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# The News Sheet

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## FROM THE CHAIR

At The Council meeting on 14 June, I welcomed to the Council our new Vice Chairman, Jim Macdonald, and Council members, Peter Brown and Geoff Howard, and hoped that they would enjoy their term of office and their involvement in the management of the Society.

At that meeting, following representations from a number of members, the Council discussed the issues of Sunday opening, the management of those events by the track stewards, and the consideration of the impact of car parking on the surrounding environment.

After some considerable discussion and debate, the Council agreed to restrict the public running days to the first Sunday of each month, for a trial period of this summer, commencing with Sunday, 4 July. Whilst this reduced public activity will undoubtedly affect our income for this year, the question of charging for rides was not discussed.

This decision does not affect the use of the Colney Heath site by members and their families and friends; indeed, members are encouraged to make full use of our site on Sunday afternoons as a pleasant social occasion, with far less crowded and hectic conditions.

Mike Ruffell has been asked to revise the track stewards rota, to ensure that as far as is possible, there is likely to be a full complement of stewards on these first monthly Sundays. He has also been asked to consider a roster of locomotives and drivers to ensure that the Society can properly offer a 'service' to our visitors on these occasions.

This important matter will be kept under review by the Council and the Tyttenhanger Site Committee throughout the summer running season.

*David Harris*

Very busy Tyttenhanger station Photo: Owen Chapman
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## **TREASURER'S REPORT**

At the last Council meeting we were pleased to accepted four new members into our Society. We offer a warm welcome to:-

Mr William Sutherland,

Mr Edwin Zwirn, Interest Gauge 1

Mr Colin J Rouse,

Mr Andrew (Andy) C Benstead, Interested in Locos, Gen. Engineering, Gauge 1 and Marine.

The same Council meeting saw the majority attending accept the Chairman's proposal that the regular weekly Sunday public opening of the Tyttenhanger site be suspended from July. To be replaced by opening to the public only between 2 pm and 5pm on the first Sunday of each month for the remainder of the year. (i.e. 4<sup>th</sup> July; 1<sup>st</sup> August; 5<sup>th</sup> September; 3<sup>rd</sup> October plus the 31<sup>st</sup> October).

Speaking personally I enjoy passenger hauling on Sundays and other such events. It gives the engine and the driver some work to do and an added purpose to driving round and round in a circle all afternoon. It encourages interest in the Society and its activities, in particular the young, hopefully future generations of model engineers, who may wish to join our ranks. As LBSC used to say 'NUFF SED'.

*Mike Foreman*

Date	Steaming Bay	
11-Jul	Mike Ruffell	
18-Jul	David Broom	
25-Jul	Donal Corcoran	
08-Aug	Brendan Corcoran	
15-Aug	Jim MacDonald	
22-Aug	Mike Foreman	
29-Aug	Roger Bell	

## NEW TRACK STEWARD ROSTER

Date 04-Jul		Public running	
Senior Steward	Steaming Bay	Main Gate	Residents P/Area
Mike Chrisp	Chris Dean	Mike Franklin	Richard Hall
R.T. Steward	R.T. Steward	GLR Steward	GLR Steward
Ian Johnston	David Lapham	Geoffrey Mogg	Norman Back
Boating Pond	Crowd Control	Crowd Control	Floating Steward
Ron Price	Rob Brook	Keith Hughes	Mike Ruffell
Tea Steward	Tea Steward	Tea Steward	Tea Steward
Gauge 1 Member	Gauge 1 Member	Gauge 1 Member	Gauge 1 Member

Date 01-Aug		Public running	
Senior Steward	Steaming Bay	Main Gate	Residents P/Area
Dave Chisnall	Steve Jones	Bryn Morgan	Colin Thompson
R.T. Steward	R.T. Steward	GLR Steward	GLR Steward
Malcolm Barnes	Rai Fenton	Dave Green	David Jones
Boating Pond	Crowed Control	Crowed Control	Floating Steward
Peter Stern	Peter Gooch	Michael Woolsey	Peter Brewster
Tea Steward	Tea Steward	Tea Steward	Tea Steward
Gauge 1 Member	Gauge 1 Member	Gauge 1 Member	Gauge 1 Member

