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The News Sheet

This Month...

Events for the Summer (page 5)

Barnet MRC RIP (page 8)

Invitation from Maidstone MES (page 13)

Letter of Thanks (page 14)



Plus...

From the Chair (page 2), Treasurer's report (page 2),

Marine Mumbles (page 3), May Loco meeting (page 6)

General Meetings Update (page 9), Mike's Musings (page 10),

Garden Rail (page 16), Dates for Your Diary (page 19),

Officers, Council Members and Section Leaders (page 20)

FROM THE CHAIR

Our AGM is over for another year, and I thought what an easy, pleasant meeting it was. It was good to see so many of the Society's members present at this very important meeting.

I offer my thanks to those who have retired from the Council, and thank them all for their support throughout the year. Mike Chrisp, who was our Vice-Chairman for many years, Tony Dunbar, who has held officer/member positions on the Council on a number of occasions, Gerry Moore, who has helped so much with the GLR. Thanks chaps for all your help.

My thanks too to the officers and members who have been re-elected to the Council for your contributions. We have been joined by Jim Macdonald, our new Vice-Chairman, Geoff Howard, who will represent the HQ Sections, and Peter Brown, who helps me behind the scenes getting some of the maintenance tasks completed at Colney Heath.

My thanks too to Jean Chrisp and Jim Robson, our Auditors, who have agreed to continue, and to Nick Griffin, our News Sheet editor, who beavers away producing our magazine each month.

At the AGM, the meeting decided that it could not re-elect our President. As it has turned out, Andrew Smith of Veolia Water has left the company and hence is no longer our President. This issue will be debated at our first Council Meeting.

Again, thanks to you all who came to the meeting and made it so successful.

David Harris

TREASURER'S REPORT

Due to Mike being overseas, the only item to report is please continue paying your subscriptions using the form that accompanied the March news sheet along with a stamped self addressed envelope. (ed)

Mike Foreman

Traction engine rides at Colney Heath Photo: Owen Chapman
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MARINE MUMBLES (Rides Again).

Well I know this is the day you all have been waiting for. The final episode of "There's Silt At The Bottom Of Yonder Pond". Did Dave Lawrence finally go into rehab? Did Pete Stern walk away and become a Nun, or did Tony Brooks drown both of them? No, the final Lawrence netting technique worked, as can be seen by the two full, to be emptied, bulk bags in the water at the far end of the pond. This is our bit for ecology you know, allowing all wildlife to escape before pumping out the contents. I must admit that Dave and I looked like a couple of Trawlers operating out of Fleetwood dragging this net, on the bottom, behind us. It must have been good as it has the George Case seal of approval on it. Fear not we will be running Peter Badger's "A Pump For All Seasons" as sequel to this long running series.

Sunday 16th of May saw Trevor Smith's Toy Boat Regatta at the pond. This was a great success, as usual, even though there was a smattering of rain to start off with. There must have been between twenty and thirty people lurking around the pond. All kinds of toy boats were present, sail, pop-pop, clockwork, steam, rubber band, and electric. See some enclosed photos. If you missed this one there will be another on Sunday July 18th starting at 9.00 am. I think they had a Triang theme this meeting as there was a vast number of the said company's models on display in their boxes.

On the pond at the 1st Toy Boat Regatta 2010.

Photo: Peter Stern





On the pond at the 1st Toy Boat Regatta 2010.

Photo: Peter Stern



Just a couple of notices before finishing. Friday 11th June (second Friday of the month) from 7.00pm will be our first sailing night up at Colney Heath. As I said last month, if it is raining we will still go there and have the meeting under the carriage awning.

As said before the second Toy Boat Regatta will be held on Sunday July 18th from 9.00pm.

That's about it for this month. Hope to see you all at the pond on the sailing night. I might even bring Brave Borderer for her first proper sail. You never know!

Peter Stern.

