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The News Sheet

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FROM THE CHAIR

May I say firstly, how delighted and honoured I am to be nominated and elected Chairman of the Society for the coming year. I thank you all for your support. I have had a most satisfying year, meeting members and friends at the many events I have attended. No doubt this coming year will be just as rewarding.

May I thank the outgoing Council Officers and members for their support and friendship. We have had a good team that worked hard to manage the affairs of the Society. My thanks are particularly addressed to Ian Johnston, Derek Eldridge and Rachael Chapman, all who are standing down. I welcome to the new Council, Alan Marshall as Secretary, and Gerry Moore and Dave Lapham as new members. It is good that there should be new skills and ideas available to the new Council, especially as we will have new challenges to resolve as the year progresses. Welcome chaps!!

As most of the members may know by now, the HQ building was broken into via the main door over the weekend 17/18 May. Dave Lawrence found the door broken and open on the Monday morning. Fortunately, nothing appears to have been taken, but there was needless and deliberate vandalism of the door. Dave's immediate actions with several members resulted in a major repair of the door by Dave Lapham and Laurie Steers by means of some heavy metal work and welding. My thanks to Dave and Laurie for getting us out of this difficult situation in such a short time

At the AGM I gave notice that there will have to be an EGM later this year to decide the Society's wishes relative to the proposed rent increase by Barnet Council of the HQ building. Informally, by phone, we have been told that the rent may be £4.00 per square foot, ie approximately £8000 per year. This figure is subject to negotiation once we have Barnet Council's formal letter. I will continue to keep you all informed of the proposals.

Our AGM evening was a most enjoyable and relaxed event - I bet not many organisations can say that. It would have been quite brief had it not been necessary to have a preliminary discussion about the rent review. After a cup of tea, Peter Davies and Jim MacDonald 'entertained' us with the details of the Gala weekend they are organising for us. It will be a very active weekend for all of us. If you wish to get more deeply involved in the event, offer your time to Jim and Peter. Thanks to them both for their efforts. Now all we need is a good dry summer weekend so that we can enjoy ourselves to the full. The tickets for the evening hog roast are on sale from Peter Davies. Entrance is by ticket only; the tickets are being distributed with this News Sheet.

I have to report that Nick Rudoe, after many years as our editor of the News Sheet, has asked us to find a successor as he would like to move on to another kindred

interest. He will not be standing down until the autumn, but we need to find someone prepared to take over and work alongside Nick in the interim period. I offer the Society's thanks for his efforts over the years; we have enjoyed a superb newsy News Sheet for many months. My personal thanks too, Nick.

Finally, at the end of the AGM I was able to correct a long-standing anomaly. Our oldest member, Bert, has never received a membership card. This I was able to correct. The entry year was 1944; Bert has been a member for 64 years. Well done Bert! It is good to see you around the Society meetings so often.

David Harris

Treasurer's Report

Yet another A G M has passed and the Officers and Council members have been elected for the forthcoming year. I would like to thank all those Members who have paid their subscriptions so promptly. However, some sixty three members at the time of writing this have still to pay up, so to avoid me having to write dozens of reminder letters, I will say again: **RENEWAL SUBSCRIPTIONS ARE NOW OVERDUE, PLEASE SEND ME YOUR MONEY, MEMBERSHIP CARD AND A S.A.E AT YOUR EARLIEST CONVENIENCE.** Thank you.

At the May Council Meeting, we were pleased to welcome two new members to the Society:-

David Dunlop,

Interests: Locos, Traction Engines, Garden Railway and Marine.

Rob Brook,

Interests: Locos, Garden Railway.

Finally, would all Members please amend their Name & Address lists in respect of Owen & Rachael Chapman's telephone number, which should be **xxx**, as shown correctly on the back of the News Sheet. Also, please note that on 31 May Alex Chapman moved to a new address:

Mike Foreman

Cover picture:

A display of steam engines and a drink box at the Toy Boat Regatta on 11 May.

Photo: Pete Stern

Section Reports (Part II) for the Year 2007-08

NORTH AMERICAN SECTION REPORT

In December the North American Section hosted two well attended events at HQ. Our open evening shortly before Christmas attracted members from all sections of the Society. Members of the loco section operated trains in 1:87 scale rather than the 1:12 scale that they are used to. Slot car section members were seen operating models which went much slower than they are used to. After Christmas our all afternoon Saturday running session was extremely crowded and we entertained visitors from around the country. We continue to develop our permanent layout and try to keep up with the technological developments of our hobby. Some of us are also members of the NMRA based in America. Through our NMRA contacts we receive guests from North America from time to time. When visiting North America we have been welcomed into model railway clubs there, spreading the word of the Society further afield.

We are pleased to have some young members participating regularly in our operating sessions, in particular Alex Johns whose parents bring him faithfully every week, Mum substituting for Dad on TV football nights! Encouraging young members is the future of the Society.

Permanent Layout: We have now extended the DCC (digital command control) facility over the whole of permanent layout. Sounds like brake squeal, whistles and bells may be heard, though we do try to keep sound down to half volume owing to the confined space. We continue to reflect on wire-less controller technology to avoid disentangling the long leads from walk around controllers.

Exhibitions: We did not exhibit this year, we suspect that our scenic standards just do not match those achieved by the noted exhibitors on the circuit. So this year we seek to improve our scenery skills, this should not be too difficult as two of our members have now reached the stage of scenicizing their latest home layouts.

Clive Winter

OO SECTION REPORT

The last 12 months have been quiet ones for us, and for the bulk of 2007 and early part of 2008 we have spent the majority of our meetings 'playing trains' This gave us the opportunity also to plan ahead for any further work which needs doing to improve the appearance and operation of the layouts, some of which is now in hand.

The bulk of this work involves the refurbishment and tidying up on Peter Roake's layout which is being incorporated into the room. The design of this is of a large loco depot which will be a welcome accessory to our existing layout and, hopefully, form the basis of a further exhibition layout for the future.

On the main layout work has commenced on refreshing the scenery and new buildings and fittings are to be installed on Seebrook Station. On Midsomer, work is shortly to commence to install the numerous semaphore signals which will be made operational. Meanwhile, further work is also being done to the electrics, with a never ending supply of cable being added, which hopefully, will make the operation of all the layouts more user friendly, by interlocking the various sections to one or two control panels only.