### Revised Track Stewards Roster for club members only Sunday's 2010

	Main Gate	Station area	Tea Steward	Tea Steward
	Peter Fraser	Guy Ellerby	Nicholas Gear	Gauge 1 Member
	Peter Precious	David Morgan	Gauge 1 Member	Gauge 1 Member
	Mervyn Smith	David Burman	Richard Deal	Gauge 1 Member
	Peter Badcock	Michael Gibbs	Gauge 1 Member	Gauge 1 Member
	Peter Sheen	David Marsden	Mrs MacDonald	Gauge 1 Member
	Keith Barltrop	John Firth	Ron Thorogood	Mrs Thorogood
	Barrie Davies	Leslie Dobbs	John Johnston	Gauge 1 Member

## GLR NEWS

Sorry avid reader I missed last month's newsletter and think I only just got in by the skin of my teeth this time! Nice to be busy now and again.

I would like to start by thanking all who stood for positions on the council especially our beloved chairman, congratulations to Mr Chrisp on becoming an Honorary Member and thanks to all who have stood down.

The AGM this year was a good natured affair with great results; we now have a full compliment of duly elected council members and officers I look forward to working with you all.

I have included below my chairman's report for all the people who could not attend the A G M and who have helped on the G.L.R. or are interested in its development.

### Chairman's Report Ground Level Section.

Chairman, Vice Chair,

Good evening ladies gentlemen and Mr McDonald junior.

2010 the fifth consecutive season of winter works for the ground level crew, weather wise the hardest so far! Even on the coldest February days when the temperature was below freezing all day still they turned up only to hear me barking out the orders of the day! Incredibly the determination within the group continues to persist much to the benefit of the club, our finest visual achievement to date I am of course talking about the design and building of Orchard Junction. Two years in the making from conception through design to finished job, what visitor could not be impressed as fully laden trains arrive and depart the platforms with the grace and ease of a well oiled machine. (EXACTLY WHAT WAS INVISAGED). All the hours spent in discussions, drawing out plans, verbal altercations, foot stamping, re measuring, redrawing, throwing ones toys out the pram, was all well worth the effort. I would like to thank all involved in the ground level project for not listening to any of my barks and doing it your way.

To me G.L. can mean so much, and through my eyes it was built by a GOOD LOOKING bunch of GROANING LABOURES who GRATIOSLY LAMENTED over the project employing GRIT LEVELERS and GAUGE LAYERS overseen by GROUP LEADERS who organised GASTRONOMIC LUNCHES attended by GREEDY LUNCHERS they were GREAT LADS & LASSIES all were GENERALLY LOVED many GAVE LOTS some GAVE LITTLE culminating in the G.L.R., GOD LOVES RAILWAYS and on that note I say GOD BLESS, GOOD LUCK, GO LAUGHING.

We should also thanks to the council for having the belief to allow this project to continue, led by the venerable Mr Harris who throughout has only had words of wisdom for me and encouragement for the project, thank you council and thank you David.

2010 has seen the rise in junior members and the consequent formation of a Junior Section. This is something that I have always wanted to develop. Already the juniors have made an impact in the club by helping to build Orchard Junction. We now find grumpy old men giving rides and showing them how to drive engines. Some have even given locos to the section, a nice gesture that can only encourage good relations in the future for a better club. I have always felt better for giving rather than receiving and will continue to give as long as you wish to receive.

Finally getting back to the G.L. crew I feel a short break will do them good. I also need a break so as to get on with some loco building, so let's play this summer and enjoy the fruits of our labours at Orchard Junction whilst we think of something else to do for 2011 winter working parties.

Shortly before my recent holiday I had great delight in being asked along to Quainton R R Society with the N.L.S.M.E. Junior section on their first of hopefully many outings. Strangely they all behaved absolutely perfectly so much so that they were invited back by Quainton junior section (the coke a cola must have been drugged), a credit to their leaders Mike and Diana Woolsey who organised the visit. Any member is welcome to join in and come along with us on our next visit, please inform Mike, Diana, or myself of your intentions. If you have not been there it's worth the effort just to see the junior faces when driving around a different track on unknown locos bliss! Once again well done Mike and Diana.

