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# The News Sheet

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## FROM THE CHAIR

Well, didn't we have a great time at our Gala Weekend! The sun shone, the bands played, the crowds came, and many locomotives drove along all our tracks. Our President, Andy Smith, came with his three daughters, and enjoyed the summer atmosphere of our site. Yes, it was a truly magnificent weekend, and I offer the Society's thanks to Peter Davies, and to everyone who worked so hard in so many ways to make this event so successful.

As a follow up to the Gala, Peter invited the St Albans Scouts to enjoy an evening at Colney Heath, as a thank you for the loan of their tents. Unfortunately, it was an extremely wet evening and we were all fairly soaked by the finish.

As many of you will already know, Geoff Wren died in July. Geoff was a long-standing member of the Society and had served as Locomotive Section Leader and had done a stint as Chairman. The Society was well represented at his funeral on Monday, 14 July, and I am sure that his family and friends appreciated our support.

By chance, I had the opportunity to help Jim MacDonald to operate the portable track and engine at the Colney Heath School Fete. I found it most enjoyable, but a tiring afternoon. We raised £80.00 for the school funds. I thank Jim for his efforts throughout the summer months with these fetes. His efforts provide pleasure for many children, raising funds for the appropriate charity as well as for the Locomotive Section. Well done Jim and your helpers.

After some confusion by John Squire? over the dates, the Childs Hill Autistic School event at Colney Heath took place on 9 July, but was not blessed with good weather. By 3.30 pm most of us had had enough of the rain. What a pity for the children who so look forward to that day out. Pam Corcoran's party for St Luke's School fared better.

The Council has agreed to support the Model Engineer Exhibition at Ascot on 19-20-21 September, and has also agreed to have a stand at the Ally Pally Exhibition in January 2009.

After the heavy rains in July, the car park at Colney Heath turned into a quagmire, reminiscent of the winter. As a start the Council has firmly decided to dig out an area adjacent to the steaming bay ramp, approximately one foot deep, and back fill with a suitable crushed mineral fill. This will have to be laid on a porous membrane to prevent the fill sinking. Treating the whole car-park this way will ultimately become expensive, so will be carried out piecemeal as materials and funds are available.

To keep you all informed, I have had informal contact with the London Borough of

Barnet regarding the lease of the HQ building. Their legal department will shortly be writing to me. Their initial rate figure was £4.00 per square foot. My reply suggested that £2.00 per square foot would be more acceptable to the Society. Barnet Council said that they could not go as low as that figure and suggest a compromise figure of £3.00 per square foot. Clearly, your officers of the Council will have to enter into a face to face discussion with them to seek a final compromise. I will keep you all informed of these dealings.

Finally, I must remind you all that our friend Nick Rudoe has asked to stand down from being the Editor of the News Sheet. His last News Sheet will be the October issue. This Society is a large and diverse Society and needs the News Sheet as a means of communication. We urgently need someone to offer to take on this role. Could this be YOU!!!!? Nick is only too pleased to offer support during a handover period.

*David Harris*

## Treasurer's Report

A fairly quiet month on the expenditure front, but the flow of funds being raised on our behalf by all the hard working members in the various Sections continues without abate, and not to forget the resounding success of the Gala Weekend. Thanks to all those who have been able to do their bit for the Society.

Unfortunately twenty-four members have still to pay their subscriptions for the year, which is already a quarter gone by; how time flies. I will now be spending Society funds on having to write final reminder letters to these members. Next year I will again be offering the alternative for you to pay your subscriptions by Standing Order arrangement, either annually or monthly. Watch this space....

Finally on a brighter note: at the last Council Meeting we were pleased to welcome one new member into our midst:-

Ashton Miles,  
Interest: Locomotives.

*Mike Foreman*

### **Cover picture:**

With Mike Foreman as his passenger and guide, Andy Smith, our President and Managing Director of Three Valleys Water Co., on whose land we are situated, sets off on the official opening lap of the newly extended raised track, on the Saturday of the Gala Weekend. **Photo:** Mike Chrisp

# Committee Meeting News

## Council Meeting 9 June

The Chairman welcomed new Council members Alan Marshall (Secretary), Gerry Moore and Dave Lapham (Council Members). Also, a record of appreciation was made to Rachel Owen, Ian Johnston and Derick Eldridge for their services to Council and the Club during their time in Office on the Council.

The hearing loop at HQ is now installed and working.