The Section would like to pass on our thanks to Peter Funk for the work he has done in repairing the roof over the library and our room. 'Lady Luck' has been on our side as during the recent spells of heavy rain, we only had water enter the OO room once and thankfully it missed the layout!

Finally, a reminder to all Society members, in that you are all welcome to join us any Wednesday evening for a chat and a cup of tea, drive a train or two if you wish, and who knows we may even convert you to join us full time.

Geoff Howard

FETES AND FAIRS SECTION REPORT

Once again the Fetes and Fairs Section had a busy year, starting as always with two Steam rallies, Leighton Buzzard (organised by the Herts steam club) and Whitwell (the last time at the St Pauls Warden site).

Following these gatherings we went into a series of one day events including the local school at Colney Heath, new venues at Hertingfordbury and a very enjoyable weekend at Flamstead Scarecrow Festival before returning to the rally Scene at Redbourn (organised by the Herts Steam Drivers Association),

Other outings included a memorable afternoon at Dangerous Dave's son's school and the ground level track made its annual visit to Leverstock Green. Unfortunately we are unable to attend this year as it clashes with Redbourn.

Another yearly outing takes us to the BOOT public house at Chipperfield, one of our charity events; we always have a good turnout for this one (free beer and food) - can't think why.

Our final outing was Capel Manor a Sunday only event, very popular with the ladies

and men folk alike. Something for everyone from classic cars to the massive gardens all free to helpers.

The section has gone from strength to strength since its formation six years ago and a big thanks to all who have helped in the past year, too many to mention here.

Last year we raised well over £2000 that has gone towards the ground level railway construction project. We hope to continue this year with even more outings and help is always welcome.

Apart from raising much needed money by taking the portable track to many different venues we are promoting the hobby of model engineering by talking to many interested people who otherwise wouldn't come in contact with us.

Jim Macdonald

MARINE MUMBLES (rides again)

Well I never thought that I would have to bring Marine Mumbles Mk1. out of cold storage and shove it into the twenty first century.

Before going any further I would like to thank everybody involved with cleaning out the pond and garden landscaping on a fabulous job well done. I know the water has turned a green-brown colour but this is just the ageing process, which will last for a few weeks, before it clears and becomes "limp" (I think that's the correct aquatic term). Across one end of the pond we have left a surface skimming net for removal of leaves and other floating debris.



Landing craft with invading tank

Photo: Dave Lawrence

The first marine event of the season was the Toy Boat Regatta held on Sunday 11th May. What a success it was. Not only did we have beautiful weather, but hoards of visiting club members turned up with multiple boats. All forms of motive power were on display from "pop-pop" to clockwork. The one that interested me was the solar powered air-boat (electric motor driving a small aero propeller). Everybody must have had a good day as the general comment was: - When are you going to invite

us again? Soon we hope.

After a chat with John Morgan and Dave Lawrence we decided to try and resurrect model boat regattas again, with the society council backing. With so many clubs/societies having water problems (that sounds good) it's good to have all the amenities on one site, as we have. It took a long time to get our pond built and back to its original state. I hope we can generate new interest and new members to the marine section.



OK Granddad, it's your go next!

Photo: Pete Stern

Also after speaking to Bill Mason, I am hoping to do some air-brush and weathering technique demonstrations, by the pond, on Sunday meetings. These dates will be announced in future additions of the News Sheet.

To coin a phrase from the Arnie S. Terminator films- I'M BACK.

Pete Stern

Results of the Elections at the AGM on 23 May 2008 to appoint Officers of the Society Note by the Editor

The AGM itself was attended by 45 members, was a good-natured affair and was concluded in double-quick time, nearly breaking the record for the shortest ever AGM. So short was it that there was time in the second half for Peter Davies and Jim Macdonald to describe their plans for the Gala Weekend.

There being only one candidate for each post, all the nominated people were elected unopposed. The list of officers for the coming year is therefore as below:-

Chairman:	David Harris	Council members:	Les Brimson
Vice-chairman:	Mike Chrisp		Tony Dunbar
Secretary:	Alan Marshall		Peter Funk
Treasurer:	Mike Foreman		Dave Lapham
News Sheet editor:	Nick Rudoe		Gerry Moore
Auditors:	Jean Chrisp & Jim Robson		

The May General Meeting by OMAH

The meeting, a regrettably small but select group, was opened by Mike Chrisp reminding us that Peter Precious had suffered a severe stroke and was in a London hospital; he asked Derek Perham to comment. Derek said that he had little information, (at the time of the meeting, more elsewhere in this issue). Peter's nephew had said that Peter had been unconscious for ten days, had been operated on to relieve pressure on the brain, was responding to stimuli and although they were worried about the right side response he was showing awareness to movement in the ward. Derek intended to visit as soon as appropriate. Mike thanked Derek and said he felt sure that we all hoped that all would be well with Peter.

He went on to mention some forthcoming events and congratulated those involved with the work going on with the ground level track. It is disappointing that after all the hard work done on the pond during the winter that it should go murky again so soon after being refilled. It is considered that it needs a circulating system possibly incorporating a fountain to assist in aerating the water. Derek reminded us that ten high visibility vests have been purchased and it is hoped that the track stewards will wear them, not so much for protection but to indicate who they are and where they are.

We then got down to the event of the evening, and Mike introduced the group: Peter Badger, Dave Lapham, Roy Hall and Mike Ruffell who in turn discussed their days in industry and introduction to model engineering. Peter kicked off, relating his very early days when due to family problems he was turned over to grandad who was a great believer in exposing children to the realities of life as soon as possible, and any mishaps that might ensue would come under the heading of finding out the hard way. Grandad made him a wooden train from materials obtained via a friend; he always knew someone who could get it for you, whatever IT happened to be! When grandad took him to a pumping station, he left him parked in his pram adjacent to a large gas engine with whirling crank and all the other moving parts that make life interesting. After spending his formative years in such interesting surroundings, he found life at school horrible. Grandad obtained leather from the bellows of gas meters and turned them into gloves, wallets, etc. Peter is sure that the early exposure to things mechanical was the reason for his love of them ever since.

