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The News Sheet

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FROM THE CHAIR

In the October issue of the News Sheet, Alan Marshall, at the request of the Council, drafted out proposals for the amendments to the NLSME Constitution. These amendments are related to a more formal representation of the Tyttenhanger Site Committee on the Council by the election of the Chairman of this Committee as a full member of the Council. Alan particularly highlighted the relevant changes to the Constitution in his report.

This report has given rise to some comments from members which has prompted Alan to include, in this issue of the News Sheet, clarification of the changes, and to answer some of the questions posed. I will not go into the details in my report, but urge you to re-examine the proposed changes in the October issue, along with details offered in this issue of the News Sheet.

I am strongly in favour of these changes, as they do more truly represent the situation that nowadays appertains to Colney Heath, and in general, will give members a wider view of the changes and proposals for the Tyttenhanger Site.

The discussion on these proposals will take place at a General meeting to be held in the New Year. Our Secretary will publish the formal notification so that all who wish to attend can duly make a note in their diaries.

As we approach the Christmas season, there are a number of Society social events for you all to attend. Some of these were highlighted in my report last month, so do come along and enjoy the festive occasion. Also, I would remind you that the Society will be having a stand at the Model Engineer Exhibition at Sandown Park 11th - 13th December, and at the London Model Engineering Exhibition at Alexandra Palace, 22nd - 24th January.

Finally, may I wish all our members, their families, and friends, a very happy Christmas and a productive New Year. Don't forget that there will **not** be a News Sheet in January. The Editor and his regular contributors are allowed a month off!!

David Harris

Ed. Apologies to the leader of the Model Railway section, Geoff Howard. He should have been shown as the author of the OO section News last month

Taken from HMS Newcastle, HMS Caesar, a sister ship to HMS Caprice, taken in the South China Sea 1957-8. Imagine the noise a few seconds later as the bows hit the water. Most of the crew's quarters were in the bows of the ship. Photo: John Shrubsole

TREASURER'S REPORT

Two new members were accepted into the Society at the last Council Meeting, Mrs. Rosemary Turner and her son, Stanley,

Also pleased to advise that Chris Musto and Greg Harwood, both of the Slot Car Section have rejoined us, this now makes a trio of Harwoods in the Section.

With Christmas and the New Year approaching, I am pleased to advise that apart from routine super elevation checking and adjusting, no serious work has to be done to the Raised Track this winter.

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

Happy Christmas and Best Wishes for the New Year.

Mike Foreman

Tyttenhanger Committee Meeting 26th Oct & 24th Nov

Mike Ruffell will review the stewards list and publish it in January for next year.

Geoff Mogg requested funds for materials for construction of the garden railway; this was agreed subject to approval by Mike Foreman.

Peter Funk requested a loan for the new GLR station. The station area will consist of two tracks. The position of the station has been agreed in principle, and the final position will be determined by the run out from the points. It was suggested and agreed that the loan be provided. A plan of the station is on page 27.

Mike Foreman reports there is no need to close the raised track this winter. No major work needs to be done.

THE NOVEMBER GENERAL MEETING BY OMAH

It was a particularly foul evening out side and it was nice to see such a good turnout, not only members but visitors as well. Mike Crisp welcomed all who had ventured out in such rotten weather. A quick run down on recent events; the 'On the table' meeting last month had been well supported and an interesting evening. At the track we were visited by the Northolt society on October 10th. Jean Crisp's church member's day on the 17th and an evening run on the 30th which continued on the following morning. (They spent the night in caravans, much to the alarm of Saturday morning arrivals who feared we had been invaded by travellers!). The eight hardy spirits who braved the weather on the first working Sunday on November 1st had to give it best and departed after an early tea break, (at least I didn't have much washing up to do). Several members went to the Midlands MEX on the 16-20th of October. Forthcoming events included the Fetes and Fairs mob going to Southgate on Nov 7th, (the visit to Watling View School is off as the Fair has been postponed until next summer), and the MEX at Sandown is on December 11-13th. Mike Hodgson said that he had received a phone call from Capel Manor saying how pleased they were with our visit with the portable track and hoping to see us next year. The December General Meeting on December 4th will be the usual pre-Christmas social evening, everyone welcome. Next year the Marine section hope to resume their HQ meetings on the 2nd Friday of the month, starting in February, bring a boat. Nothing further having arisen Mike introduced our speaker, Colin Gent, whose chosen subject was CA class, WW2 Destroyers.

Colin began by describing their construction, there were 9 in the class, all with names beginning with CA, (Colin served in Caprice as an Electrical Officer from 1959-62.)