The Vice-Chairman reported that the May locomotive meeting on ground level signalling and the June general meeting were both well received albeit with slightly lower attendance.

The boiler test Red Book is currently under going a review.

The Ground level railway has had the diamond crossing installed. Thanks were recorded to Peter Brewster for his work in their manufacture.

A derailment occurred during Public Running on the raised track due it is believed to inappropriate behaviour of children on a riding car. No injury or damage was caused. The children were mildly admonished but no further action taken. The incident enhances the need for Track Stewards to ensure an adult is riding on the car where young children are being carried.

The Treasurer requested Council's approval for funding the Signalling for the Ground Level Railway from central Funds, as this was a safety project that fell within the rules for Central Funding. Council approved.

A donation of Loctite products has been received. Council agreed to use as raffle prizes.

## Tythenhanger Site Committee Meeting 30 June

Regarding car-park drainage, it has been agreed to purchase one lorry load of planings and have them delivered inside the gate.

As regards grass cutting, it was proposed that if volunteers are not forthcoming, sections become responsible for their own area, eg the marine section cut around the pond, the GLR and raised track likewise.

After advice from our insurers bouncy castles will only be permitted on site provided that they are supervised at all times by an insured operator. Details of the insurance must be entered into the day book.

# The July General Meeting

## by OMAH MK 2

Mike Chrisp opened the meeting by first introducing us to the emergency procedures at headquarters. Rather like a stewardess onboard an Easyjet 'plane the escape plan was unfolded. Emergency exits, keeping calm helping each other etc. Thankfully he declined to show the band of faithful how to inflate a life jacket in case the headquarters were to sink!

Chairman David told us of the tremendous success of the Gala Weekend both from the financial and social aspects. And thanked all those who put in so much work to make it that success. A get well card for Peter Precious was passed round, signed and the usual ribald remarks added.

Mike Chrisp then asked for a minute's silence as a mark of respect for the passing of Geoff Wren. During the silence we remembered his great contributions to the Club. We remembered that he was at one time: Chairman, Loco section Leader, Trustee to the lease of Headquarters, trustee to the Cyril Rylatt Trust, very active in getting the Summers Lane Headquarters off the ground, the organiser of social events and trips out in coaches to other sites as well as being a very skilled model engineer and a jolly good chap. His contributions to the Club were legion and much valued.

The Club events calendar for the forthcoming month was unfolded with a bewildering number of activities both at Tyttenhanger and further afield. One thing that emerged was that Jim McDonald would welcome help and all we need to do is to 'phone him and offer that help.

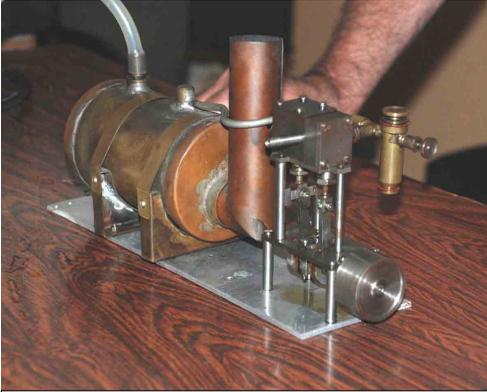
Now it was down to business. Mike Hodgson was introduced and he in turn introduced Edward the Compressor. This rather brave little machine got the evening off to a bang or should it be a hiss?

Mike H's first contender was David Lawrence with first a hot air engine skillfully made of spare bits and pieces. It ran superbly with a 'pop pop' noise rather like a Bolinder diesel in a narrow boat being charged up for a bit of water skiing. His two-cylinder double acting engine worked perfectly at about a thousand rpm on about 2 lbs /sq. in. pressure.



*Dave Lawrence's simple Stirling engine was the first to run and did so without fault.*  
**Photo:** Mike Chrisp

From then on it was an evening of the Mikes. Was the patron saint of model engineers St Mike or is he the patron saint of the NLSME? And we all thought he was the patron saint of underwear.



*Mike Ruffell's marine plant was connected up, given a spin and brought back memories of times long gone. Photo: Mike Chrisp*

Mike Ruffell demonstrated a marine steam unit that his father had made. It had caused a certain amount of marital disharmony but after sixty years of idleness worked perfectly.

Mike Foreman showed the gathering his Westinghouse air pump that had been adapted to act as a feed pump. With the aid of Edward it was able to pump water over the front row.

Mike Chrisp then drove his Julian Wood hot air engine car. The little object had auto reversing and mesmerised the members by running back and forward on the bench.