Mike Ruffell's dad made a G1 meths-fired loco and a steamboat with a paraffin blowlamp which he decided to test in the bath while mum was out. Unfortunately she returned during the experiment and concomitant smoke due to incomplete combustion, and left home! (I hope that wasn't permanently?). Mike was, and still is, interested in photography and his first job was at a photographic establishment but he found the work boring and went to Ediswan and then to Sangamo at

Edmonton as an apprentice. One of the foremen gave him such a hard time that Mike rebelled and used harsh words, for which he was promptly sacked but then reinstated. He then moved on to MK Electric, EN Machines, Belling Lee, and Measurite, gaining experience and responsibility until finishing on London Underground, which he has never regretted.

Roy worked for Eastern Electricity for 30 years, and spent a lot of that time finding and fixing problems that took him into many different situations, some bizzare. Part of his area was still on DC and in some cases, when they went over to all AC it was necessary to provide converters or rectifiers. He was called out by the police to a suicide where the chap had fastened wires round his wrists. Roy put his test lamp across the victim's wrists and it lit which rather discouraged the PC from touching him but he wanted to know if the chap was dead. Roy cut the wires with his insulated cutters and the PC established death and then threw up! A house in Southgate was struck by lightning which did a lot of damage but the occupant, who was watching TV, only got blackened by soot.

Dave spent his childhood in a house where the Paddington line passed the end of the garden, (Nirvana), and his grandad spent 48 years on the LMS. His first mechanical contact was in buying a motorbike, which he promptly took to bits and rebuilt. His dad was strict but he let you do things. He then had a bit of excitement on the South Kenton overbridge. You could stand on the girder at the base of the outside of the bridge, which was quite close to the 25kV line. Dave was wearing 'Doc Martin' boots and wondered what it would feel like if he touched the line with his foot! He was somewhat surprised by the result, what with the noise, the smell and the slight discomfort, he can vividly remember the flashes lighting up the rails for what seemed miles. Fortunately he then fell and woke up in hospital, and the doctor reckoned that the fall must have restarted his heart! Dave considers this his defining moment, a second chance. Having settled down he wanted to do some model engineering and acquired a Myford for £54 but needed a motor. He knew of a factory which was being demolished and had a lift which was for goods only and was driven via a gearbox by a single phase motor. I can't remember all the details of getting the motor out from the top of the liftshaft but it was distinctly hairy.

Mike Chrisp mentioned his Saturday job at Morgans Radio & TV, etc shop. Mike was repairing irons etc while another chap was doing TV's which could be quite dodgy in those days with a line output transformer and EHT transformer to contend with which packed quite a bite.

Peter used to go round looking at pumping stations, particularly sewage, and luckily his wife shared his enthusiasm. They went to Kempton Park, Newham, Millom, and many others. Millom was particularly interesting as it still had a Harvey's of Hayle beam engine. On the work side he became an engine room fitter at a large sewage works looking after a variety of equipment including several multi-cylinder diesel

engines, which could be started up on diesel and then run on methane from their gas collecting plant. They could run for a year on methane, (you can't get much greener than that, unless you fall in). He had a narrow squeak while carrying out routine maintenance on a diesel. It had a large access cover, which had to be lifted with a crane, so you could get inside and get at the con rod, piston, etc and, having removed the cylinder cover and using the electric barring motor to get the piston to TDC there was a cover on top of the piston to be removed to allow the crane to be attached and remove it. But first you had to disconnect the con rod little end while standing inside the crankcase on an oily big end and hoping that you would not drop any nuts into the sump. This was the first time that Peter had done this job and he had forgotten to lock the barring motor. Having successfully disconnected the piston he stepped back thro' the opening, pushing down on the big end as he did so, which being free to move did so. Had he still been inside there would not have been room for him and the rather large con rod and he would not have been telling us his history! (There was more, not for those with queasy stomachs; if you got a cut it was supposed to be reported due to the noxious substances and risk of infection. However they tended not to due to the treatment being more unpleasant than the cut. His friend fell into what is politely called the lagoon and had to swim some distance to the end because the sides were too steep. He had to go to hospital for two weeks and when he returned he said "whatever you do don't report a cut, they do horrible things to you down there!").

Returning to Dave, who lives in a flat, the only place he could install his lathe was in the loft just above the bathroom, and they got it up there OK but when Dave was lying in the bath he noticed that the plasterboard nail heads were beginning to pop through! He has done some strengthening and is keeping his fingers crossed. Luckily his wife is very supportive, which could come in handy.

Roy told us of a paper fire which was threatening a sub-station and you have to be very careful in entering these, especially the ones with high voltage cables running across the ceiling; it doesn't pay to be too tall. The fire brigade were a bit embarrassed to call them out to a kitchen fire, in the fire station! A Mercedes went through the window of a Chinese restaurant, fortunately without any injuries, but the fire brigade wanted to be sure that the electricians were safe. The mains input board was on the wall just below the window so Roy could check it out by just leaning in. Having seen that it was OK he stood upright just before the top half of the plate-glass window, which was still in place, came crashing down. Yet another lucky escape.

Mike R rounded off the evening with some anecdotes of the underground, like the merry children who threw a bed-frame off a bridge on to the live rails to see if it would make sparks. It did. In his younger days he used to go and watch a fireless loco puffing up and down, got chatting to the driver and ended up driving it.

Mike thanked those who had taken part in the evenings chat and we responded in the usual manner.

(My apologies for any errors. As usual, I get so interested in what people are saying that I forget to write it down. Must get a recorder. JimR)

The May Loco Section Meeting

by Roger Bell

Derek Perham opened the meeting and said that Peter Precious is improving rapidly; we all wish him well.

Derek also spoke highly of the GLR team's remarkable achievements and then handed the meeting over to Alan Marshall for his presentation entitled 'GLR signalling review – Second session'.

Due to the technical complexity of this ongoing project Alan kindly offered to write a review of the meeting which will be found immediately following this report.