EVENTS FOR THE SUMMER

The birthday party season has started and so far we have seen Keith Balthrop celebrate his 80th birthday which was a very enjoyable (if cold) day as well as 2 other parties which have been well attended. We still need help for the rest of the parties this season as if the wonderful members of the club don't bring their engines then the parties would be rather boring!

So please if you would be able to come and support this wonderful way of bringing in a small amount of money for the upkeep of the railways then please let us know.

The updated list of parties for this season are as follows:

5th June, 10th, 17th, 24th of July, 7th August, 4th, 11th, 25th September, 23rd October

Also we have the St Albans Mencap group coming again on the 18th September

So please contact us by email events@nlsme.co.uk if you would like to come and support us on any of these dates.

Thank you very much

Rachael and Owen Chapman

THE MAY LOCO SECTION MEETING

By Roger Bell

The evening was a Work in Progress; there were thirteen of us at the meeting.

Derek Perham spoke of his Don Young design Black Five tender now almost complete less paint on the body. He had made a whistle to sound the right note; it was a 'U' bend shape fabricated from about 7/8" dia. pipe and about 3" x 4" it had to be fitted in the tender. Sir William Stanier had an interest in marine engineering and chose to fit a marine hooter to the Black Five. Derek's has a low tone and sounds between 40 and 80 psi. The whistle valve is way over scale but the bore has to be large to supply the volume of steam required, this was designed to an article in the Model Engineer magazine 29 August 1997. The design had to be modified as it did not supply enough steam so the compression spring was moved from the bore to the outside, as it was restricting the bore. The valve had a PTFE stem which like all whistles Derek had made leaked. An 'o' ring was fitted and it held at 300 psi. The steam from the loco to the tender passes through a quick release snap on coupling which is designed for water but will stand steam for the short period that it is used. The whistle now sounds fine.

The clack valves use an 'o' ring instead of a ball that can stick on its seat, the 'o' ring seat has to be 90 degrees not 60 degrees as a centre drill, the lift is only 1/32".

He spoke of his Speedy which has an injector and an axle pump. In twenty seven years he has never used its hand pump, never used it. His view is that a hand pump is for emergency use only and that provided an injector is kept clean and replaced when worn out it will always work.

Back to the tender, the chassis was built ten years ago and when starting the body spoke to Malcolm High, a superb guy from Model Engineers Laser. He saved Derek eighteen months work by supplying a tender body kit all mortise and tenon joints for ease of assembly. Everything inside it, all the baffles were as full size. Malcolm advised that it is assembled with adhesive, Derek pointed out that he is an Engineer and does not use 'glue', an Engineer uses soft solder. Having assembled the parts and fluxed the joints with Bakers fluid a soldering iron was used to apply the solder but to much surprise the body distorted. After annealing the brass and trying again it still distorted. Derek concluded that the good fit of the mating joints with less than 0.002" error prevented expansion, so not to be beaten; he removed metal from the joints to free up the fit a bit, it then soldered ok. He said that the actual kit was very good as all the parts fit.

An alternative method of assembly would have been to use Araldite, with a hair dryer to warm it up and make it flow. Do not use the high speed type.

The air vents actually rotate and are connected to the water valves. Moving on to the chassis, the brakes are all working and self compensating, the brake blocks are made from black Nylatron. The chassis was spray painted with an air brush and a full size gun using a compressor in temperatures of 60 to 65 degrees F, Derek recommended the first two weeks in June.

There were 842 Black Fives made but only seven were made with the boiler top feeds in the forward position chosen by Don Young for this design, it took Derek ages to go through loads of photographs to find one like his, 5082 was chosen.

Ian Johnston then spoke of his GWR 14XX cab side and tank made from a Winson kit, all the rivet holes were cut out leaving him to 'glue' sorry Derek, the rivets in position. For sealing any possible leaks advice was given of using Loctite 290 which is a thread locker but is a good sealer as it penetrates all the gaps better than water. Ian had a job getting the valve timing right but found that all the parts fit together well.