An excellent cup of tea and biscuit was provided by Ron (an honorary Mike) for the evening.

Inspired by Edward the Compressor the group were eager to see if he could fire up anything else. The band's eyes fell on the Harris under type engine hiding in the glass cabinet, and soon it was chugging away. The same fate awaited several ponderous and very old single cylinder vertical steam engines which were soon revolving in a very stately manner.

Years ago Mike Avery rescued a beam engine from De Havilland. In two shakes of a lamb's tail the machine was awakened from its slumbers and was seen by all see-sawing in a smooth manner as though it was run yesterday and not thirty years ago. All too soon it was ten-o'clock and time for Mike C to thank Mike H and the other Mikes and David for a very rewarding and enjoyable evening.

*Right: the beam engine built by apprentices at De Havilland.*





Much to the delight of all Standard Gauge enthusiasts and demonstrating that our Ground Level Railway is not just for narrow gauge locomotives, Melvyn Bright (Chelmsford SME) ran his superb 7<sup>1</sup>/<sub>4</sub>in. gauge 9F all day Saturday. **Photo:** Owen Chapman

## Photos from the Gala Weekend, 28 & 29 June

Our President, Andy Smith, at the controls of Jerry Moore's *Sweet William*. **Photo:** Jim Macdonald



Andy Smith spent much of Saturday afternoon with us. He and his three daughters enjoyed racing on the portable slot car racing track provided and manned by Ian Fisher and his team.

**Photo:** Mike Chrisp



<b>Track Stewards Rota 2008</b>				
<b>Date</b>	<b>Senior Steward</b>	<b>Track Steward</b>	<b>Track Steward</b>	<b>Track Steward</b>
27-Jul	Keith Bartlam	John Cattle	Gerald Moore	Frank Adams
03-Aug	Mike Chrisp	Ian Reddish	Alex Chapman	David Foster
10-Aug	<b>Mike Ruffell</b>	Brian Baker	Peter MacDonald	Brian Kennedy
17-Aug	<b>Graham Gardner</b>	Peter Precious	Mike Franklin	David Broom
24-Aug	Donal Corcoran	Lawrence Steers	Richard Deal	R Thompson
31-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Owen Chapman
07-Sep	Brendan Corcoran	Peter Davies	Michael Gibbs	Peter Badcock
14-Sep	Jim MacDonald	Chris Reynolds	David Marsden	Peter Brewster
21-Sep	Adrian Reddish	Dave Green	John Firth	Martin Ginger
28-Sep	Stephen Smith	Roger Bell	Paul Lacey	Barrie Davies
05-Oct	Kieran Corcoran	Gavin Lang	John Mills	Richard Hesketh
12-Oct	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
19-Oct	David Harris	Peter Fox	Tony Guerrier	Brian Hall
26-Oct	Terry Baxter	Peter Weeks	Ian Buswell	<b>Derek Eldridge</b>

**NB: For any selected date/row, please read across both pages to obtain the names of all designated stewards. Bold type indicates 2nd steward's duty.**

## Mike's Musings

Well the Gala weekend has come and gone and what a great weekend it was; even the weather managed to behave itself. I managed to attend on both days but had to miss the hog roast due to a prior engagement, but by all accounts it was very successful. The pig did look very tasty as it turned on the spit.

On Saturday the official proceedings started with the presentation of certificates and commemorative glass tankards to those members who had spent a great deal of their time during the winter months creating the ground level railway which we can now all enjoy. Following on we were privileged to have Andrew Smith, Managing Director of The Three Valleys Water Co. to officially open the ground level extension and raised track deviation. After being introduced by our Chairman, Andrew gave a short opening speech and then took the controls of the first official locomotive to traverse the ground level extension, which he duly opened by bursting through a banner. This was followed by him cutting the tape to open the raised track deviation and driving Mike Foreman's V3 for a ceremonial lap.

After the opening ceremonies Andrew stayed on with his three daughters for several hours enjoying all the wonderful and varied attractions that our site has to offer.

