Beeching saw to it that the railway was reduced to effectively no more than a suburban service. In 1996, the operation passed to Chiltern Railways that have improved both the services and the infrastructure, including expansion at Marylebone itself. How refreshing! Several television programmes and films have been made at Marylebone station including the Beatles' *A Hard Day's Night* and an episode of *Doctor Who*. Of interest to some, Chiltern Railways have also teamed up with CAMRA to produce a handy guide to good food and real ale pubs accessible by train.



Jean was intrigued by The Landmark hotel and approached a commissionaire to seek access to look around. Here too we were made welcome and escorted into a magnificent buildings, originally conceived as the Great Central Railway Hotel and described as the last of the great Victorian railway hotels built during the golden age of steam. Designed around a vast central courtyard, it allowed horse-drawn carriages to deposit guests into the heart of the property in both comfort and privacy. We were told that the building had been used as a hospital during both world wars after which it was taken over by and used as the headquarters of the then new British Transport Commission, later British Railways. Ironically, it was from an office in this magnificent building that Beeching planned the decimation of

This stunning atrium is at the core of the magnificently refurbished Landmark London, once the Great Central Railway Hotel. **M Chrisp**

British railways! In 1986 the building was acquired by a Japanese company and painstakingly restored to its former glory including a focal point, claimed to be unique among London hotels, of a soaring, eight-storey, glass-roofed atrium.

Our pub lunch was nourishing, filling and far from expensive. Mine was accompanied by Abbot ale in prime condition for less than £3 per pint. Afterwards, we walked into Regent's Park and were astonished at the behaviour of the local wildlife. Squirrels that at home would scurry off at our approach were keen to discover if we had anything to eat – in fact one leapt onto Jean's handbag, presumably to discover what it might contain. We were also surprised to see how the herons took no notice of passers-by, unlike their counterparts who always flew away at our approach when we were chugging gently along the canals. We saw the pleasure boats roped together for the winter, a great variety of water birds and trees glowing with autumnal colour while joggers took their daily exercise.



This squirrel tucks in to a nut taken from the hand of a passer by in Regent's Park **M Chrisp**

On our walk back to catch our bus home we called at No. 221b Baker Street where, according to the stories by Sir Arthur Conan Doyle, Sherlock Holmes and Dr. Watson lived 1881–1904. Now claimed to be the world's most famous address, it houses the Sherlock Holmes museum. I have to admit that we only spent a short time in the gift shop, bought nothing, and didn't visit the museum.



Autumn colours glow in these trees reflected in an ornamental lake in Regent's Park. **M Crisp**

Our journey home was relatively uneventful, reasonably comfortable and I'm sure took far less time than driving to a railway station, parking and travelling by train. For us, travel by bus was certainly a great deal less expensive and contributed to a most enjoyable outing. Our next may well be to the Winter Wonderland in Hyde Park. See you there?

Mike Crisp.

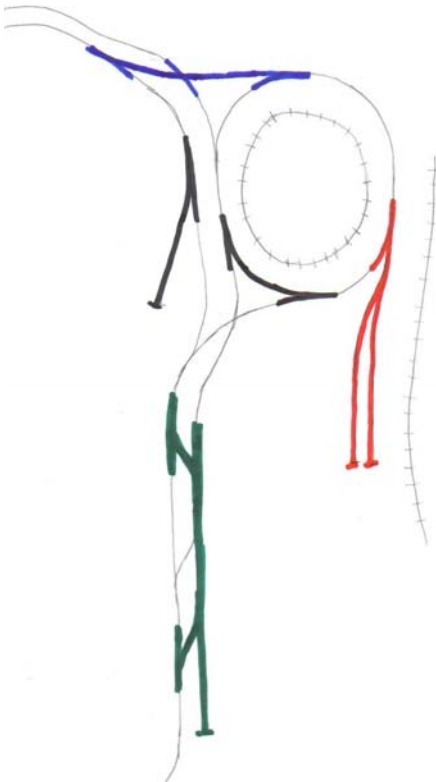
A REMINDER

Peter Stallard of Model Engineering Supplies (Romford) is still in business. I ordered some brass and copper materials a few days ago. Delivered by post the next day, a good service. He is available on 01708 722346/341216. (See News Sheet Number 687, December 2007).

David Harris

G.L.R. News

As we slip & slide into Autumn I just can't help feeling great anticipation for what the next running season holds. Judging by the amount of fervent activity already underway at the track it looks like being a promising new year. I have already found myself thanking many members for works done & donations made, including Mr T Clementson a loco section member of many years, who e-mailed me asking if the club would like 2 G.L. passenger trucks as he was having a clear out. YES ! Said I & made the arrangements for pick up before he could have changed his mind. Whilst removing the trucks & various other bits & pieces from his garage a 7 1/4" Romulus revealed itself hiding at the back. (I thought to myself should I ask ? but then a voice in my head said don't be silly of course it don't come with the trucks) This then led to a discussion about the many members who have heavy locos at home but because of the hassle involved in getting them loaded and down to the track it was easier to leave it till next time. Of course next time never happens so the sooner the Steaming Bay project including Workshop & Loco storage facilities are built the better for all involved.