On a more sour note recent events at our track have seen flippant unsubstantiated remarks levelled at the juniors. If you have a problem with their conduct or behaviour please see me first before pointing the finger and it can be sorted out amicably without upsetting anybody. Please note the juniors are the life blood of any society and ours is no different. I will defend the Junior Section ardently; they are the next generation of Section leaders. They are the most important ambassadors for the club so let's treat them how we would like to be treated ourselves.

***P. Funk***

G.L.R. Section Leader

## **MARINE MUMBLES (Rides Again).**

No mention of pond cleaning this month, honest!

Our first Friday sailing night, on the 11<sup>th</sup> of June, went very well as quite a lot of bodies turned up with boats. O.K. I let you all down by not turning up with "Brave Borderer". I've got two excuses for you to choose from:

1. Fell down stairs, two days before, caused by body going one way and legs carrying on in a different direction.
2. Forgot tea milk and had to come back home to collect it. Then drove at 40mph up the A1 to the track arriving late due to a minor accident or breakdown (not such a good excuse). Wait till Friday 13<sup>th</sup> August (what a "brilliant" date to choose) for its first sailing.

Anyway back to our Friday night fun evening.

Derek Perhum was sailing a rather nice vessel when I finally got there, and continued doing so for most or the of the evening.

John Morgan fired up a beautiful steam powered boat which looked great on the water and performed rather well.

Ian Johnston had his "Toys 'R' Us" Hovercraft doing things on the pond surface, which I missed sadly due to tea drinking. Sorry Ian!

The Lawrence Man put his tiny water cooled electric speed boat through its paces until the battery, thankfully, ran down. I do worry about him!

We left the other John having a quiet sail of his boat as we all went for yet another cup of Marine Section tea.

The whole evening as stated before went rather well, probably due to the fact it didn't rain, and finished around 9.45pm. Am now preparing for the August boating evening launch and looking after Dave (you know what I mean).

Trevor Smith and his intrepid boaters will be appearing again at a pond near you (sorry ours) on Sunday 18<sup>th</sup> July from 9.00am colloquially called "The Toy Boat Regatta". Look forward to seeing you all again.

Oh, we did do some pond cleaning this month, but I mustn't mention it!

*Peter Stern.*

## **GENERAL MEETINGS 2010 – FORTHCOMING PROGRAMME**

Unless otherwise stated, General Meetings are held 8–10pm at our Legion Way Headquarters in North Finchley. Thanks to Peter Davies (a man with a persuasive manner) we usually have a raffle (donations of suitable prizes appreciated), and thanks to Ron Thorogood (maestro of kettle and teapot), we usually have refreshments around 9pm. All profits from meetings go directly to club funds. All members are welcome at any of our General Meetings and we are always happy to see members' friends and family, too. We like to see a good attendance to support our speakers and look forward to your company.

Suggestions (and volunteers) for suitable General Meetings topics are always welcome.

### **2 JULY EDWARD THE COMPRESSOR and MIKE HODGSON**

Invite you to an informal evening to bring something along and run it on steam or hot air or compressed air or electricity - or whatever - so we can all enjoy seeing it run! Between them Mike and Edward can direct compressed air to wherever it is required. Previous evenings of Working Models at Headquarters have been great fun so it seems to make sense to repeat the pleasure. If your pride and joy doesn't function quite as well as you had hoped, experts are bound to be on hand to advise with words of wisdom! Why not bring something - anything - along anyway?

### **6 AUGUST – FORUM**

An opportunity to discuss hints, tips and techniques relating to model engineering activities.

### **3 SEPTEMBER – WATERWAYS WONDERS: RICHARD THOMAS**

An illustrated tour of some of the engineering marvels around the waterways system.

### **1 OCTOBER 2010 – ON THE TABLE: WORK IN PROGRESS**

Time to show off progress on your current project.

## COUNCIL NEWS

A reminder was received from Meridienne Exhibitions Ltd that they had not received a reply to their invitation to attend the next London Model Engineering exhibition at Alexandra palace in January 2011. Council discussed the possible return to the days when the Society had an "exhibition manager" who, with help, would organise such events. In the meantime Council agreed that we should attend the Alexandra Palace exhibition in 2011.

A battery replacement for the Society loco was again needed.

P Brewster has agreed to undertake the required work on Jupiter, firstly to examine the chassis before any commitment is made on the boiler having in mind the potential cost involved.