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
27-Jul	Jeffrey Bolton		Rachel Chapman	David Metcalf
03-Aug	David Burman		Chris Dean	
10-Aug	Norman Back		Mervyn Smith	
17-Aug	<b>Dave Snellgrove</b>			
24-Aug	Michael Gibbs		David Morgan	Dave Laurance
31-Aug	Bryn Morgan			
07-Sep	Daniel Procter		Mrs P Corcoran	
14-Sep	Michael Smith	Peter Sheen	Mrs MacDonald	Mrs Brewster
21-Sep	Adam Gorski		Mrs Reddish	Paul Godin
28-Sep	Anthony Sykes		Mrs Smith	Julie Davies
05-Oct	Paul Bexfield	Guy Ellerby	Mrs Betty Fenton	Rai Fenton
12-Oct	Tim Clementson		Richard Hall	
19-Oct	Susie Frith		Mathew Stallard	Mrs Harris
26-Oct	<b>Rai Fenton</b>		Mrs Baxter	Jenny Baxter

We were also fortunate in having Tim Coles and his GT3 gas turbine loco in attendance. Prior to Tim taking to the track with the GT3 I took him for an exploratory walk around the track, and he was then driven round for a lap; his comments were that it was a great track and that he was really looking forward to driving. Unfortunately it was not to be, as the gremlins had taken up residence in the GT3's ECU making it impossible to fire up the turbine. However I spoke to Tim at the Guildford Rally and he did say that he hoped to return to our track at a later date, when I'm sure all will be well.

The Sunday was advertised as a family fun day for members and their guests; for my part and looking at the many happy faces this was certainly achieved 100%. Personally I had a great weekend and I would like to thank Peter Davies and his team of organisers, the Scouts for the loan of their tents and all those folk who gave their time organising the model display tents the catering and the all important bar (which served an excellent pint) which enabled the weekend to be such a resounding success.

The next event, which I was looking forward to, was the G1 event on the 9<sup>th</sup> July. However the atrocious weather put me off; some may call me a lightweight but hayho. Anyway I understand from the brave souls who did attend that they did have a good time.

*Continued over page.....*

**Forthcoming Loco Section Meetings.****Friday 15<sup>th</sup> August – loco section BBQ at Colney Heath.**

This will be the last BBQ before returning to Summers Lane for the winter.

**Friday 19<sup>th</sup> September TBA.****Track Stewards Rota.**

Please be aware that there are still quite a few gaps in the Rota so if any of you feel the urge to carry out a second duty please let me know and I will update the Rota accordingly, The latest version is published this month.

**Mike Ruffell*****Loco Section Leader*****SITE MANAGER'S REPORT  
NEW DRAFT OPERATING PROCEDURES**

The Tyttenhanger Site Committee (TSC) has asked me to review the operating procedures relating to the Colney Heath site. You will find a draft copy enclosed with this month's News Sheet. The main emphasis of these new procedures is towards a commonsense approach to the operation of the site rather than having a series of rules and regulations; we are, after all, an informal hobbyist club. Over the years, Colney Heath site has changed from being solely a locomotive track, to being a multi-activity facility. It is my belief that the individual sections should set up their own procedures, which need not be included in this site document.

You are welcome to comment on these operating procedures and amend them where necessary. Your amendments will be considered by the TSC before final publication.

***David Harris, Site Manager*****Facing page:-****More photos from the Gala Weekend**

**Right:**

On the Saturday evening the assembled throng were entertained by superb jazz music from Bob Thomas and the Thomcats.

**Photo:** Owen Chapman



**Left:** We are grateful to everyone who worked hard to provide refreshments for members and visitors throughout our Gala Weekend. Rachael Chapman and Katie Croucher happen to feature in this photograph but Jenny Macdonald and Gill Davies warrant particular mention. **Photo:** Mike Chrisp



*The Believers* played and sang music from the 1950s and '60s for most of Sunday afternoon. For this set they dressed very much in the style of the decades when their music was in the charts. **Photo:** Mike Chrisp



Our own Jeff Bolton is seen to the right of the drummer, playing guitar.

## **GENERAL MEETINGS 2008 – FORTHCOMING PROGRAMME**

Our General Meetings are normally held 8–10pm at our Legion Way Headquarters in North Finchley unless otherwise indicated. We usually have a raffle – thanks to Peter Davies (donations of suitable prizes appreciated), and refreshments around 9pm – thanks to Ron Thorogood. All profits from meetings go directly to club funds. All members are particularly welcome and we are always pleased to see members' friends and family at any of our General Meetings. Always keen to see a good turnout at our meetings, I very much look forward to your company.