They were built as part of the Emergency Build programme in 1943/4, which included 94 destroyers. We had lost 143 destroyers and some 11000 men. They were elegant craft equipped with all the latest advances in electronics and armament. They were 353ft long, 35ft beam, 10ft draft, 15ft with the ASDIC deployed, driven by 2 Babcock and Wilcox triple drum boilers and two Parsons geared turbines delivering 20000hp to each shaft pushing them along at up to 32 knots. The electrical supply was 220Vdc from two 170kW diesel generators and two steam turbine driven generators. The original armament was two 4.5in guns forward and two aft. They were manually operated by their crews when 'laying' the guns on a target. There were four Bofor's guns, two sets of four 21in. torpedo

tubes and depth charges on the quarterdeck. The bridge was open, not too clever on the Murmansk Convoys. The captains, or officer of the watch, chair was mounted over a grid below which were steam pipes; the only source of heat, the only noticeable effect was chilblains. From the bridge orders were passed to the coxswain in the wheelhouse as to direction and course, the person at the wheel could not see outside and just followed orders, having repeated them to make sure he had understood, at eyelevel he had a repeater compass readout. In the fifties the class was updated by; electrical operation of the guns, a radar operated director for gunnery on the mast that fed info to an electro-mechanical computer which decided the direction the guns should be pointed to hit the target, Additional accommodation on the deck at sacrifice of one set of torpedo tubes and a change of depth charging. On the old system the ship overran the target and dropped a pattern by rolling charges off the stern plus projectors to throw them further outward. This system was replaced by a three barrelled mortar, 'Squid', to create a pattern in front of the ship by firing the charges over the bridge to land ahead of the bow. (While not in use the barrels were heavily greased to protect them from saltwater, it was essential that the barrels be cleaned before firing otherwise the grease would make the projectiles sluggish. This was missed on one occasion during Colin's time aboard and the charges only just cleared the bridge, to the consternation of the Captain! Those responsible suffered severe testicular damage!) Another change in the fifties was the covering in of the bridge, just in time for a Far East Commission. The photos shown by Colin were of Cavalier which has been preserved and is now afloat at Chatham Historical Dockyard. The seamen's mess contained 45 hammocks, higher ranks had bunks, the officers mess was positively luxurious in comparison with leather settees, a superb mahogany dining table, and a well stocked bar. The full ships compliment was 186 men, not a lot of room to spare. In the boiler room the oil fired boilers passed their steam from the two lower drums, which were heated by the oil burners, to the collection drum at the top which in turn was passed through a superheater matrix since turbines do not like drops of water in their steam supply. The boiler room was kept slightly pressurised to prevent flashback from the burners and the entrance was via double doors to form an air lock. The two reaction type turbines, each with a high pressure turbine followed by a low pressure turbine do their stuff and the exhaust steam is passed through a condenser, cooled by pumped seawater, to be re-circulated.

During the latter part of the war the class was involved in several areas, the most hazardous being the Murmansk convoys. They were also on 'monster' convoys in the western approaches, the term referring to the shipping of large numbers of troops from America in fast liners as part of the build-up for D-Day. During the Murmansk runs over 3000 men were lost and many ships. All the CA class survived although Cassandra was badly damaged in the bow

by a U-Boat and had to go to Murmansk for repairs. At the end of the war Colin had a photo of a U-Boat surrendering to Cavalier taken from Caprice on May 9th 1945.

After tea Colin told us of his time in Caprice during 1959-62. At the time he came up for National Service you had to sign up for three years if you wanted to go into the Navy and he took a short service commission as an electrical officer. Having completed a 9 month course in HMS Collingwood, a shore-based training establishment (stone frigate), he joined Caprice in the Far East for an 18 months commission. Based at Singapore they sailed all over the place, sometimes taking part in fleet exercises, other times just 'showing the flag'. Colin was thrown in 'at the deep end' being in charge of all the electrical facilities on board and being in charge of 27 men whom he had never seen before, but he survived. They went to Rangoon, Hong Kong, 3 times, Chittagong in Pakistan, Trincomalee in Ceylon (now Sri Lanka), North Borneo, circumnavigated Australia calling in at various ports, then down to NZ, again calling at various ports, then back to base. At one point, steaming along peacefully in the China Sea, hoping to have a quiet New Year's Eve, we received an SOS that an RN supply ship, HMS Galatea, had gone aground on Pearson reef and as we were the nearest ship we were requested to go there and take the crew off. Having arrived at the destination we found that the vessel was high and dry but the seas were so high that we could not risk getting too close without joining her on the reef, so we launched the whaler and found that the surf was too rough to get alongside. They then returned with a rubber dinghy which they then drifted down to Galatea and took off half of the crew and returned the next day for the rest. This was successfully carried out except for the Captain who, by tradition, had insisted on being the last off, was swept into the sea by a huge squall which was not visible to the crew of the whaler. When the squall cleared they could see a head bobbing about but by the time they reached him he had drowned, so they saved the crew but lost the skipper. They were a mixed crew, mostly Italian, and their only contribution was that the "engines were distorted" after they had run aground, which seemed to be most likely in those circumstances! It turned out later that the Captain was in such a hurry to depart that he sailed without local charts. The officer in charge of the whaler and the petty officer with him were mentioned in dispatches and received a commendation. When their commission was over they sailed back to base trailing their 'paying off' pennant which was nearly as long as the ship. It was a sad moment to part with Caprice after 18 months and steaming so many miles. After the commission was officially terminated some of the crew had to wait aboard for the official handover for the next commission and Colin was wafted back to the UK to be signed off after a brief spell at Collingwood. He keeps in touch via Cavalier and recommends a visit to Chatham. David then gave a vote of thanks for such an interesting evening and we responded in the usual manner.