David Harris has been working on a Jubilee, which was Martin Evans first design back in 1959. The rear bunker detail was missing from the drawing, so he sought help from Ron Price who had also built one, he had the same problem and on asking Martin Evans he was lent the original works drawings. David took photographs and measurements from Ron's and made a cardboard model and then proceeded with one in brass. It was a complicated shape and looked good. It is removed for driving the loco and fits against the back of the cab. The sliding roof is the next job.

As Mike Ruffell closed the meeting he said that we did not have quantity but we certainly had quality. The next loco meeting at HQ is in September. The next Loco Meeting is at the track so bring along your sausages for the barbecue.

BOATS FOR SALE

One MTB and One Sailing Yacht.
Both about 4 feet long.
For details contact the webmaster.

Barnet MRC RIP

Regular readers of The News Sheet and regular attendees at HQ, North Finchley will have noted that the Barnet MRC membership joined the NLSME en bloc in 2009. As the former chairman of BMRC, I thought it was time to give a brief explanation of the transition to the NLSME and to announce that the BMRC was formally wound up at its 43rd AGM held on 28 April 2010.

BMRC was given notice to quit its premises in Southgate early in 2009. An immediate EGM was held and it was unanimously resolved that the club would continue as a “no subscription” club, but that all members who wished to do so could join NLSME with initial membership paid for out of BMRC funds. Three of us were already NLSME Loco Section members and all the other active members joined expressing interest in the OO Section, the Loco Section, or both.

Throughout its life, BMRC has been mainly dedicated to OO gauge modelling with a strong leaning towards modelling East Coast mainline subjects. BMRC owned an OO gauge layout based on Bowes Park which has been exhibited locally on several occasions. A number of members have collected gauge O rolling stock models and in 2008 the club acquired a ready-made layout to run them on. So at transfer BMRC owned two model railway layouts. Both are now part of the NLSME collection.

As there is already a terrific OO gauge layout at the Legion Way clubroom, we thought that by developing the O gauge layout a new dimension would be added to the Wednesday activities there. We worked out how we could adapt and shoehorn the layout into the old Library. A case of turning what was a long rectangular layout into an L shaped terminus to fiddle yard layout. We are taking the opportunity to introduce two levels for added interest. Hopefully it will resemble an industrial and branch line terminus within an edge of town setting somewhere in the UK. As Geoff Howard recorded in the OO Section Report in the last issue, we have had to penetrate the OO space a little to form a headhunt for trains to gain access to the fiddle yard. This rail link between rooms has unexpected benefits as not only can we shunt our trains, but we can also send our tea orders next door by train!

There isn't a lot of room in the old library for many people at once but that doesn't preclude existing interested members to come and see progress and take an active part in this new venture.

To conclude, I would like to record here our thanks to the welcome that the BMRC team were given by NLSME – in particular Geoff Howard and the OO section team with whom we have integrated seamlessly and whose tea and humour we enjoy immensely.

Paul Godwin

GENERAL MEETINGS 2010 – FORTHCOMING PROGRAMME

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

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

4 JUNE CLIVE YOUNG A HISTORY OF ASHFORD WORKS 1847-1981

Clive began his apprenticeship as a Fitter & Turner on 1 January 1951 and finished up as Works Plant Engineer before moving on to an appointment as Works Manager of the Southern Region Signal & Telecommunications workshop at Wimbledon. His account of the history of Ashford Works is as seen through the eyes of four generations of his family from 1853 to closure in 1981. A knowledgeable and accomplished speaker, Clive illustrates his presentation with many historical photographs. Don't miss this evening's fascinating meeting!

2 JULY – WORKING MODELS

An informal evening to bring and run something on air – or whatever!

6 AUGUST – FORUM

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

3 SEPTEMBER – STEVE WINTER

Trials and tribulations of building a light aircraft from a kit.