### **1 AUGUST – NOEL SHELLEY (RINGSTEAD FOUNDRY): SAND CASTING PART 1**

The first of two visits, at this evening's meeting at our Finchley headquarters Noel Shelley will introduce the topic of foundry work and explain how to set up a small home-made foundry. His topics will include basic metallurgy, pattern making, sands, mould making, melting and casting. He will also introduce *The Baby*, a furnace capable of melting 18lb. of brass to a temperature of 1050°C, ready for pouring, in 15 minutes. Next month Noel will return to demonstrate the art and craft of sand casting at the track.

### **5 SEPTEMBER – NOEL SHELLEY: SAND CASTING PART 2**

In his second visit, this time to our track site at Colney Heath, Noel Shelley will demonstrate the art and craft of foundry work. He will expand on the topics explored during his talk last month and will fire up *The Baby*. During this demonstration, Noel intends to produce a casting before our very eyes – an experience definitely not to be missed! Please note that this meeting will begin at around 7pm, an hour earlier than our normal start time.

### **3 OCTOBER – ON THE TABLE: YOUR WORK IN PROGRESS**

### **7 NOVEMBER – OUT AND ABOUT WITH OWEN CHAPMAN**

### **5 DECEMBER – PRE-CHRISTMAS SOCIAL EVENING**

*Mike Chrisp*

### **For sale**

Hundreds of G1 sleepers, in wood. Offers?

Contact: John Mills

## Noel Shelley and The Ringstead Foundry

*Noel Shelley writes:*

“It all started fifty years ago when, as a small boy standing in the doorway of a large steel foundry in North Yorkshire, I watched everything that went on. I was awestruck by the huge ladles of molten steel carried by the overhead cranes, pouring the molds, the sparks, the flames and the noise. Oh the noise! I recall that the carbons of the arc furnace were the size of telegraph poles and the whole place was humming! It’s all still there, cold and dead, in the middle of a housing estate!

“As a teenager I played with lead, melting it in a bean tin on a fire in the garden. It must have been a catering size tin of beans because I cast what could have passed for a cannon ball!

“My interest then lay dormant for many years while I worked in various fields of engineering. Following a wager (that some might say I lost) I ran a small waste disposal business for twenty years. You’d never believe what wonderful things people discard into skips! I got to thinking that there must be something more interesting - if not more profitable – which could be done with all the brass, bronze, aluminium and lead other than simply taking it to the local scrap yard.

“I bought and read most of the books on foundry work I could lay my hands on and saved all sorts of bits and pieces that I thought might come in handy to make a furnace. One day I had a call to tell me of a fellow near Norwich who was selling everything I needed to get started on making my own castings. I bought the lot and took home a modified propane fuelled Kasenit furnace, some steel mould boxes, some moulding sand and a load more assorted bits and pieces. This, my first furnace, was a fearsome fire-breathing beast with a 1Hp blower and a voracious appetite for gas. It was affectionately known as “Puff”.

“My first attempt with this kit was a fairly simple aluminium alloy casting. It came out quite well. Then I bought a range of proper foundry lettering and cast an aluminium alloy name-plate. This was followed by several more name plates in brass, and various other small castings for a gunsmith.

“Now I’d got the hang of things – well, sort of, after a few more experiments, I decided one weekend to make a “Baby”! By now I had a large collection of bits and pieces gathered from all sorts of places. I arranged them in an orderly fashion and by that Sunday evening I had assembled them into an extremely efficient and fast crucible furnace. The main components had come from a washing machine, a spin drier and a vacuum cleaner. Poor old “Puff” fell by the wayside and although the new “Baby” didn’t grow, Ringstead Foundry certainly did!

“With lettering in several styles and ranging in size from 1/8 to 4 inches, I have cast name plates for both full size and scale traction engines, railway locomotives and countless houses. I have also cast descriptive plaques, replica Rolls Royce door handles as well as very detailed, highly polished items, all moulded in Mansfield sand. Any of you who saw the last television series featuring Fred Dibnah will have seen some of my work. It was a great honour to have cast the brass plate used to show the title of the programme: “MADE IN BRITAIN”.

“During my visit to you I will endeavour briefly to explain the vast subject that is foundry work and the setting up of a small home made foundry. I’ll touch on basic metallurgy, pattern making, sands and mould making, melting and casting. You’ll also get to meet “The Baby” which, in just 15 minutes, can get 18lb. weight of brass from cold up to 1050°C, ready for pouring.

“The polite ones among you might describe me as “A Character”. Others may consider me to be bordering on mad! Why not come along to hear me speak or see me demonstrate the craft and judge for yourself?”