Above: Standard gauge “Big Blow” UP 26 on display at Ogden, Utah USA. The loco had an 850hp auxiliary diesel in the A unit shown above, an 8,500hp gas turbine in the B unit and a 91,000ltr fuel tender. It was capable of hauling 12,000t between Council Bluffs, Iowa and Ogden, Utah.
Lower: Narrow gauge (3 foot) loco 480 departing Durango, Colorado USA.
Photos: Les Dobbs



MIKE'S MUSINGS.

At the October Loco section meeting I was delighted to congratulate Bert Mead on his 98th birthday. Unfortunately in this issue of the News Sheet I have to report that Bert collapsed at his home in early November and was taken to Chase Farm Hospital. Bert was diagnosed to have a viral and chest infection together with being dehydrated. It appears that he has responded to treatment although his ankles remain quite swollen, consequently he did have trouble walking. Today I was pleased to receive a phone call from Bert's daughter in law, Joan, she told me the good news that Bert came home today. I am sure you will all join me in wishing Bert a very speedy and full recovery and that it will not be too long before we see him in his usual seat at club meetings.

The summer seems such a long time ago with all this wet stuff coming down and the high winds, however just before the weather started to change a group of friends and I had the pleasure of a trip down the Thames on the paddle steamer Waverley. Although it was the end of September it was shirt sleeve weather even at 19.30 when the ship departed from Tower Pier.

What a magnificent sight it was as we passed beneath Tower Bridge which had to be raised to allow us to pass underneath, it was just dark enough to get the benefit of the lights that lit the underneath of the Bridge. We carried on past the various riverside buildings until we came to Canary Wharf, for those who have not yet visited the Wharf at night and witnessed the sight of all the buildings lit up which in its self is an experience then you should see it from the river. I used to think that a group of modern office blocks could never be termed as beautiful but I have to admit that from the river Canary Wharf by night is truly a beautiful sight.

After leaving the Wharf behind we carried on down the river to pass through the Thames Barrier, where with the assistance of a waiting tug we turned to head back up river to Tower Pier. It's quite something to see the Barrier all lit up and at close quarters, it makes you realise what a feat of engineering the Barrier is. Not sure if you can still do it but some 25 years ago I went on a conducted tour of the Barrier to view all the access tunnels, control rooms and hydraulic workings.

My friends were amazed at how big the Waverley is, her turn of speed and silence, none of the noise and vibration that one associates with diesel propulsion. It was also an eye opener for them to be able to see the massive triple expansion engine working. From a personal point of view it was like watching poetry in motion, just as smooth and steam tight as they



Steam ship Waverley passing under Tower Bridge. Photo: M Ruffell

were when I last had the pleasure of seeing the engine in operation some 25 years ago.

She was built in 1946 as a replacement for an earlier PS Waverley of 1899 that took part in the Second World War as a mine sweeper and was sunk in 1940 while helping with the evacuation of troops from Dunkirk. The new 693 tonne ship was launched on the 2nd October 1946 at builders A & J Inglis of Glasgow, with the engine being made and supplied by Rankin & Blackmore Ltd of Greenock.

Between 2000 and 2003 she underwent a very thorough rebuild and restoration funded principally by the Heritage Lottery Fund. The rebuild which was carried out in two stages was undertaken at the shipyard of George Prior in Great Yarmouth. She has now been returned to her 1946 condition and with her gleaming paintwork and unblemished woodwork she is certainly a credit to all who have maintained and worked on this magnificent ship.



In the engine room of the Waverley

Photo; M Ruffell

As this will be the last of my Musing before Xmas, may I take this opportunity to thank all members and their wives who have helped out at the track and those who have provided the portable track at various functions. Without your efforts we would not be able to run for the public which raises the much needed funds for all the projects at Tyttenhanger. I would also like to wish you all a very happy Xmas and a prosperous New Year.

Forthcoming Loco Section Meetings.

Friday December 18th: -

Members films and videos/CD's. Tonight we will also have the pleasure of seeing the conclusion of the film that was shown by Ian Johnston during his November presentation along with other films from his New Zealand visit.

Friday January 15th: -

Following on from the October meeting dealing with the proposed new steaming bay. It was decided to invite Chris Vousdan and Jim MacDonald back again to put before the membership some costing's and teams of members who are willing to take on various aspects of the project.

Friday February 19th: -

Tonight I am very pleased to introduce you all to Russell Newland who will be giving a presentation entitled 'The BR Standard and the Hengist Project'.

Friday March 19th: - T.B.A.

Friday April 16th: - Work in progress from the winter workshop.

Friday May 21st: - T.B.A.

Mike Ruffell.

Loco Section Leader

MARINE MUMBLES (Rides Again).