MIKE'S MUSINGS

On Saturday 8th May I had the pleasure of attending and helping to celebrate Keith Baltrops 80th Birthday party at our track. Unfortunately the weather was a bit drizzly and rather cold, however it did not deter Keith's relatives and a large number of our members from enjoying the day. Keith had laid on a Hog Roast, with some very tasty home made sweets to follow along with a free bar. Our members were running a number of steam and electric locos on both the raised and ground level tracks. All in all an extremely enjoyable day was had by all and I'm sure that Keith will have many happy memories of his day.

Carrying on from last month's story of my trip on the magnificent Maglev Train, I would like to relate an earlier and somewhat slower rail experience at the beginning of my trip and that was on the State Railway of Thailand. We were booked on the 10.50 train from Kanchanaburi to Nam Tok, for those who are not aware Kanchanaburi is on the River Kwae, site of the infamous bridge and part of the 'Death Railway' built by allied prisoners of war during World War 2.

Most of you have no doubt seen the film Bridge over the River Kwae, an excellent film which portrayed the suffering of the POW's and the brutality of their captors, however the film is fiction but is deemed to be culturally, historically and aesthetically significant. With this in mind I think that a few facts would not go amiss before describing my trip.

The Death Railway was a strategic railway built between Thailand and Burma. It was 415 kms long (303 kms in Thailand and 112 kms in Burma) and passes through the Three Pagoda Pass in Sangkhlaburi District, the most northern part of Kanchanaburi Province.

Construction began on the 16th September 1942 at Nong Pladuk, Thailand by approximately 30,000 POW's from England, America, Australia, Thailand and Holland and more than 200,000 impressed labourers from India, China, Indonesia, Malaysia, Singapore, Burma and Thailand. Of these, more than 16,000 POW's and 100,000 impressed labourers died of many diseases due to starvation and lack of medical treatment and equipment.

It is said that the first survey carried out by the Japanese engineers predicted that it would take at least five years to finish the line; however the Japanese Army forced the prisoners to complete the line in only sixteen months. Thus it was completed on the 25th December 1943.

One small point that I was not aware of was that the bridge over the River Kwae did not in fact cross the River Kwae as depicted in the film but crossed the River Khlung. When David Leans film came to the silver screen the Thais were faced with something of a dilemma as thousands of tourists flocked to

see the bridge over the River Kwae and they hadn't got one. However what they did have was a bridge over the Mae Khlung. So, with a little lateral thinking they just renamed the river. The Mae Khlung is now the Kwae Yai (Big Kwae) for several kms north of the confluence with the Kwae Noi (Little Kwae), including the stretch under the bridge.

There were actually two bridges built by prisoners of war – the first (wooden) bridge was completed in February 1943, superseded a few months later by the steel bridge which you see today. The curved steel bridge spans are original and were brought from Java by the Japanese. However the two straight-sided spans came from Japan and were installed after the war to replace the spans destroyed by allied bombing in 1945.



The bridge is about 8 kms from the centre of Kanchanaburi whereupon you will find the River Kwae Bridge Station. On the Kanchanaburi side of the river there is a museum, cafes, shops and most interestingly for me there are a couple of steam locomotives and a railcar which appears to be a modified lorry, all three are on static display. One of the locomotives was made by the North British Locomotive Co. Whether or not it was used by the Japanese I'm not sure as there was no information in English. You are quite free to walk over the bridge on the wooden planks, but one must remember to keep an eye open for trains and if one does come along move rapidly to one of the safe havens. All this would no doubt send our H and S types into a violent spin, however the trains are limited to a speed of 10km/h and as they proceed they hoot like crazy!

I did in fact cross the bridge twice, the first time was on foot and yes I did safely get out of the way of a passing train. On reaching the other side of the bridge I came across a very old Thai gentleman playing the violin and of course he was playing the Colonel Bogey March. I did speak to him and he



pointed out that the rail which is in use today was the original as laid by the POW's in 1943.