XX



*IN MEMORIAM***GEOFFREY WREN 1923 - 2008**

Dear Geoffrey, the quintessential English man and such a gentle person, has slipped away; I have been privileged to know and to help him. He leaves me with fond memories of bonfire night when my children were young, watching Geoff and Ron trying to set off the bonfire display. A premature end narrowly avoided when a stray roman candle entered the little tin hut that held the cache of fireworks and themselves; I wonder what little ditty he voiced then; perhaps only Ron can say?

Cheers Geoff; the next time I'm in the Crooked Billet, although you won't be with us this time, I will raise my glass to you wishing you were; that cheeky grin and wry sense of humour will surely be missed by all.

**Peter Funk****Garden Railway News and Notes**

This month Patrick O'Donnell writes about his Gauge One Western Maryland Shay locomotive:-

The Shay geared locomotives were named after the inventor, Ephraim Shay, and were developed in the late 1870's to meet the transport requirements of the ever-

growing timber industry. A more flexible type of engine was needed, one powerful enough to negotiate sharp curves and steep grades in the backwoods timber sites. In this design, two or three vertical steam cylinders, similar to that used to drive a steam ship are mounted on the side of the boiler, and the connecting rods coupled to a crankshaft which itself is attached at either end to the drive-shafts by universal and slip joints. Small pinions attached to the drive-shafts engage with bevel gears on the truck wheels (for 'truck' read 'bogie'). In this way all the trucks are powered and more flexibility on sharp curves and rough roadbeds is obtained.

The 1945 Lima-built Western Maryland Shay was the largest three-truck Shay ever manufactured. The Western Maryland used it on a coal mining branch near Chaffee, West Virginia. It was designed for regular operation on a 7% grade with occasional stretches as steep as 10%, and it could haul 156 tons at 10 mph on the 7% grades. Previously preserved at the Baltimore & Ohio Railroad Museum, it is now in service at Cass, Virginia.

### *Specifications of the model:-*

Designed by Aster in 1/32nd scale

Weight: 6.4 kg

Dimensions: Length 640 mm x Width 108 mm and Height 148 mm

Wheels: (3 trucks) Diameter 38 mm made of stainless steel

Gear Ratio: 2:1

The model in the photo is electric powered and according to the UK Aster importer the steam powered model is very rare, but the electric version is as rare as rocking horse poo!

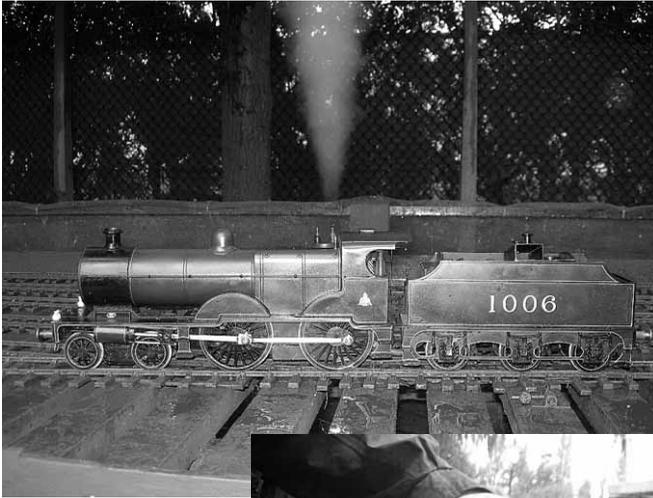


Both this photo and that on the previous page were taken by Patrick.



**Pictures by Patrick O'Donnell from a very wet G1MRA Get Together at the Garden Railway on 9 July; more on next page.**





## **G.L.R. News Update**

### **Nuts in May, June, July.**

As June was such a busy month I missed the deadline for printing; hence you have twice as much to read this month!

Arriving early at the track one Saturday morning in June Mr Peter Badger (Bodger to his friends) rushed over to me and thrust his nuts into my hand saying “as requested last week”. Well! Thought I this is a bit beyond the call of duty; did Mrs B approve of his donation! Of course she did and as promised by Pete only a week earlier when we were discussing how to tension the bridge supports and 18 mm steel rod ties with 20 mm nuts were chosen - hence the bag of nuts, thanks Pete. So much has gone on this month to get the G.L track finished for the gala event and I thank everyone who was involved in the

planning and organising of the event; it was truly hassle free and enjoyable, and I intend to cover the event fully in next month's newsletter (nice to have material up-front for once.) Mr Peter Brewster (diamond geezer) as promised supplied the diamond crossing 3 weeks before the gala; that gave the crew 2 weeks or 4 working parties to make the decision whether or not to fit the crossing and re-route the cuckoo line to connect up. I was laid up with a cough and was AWOL so the decision was taken in my absence.