Now for the good news that everybody has been waiting for, I think. The Marine Section is going to start winter meetings at H.Q. (Legion Way, North Finchley) starting the second Friday in February at 20:00 hours. That's Friday the 12th February 2010 at 8:00pm to you and I. This will be an exploratory (I like that word) meeting to see what you folk want from, and to do with, the New Marine Section (a bit like New Labour but less political). The only down side is you get to see me but, think of it in another light, you all see Dave.

Please bring along, if you want too, anything marine. Mermaids can be included, loosely.

Dave and I have covered the "gin clear" pond with nets to stop the leaves and other debris sinking. If anybody wants to sail during this time, all we ask, is please replace the nets after use as we are going to test the Dave Lawrence Mk 49.5 sludge shifter some time soon. It doesn't like leaves up it you know.

We have also bought a new Karcher circulating pump to replace the old "has been" one.

Once again a big thanks to Jack and Keith for building a new permanent home for the towed tanker that resides in the signal shed. This will now live in a fixed box/seat under the covered area by the pond.

Don't forget to come along and be a founder member of the Marine Section Road Show on Friday 12th February 2010 at 8:00pm.

**HAPPY CHRISTMAS AND A PROSPEROUS NEW YEAR TO YOU ALL
FROM THE MARINE SECTION.**

Peter Stern.

GARDEN RAIL

(all photos by Dave Metcalf)

Here's another little offering from the 'GR section'. Again, we have had a good months running. The weather, although windy (which can make G1 'live-steam' running a bit difficult) has mostly been on our side (quite mild for this time of year). Most of us have had relatively good running sessions, with a good variety of loco's both live steam and electric, covering periods from early 1900's to modern outline.



Typical Wednesday scene nice variety of rolling stock. Abundance of tea also visible!

Progress on the new track is going well. The plastic pipe supports for the main straight (off which will be the steaming bays and turntable) are in and we are almost around the first 90 degree bend. Holes are being dug by hand, great care being taken with the post jigs so that the post centres are as accurate as possible, this being necessary to ensure the best (most economical) use of the 1200mm x 800mm x 12mm HardieBacker 500 top boarding. Height is being very accurately set with the aid of Matt Stallard's laser level, and an ordinary spirit level is used to ensure that the post is vertical. Some of the track base frames have already been pre-fabricated by Peter Badcock from tanalised 4" x 2" timber. These will be painted with several coats of water-proofer as well.

In co-ordinating the design of the new Garden Railway, Geoff has brought together the individual requirements of many of the GR members and has arrived at an agreed baseboard layout which reflects, and is closely tied to, the actual track design. With his understanding of the design and drawings, Geoff is leading our little gang of workers, with much help from Matt Stallard, David West, Norman Back, Peter Badcock, Nick Rudoie, Steve Jones, etc. Geoff also is on the general committee as a council member, and this year we will also be proposing him as Chairman of the Tyttenhanger Site committee, a post, which if he is elected to, I am sure he will fill with great enthusiasm, care and fairness.



Main straight taking shape, Matt & Peter with laser level to left (on datum point). Track support frames just rested in position.

Probably all of our club's Garden Railway active members run "Gauge 1" locomotives and rolling stock, and most are also members of G1MRA (Gauge One Model Railway Association, www.gaugeone.org). This month we see the arrival of the G1MRA Autumn 09 quarterly 'Newsletter & Journal' edited by our ex NLSME newsletter editor Nick Rudoie (Nick would make an ideal new club chairman, if only we could get him to stand for the job?). Again, this is a voluntary job, and a real challenge for Nick (as the magazine is full colour and gloss) but one he has risen to with apparently consummate ease (in actual fact just plain damn hard work).

The arrival of the Newsletter & Journal is always eagerly awaited. It is full of useful hints and tips on soldering, forming, model loco making, in fact anything



Norman, Geoff & Matt working on 18 November 2009. Note the 30ft radius curve of the pipes going round to the straight.

to do with the Gauge 1 hobby.

Reading the article in the last newsletter about George Case putting Radio Control to his 'Flying Scotsman' I thought perhaps some of you may be interested in what is commercially available. One of the sections of the journal is devoted to what is newly available from the trade. This is always eagerly awaited and it shows that the times are changing with many new products coming to market.

'G1' locomotives and rolling stock have always been available in kit or R-T-R (ready to run) form, and the 'Aster' (www.asterhobbies.com) company has for many years been the premier flag carrier for live steam locomotives. They are top of the range, the new GWR Castle being £4,250.00 in kit form and £5,150.00 r-t-r. However there are now an ever increasing number of 'new boys on the block'. The Gauge 1 Model Railway Co (www.g1m.co.uk) is offering their new BR Class 9 "Britannia" at £2,750.00 r-t-r. Locomotive kit builders are also well catered for by Barrett Engineering (www.barrettengineering.co.uk) who have added a new LMS 4-4-0 2P to their ever growing kit range. This is a fully machined, live steam, easy assemble kit for just £1,200.00 (electric version £550.00). On the electric r-t-r scene Fine Scale Brass (www.finescalebrass.co.uk) have added to their range a magnificent new LMS/BR Jubilee (with both long and short firebox, BR Green

or LMS Crimson Lake, riveted or welded Stanier 4,200 gallon tender) in factory painted finish at £1,200.00 or fully finished at £1,500.00. Rolling stock truck kits start at about £45.00 and r-t-r from about £50.00. Coach kits from about £200.00 and r-t-r from about £450.00 (although a Pullman is nearer to £1,000.00)

Our Gauge 1 hobby can look expensive to an outsider, but it need not be so, and to illustrate this there will be more about scratch building in a later article.