Returning to the Kanchanaburi side of the river I made my way to the railway station and boarded the train for the 1 $\frac{3}{4}$ hour trip for the 50 km to Nam Tok. The carriages are of course air conditioned i.e. no glazing in a lot of the window positions and rather noisy roof fans but one cannot expect super luxury as the ticket only costs 100 THB (£2.00) a far cry from what we pay in the UK.

As we proceeded across the Bridge I noticed that our violinist friend was still happily playing his instrument. After passing over the bridge we passed through fields and rice paddies, further along the scenery became breathtaking as we trundled past mountains on one side and the river on the



other. As we neared the end of our journey we crossed the Wampo Viaduct, (also built by POW's) a timber bridge which quite frankly looks like it could never take the weight of a train. As we crossed over the bridge with the wooden pillars and sleepers creaking and groaning I thought that this bridge must be one of the shakiest bridges in the world but the scenery did make it worthwhile.

Having departed from our train we had a very nice alfresco lunch followed by elephant riding but that's another story.

Forthcoming Loco Section Meetings.

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|--------------------------------------|--|
| Friday May 7th :- | Please note the change of date for this months meeting, this is due to the AGM which is scheduled for the 21 st . The subject tonight is work in progress from the winter workshop. |
| Friday June 18th:- | It's going to be a lovely dry and warm evening today so I have arranged the first of three track running evenings and BBQ's. (Hope I don't have to eat my words) |
| Friday July 16th:- | I have ordered another dry and warm evening for our second track running evenings and BBQ's. |

Mike Ruffell.
Loco Section Leader

INVITATION FROM MAIDSTONE MODEL ENGINEERING SOCIETY.

The NLSME members have been invited to celebrate the 60th Anniversary of the opening of the Maidstone MES track at Mote Park on Saturday 7th August. Maidstone MES have restricted the number of invitations and we are fortunate to be include in their list of invitees.

The track will be available for 3 ½" and 5" locos from 10.00 am onwards and there is ample space for running road vehicles. Steam models must be accompanied by a current boiler certificate and road vehicles a current road traffic act insurance. A light buffet lunch will be provided for visitors.

Vehicle access to Mote Park is prohibited to the public, so access has to be via Willington Street and visitors are requested to drive slowly through the park as pedestrians will be present on the roadway.

Any member who intends to visit should contact Martin Parham (Hon Sec.) of Maidstone MES by e-mail on Secretary@maidstoneMES.co.uk. Please advise Martin as early as possible of your intentions.

Track Stewards Rota 2010

Date	Senior Steward	Track Steward	Track Steward	Track Steward
06-Jun	Mike Avery	Geoffrey Burton	Johnathan Avery	Nick Rudoie
13-Jun	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
20-Jun	Ian Clift	Peter Lancaster	John West	Steve Coffill
27-Jun	Owen Chapman	Keith Bartlam	Gerald Moore	David Metcalf
04-Jul	Mike Chrisp	Chris Dean	Alex Chapman	David Foster
11-Jul	Mike Ruffell	Brian Baker	Richard Hall	Guy Ellerby
18-Jul	David Broom	Peter Precious	Mike Franklin	David Morgan
25-Jul	Donal Corcoran	Mervyn Smith	R Thompson	David Burman
01-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Malcolm Barnes
08-Aug	Brendan Corcoran	Peter Gooch	Michael Gibbs	Peter Badcock
15-Aug	Jim MacDonald	Peter Sheen	David Marsden	Peter Brewster
22-Aug	Mike Foreman	Dave Green	John Firth	Martin Ginger
29-Aug	Kieran Corcoran	Roger Bell	Paul Lacey	Barrie Davies
05-Sep	Dick Payne	Gavin Lang	John Mills	Richard Hesketh
12-Sep	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
19-Sep	David Harris	Peter Fox	Mathew Stallard	Rosemary Turner
26-Sep	Tony Guerrier	Peter Weeks	Ian Buswell	Roger Clarke
03-Oct	Edward Kitchener	Peter Funk	Bill Bass	Tim Watson
10-Oct	Derek Eldridge	Dave Laurance	Roy Mears	John Cattle
17-Oct	Peter MacDonald	Robert Ambler	David West	Robin Barfoot
24-Oct	Terry Baxter	Les Brimson	Robbie Brimson	Roy E Tyler
31-Oct	Peter Davies	Chris Stewart	Brian Lees	Dave Lapham