On my return the work had been done, and such was the workmanship it looked like the line had never been touched and had just grown there. The surrounding area was landscaped and sown with grass seed, putting the icing on the cake. I think I'm almost redundant in my role as section leader as the G.L crew operate like a fine-tuned Swiss watch and leave me in no doubt that they could achieve anything that is asked of them (well done lads); I have great respect for you all. Getting back to the diamond geezer another phone call from Pete the week before the event convinced me that sometimes things are just meant to be and informed me that another point was ready!! I dutifully arrived at his workshop and picked up the said item along with a materials list for the next points and crossing he intends to build for the G.L.R. He indicated his intentions without me twisting his arm and after the weekend's gala event his engineering skills can be in no doubt, the final proof being the running of a standard gauge 7¼ inch 9F over the new point and diamond, and also running around the new track without any trouble, (more about this next month). A magnificent site to see, many many thanks Peter B diamond G. As the holiday season is upon us I guess any new works to the G.L.R. will slow down and rightly so, giving us time to relax and play trains.

And now my report on the gala weekend follows:-

To sum up "what a weekend!" P D got the weather right, the entertainment right, the food right, the beer right, and made a healthy profit in with the deal. I guess that means it was a success so P D you can now stop shouting at people, and well done to all for the hard work and effort put in by the organisers and helpers - it was phenomenal!! Too many names to list but a special mention must go to the ladies who served us up lunch and teas on both days, Rachel and Jenny, thanks (usual disclaimer to anybody I have forgot). I helped set up on the Friday night with P D and his merry band doing all the last minute jobs; a relaxed affair but none the less tiring, as marquees were put up in the wrong place and then moved by order of the management. Piles of rubble were shifted, the grass given its final cut and the stingers hacked back to a safe distance. The bar had been set up and the barrels of Ale were viewed in anticipation. Some members stayed over on Friday night; Laurie Steers said this was to guard the beer (a likely story).

Saturday was upon us and with the last-minute jobs done, people began to arrive. The first spectacle of the day was a 7¼in 9F built and run by Mr Melvin Bright. After some initial concerns over track radius and points in and around the station it was decided to bodily haul the engine around the G.L. track. No problem! Peter Mac and

co fixed a rope to the front end and off he went: nice to be young (in'tit). This then encouraged the owner to steam up and run, and well!! "What a sight to behold", a truly magnificently-built engine running on our Ground Level Track. Many thanks to Mr Chrisp for organising the opening gambit and anyone watching who had a hand in the G.L.R. build must have been very proud at that moment when the 9F steamed under the bridge and through the first set of points by the loos off up to the new land. By now the place was starting to buzz, B Baker was giving rides on Violet, visitors and members were starting to arrive. A 7¼in Warship class joined the ground level boys along with Allen Marshal's 5 inch shunter, Geoff Bolton's 7¼in 0-6-0, and Jerry Moore and Ian Reddish were steaming up for the grand parade. It was now time for my presentation; Jimmy Mac had set up the PA system on Tyttenhanger Station and the assembled crowd were waiting for my presentation seated on and around the signal hut (it reminded me of winter working parties official photo shoot on years gone by). What I said to each member who had helped build the G.L.R. was from my heart and I hope we will always remember the huge team effort that resulted in the club's revival of friendships and a common goal that should be to enjoy our hobby and have fun in doing so. If you would like to hear it word for word a DVD of the presentation and the complete weekend's frolics can be obtained for a small donation; it will be yours to treasure sometime in the near future thanks to the work of Dave Laurence and Steve Jones.

The next big event was the official opening of the G.L.R. extension by the MD of the Water Company (and NLSME President) Mr Andrew Smith, who pensively took the controls of Jerry M's Sweet William. Off the cavalcade went; the train was made up with the lead engine pulling two carriages with Big Blue as banker (just in case). We burst through the banner proclaiming our efforts and a faultless run was recorded around the new land. The President looked as pleased as did I {another great moment for the memory}. I thanked the President thinking he would shortly be off but was pleasantly surprised when he was still enjoying himself late into the afternoon, having also opened the Mainline extension. He later confided in me his preference for the big engines (such is life but don't tell Mike Foreman). The Jazz Band was playing by now and the great egg race was on {who won it?}, the Hog Roast was wafting some lovely aromas around the site, the ale was flowing, and the sun was setting on a scene of sufficient elegance topped only by the band's farewell tune (Chattanooga Choo Choo) from the back of a train on the main line: fantastic end to a fantastic day. By now bed was calling.