Our last meeting before Christmas will be on Wednesday 23rd December and, as last year, we will be holding a little bit of a do, cooking a few sausages, tucking into few mince pies etc. So, if you are free on this Wednesday you would be more than welcome to come and join us.

Until next time, happy steaming!

David Metcalf.

New Catering Arrangement at Tyttenhanger

Just a small note or two for this month, when I said we were proposing to leave small quantities of snacks (KitKat's, mars bars, crisps etc) in the coach kitchen/fridge and rely upon the use of an "Honesty Box" for payment there was a certain amount of scepticism expressed, much comment about us being 'naïve' and model engineers being 'forgetful at times' (un-intentionally)

Well I am pleased to say that the sceptics were all wrong, our fellow members are more than reliable, we seem to be collecting money at just about equal to sales. Please let us keep it up, snack prices are on the sheet on the wall and the "Honesty Box" is next to the hatch on the wall.

If there is a shortage of supplies let Geoff Mogg or myself know and we'll replenish next time we are at the carriage on a Wednesday.

Lets move onto a subject of great concern (apparently) to model engineers "SUGAR" for cups of tea. Those of you who use the coach are aware that a small covered bowl is kept with some sugar in it in the kitchen, stock is kept on the side in a large coffee jar (to keep vermin out and stop it getting damp) can I please politely ask that if you take the sugar jar down to the engineering workshop can you please remember to bring it back! Also the use of a dry clean spoon will stop us having to decant "*brown*" sugar (pre-flavoured with tea) into the small sugar bowl!

Many thanks to all for their help.

David Metcalf.

GENERAL MEETINGS 2009 – 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.

4 DECEMBER A PRE-CHRISTMAS SOCIAL EVENING

An informal time together with food and drink 'on the House'.
All NLSME members, families and friends are welcome to join us for a
guaranteed

8 JANUARY 2010 MEMBERS' WORKSHOPS

Please note the date! Assuming we have recovered from celebrating the arrival of the New Year on the previous Friday, our Daring Duo (Mike and Dave) will reveal what they have discovered in some more of our home workshops.

5 FEBRUARY 2010 – EXTRAORDINARY GENERAL MEETING

This evening has been set aside to discuss proposed amendments to the Society's Constitution. (see *The News Sheet* No. 707: October 2009 pp17-19).

5 MARCH 2010 – SHARPENING LATHE TOOLS THAT REALLY CUT!

Avoid problems with accuracy and surface finish by making sure that tools used are properly ground.

For Sale

3.5in Rob Roy for sale, its only just been completed, and comes with a full set of drawings, book, and boiler certificate. Only been steamed once in my garden. The sale is due to a 4 inch foster traction engine project.

For more info please contact Roy through the webmaster

The November Loco Section Meeting

By Roger Bell

The topic for the evening was a talk by our Dr. Ian Johnston entitled 'How to make a Taranaki Gate and learn about Hudson's Point'. Ian was on the ferry from Pembroke to Rosslare when in a chance conversation with a New Zealand farmer he heard that they were short of a new partner doctor at his practice. Ian applied and was soon taking off from Heathrow, from the view of the apron five men in yellow jackets were standing talking, for one moment Ian thought that he was still back at Tyttenhanger.

To help overcome jetlag he stayed in Auckland a while and visited a maritime and an industrial museum, complete with models and full size traction engines. A brewery lorry and a tram were beautifully restored. A steam tram was parked outside and ready for service. He visited an exhibition of Jean Batten CBE (1909 – 1982) who was New Zealand's greatest aviator. In 1933 she flew a De Havilland Gipsy Moth Biplane from England to India. She held many long distance records.

At Davenport a 'disappearing' gun was on view, as it recoiled it slid back into a pit so that it could not be seen after firing. From there he travelled to Wellington on a train called the 'Overlander'. Diesel and electric are used with some steam; the gauge is 3ft 6 in. It stopped at the most unlikely remote places just so that the passengers could get off and have a cigarette. After one stop a woman realised that her husband had got left behind ten minutes before. The train stopped and backed up to pick him up.

In New Zealand if one has an accident like slipping in a shower or an accident at work a claim is made through the Accident Claim Compensation scheme. This saves legal system costs so is available to all. In one case an operation went wrong and the woman who made a claim was granted another operation to put it right free of charge. Ian thought that this scheme looked after their people better than ours does.

At Foxton the old in appearance, windmill was five years old, it had no tail so had to be turned by hand with a system of ropes.