As a mechanical guy myself I had always assumed that signalling was easy; current flows along one rail and when a train passes over that section of track the current goes through the axle to the other rail thus completing the circuit and changing the signal to red. Thus I was a bit surprised when I looked over Alan's shoulder to see the proposed electrical circuit was really quite complicated; things like resistors and rectifiers were being discussed. It seems that whilst the raised track has wooden sleepers to insulate the rails from each other the GLR rails are welded to the metal sleepers making it all one lump, which means that a different signalling solution has to be used.

Alan's talk and PowerPoint presentation were impressive, and both his comprehensive knowledge of signalling gained from professional experience and his ability to communicate it to us give us confidence in him to lead the club through this next phase.

Ground Level Signalling (take two)

by Alan Marshall

A reminder was presented of the earlier signalling review with an update on some of the aspects that had occurred in the meantime.

The method of train detection was to be the insulated block joint and the design would be catering for train lengths of approximately 40ft. which equated to "big Blue" and three 10ft passenger cars or a 5" loco and about twenty wagons.

The power supply is being located in the existing signalling hut but this would not prejudice relocating it to a future place if a separate signalling box was placed, say, at the Y between the pond and the toilet block. Although it was originally the plan to use similar power supply arrangements to those on the raised track the requirement

of the GLR signalling to use 12V at the signals and train detection circuits meant the power supply became more economical using a 32V supply ring main with the donation of a suitable power source having been made.

As part of the presentation on the operational side of the signalling the existing single line token system was explained. This requires a driver to be in possession of the MASTER or one of its two SLAVES at the same time as being able to see the MASTER at the point of departure before entering the single line section. This system limits the number of trains that can depart in the same direction to three and also prohibits a returning train before all three have been despatched unless the MASTER is carried along with a SLAVE.

In order to make the system more flexible a responsible Track Steward could transfer the MASTER between Station and Henley Halt but this puts the onus regarding safety on that Track Steward to manage the single line section. In any event the GLR would require more Track Stewards for public running than currently scheduled for the raised track, putting more pressure on members' time and voluntary work which requires further thought and planning.

The trial signalling proposed and approved by the Tyttenhanger committee was to install four signals and associated train detection around the Narrows manual signals as this would provide the biggest benefit to drivers through automating the current manual operation of the Narrows entry and exit signals.



The Narrows exit signal

Photo: Alan Marshall

A description of the manual operation was given which requires a driver to stop at the RED entry signal to push a button to gain a GREEN entry signal providing the Narrows was not already occupied. The driver would have to stop again at the exit RED signal to push a button to gain the permissive GREEN to exit the Narrows, this operation being necessary to reset the interlocking that would allow an opposite train

movement to set a GREEN entry.

Adding the signals around the narrows would allow a train having a green aspect to proceed prior to reaching the Narrows to set the Narrows entry to GREEN automatically providing the Narrows was not occupied or an opposing movement train had not already “claimed” the entry permissive aspect. In such circumstances the signal would display a YELLOW aspect indicating the next signal (the Narrows entry) was at RED. Only then would it be necessary for a driver to



The Narrows exit signal with the ‘Not in use’ board
Photo: Alan Marshall

press a button to gain entry once the opposing train had departed the Narrows. Likewise the exit signal would be automatically reset to allow opposite train movements. However there would be a change in operation of the manual signal on exit due to the position of the exit train detection treadle being beyond the exit signal to ensure the train was fully out of the narrows before an opposing train could enter. This change would be a “signal not in use” board that covers the exit aspects to avoid the situation of a driver having to pass a signal at RED. This manual setting of the board would have to be a Track Steward duty prior to public running.

This arrangement is not an “ideal” situation but perhaps with operational experience could be changed in the future.

Other future track proposed changes were illustrated that would enable continuous running around the New Land and Cuckoo loop as well as track layout suggestions at Henley Halt to accommodate longer trains and provide turn-around facilities.

The presentation conclude with the operation of a three aspect signal already built, after which members were able to view the signal and its construction together with the internals of its waterproof control box containing the relays and electronics.

GARDEN NEWS &



Left: Greg and Dave's Class 66 locos looking resplendent on the G1 track

Photo: Nick Rudoe

This month Gregory and Dave Metcalf write about their Bachmann Class 66 G gauge locomotives:-

When Bachmann announced they were going to put a class 66 on the market I became quite interested as I do like diesel locos. Eventually David and I ordered one each and they duly arrived - mine in Railfreight colours, David's in Malcolm Logistics. They were £325 each and the detail is amazing. The question we asked was if they were made in China, for Accucraft (an American company), distributed in England by Bachmann (a European company) and then sold by respective dealers in the UK, just what do the Chinese charge for them?!

The detail and colouring is very accurate, but it's nearly all plastic and it's easy to break little things off. They are designed for electric track pick-up or battery power. At Colney Heath we have to use battery power. Information on their propulsion was scant; neither Bachmann, the UK dealer or Accucraft were very helpful - but while at Loughborough I met Francis Leach (who has an article in the latest G1MRA mag) and he helped put me in the right direction. I went to Peter Spoerer's stand and purchased a speed controller, batteries and radio transmitter. Being a model boater for many years these were things I understood.

The locomotive is quite hefty, with a good solid frame, two strong bogies each with 2 motors, and metal wheels. The body shell is screwed to the base with 12 screws. It has working lights, and whichever way the loco is travelling the lights come on in that favour. In fact inside the body is a mass of wires and electronic boards. On the Accucraft web site you can buy the radio gear and battery all of which plug in to these boards; however despite trying to order them from a UK dealer I cancelled the order after going to Loughborough.

RAILWAY

NOTES

Right: Dave's intermodal wagons sitting quietly in the sidings during a lull in operations



Photo: Nick Rudoe

David and I have also bought two sets of intermodals; these are the flats and containers, so we have installed the speed controller in the loco body and run the battery cables to the batteries located within the first container. Then it's just a case of plugging and unplugging this cable when we are running the loco. There is also a facility to put special oil in to mimic the diesel exhaust. To get to the loco switches you have to prise part of the roof off and this I do not like as I am concerned that after a while the roof could get damaged so I am trying to figure out some way of making its removal easier.