Sunday arrived very early for some! Some people played trains into the early hours and having parked my motor home where the bonfire is usually held, lying in bed listening to the trains lapping around the mainline was like counting sheep; I think I got to 3 before entering into that tunnel of oblivion. As promised I cooked breakfast for about 15 people who had stayed over and before we knew it the site was getting busy again. The best treat was to come: Mr Jeffery Bolton and the Believers were on site (clear the dressing room). I know how much Jeffers put into this event to make it a success and it was more than that as the public and club members were treated to an

afternoon of pure nostalgia. To do that at cost was fantastic, and my family enjoyed the show immensely as did many others. Sunday afternoon went on and it got really busy; the Ground Level was chaotic giving rides; it was my granddaughter's 13<sup>th</sup> birthday (I couldn't miss this) so I left a thronging Colney Heath thankful for a great weekend.

I thanked some of our most senior members for coming to the event and for their words of encouragement towards the new project and look forward to the day not far away when the G.L.R. enthusiasts who work so hard to pay for the loan can sit back and say we did this for the club.

As ever in the muck

**Peter Funk** G.L. Section Leader

## Lost & Found - on the Gala weekend or subsequent two weeks

### Lost

A 12" Mag-lite. Doubles as a cosh.

A mobile 'phone. Don't know the make etc. but will settle for any one found.

### Found

A pair of prescription(?) glasses. How did you find your way home?

A grey/brown mottled pullover. Have you been feeling chilly recently?

A gent's umbrella with wooden handle. Been enjoying all the rain we've been having?

A dark Pyrex bowl (about 8" diameter). I don't "do" cooking so can't comment.

A ship's propeller (Brass 2½" diameter). If your boat has been a bit sluggish lately take a look underneath at the back.

A tent. Come on Les, you've got to take it back!

A digital camera. Belongs to somebody who took lots of pictures of Les Brimson on holiday.

If you can help with any of the above please ring **Peter Davies**



How many engineers does it take to drive a loco?!!

Tony Dunbar's *Britannia* seen at the track on the North American day, 5 July.

**Photo:** Margo Born

## Chuckle Corner

Here are some actual maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers. Never let it be said that ground crews lack a sense of humour.

P: Left inside main tyre almost needs replacement.

S: Almost replaced left inside main tyre.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in attitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget.

## 📖 Dates for your Diary 📖

Friday 1 August	8.00pm General Meeting; Noel Shelley talks about sand casting; Part I; HQ, Legion Way, North Finchley
Saturday 2 August	Birthday party (Mogg); engines and stewarding help required.
Saturday 9 August	Club Invitation Day at Colney Heath - contact Brian Apthorpe
Monday 11 August	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 15 August	Loco Section BBQ at Colney Heath
Monday 18 August	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
<b>Friday 22 August</b>	<b><i>Deadline for copy to Editor for September News Sheet</i></b>
Monday 25 August	Bank Holiday - members' running day at Colney Heath
Monday 25 August	Fun Day at <i>the Boot</i> , Chipperfield
Fri 5 September	8.00pm General Meeting; Part II of Noel Shelley's talk about sand casting;; HQ, Legion Way, North Finchley
Saturday 6 Sept	Polly Rally at Colney Heath
Sunday 7 Sept	Vintage show at Capel Manor College
Monday 8 Sept	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 19 Sept	8.00pm Loco Section meeting; to be announced
Fri 19 to Sun 21	Model Engineer Exhibition, Ascot racecourse
<b>Friday 19 Sept</b>	<b><i>Deadline for copy to Editor for October News Sheet</i></b>
Saturday 20 Sept	MENCAP visit to Colney Heath
Monday 22 Sept	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Friday 26 Sept	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Sat 27 & Sun 28	St Albans Meccano Exhibition, Francis Bacon School, Drakes Drive
Friday 3 October	8.00pm General Meeting; On the Table - work in progress; HQ, Legion Way, North Finchley
Saturday 4 October	Birthday party (engines & stewarding help required)
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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.**