Letter of Thanks

22 May 2010

To all Members of The North London Society of Model Engineers

Thank you for granting me Honorary Membership of our Society. This great honour is very much appreciated and a considerable surprise!

During the afternoon preceding our Annual General Meeting, I had returned from Derby having attended the funeral service for Dennis Monk, a kind and gentle man and one of the hobby's more knowledgeable participants. I had known Dennis for many years and am pleased to be able to call him a friend. On such occasions, it is not unusual for tributes to be paid, and on this there were four. Following the service it was remarked what a pity it is that such tributes are offered following the death of the person concerned. It is therefore a remarkable coincidence that, during the closing minutes of our AGM, Ian Johnson and Derek Perham, who proposed and seconded my Honorary membership, were generous in their kind remarks

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
06-Jun	Dave Snellgrove	Steven Don	George Case	Gauge 1 Member
13-Jun	John Beesley	Andrew Burbury	Mrs Badger	Rachel Chapman
20-Jun	Gregory Metcalf	Mike Randall	Mrs Clift	Gauge 1 Member
27-Jun	Jeffrey Bolton	Matthew Stallard	Patrick O'Donnell	Gauge 1 Member
04-Jul	Rob Brook	David Lapham	Gauge 1 Member	Gauge 1 Member
11-Jul	Norman Back	Peter Fraser	Nicholas Gear	Gauge 1 Member
18-Jul	Ian Johnston	Ron Price	Val Johnston	Gauge 1 Member
25-Jul	Keith Hughes	Geoffrey Mogg	Richard Deal	Gauge 1 Member
01-Aug	Bryn Morgan	Steve Jones	Rai Fenton	Mrs Betty Fenton
08-Aug	Michael Woolsey	Rai Fenton	Mrs P Corcoran	Gauge 1 Member
15-Aug	Doug Smith	Tony Brooks	Mrs MacDonald	Gauge 1 Member
22-Aug	Adam Gorski	Keith Bartrop	Ron Thorogood	Mrs Thorogood
29-Aug	Peter Stern	David Jones	John Johnston	Gauge 1 Member
05-Sep	Paul Bexfield	Maurice Cummins	Mark Braley	Gauge 1 Member
12-Sep	Tim Clementson	Reg Piper	Les Brooks	Gauge 1 Member
19-Sep	Mike Dwyer	Keith Hughes	Mrs Harris	Gauge 1 Member
26-Sep	David Dunlop	Rai Fenton	Gauge 1 Member	Gauge 1 Member
03-Oct	R Lidzey	Peter Brown	Gauge 1 Member	Gauge 1 Member
10-Oct	Peter Smith	Jack Edwards	Gauge 1 Member	Gauge 1 Member
17-Oct	Brian Baker	Robert Johns	Gauge 1 Member	Gauge 1 Member
24-Oct	Susie Frith	Brian Apthorpe	Mrs Baxter	Jenny Baxter
31-Oct	Thomas Betteridge	Frank Hills	Gauge 1 Member	Gauge 1 Member

concerning my contribution to model engineering in general and Society affairs in particular over the years. Fortunately for me, I was there to hear them!

Admitting at the time that I am seldom lost for words, this being the exception, I did manage to say that the Society means a great deal to me and has for many years. Since joining in 1964, I have been pleased to have had opportunities to promote, participate in and contribute to Society activities and affairs. I also noted that model engineering has shaped my life and continues to do so.

As for the future - I wish each and every one of you as much pleasure and fulfilment as I have obtained from the hobby, and I wish the Society success and harmony in all its various endeavours – long may it thrive. I wear my North London SME badge with pride. Thank you.