The Vice Chairman reported on the Fetes and Fairs activity noting an additional booking on the 26<sup>th</sup> June for Welham Green School with Berkhamstead the following day. Four outings this year had been successful

The Chairman put a proposal from the Chair as follows: That the Society for a trial period until the end of the season only opens on the first Sunday in the month to the public commencing in July and that the TSC organise a team (subcommittee) for managing the stewarding and another for managing the rostering of locos and drivers for public opening days.

The Council voted in favour of the proposition with one vote against.

This change of policy would be notified to members via the News Sheet and notices would be prepared for placing at the site to inform the public. The web site would also be updated with this information.

The Chairman reported that he was willing to undertake the project management of the new steaming bay project. It was suggested that the opportunity is taken for this project to include the access requirements to the new Garden railway layout.

It was noted that the disc replacement work on the passenger trucks was creating a shortage of trucks available.



Jon West operates his steam dredger on a Busy Sunday at Colney Heath  
Photo: Owen Chapman

## June General Meeting

### By OMAH

Mike Chrisp opened the meeting and briefly commented on events past and those to come. Mike Ruffell mentioned that one of the Northolt visitors last summer lost his greasetop cap, he is not so much worried about the cap as the collection of badges that adorned it. The next General Meeting subject will be working models, aided by Edward the Compressor, if required. Our speaker for the evening was Clive Young and his subject was Ashford Works. Clive started as an apprentice turner and fitter at Ashford in 1951 and rose to become Works Clerk Engineer before moving on to Works Manager Communications and Signalling department at Wimbledon.

He has put together a history of the works from 1847 to its closure in 1981 as seen through the eyes of himself and some of his family. His great grandfather, Charles Young had been looking after carriages on a large estate at Little Chart and moved on to being a carriage examiner at Tunbridge. After a while he moved to Ashford Works as a labourer, having presumably blotted his copybook. Meantime Thomas Young was born in 1839 and in the mid 1800's was taken on at Ashford as a trainee electrician, although this may sound a bit early for electricians, by 1890 Harry Wainwright had designed updated carriages with electric lighting and vacuum brakes for use throughout the South Eastern Railway. Later still Clive's father joined the works as an apprentice carriage body maker which called for a very high standard of workmanship; Clive still has his father's toolbox which is a work of art. (Making your own toolbox was part of a woodworking apprenticeship, I have my grandfather's on the landing a few feet away.) Going back to 1846, the railway company decided that its works at Battersea was getting a bit overcrowded and that a new establishment was needed and a 185 acre site at Ashford was purchased for £31k and by 1847 the works was well established, it had a row of 72 cottages for the workers with a large bath house at the centre, as a communal ablutions facility.

In 1899 the directors of the South Eastern and the London Chatham & Dover Railways decided that rather than fighting each other amalgamation was preferable and the South Eastern & Chatham Railway management committee was formed, it never was a company but remained as a management committee until 1923 when the 'big four' were created and the SECR became part of the Southern Railway. In 1909 it was decided that more space was needed and what became known as the 1911 extension was completed and used for various purposes including the 'new' erecting shop, also a new running shed facility was built on the other side of the mainline. The carriage and wagon department was on the other side of the Hastings branch and included timber storage and a sawmill. There were also sidings for wagons awaiting repair. Originally all the machines in the

machine shop in the main works were driven by a steam engine via line shafting and countless leather belts, the noise was incredible, they had chaps going round all day checking and if necessary repairing the belts. The motive power was a loco chassis using the centre driving axle and cylinder set, with the rest sawn off, fed by a boiler outside.

By Clive's time all those machines had individual motors but there was still line shafting in some areas well into the fifties. Among the many shops there were the foundry, pattern making, boiler, wheel turning, tyre fitting, smiths, asbestos, heavy machine, etc. The boiler shop had some really serious machines including a press that could flange out the backhead of a 'Merchant Navy' in one hit! When the boiler was complete the asbestos gang moved in with bags of asbestos which they tipped into drums, dust, they then added water, more dust, it was then mixed with a paddle and when the right consistency was reached they expertly applied it to the boiler like plastering a wall. Next they got a steam hose and put it into the boiler to dry the asbestos. The youngsters used to make some of the mix into a ball and played football with it or shaped birthday cakes!