At Whanganui a paddle steamer, the 53 ton Waimarie had lain on the river bed for thirty years; it was restored and went into service on 1st January 2000. The old Yarrow boiler was on the grass on view. On the first firing of restored *Waimarie's* boiler, steam was raised from cold to 160 psi in 55 minutes. A model engineering exhibition was nearby with a 'Sweet Pea' on view.

Ian worked as a doctor at a practice at Kiwiana Town or Otorohanga for three months. Its population is 2,500; it was a thriving rural town that printed

its own stamps. The surgery was open from 8am to 8pm and had four doctors and four nurses.

At nearby Hamilton it was the heritage farm vehicle show. A Field Marshall tractor could be heard miles away by the pop, pop of its engine. Hamilton MES has ground level 5" and 7¼" tracks with a turntable that can raise a loco for working underneath. Following on from there an MG rally was being held with an incredible number of vehicles.

The people do not seem to throw much away, an aircraft had been converted to bed and breakfast accommodation, and a boat had also, despite being seven miles from the sea. At one loco club in the Thames region a container was used for storage but had not been granted planning permission, this was overcome by erecting a conventional mock roof to it and generally camouflaging it as a shed.

There were very many other places that Ian visited, a complete article could be written on each one.

Ian concluded with a film of the Keirunga Park Railway which is the club track of the Havelock North Live Steamers. It took five and a half years to complete, built on unwanted government land with assistance from many firms and organisations by way of materials, plant and expertise. The track was opened on 18th May 1982. The 3½", 5" and 7¼" gauge track is just over ½ a mile long and has gradients of 1 in 100 uphill and 1 in 50 down hill. The ruling curve radius is 43 ft. There are three crossing loops and a diversion to shortcut back to the station. The single track main line crosses four high viaducts: a 45 metre curved wooden trestle, a steel arch bridge 12 metres long and two concrete structures as well as passing through three tunnels. The view constantly changes as the line winds around the hillside and along the steep slopes of the valley. The line is fully signalled and the points controlled electrically by a Westinghouse style 'L' miniature lever frame. The points were designed by Henry Holder of Cornforth UK.

A picture of an ornamental arch with a ball in its centre gave rise to the story of a guy out jogging one morning; he came across this large ball which he wished to take with him, so he placed it down his shorts and carried on. He noticed the attractive young girl walking towards him, her eyes fixed on his shorts. He cried out 'don't worry madam its tennis ball', she replied 'oh how dreadful I had tennis elbow once but it was not as bad as that'.

This was a magnificent talk; it seemed incredible that Ian had been able to pack so much in to his visit. We thanked him warmly for a thoroughly enjoyable evening. The remaining films will be shown at one of our clubs video nights.

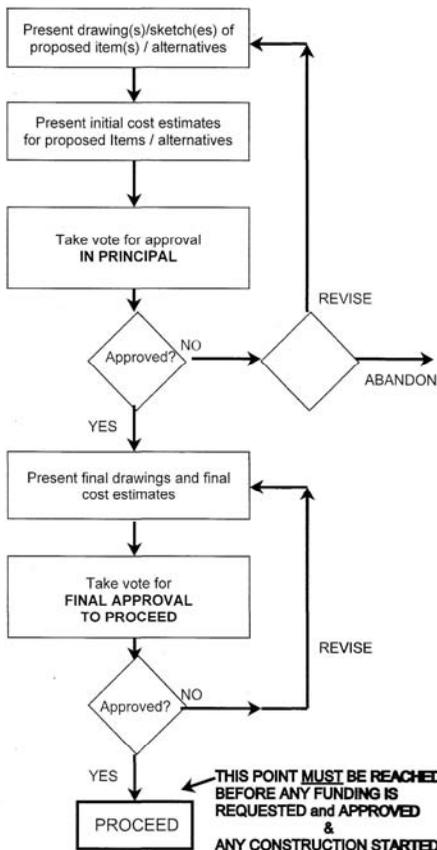
Council Meeting 9th November

It was confirmed that if Members wished to hold an event at Colney Heath that they would be subject to a charge if the Society was asked to help in its organisation and running. If the member arranges everything there will be no charge.

G Mogg tabled a proposed flow chart indicating the procedure to be followed for major projects. Although primarily aimed at work undertaken at the Tyttenhanger site it could equally apply to HQ. Council agreed it should be considered first by the Tyttenhanger Committee. The flow chart is shown below

PROCESS FOR SEEKING APPROVAL OF NEW PROJECTS or ADDITIONS TO PROJECTS by NLSME COUNCIL or MEMBERSHIP

THIS PROCEDURE IS **MANDATORY** FOR ALL MAJOR PROJECTS WHICH IMPACT THE COLNEY HEATH SITE AND ITS FACILITIES



M Chrisp reported his findings on the history of “elected” members to what is now known as the Tyttenhanger Committee. The detail (derived from News Sheet reports) showed in summary Loco Section meetings have been the pivotal point for decisions on the “Track Committee” and representation and there was a brief period of time where members were elected but this was discontinued in 2004.