Mike Chrisp

GARDEN RAIL

(photo by Dave Metcalf)

Some more mentions on rolling stock this time, first though it is not just the GR section that builds scale trucks. On the 26th we were all running when Mike Franklin came round on his 5" GWR 0-6-0 tank with his scale trucks, all scratch built and hand painted, they looked absolutely excellent.



PART OF TED FRANKLINS SET of SCALE TRUCKS.

We also have at times a great variety of rolling stock all using the track at the same time, next picture shows Gregory Metcalf's Bachman 'Freightliner' liveried 'Class 66' on the inner track with a load of mixed container "intermodals" this model being electric powered with the batteries carried within the first container, the model is radio controlled and works very well with a 40meg set-up. On the outer track is Malcolm Reads set of GWR 'syphons' pulled by his rebuilt "Hall", on the centre siding are Patrick O'Donnell's set of three 'Gresley' teaks.

Many of us from the GR section went up at the start of the month to the "G1MRA" spring meet at Loughborough. I travelled up with Mathew & Kit Stallard & Patric O'Donnell. We were in no particular rush, the company was excellent, the journey there and back was short and the weather was fine all day, bright and sunny. The meet being held in part of the University, there were three portable tracks present with steam in use on all. There were traders with all tracks as well as one large hall solely dedicated to them. As



MIXED TRAFFIC RUNNING!

usual many new products were on sale, one that particularly caught my eye was the new complete kit for an electric "A4" Gresley Pacific. This featured some excellent resin castings, fully machined wheel set, many laser cut parts and some instructions, UK manufactured and I felt good value at £950.00. On



NEW "A4" PACIFIC KIT FROM JPL MODELS.

several other stands were fully finished, electric, ready to run 'Black 5's' for £975.00. These are made in China.

Well the new track is slowly progressing. We have now got all the posts in and filled with concrete. Each post has a length of stainless steel studding protruding from the top, onto this studding goes a slotted 4" x 2" timber cross-piece. This piece can be adjusted up & down to get it exactly level. Onto this cross-piece is screwed the main track base frame, again made from 4" x 2". All timber is tanalised but has been additionally painted with two coats of green water-proofer. Onto the top of this frame will go the "Hardy" backer boarding. More though on track construction in a later article.



HOPEFULLY SHOWING PAINTED FRAMES, COMPLETED POSTS & TOP STUDDING.

That is all for this month, happy steaming!

David Metcalf.

📖 Dates for your Diary 📖

Friday 4 June	8:00pm General Meeting ;Clive Young Reminiscences of an Ashford Apprentice HQ, Legion Way, Nth Finchley
Saturday 5 June	Birthday Party Steve Pickard, Colney Heath
Sat-Sun 5-6 June	Fete's & Fair section at Oaklands, St Albans. Contact J McDonald
Monday 7 June	8.00pm Tyttenhanger Site Committee meeting; Colney Heath
Friday 11 June	7.00pm Marine Section, sailing night at the pond; Colney Heath
Saturday 12 June	Birthday Party Michelle Wright, Colney Heath
Sat-Sun 12-13 June	Fete's & Fair section at Codicote, Whitwell. Contact J McDonald
Monday 14 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 June	Invitation Day, Chelmsford MES etc; Colney Heath
Friday 18 June	8.00pm Loco Section, BBQ at the track; Colney Heath
Saturday 19 June	Fete's & Fair section at Hertingfordbury. Contact Jim McDonald
Sunday 20 June	Fete's & Fair section at St Albans, Victoria Park. Contact Jim McDonald
Monday 21 June	<i>Deadline for copy to Editor for July News Sheet</i>
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
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.
Sat-Sun 24-25 July	Fete's & Fair section at Potton End, Contact J McDonald
Monday 26 July	<i>Deadline for copy to Editor for August News Sheet</i>
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.