The annealing furnaces were originally coal-fired but in 1960 they changed to oil firing, since this created a need for oil tanks and since many T9 locos were equipped for oil burning the locos and tenders were scrapped and the oil tanks used for the furnaces. (I bet Bert Mead will be sad to read of the demise of such grand old locos being scrapped for their oil tanks. Needs must.) In the Heavy Machine shop the flame cutters and profilers were used for many tasks one of which was cutting the frames for Class 4 tanks. On open days they used to show off by creating a crosshead from a piece of steel 2ft sq by 18in thick. Having shaped the profile they would turn it on end and cut the guidebar slots simultaneously with one pass! The slots would then be machined on a double slotting machine which had been in use since the early 1800's.

The wheel shop had some pretty impressive equipment, particularly the large wheel lathes for loco driving wheels, there was also the equipment for heating the tyres before dropping them into place on the wheel, after being pressed onto the axle they were submitted to a 50 ton pressure test to make sure they were securely in place. They were very proud of the concept that the loco and carriage shops did not build them, they constructed them, this can still be seen today on preserved items in the shape of the plate which says "Constructed at Ashford Works."

On the Carriage and Wagon side, where Clive's dad worked, was a hive of industry, they could turn out a hundred wagons a week. Dad had an office adjacent to the sawmill. The works had several visits from the Luftwaffe during the war, one of which severely damaged the sawmill but it was soon repaired. Clive's dad was not injured but came home covered in dust and only his eyes and teeth visible! There was ducting which took all the sawdust from the

machines and fed it into a hopper which then fed it into the firebox of an old loco which in turn heated the sawmill, wagon shop and canteen, an early example of being green. Occasionally a stray spark from the firebox would be wafted up into the hopper resulting in a flash, bang and a call from the fire brigade!

After tea Clive showed photos of the various locos constructed at the works, in chronological order. This rounded off an extremely interesting evening to which my brief notes cannot do justice, to the enthusiasm of a man who spent his life on the railway and enjoyed every moment. An enthusiastic round of applause showed our appreciation.

## COLNEY HEATH

The decision by your Council to restrict the opening opportunities to the general public was motivated by the perceived need to make Sunday afternoons available to all our Society members, as it used to some years ago.

There are many things that we can do as a Society; how about a Marine Day, to show us some of your boats/ships etc., or a Garden Railway Day to tell us more about the intricate engineering of your smaller trains, or rides offered by the Traction Engine lads. We could also have an Electric Locomotive afternoon, or a Special Contraption. event (Steve Jones and Dave Lapham!!) or even a 'Learn to Drive a Steam Locomotive' day.

Let us not forget the Sections at HQ. Why not come and join us in rural Hertfordshire and enjoy the ambience of leafy Colney Heath?

Colney Heath belongs to you my friends. There are 250 members in the Society, many of you we never see - so come and join us on the non-public Sunday afternoons at your site.

Teas, coffee and soft drinks will all be free but you may have to bring your own cake!!

*David Harris*  
*Chairman*

### FOR SALE

5" gauge Metropolitan line loco, 4 motors, 24v, batteries included, highly detailed, odometer/speedometer, 4QD controller. Price £2600  
Contact the webmaster

## Visitors 18th June 2010

Story and photos by M Chrisp

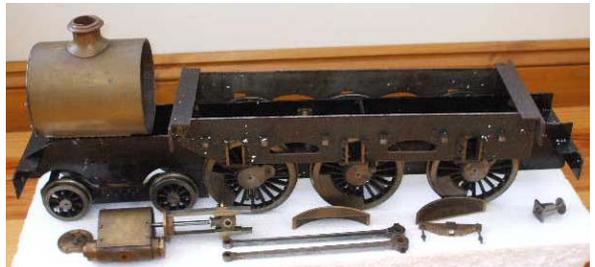
Visitors to our Tyttenhanger track site on Friday 18 June 2010 included members from Chelmsford and Fareham model engineering societies. Among several others, we enjoyed the sight of three 5in. gauge Single Wheelers running on the raised track. A good day was had by all present and thanks are due to North London members who made our visitors welcome and to our team who provided and dispensed a splendid and copious variety of refreshments.



John Dalton was first on the raised track with his award winning 5in. gauge GNR Single Wheeler that ran all day as sweetly as its looks.