I had bought two 7.2 volt batteries, which are the type used in model racing cars. I set them up in series but the speed was very disappointing. With the throttle wide open on the transmitter it was only just moving. So I have purchased a 12volt battery and in series run 19.2 volts which is much better. I think I will eventually go to 2 x 12 volt. David is using 24 volts, although originally only used one 12 volt battery. Speed is not the essence but we need a smooth and continuous run. The advantage of the speed controller is that if you switch the transmitter off the controller reduces the power to half speed and the loco will crawl round quite comfortably.

What about the intermodals? These are very solid metal frames with a highly detailed container on. All the weights, lifting instructions etc are printed on, and the doors open; it's just a really good scale replica. I was unable to get Railfreight intermodals so have 2 ECS and 2 DHL containers which are quite colourful. I have fitted the buckeye couplers on, but the coupling for the two intermodals is a piece of plastic which pushes into a square hollow tube. This is most unsuitable and not to scale. While at the local Post Office sorting office, which is slap bang next to the ECML, a

(continued over page....)

Railfreight 66 went through pulling intermodals. It caught me unawares so I missed the number but what was evident is that the intermodals butt up to each other. So the coupling is something I can sort out during the year.

I notice Bachmann are going to be bringing out a large number of electric steam and diesel locos, and they have already started with a Flying Scotsman. Most of the others are scheduled for late 2008/early 2009. I will look forward to more diesels coming on the market.

Gala Weekend – 28/29 June

Many of you will remember that the Council of the Society decided to hold a Gala Weekend on 28/29 June this year. Somehow I failed to duck at the right moment and as a consequence won the privilege of organising it. Told I was starting with a blank sheet of paper, I immediately realised that nothing had been done, so decided I had better gather a small committee to share the blame. I crept up on Jim Macdonald, Donal Corcoran, Les Brimson and Mike Chrisp who also all proved too slow to duck. We subsequently co-opted Derrick Franklin and have allocated specific jobs to Mike Foreman, Jenny Macdonald and Rachael & Owen Chapman. Despite this wide spread of responsibility, when the event turns out to be a huge success I shall naturally claim all the credit.

We soon decided not to treat this as a fundraising event but to do our best to make sure that it does not lose money. We kicked ideas around until the following format emerged:

Saturday 28th 10am until 6pm

Official opening of the ground level extension and raised track diversion. Our President has agreed to carry out the openings and to say a few words of welcome at 2pm. There will also be a Festival of Model Engineering / Modelling and a Great Egg Race.

The Festival will consist of an open day for visiting clubs (both on the main and garden railways); a few friends from the 'trade' have been invited and a small exhibition will run all weekend. Model traction engines will be running and, hopefully, we will be visited by up to four full size traction engines. We hope that the model railway and slot car sections will bring along their portable layouts, that the marine section will put on a display and that the video group will record the whole event for our subsequent enjoyment.

The Great Egg Race will incorporate road, rail and water transport. We have invited a select few model engineering societies to take part and hope that all sections of the North London Society will also enter teams. Jim Macdonald is in charge of arm twisting.

All this is for members, their guests and invited guests from other model engineering and model societies, etc. The general public are not invited.

7pm until late (or *early* on Sunday morning)

Social Event for Members and invited guests. We have booked a hog roast to begin serving at 7.30pm. Music will be provided by Bob Thomas and the Thomcats from 7.30 to 9.30pm. Tickets at £10 per head for the Hog Roast (including salad bar and a selection of desserts) are available now from me or any of the committee members mentioned above. Please book early to avoid disappointment and to enable us to confirm numbers to the caterers. A vegetarian alternative is available by prior arrangement.

Members of the old Junior Section (and anyone else who cares to join us) will then enjoy a late night run and will be camping overnight.

Sunday 29th 10am until 5pm

Family Fun Day mainly for members and their guests. We will be organising games for children as well as for adults and Laurie Steers' bouncy castle and roundabout will be in operation. The portable layouts and model traction engines should be running and there will be live music from The Believers (courtesy of Jeff Bolton) from 1.00 to 3.30pm.

This event will not be advertised to the public but any who attend will be admitted on payment of an entrance fee. To ensure that NLSME members, their families and friends are not charged, six entrance tickets have been included with this issue. If you need any more, please feel free to photocopy them. Please be aware that some of the stewards on the day may be newer members who might not recognise even our elder statesmen, so don't forget to keep a ticket for yourself.

General

A bar will be operating throughout the weekend, light lunches will be available on both days and it goes without saying that you will be required to buy my raffle tickets on both days. We are negotiating off-site parking facilities as on-site parking will be restricted to those bringing locomotives, etc.

The safe and enjoyable operation of this Gala Weekend will depend on the efforts of a large number of stewards and other helpers. Provided we get enough volunteers we will do our best to limit the length of time that anyone is asked to spend on any task and, since jobs will be allocated on a first-come first-served basis, the earlier you volunteer the greater the choice. Arm twisting will come into effect as the actual date approaches!

Help is required in the following areas:

Bar staff (contact Donal Corcoran), Saturday steaming bays (contact Mike Foreman), Great Egg Race (contact Jim Macdonald, Derrick Franklin or Les Brimson), catering (contact Jenny Macdonald), exhibition (contact Rachael or Owen Chapman), car parking and stewarding of the railways and pond (contact any committee member).

Peter Davies

Track Stewards Rota 2008				
Date	Senior Steward	Track Steward	Track Steward	Track Steward
04-May	Brian Apthorpe	David Jones	Robert Johns	Peter Brown
11-May	Ron Price	Maurice Cummins	Graham Price	Jack Edwards
18-May	Graham Ainge	Peter Foreman	John Johnston	Nicholas Bone
25-May	Nigel Griffiths	Peter Funk	Mark Braley	Alan Marshall
01-Jun	Richard Castle	Graham Gardner	Peter Prior	John Sandwell
08-Jun	Les Brimson	Roy Hall	Roger Brown	Derek Eldridge
15-Jun	Keith Hughs	Victor Burgess	Phillip Rowe	Keith Barltrop
22-Jun	Jim Robson	Derek Smith	John Riches	Peter Fraser
29-Jun	Ian Johnston	Edward Kitchener	John L Morgan	Naughton Morgan
06-Jul	Mike Avery	Geoffrey Burton	Johnathan Avery	Nick Rudoe
13-Jul	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
20-Jul	Ian Clift	Peter Lancaster	John West	Bob Gamble
27-Jul	Keith Bartlam	John Cattle	Gerald Moore	Frank Adams
03-Aug	Mike Chrisp	Ian Reddish	Alex Chapman	David Foster
10-Aug	Mike Ruffell	Brian Baker	Peter MacDonald	Brian Kennedy
17-Aug	Mike Foreman	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	Derek Eldridge

NB: For any selected date/row, please read across both pages to obtain the names of all designated stewards.