Information came from the following news sheets:-

- April 2002
- June & July 2003
- October 2004
- June 2005

G.L.R. News

This year's pre Halloween ground level run was one of the best yet; it seemed that things just dropped into place for the run. In the week preceding Halloween the fence boys (D&D) were chomping at the bit to start some winter works and could hardly contain themselves when I asked them to carefully remove the fence adjacent to the pond, this they did with great gusto and finesse saving every last screw and bracket to use next time, it was done so quickly and efficiently its almost as if they have done it before? Coincidentally that week Pete the pallet found a very large pile of extra long pallets these were spirited away from the factory site to be stored alongside the container and will eventually be turned into the shuttering for the Cuckoo line G.L. rail replacement. Along with the good pallets we cleared some broken ones, just the ticket for a bonfire on Friday night do thought I (and much appreciated it was) as it turned quite chilly that evening. During the afternoon members began to arrive and set up their various caravans, the barbi was lit, spuds put in the oven, THE RUN WAS ON, and suddenly Jim McDonald ran up the site saying quick! Quick! Call the police, shut the gate, the gypsies have invaded the car park (keep taking the tablets Jim). Roy and Jean Hall made an early run on both mainline and ground level, the two brothers Robert and Thomas ran their electric 0-4-0 on the ground level alternating with the Canadian Pacific, Peter Davis made a spirited run with Jessie the only steamer in attendance, Mike and Dian Woolsey joined the fun when they could, having a go on their boys electric 0-4-0, Dian even ran on her own, quite scary in the dark (the run not! Dian). We were pleased to welcome a new junior member along namely George with mum and dad in tow, Liz and Les who's esteem leapt bounds when they produced a large bag of chestnuts picked from their very own tree suggesting we may like to cook them on the barbi. Nuff said the hot chestnuts were shared by all. Laurence Steers cooked hot dogs with onions laced with mustard to keep us warm. Whilst all this was going on Gerry Moore entertained the thronging crowd with his 1950s state of the art DANSETT ELETRIC GRAMAPHONE bashing out some great oldies including one 78 that was of particular interest, it was a recording of Elvis the Pelvis Presley in near mint condition. The evening finished with the presentation of as advertised "a year's supply of vegetable soup" to the last person running; who I was enthusiastically told was MASTER ROBERT WOOLSEY his brother came a close second and Peter Davis runner up, the two brothers received their prize in the shape of a 5 stone pumpkin that I had grown, their faces said it all, I heard one say to the other "what is it", oh the innocence of youth may they never grow up!. Peter Davis was awarded a large marrow as runner up and when asked what he was going to do with it he said smiling "I will give it to the wife".

Ground Level WORKING PARTIES from now on will be on Thursdays and Saturdays. Any member from any section is welcome to come along and join in to do some hard labour oops I mean tea drinking in between small sessions of soil moving. We have made a good start on Plan B station employing child labour in the form of the embryo junior section. This mixed with loco driving tuition and bonfire lighting is all good fun, so please don't be shy come along and see for your self.

I would like to thank Jim McDonald for all the hard work he and his helpers have put in during the year doing fetes. I managed to help on this last occasion of this year and it was a very long day for some of us as we joined Jim straight from our Saturday work party at the track on to the Walker cricket ground at Southgate. We set up well before dark having had something to eat and drink, we sat and watched the crowds start to come in, and in they kept coming it was said that there was about 5000 people on site. With Jim's new Polly steamed up ready to go and Mike Forman's diesel electric class 20 sitting at the station purring those lovely sound affects towards the wide eyed children we started to give rides. The evening went well and it was a good job that there were plenty of helpers on hand to keep things orderly. The steamer retired for a blow up and was replaced with some electric motive power. There were so many people taking rides it wasn't long before the batteries began to show low voltage. Again the steamer was pressed into service only to have more problems with keeping pressure up. Again the electric with new batteries took over. We were glad to reach the final spectacle of the evening, "the fireworks", a magnificent multi coloured aerial display burst overhead, twenty minutes later it was back to business, not many punters noticed the helping hand the electric was given at each end upon starting and as the crowds drifted away we began to pack up. It was 10:30 when I got home my wife said "had a good day" well what could I say?

Best wishes to Tony Dunbar who's done a fete or two in the past. Hope the backs getting better, and Albert Mead who is on the mend and wanting to come home from Bramley ward Chase Farm Hospital. I know many of his old pals have been to see him. Keep it up as he told me he really looks forward to seeing anybody. *(ed Bert is now home)*

Seasons Greetings to one and all. Hope you get that new Loco, Model, or Engine you have been hoping for.