### FOR SALE

Part built GWR IVY HALL 3½" chassis, running gear & tender frame to LSBC's design. Originally constructed in 1955 to a very high standard and comes with some articles by LSBC on its building. Plans may be available. Contact the webmaster Price £250 o.n.o.





Alan Beasley made many speedy circuits of our ground level railway with his 7¼in. gauge Shay built to main line scale.



Don Faulkner from north Wales at the 'regulator' of Phil Brien's 5in. gauge electric *Sweet Pea* locomotive from Fareham.

## MIKE'S MUSINGS

Once again the subject of track stewards not bothering to turn up for their one duty per annum has been raised by several members who did bother. One member has written to the Council asking them to consider the situation again as he felt (and quite rightly so) that if the problems were to continue then it may affect "the fraternal improvement" currently existing in the Society.

At the TSC meeting held on Monday 7<sup>th</sup> June it was agreed that the GLR would now only open to the public once a month. This was a unilateral decision by its members to ensure they could manage the necessary stewarding required to run.

As a consequence of the letter and the decision of the GLR boys I attended the last council meeting as the Chairman of the TSC.

It was suggested that we hold yet another meeting to discuss with members a reduction in public running days. However the time involved to carry out this would mean that the season could be almost over before any action could be implemented. We are aware that some members put the enjoyment of pulling passengers very high on their pleasure list and would not welcome a reduction to Sunday opening days.

After a lengthy discussion our Chairman put a proposal forward from the Chair as follows: That the Society, for a trial period, until the end of the season only opens on the first Sunday in the month to the public commencing in July and that the TSC organise a team (subcommittee) for managing the stewarding and another for managing the rostering of locos and drivers for public opening days.

The Council voted in favour of the proposition with one vote against.

Of course this action **will not affect** those of you who wish to run, go to the track for a chat and a cup of tea, take their wife's and family, or sail their boat on a Sunday afternoon. The only difference will be **that we will have the site to ourselves.** With regards to said cups of tea, hopefully we may have a volunteer to man the couch. If for any reason the coach is not manned may I remind all members to be honest and pay for crisps, choc bars, and cans of drink as per the price list for items consumed by putting the correct money in the honesty box.

To enable us to run a safe and enjoyable afternoon on the first Sunday of the month for all it is my intention to increase the number of track stewards by 5 to give a total of 11. Additionally I would like to have 4 tea stewards available. The duties would be as follows: - Main gate, resident's parking area at the top of

our lane, steaming bay, raised track station loading, raised track station unloading, boating pond area, stewards for GLR station x 2 under the supervision of the GLR section leader or his deputized member, stewards for crowd control 2 and 1 floating steward to enable other stewards to have a comfort break. The reason for 4 tea stewards is to enable say one hour on and one hour off per pair, as I believe that this is a very demanding duty especially if it is hot.

As the time scale is rather short between the Council meeting and my deadline for inclusion in this months News Sheet, may I apologise in advance for any names that may be included on the published Rota and in fact cannot make 4<sup>th</sup> July. Please be assured that there will be a replacement steward in attendance. I will be selecting members whom hopefully can be relied upon to turn up otherwise we will still fall flat on our faces.

Please bear with me regarding my selection of stewards, if after I have contacted you and you can't do your rostered duty or you would prefer to passenger haul please phone me on ##### ##### so that I can arrange for someone else to do the duty. If you do this, hopefully I will be able to put on a full compliment of stewards.

You will note that I have allocated duties to all stewards, however these duties are not set in stone as the Senior Track Steward is responsible for running the afternoon and he can if he so wishes, change the duties to suit the circumstances.

With regards to motive power on both tracks. I will be contacting various members to ascertain their willingness to provide said motive power thus helping to provide an efficient and well organised day.

The above may well change after the 4<sup>th</sup> as I am looking at a suggestion by one of our members which may well apply for remaining public Sundays. If after reading the above and you have any queries please do not hesitate to contact me or a member of the Council.

With regards to members only running Sundays, it is my intention to have a reduced steward's roster to steward the gate, steaming bay, station area and coach.

I would also like to remind all Senior Stewards to ensure that they or their nominated steward carries out an inspection of boiler certificates prior to allowing a locomotive or a self-propelled road vehicle to be put into steam. If the owner cannot produce a current boiler certificate then he cannot run. The only exception to this is if a boiler test is being carried out. Additionally the Senior Steward or his nominated steward should check that the owner of a self-propelled road vehicle is displaying a current Model Road Vehicle Insurance

Disc. This is a legal requirement where the public have access.