Mike's Musings

Hopefully you are all enjoying the new and upgraded facilities at Tyttenhanger. Personally I have missed all of the Sunday running sessions up to the editorial deadline for these notes due to holidays and an excellent rail trip to Plymouth.

As I write these notes I have yet to go on holiday but I went with some friends on the Devonian on Sunday the 4th May.

All went well as far as Bristol Temple Meads arriving on time and being pulled by a rather special Class 67 namely 67006 Royal Sovereign; this loco is by royal appointment as it has been used for Royal train duties.

Our steam loco for the day was 71000 Duke of Gloucester, which duly coupled up

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
04-May	Derek Perham		Mrs Apthorpe	William Mason
11-May	Adrian Newson	Peter Weeks	Ron Thorogood	Mrs Thorogood
18-May	Frank Hills	Reg Piper	Peter Funk	
25-May	Dick Payne		Mrs Griffiths	Mrs Marshall
01-Jun	Michael Dear	Frank Adams	Rai Fenton	Mrs Betty Fenton
08-Jun	John Bainbridge		Dave Laurance	
15-Jun	Derrick Franklin	Mike Ruffell	Frank Inman	
22-Jun	Richard Cross		Nicholas Griffin	R Lidsey
29-Jun	Geoffrey Mogg		John Morgan (M)	Mrs J Morgan
06-Jul			David Lapham	George Case
13-Jul	John Beesley		Mrs Badger	
20-Jul	Gregory Metcalf		Mrs Clift	
27-Jul	Jeffrey Bolton		Rachel Chapman	David Metcalf
03-Aug	David Burman		Chris Dean	
10-Aug	Norman Back		Mervyn Smith	
17-Aug			Mrs Foreman	Paul Godin
24-Aug	Michael Gibbs		David Morgan	
31-Aug	Bryn Morgan		L Brooks	
07-Sep	Daniel Procter		Mrs P Corcoran	
14-Sep	Michael Smith	Peter Sheen	Mrs MacDonald	Mrs Brewster
21-Sep	Adam Gorski		Mrs Reddish	
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	Rai Fenton		Mrs Baxter	Jenny Baxter

to the front of our train, and then things started to go wrong. The modern compressor, which all steam locos are now fitted with, failed and stayed failed. This seems to be a very common occurrence. I find it quite amazing that a 54-year-old loco runs with reasonable reliability but with all our modern technology we can't make a reliable compressor!

So after a short delay 67006 came back and was placed between The Duke and its support coach to provide the necessary compressed air and auxiliary power. Off we went in fine style, making up a little time on the run down to Exeter cruising at 75 mph. We could I'm sure have gone a lot faster if it hadn't have been for another modern contraption namely the black box recorder which would have had the speed police leaping up and down and crying out for the driver to be burnt at the stake!

From Exeter we ran parallel to the Exe estuary passing the pumping house for Brunel's Atmospheric Railway dating from 1847. As we reach the coast the line twists and turns as it hugs the contours of the shoreline passing through Dawlish Warren and a series of short tunnels then turning sharply to the right to pass Teignmouth. What a magnificent sight The Duke must have presented to the strolling

holidaymakers at speed with the chimes whistle blowing.

Leaving Teignmouth behind us we sped along the line following the course of the Teign estuary and river Teign stopping for water at Newton Abbot. We then carried on to Totnes, home of the Dart Valley Railway. Shortly after leaving Totnes the line veers right to start some of the severest mainline climbs in the UK. Unfortunately The Duke was checked by what we were given to understand was a faulty signal, and speed dropped to a walking pace causing two monumental slips.

With 10 on plus the 88 tons of 67006 The Duke was forced to call for assistance from 67006 to restart on this fearsome gradient. Once again modern technology failed, as it took the best part of 15 minutes to re-boot the computerised starting system after it had crashed. However once the 67's computer was up and running we got under way carrying on over the Devon Banks in fine style to Plymouth; apparently other than the assisted restart The Duke was unaided.

The return journey to Bristol was uneventful, and with no faulty signals The Duke was able to show us what she could do. Our first water stop was at Exeter; due to the fact that they have a fire hydrant the crew managed to fill the tender to the brim thus negating the need for a further stop at Taunton. Having saved the second water stop time and making up quite a bit of time on the road we arrived back at Bristol on time, whereupon we bid farewell to The Duke and 67006. We finally arrived back at Paddington just gone midnight very tired but happy in that after all the trials and tribulations we had had a very enjoyable day out.

Some of you may be aware that Adrian and Kate Reddish are moving to pastures new in Suffolk. On behalf of the Tyttenhanger site committee and myself may we wish you both every success and happiness in your new home. We would also like to say a big thank you to Kate for planting and maintaining the hanging baskets and flowers at the track site; your efforts have I'm sure been appreciated by everyone who has visited our site.

Forthcoming Loco Section Meetings.

Friday 20th June – loco section BBQ at Colney Heath.

Nearly the longest day, so plenty of time for a good run. Don't forget your sausages or if you're particularly flush a nice fillet steak.

Friday 18th July – loco section BBQ at Colney Heath.

Friday 15th August – loco section BBQ at Colney Heath.

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

Track Stewards Rota

As mentioned last month there are still quite a few gaps in the Rota which I need volunteers to fill, so don't forget to let me know if you are going to do an extra turn so I can update said Rota. The latest version is published this month.

Mike Ruffell

Loco Section Leader

**MIKE HODGSON AND THE WORKSHOP GROUP
INVITE YOU TO ENJOY A TRIP TO SEE
THE KEMPTON GREAT ENGINES.
ON SATURDAY 14TH JUNE 2008**

The Kempton Great Engines are in steam on the afternoon of Saturday 14th June and the group thought that it would be a good opportunity to entertain the rest of the Society on that sunny day.