P. Funk

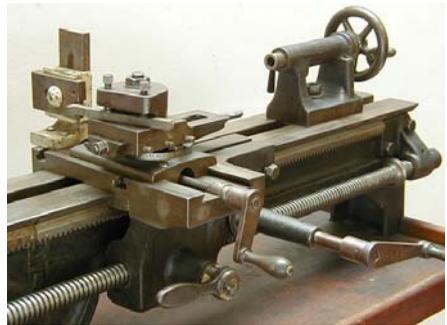
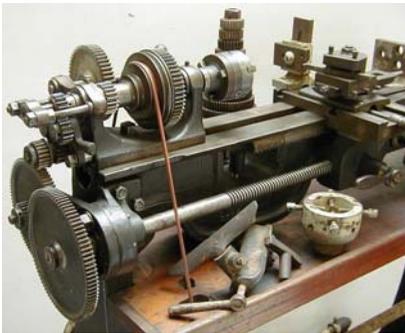
G.L.R. Section Leader

For Sale Britannia Lathe dating from about 1900

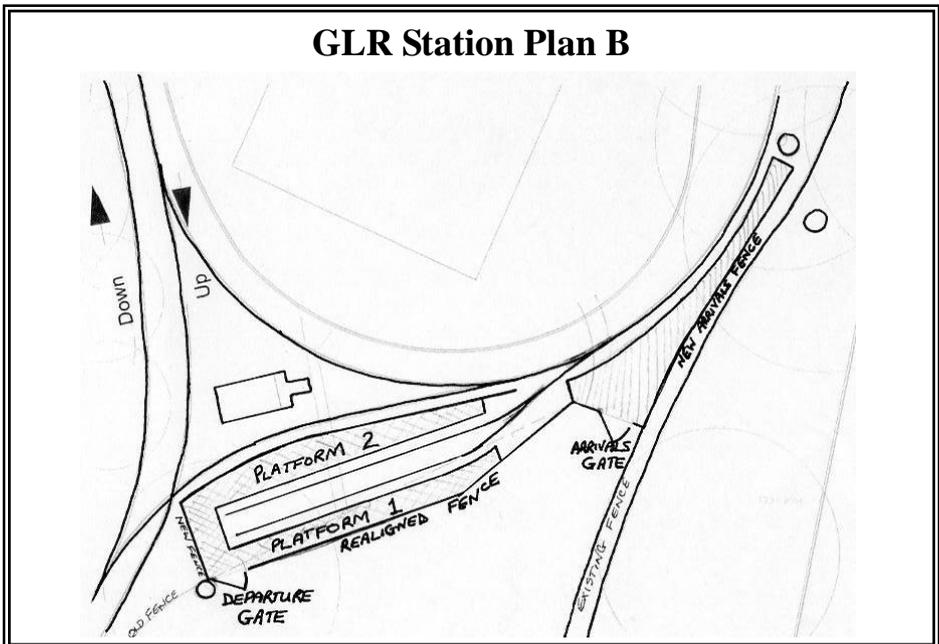
Good home sought for a vintage BGSC lathe with some later valuable accessories dating from the 1940s. Originally a treadle lathe used to service beer engines. Accessories include 4 self-centring 3-jaw chucks, self-centring 4-jaw chuck and an independent 4-jaw chuck. There is a ½” Jacobs tailstock chuck, 7 inch and 14 inch face plates, assorted HSS tools with some new square blanks: 11 of 3/16 inch, 19 of ¼ inch, 5 of 5/16 inch and 9 of ½ inch.

The lathe is partially dismantled ready for loading.

Contact John Deans through the webmaster



GLR Station Plan B



📖 Dates for your Diary 📖

Friday 4 Dec	8:00pm General Meeting Pre-Christmas social evening; HQ, Legion Way, Nth Finchley
Monday 7 Dec	8.00pm Council Meeting; HQ, Legion Way, North Finchley
W'end 11-13 Dec	The Stationary Steam Section will be attending the Sandown Park Model Engineering Exhibition. The theme is Traction Engines
Wednesday 16 Dec	7.00pm HO section Christmas Social. Everyone invited HQ, Legion Way, North Finchley
Friday 18 Dec	8.00pm Loco Section, Members films and videos/CD's; HQ, Legion Way, North Finchley
Saturday 26 Dec	Boxing Day running at the track, Colney Heath
Wednesday 30 Dec	7.00pm HO section post Christmas operating afternoon. HQ, Legion Way, North Finchley
Friday 8 Jan	8:00pm General Meeting Member's Workshops; HQ, Legion Way, Nth Finchley
Monday 11 Jan	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 15 Jan	8.00pm Loco Section, Steaming Bay Project Discussion; HQ, Legion Way, North Finchley
Monday 18 Jan	8.00pm Tyttenhanger Committee Meeting; St. Marks Church Centre, Colney Heath
W'end 22-24 Jan	London Model Engineering Exhibition at Alexandra Palace Ian Johnston is organising this.
Monday 25 Jan	<i>Deadline for copy to Editor for February News Sheet</i>
Friday 5 Feb	8:00pm General Meeting Extraordinary General Meeting to discuss the society Constitution ;HQ, Legion Way, Nth Finchley
Friday 12 Feb	8.00pm Inaugural Marine section meeting at HQ Legion Way, North Finchley
Friday 19 Feb	8.00pm Loco Section, Russell Newland will give a presentation entitled 'The BR Standard and the Hengist Project'; HQ, Legion Way, North 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 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.