Sorry to say that I failed with regards to the weather for the first BBQ of the season, but despite the drizzly conditions a good number of members attended some running on the raised track and others incinerating I mean cooking their sausages, burgers and chicken. I think everybody had an enjoyable evening I know I did.

Finally, I have had a request from a member of the Northolt ME who lost his greasetop at the end of last season. Apparently the greasetop is not such a big deal as much as his father's original fireman, driver and particularly 45 year ALEF badges. If anyone has any information could you please give me a call?

### **Forthcoming Loco Section Meetings.**

**Friday July 16<sup>th</sup>:-**

I have ordered another dry and warm evening for our second track running evenings and BBQ's.

**Friday August 20<sup>th</sup>:-**

Tonight is our last summer BBQ, come and have a run or create a gastronomic delight on the BBQ.

*Mike Ruffell.*

*Loco Section Leader*

## **JUNIOR NOTES**

On the 4<sup>th</sup> June the Junior section was invited along to VAMES at Quainton Road Railway. We all had a great time and were made very welcome. Some junior members were very lucky and got to drive one of their steam locos. Robert and Carl both took their gauge 1 locos with them and used VAMES's garden railway track. We arrived after 6pm and did not leave until about 10.30pm. There was a lot of tired juniors at the end of the evening. I would like to say thank you to all the juniors for being well behaved and to let you know we have been invited back to another meeting at VAMES soon.

On Saturday 24<sup>th</sup> July the junior section are joining the GLR section in an all-night run at Colney Heath. Please let Peter Funk or myself know if you are coming. All members are welcome.

Michael Woolsey

## GARDEN RAIL

(photo by Dave Metcalf)

First let me say on behalf of us all how relieved and pleased we all are that Peter Badcock is now home after a stay in hospital, Peter had been admitted suffering from chest pains. After an 'angiogram' tablets have been prescribed and hopefully other treatment will not be necessary. I know from my own experience that prescriptive drugs can make a permanent cure. Peter has been much involved in making the support structures for our new track, what we have to do now is to try and get Peter to slow down just a bit.

The month of June has again been a busy time for us in the 'G1', but before we start we must say that the weather has been absolutely beautiful, how pleasant it is to be able to attend our Wednesday track meets in shorts and T-shirts, and yet it is only a few weeks ago that we were all wrapped up like the 'Michelin' tyre man (this little mascot character is officially named "Bibendo") against the cold.



New LB&SCR Atlantic after first run. Note members in background having their lunch on platform under canopy.

For all the very many of us active in 'G1' there is nothing more pleasant on a wonderfully warm & sunny lunchtime to sit, as we have done for many years, on the tables and benches (most made by our section leader Malcolm Read) on the station platform eating our lunches, enjoying good friendly company of like minded skilled model engineers and builders. I suppose we must look like a rather old fashioned group, however that is all part of the quintessential quaintness of 'Gauge 1'. Why don't some of you other section members come along and see what we are about, you will always be made most welcome, as we have been ourselves by other sections of the club, that camaraderie must be one of the key points of belonging to a Society like ours.



### Busy scene of NLSME members at John Judson's track on 9/6/10

Not only do we run on our track but we also go out to visit many other tracks all over the South East. Wednesday 9<sup>th</sup> saw many of us go to visit John Judson's private garden railway at Great Bardfield. What a wonderful day was had by all. John, as usual, was a kind and generous host laying on a filling lunchtime meal (including a nice 'fruity' red wine) catering for over 20 of us. Many thanks must go to John's good wife for all her hard work. John's property is set in the most beautiful rolling countryside, a tranquil and quiet corner of rural England at its best. The track is located in the far corner of what looks like an old orchard field, car parking being nearer to the gate. The track is shielded at the back by a brick wall (south facing) this can create a wonderful sun trap along the main straight. The track is fully detailed with viaduct, platforms, buildings, signals and a massive amount of relevant track side ephemera, all beautifully furnished to a common scale. This large size layout does allow for double running (this refers to when two locomotives and rolling stock run on the same circuit) this track is only marginally smaller than our new layout will be.