Access to the Kempton Pumping Station seems a bit tortuous but once it is completed it may appear simpler. To quote the brochure:-

“On the A316 west bound from Twickenham after passing a Shell Petrol Station on the left take the slip road marked ‘HANWORTH AND LOWER FELTHAM to a roundabout under the dual carriageway. Take the third exit Sankey Lane formally called Felthamhill Road signposted to LOWER FELTHAM. At the mini roundabout go left and take the next left into the KEMPTON site. Continue until you reach the **Thames Water Gate**. If the gate is not manned press the button”.

It would be a good idea in order to save greenhouse gases that we share cars and provided the passengers keep their cool and help in the map reading most of us will probably survive the journey.

There is a list going round but if you can't find it just turn up.

As an added bonus Mike said that he would do some catering such as burgers and bacon sarnies on his 1936 Primus stove. With that in view how can we resist?

See you there.

Ian Johnston



Gala Weekend Honorary Caterers

The men folk are arranging a special event on the 28th and 29th of June. They will require sustenance during Saturday the 28th, for which I am looking for help. Willing hands to assist me with food preparation for drivers' lunches plus snacks for our visitors on the Saturday

Help with serving tea, coffee and washing up in the usual Sunday style between 10am and 4 pm. will also be needed.
Contributions of cakes or any baked items would be very welcome.

If you can help in any way on the Saturday please ring and leave your name and a contact number and I will get back to you as soon as I can.

Jenny Macdonald

SITE MANAGER'S REPORT MAY 2008

I have decided to prioritise the tasks that need to be carried out at Colney Heath to make the list more realistic. It is hoped that with help from the summer maintenance gang, many of these jobs will be completed over the next few months.

TOP PRIORITY

- | | |
|--|--------------------|
| 1. Car Park remains our biggest problem. | OUTSTANDING |
| 2. Fire Extinguishers are out of date | IN HAND |
| 3. Flooring of coach needs recovering. | OUTSTANDING |
| 4. Paving slabs for Tom's seat. | IN HAND |

MEDIUM PRIORITY

- | | |
|--|---------------------|
| 1. The barge board at the rear of the workshop needs replacing | OUTSTANDING |
| 2. The concrete steaming bays need totally renewing. | UNDER REVIEW |
| 3. Storage for coal needs to be provided. | UNDER REVIEW |
| 4. The drive-way to the station has poor drainage. | OUTSTANDING |
| 5. Roof felting between coach and station canopy appears to be leaking. | OUTSTANDING |
| 6. Damage to station canopy felting in several places. | OUTSTANDING |
| 7. Too much general rubbish behind coach - a good clear out is required. | O/S |

LOWEST PRIORITY

1. The small shed window needs repairing. **OUTSTANDING**
2. The steam roller shed needs repair. **OUTSTANDING**
3. Old plastic tables and chairs are still in use.
4. The planting of bushes along the new fence would remove the starkness of the wire fence. **OUTSTANDING**
5. Boundary trees need a major trimming and cutting back as their branches are touching the ground. **OUTSTANDING**

David Harris

G.L.R. NEWS UPDATE

The month of May has almost gone and with it the heady scent of the lovely Wisteria that covers the workshop roof. It will be another year before I sample that magnificent floral waterfall and thinking to myself will I have got any further with my loco building this time next year? Who knows? Let's just keep plodding.

This year's AGM was well attended and has put me in no doubt that our club is back on track. There was a great atmosphere during the evening and some of our more senior members showed their delight by thanking their fellow members for all that has been achieved at the track and within the club over the last year. A pivotal moment for me; even I am beginning to believe that peace has broken out and "let's savour the moment".

Our beloved Chairman was making noises about giving up next year (no chance) and led a minute's silence for absent friends - a nice touch - so let's be mindful that everything changes, sometimes at a minute's notice. So, long may we enjoy the wonderful facilities we have at headquarters and Colney Heath.

The G.L.R and Raised fete tracks were in attendance at the Powder Mills weekend. Setting up on Friday Jim Macdonald, Mike Chrisp, Brian Baker, Laurie Steers, and myself looked forward to Saturday in anticipation hoping to give rides and swell club coffers. Saturday came and so did the rain; we all got a bit damp around the gills but soldiered on, when a young lad called Andrew from Canterbury model railway society adopted us and acting as guardsman and general questioner he soon told me all about his engines, his dad's traction engine, his internet connection problems etc etc. So Mum and Dad if you read this I won't say a thing, my lips are sealed? Sunday was a better day. I was steward at Colney and left some additional members to help at the Powder Mills, namely Peter Davies, Jeff Bolton, Mike Avery and David Lapham. Over the weekend around £150 was raised, a well-earned contribution for the club, thanks guys.

Having been offered a tour of the gunpowder mills site Mike Chrisp and I were treated to a guided drive around the 165 acre site; stopping off at various points of interest along the way we were instructed as to what went on in the making of gunpowder, TNT, and NITRO. We saw what was left of the buildings used for manufacturing which used the power of water to run the presses. The site had been in use for some 300 years and considering its violent history quite a lot remains. Also of great interest is the God-given river Lee running along the northern boundary where a man called Isaac Walton fished, free lining for Chub, Walton's bridge, herds of wild deer, massive earthworks, a railway, locos, and peace and quiet. With Waltham Abbey and its Abbey 5 minutes' walk from the site this could make for a great day out for a club visit, watch this space.

The final touches to the G.L.R are being done to allow safe and comfortable running, including the first of many points fitted by the crew. The point has been tested in situ and both 7 ¼ and 5inch narrow gauge run through nicely. Also tested were a 5inch standard Polly and various 5inch standard trucks/trolleys; all ran through satisfactorily. We have yet to run a 7¼ standard loco (any offers?), but we don't expect any problems! We await the arrival of the diamond crossing to compliment the GL Cuckoo line link which my willing crew are keen to fit hopefully before the Gala Weekend. The GL station and track need some clearing up, the carriage shed sidings need to be laid, and the roof and doors are in hand. I expect this will happen sometime soon before we reach our grand opening day (could be tight); any extra bodies to help would be useful!!