A very big THANK YOU goes to Mr Peter Brewster alias PETE THE POINT diamond geezer who single handedly has already produced 2 sets of points and 1 buffer stop in the last two months with a promise of more to come. It was thought we may like to display the said points at the forth coming Ally Pally show, a tribute to his build capabilities. Peter is also involved in the next new development with Alan Marshall (his fault) & Peter Mac Donald, which is that the G.L. group would with the clubs blessing like to construct a ground level island platform that is to run alongside Tyttenhanger station, terminating approximately where the mainline passengers embark at the moment, see sketch attached. Les Brimson has already measured up & with the help of Alan Marshall will produce a diagram / drawing of the project. This in due course will be presented to the club for approval and as we have most of the materials already in stock the cost of construction will be minimal. I can only

give my thumbs up to this project & look forward to its completion.

Another much talked about project has also been initiated in the long over due shape of a showpiece signal box. I asked Mr Jim Macdonald (who has a fine eye for detail) to run this project for me. He agreed and will soon present to the club our best effort on paper, photos, and or computer generated image for approval to build a scale signal box. Of course if approved this will be a long term development taking perhaps many years to complete, (unless you know different Jim?). I will give my full support and help as this sort of building can only enhance both G.L. and Elevated railways. At this point in time the club has in its membership some very capable and experienced building tradesmen, as well as some very enthusiastic people to help. So let's make the most of whom and what we have while we can.

If you are interested in taking part in any of these projects please ask as I would be only too pleased to swell the work force no mater how big or small a contribution you wish to make. We will be pleased to have you along.

On a lighter note it was reported to me on Sunday by one of our recent octogenarians who is partial to a jug or two that he noted! When the G.L.R. bridge stringer (the bits that hold the steps in place) is hit with something like a head bone the resultant noise is similar to an F Sharp Chord. Not being musically trained and being a simple country boy I replied saying Duck or Grouse (hope the bump wont be to big Jim) and the new path to the toilets will be top priority.

Christmas is fast approaching and the G.L.R. will be open for business as usual hoping to run any time from 26th Dec to 4th Jan 2009. We will be looking forward to seeing you that week for a Xmas run or an informal chat. Also an excellent opportunity to work off the 25lb Turkey you stuffed, the 10 gallons of Old Peculiar, umpteen chocks, and last years Xmas pud, I have the perfect solution; just ask me about the 20 tons of ballast by the car park gates?

As G.L.R. Section Leader I have had a wonderful 2008 season and am looking forward to serving you for 2009 ever hopeful to further improve and consolidate the fantastic multi gauge railways we have at Colney Heath (especially Ground Level). NLSME way to go, so here's wishing one and all

MERRY CHRISTMAS AND A HAPPY NEW YEAR

As ever in the muck

P. Funk G.L.R. Section Leader



**LONDON MODEL
ENGINEERING EXHIBITION**

**Friday 16th to
Sunday 18th
January 2009**

Great Hall

**Alexandra
Palace** 

**Free Car
Parking**

Courtesy buses from
Alexandra Palace car park

**The South's Largest Model
Engineering & Modelling Exhibition**

Opening Times

**10.00am - 5.30pm
Friday and Saturday**

**10.00am - 4.00pm
Sunday**

Ticket Office open at
9am daily
(Last admission one
hour before closing)



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📖 Dates for your Diary 📖

Friday 5 December	8.00pm General Meeting; pre-Xmas Social Evening; HQ, Legion Way, North Finchley
Monday 8 December	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Wed 17 December	6.00pm Open House at HQ hosted by the HO section; HQ Legion Way, North Finchley
Friday 19 December	8.00pm Loco Section meeting; talk by Ian Johnston - By tall ship from Liverpool to the Canaries; HQ, Legion Way, North Finchley
Sat 27 December	2.00pm Running section at HQ with the HO section; HQ Legion Way, North Finchley
Sun 28 December	“Winter run” at Colney Heath
Friday 2 January	8.00pm General Meeting; Member’s Workshops; HQ, Legion Way, North Finchley
Monday 5 January	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 16 January	8.00pm Loco Section meeting: Members films, DVD’s and videos; HQ, North Finchley
Fri/Sun 16 - 18 Jan	London Model Engineering Exhibition; Alexandra Palace, London.
Friday 23 January	<i>Deadline for copy to Editor for February News Sheet</i>
Monday 26 January	8.00pm Tyttenhanger Site Committee meeting; the coach at Colney Heath
Friday 6 February	8.00pm General Meeting; Colin Gent: CA class WW2 Destroyer; HQ, Legion Way, North Finchley
Monday 9 February	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 20 February	8.00pm Loco Section meeting; talk by Tony Dunbar - A trip to Train Mountain, USA ; HQ, Legion Way, North Finchley
Mon 23 February	<i>Deadline for copy to Editor for March News Sheet</i>
Monday 23 February	8.00pm Tyttenhanger Site Committee meeting; the coach at Colney Heath



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 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.