It was good to see John Squire had come all the way down from Lincolnshire for the day, later this year we will all be off to visit his new track for yet another enjoyable day out with another affable host.

Many of the members locomotives present were ones not seen on our existing track. These models mostly being larger class loco's that owing to their long wheelbases, and our existing tracks tight curves, cannot be successfully run without jumping the rails. This brings in the fact that we have worked our layout to a minimum radius curve of 15ft compared with the current 7ft. To visit these two tracks is to show us what we hope to achieve over the coming years.

# Letter

23.06.2010

## THANK-YOU GROUND LEVEL GROUP

I would like to say a very BIG "Thank-You" to all the people who have put so much hard work and effort into the Ground-Level Railway, you have all made such valuable contributions in your own right contributing to making the Society such an impressive place. Peter Funk has been instrumental in keeping morale up amongst the "Gangers" and one cannot help but stand in awe at what you have achieved. While slaving away moving rocks and overseeing progress, Peter has also been hard at work trying to build a pair of boilers for steam locomotives that will end up doing valuable work for the Club hauling passengers.

To the folk who have constructed the amazing signal-box, I salute you! Thank-You for all your hard work both in the design of it and in its construction - It is a beautiful structure! Those who have helped build the wonderful station, moving all the earth around in all weathers, your efforts are very much appreciated and I am sure that all the people using it will be equally impressed at the final result.

If one considers what a beautiful pair the station and the signal-box make, the Ground-Level Railway has come on in leaps and bounds and I hope that it continues to go from strength to strength. Thank-You to Peter and everyone who has been involved and who continue to be involved in making the Ground-Level Railway a beautiful and enjoyable addition to the NLSME through sheer hard work and determination.

Bryn Morgan

*Continued from previous page.*

On the 7<sup>th</sup> July we host our annual open "Gauge 1" get-together. Here we will have visitors from all over the South east and perhaps even further a-field. Last year we had over 50 visiting locomotives, hopefully there will be the same number this year, however the current financial climate may put some visitors off. We would though still be sincerely pleased to see any other members of our society join us during the day and see what we do. Sad to think that this will probably be the last time we use our existing track for a G-T-G, but nice to know that next year the new layout will be in use!

Until next time. Happy steaming. David Metcalf

David Metcalf.

## 📖 Dates for your Diary 📖

Friday 2 July	8:00pm General Meeting ; Working Models HQ, Legion Way, Nth Finchley
Saturday 3 July	2.00pm HO section up at the track; Colney Heath
Monday 5 July	8:00pm Tyttenhanger Committee meeting; Colney Heath
Wednesday 7 July	Garden Railway Open Day; Colney Heath
Saturday 10 July	Birthday Party Chris Wooton, Colney Heath
Sat-Sun 10-11 July	Fete's & Fair section at Redbourn, Guildford Rally. Contact J McDonald
Monday 12 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 16 July	8.00pm Loco Section, BBQ at the track; Colney Heath
Saturday 17 July	Birthday Party Holly, Colney Heath
Saturday 17 July	Fete's & Fair section at St Mary, Apsley. Contact J McDonald
Sunday 18 July	9.00am Toy Boat Regatta; Colney Heath pond.
Tuesday 20 July	10.00am St Lukes School; Colney Heath
Sat-Sun 24-25 July	Fete's & Fair section at Potton End, Contact J McDonald
<b>Monday 26 July</b>	<b><i>Deadline for copy to Editor for August News Sheet</i></b>
Saturday 31 July	Fete's & Fair section at Slipend. Contact J McDonald
Monday 2 August	8:00pm Tyttenhanger Committee meeting; Colney Heath
Friday 6 August	8:00pm General Meeting ; Forum & Discussion HQ, Legion Way, Nth Finchley
Saturday 7 August	Birthday Party Claire Churchhouse , Colney Heath
Monday 9 August	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Saturday 14 August	Invitation Day, Brian Apthorpe, Colney Heath
Thur-Sat 19-21 Aug	Fete's & Fair section at Scarcrow Festival, Flamstead. Contact J McDonald
Friday 20 August	8.00pm Loco Section, BBQ at the track; Colney Heath
<b>Monday 23 August</b>	<b><i>Deadline for copy to Editor for September News Sheet</i></b>
Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Saturday	Morning working party on GLR including junior section.
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

**NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.**