Whilst on the subject of extra bods I would like to appeal to all able-bodied members in the club who like the smell of new mown grass. It's noticeable by its absence at the track and I guess the same old faces have got fed up and are waiting for others to have a go. Perhaps we could have a mass mow-in one evening; maybe some one would like to organise this or do we just hope it gets done? I think I'm going to get stumped on this one, so please prove me wrong.

Late news – many thanks to Lawrence Steers and our new council member David (dangerous) Lapham for going out at my request to repair the damage to headquarters.

As ever in the muck

Peter Funk. G.L.R. Section Leader

LOST

in vicinity of steaming bay. Small, approx 4" long, double ended drop forged spanner, 3/16 x 1/8. Sentimental and useful value, fits safety valve and driving trolley nuts.

If found, please contact Jim Robson

The Editing of the News Sheet

Many years ago (in fact, four years) when I was very new to the Society, I heard from Grahame Ainge that he was looking for a successor to edit this News Sheet. In my youthful exuberance, and not knowing the Society very well, I thought I would volunteer to take up the reins, and before I had time to say "Jack Robinson" my offer was accepted. At the same time, the Council took the decision to have the News Sheet printed commercially, so when I took over I was able to try my hand at Desk-Top Publishing the News Sheet, and you have all been reading the results (at least, those of you who take the trouble to read it through - hands up those who don't?!).

In the event I have enjoyed my time as Editor immensely, thanks to the efficiency of the regular and the other occasional contributors who have kept material flowing in my direction. So good have they been that I can honestly say that on very few occasions have I been short of articles. As David Harris has mentioned in his chairman's note this month, I in my turn am now looking for a successor to take over and edit this venerable journal. The task is not onerous, and whoever takes over will have the opportunity - as I did - to make his mark and make changes.

The last issue that I am going to edit will be the one for October of this year, which I will be doing towards the end of September. Anyone who would like to have a go at editing should contact me, or any member of the Council. To smooth their path, I am putting together some brief notes which describe how I have been doing the job, including my contacts with the printers, and I will be pleased to make these available to anyone interested and to answer any other questions.

Nick Rudoe

FOR SALE

Mountaineer 3½" Drawings, Milled Frames and B/Beams £60

Mabel 2-4-0 Drawings £12

Jenny Lind Drawings and booklet £15

Lilla Drawings, Frames, Castings, Boiler Barrel and Flanged Plates (offers)

WANTED

Lion 3½in Castings.

Call Tony Guerrier

Chuckle Corner

Never Lie to a Woman!

A man called home to his wife and said, “Darling, I have been asked to go fishing up in Scotland with my boss and several of his friends.

We’ll be gone for a week. This is a good opportunity for me to get that promotion I’ve been wanting, so could you please pack enough clothes for a week and set out my rod and fishing box; we’re leaving from the office and I will call by the house to pick my things up.”

“Oh! Please pack my new blue silk pyjamas.”

The wife thinks this sounds a bit fishy but being the good wife she is, did exactly what her husband asked.

The following weekend he came home a little tired but otherwise looking good.

The wife welcomed him home and asked if he caught many fish?

He said, “Yes! Lots of Salmon, some Trout, and a few Carp,...but why didn’t you pack my new blue silk pyjamas like I asked you to?”

The wife replied, “I did. They’re in your fishing box.”

One Clever Old Lady

A little old lady is dragging two plastic rubbish bags, one in each hand. There’s a hole in one of the bags, and once in a while a £20 note flies out of it onto the pavement.

Noticing this, a policeman stops her. “Ma’am, there are £20 notes falling out of that bag...” “Damn!” says the little old lady....”I’d better go back and see if I can find some of them. Thanks for the warning!”

“Well now, not so fast,” says the copper. “How did you get all that money? Did you steal it?” “Oh, no,” says the little old lady. “You see, my back garden backs onto the car-park of the football ground. Each time there’s a game, a lot of fans come and pee in the bushes, right into my flower beds! So I go and stand behind the bushes with a big hedge clipper and each time someone sticks his thingie through the bushes, I say: “£20 or off it comes!”

“Hey, not a bad idea!” laughs the copper. “Good luck! By the way, what’s in the other bag?” “Well”, says the little old lady, “Not all of them paid.”

📖 Dates for your Diary 📖

Friday 6 June	8.00pm General Meeting; A Gas Turbine Loco for 5in gauge; talk by Tim Coles; HQ, Legion Way, North Finchley
Saturday 7 June	Birthday party (engines & stewarding help required)
Sat/Sun 7/8 June	Whitwell Steam & Country Fair, Codicote, Herts
Monday 9 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Saturday 14 June	Outing to Kempton Park pumping station; contact Ian Johnston
Sat/Sun 14/15 June	Narrow Gauge IMLEC, Rochdale SMEE
Friday 20 June	<i>Deadline for copy to Editor for July News Sheet</i>
Friday 20 June	Loco Section BBQ at Colney Heath
Monday 23 June	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, C. Heath
Sat/Sun 28/29 June	NLSME Gala Weekend (see details on pages 16 & 17)
Friday 4 July	8.00pm General Meeting; Working models: bring and run; HQ, Legion Way, North Finchley
Saturday 5 July	HO section visits Colney Heath
Sat/Sun 5/6 July	Chiltern Traction Engine Club Rally, Prestwood, Bucks
Wednesday 9 July	11am G1MRA GTG at the Garden Railway; contact Malcolm Read
Saturday 12 July	Birthday party (engines & stewarding help required)
Sunday 13 July	Redbourn Steam Rally, Herts
Monday 14 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 July	Loco Section BBQ at Colney Heath
Friday 18 July	<i>Deadline for copy to Editor for August News Sheet</i>
Tuesday 22 July	St Lukes School visit to Colney Heath
Saturday 26 July	Birthday party (engines & stewarding help required)
Sat/Sun 26/27 July	Dacorum Steam Fayre, Potten End, Herts
Monday 28 July	8.00pm Tyttenhanger Site Committee Meeting; St Mark's Christian Centre, C. Heath
Friday 1 August	8.00pm General Meeting; Noel Shelley talks about sand casting; HQ, Legion Way, North Finchley
	☺☺☺
Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

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