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The News Sheet

This Month...

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The Chairman's Notes

Hello and welcome to November, I hope everybody is well. The last month has been entertaining and encouraging; I am pleased to say that Bert Mead was ninety-five. My apologies to Bert for our singing, it must have been painful to hear, but here is looking forward to your hundredth Birthday.

The Society attended two exhibitions and one rally since the last News Sheet deadline, thanks to Mike Hodgson and his team for the effort that you all put into arranging the Society stand at the St. Albans MES Exhibition as well as to those members who supported Mike's effort with their excellent models.

The Society also had a presence through the 'OO' Section and their newly completed exhibition layout at Ashlyns School Exhibition in Berkhamstead. I am told that the layout, completed in just over two years, (with some of the first sections of track being laid at Colney Heath during our Sixtieth Anniversary celebration) behaved itself impeccably for such a new layout and received some fantastic and well justified compliments at the event. Well done to all the 'OO' boys and I hope you enjoyed the fruits of your labour.

The last of the events to report was held at a very soggy Stockwood Park in Luton, the home of the Mossman Collection and a charity event for the Museum. Tim Watson and Brian Baker and their two traction engines attended the event and my thanks go to Tim for the gazebo which allowed me to shelter from some of the rain.

At Colney Heath I was delighted to be taken around the new extension to the Gauge One layout; this is being done in a manner which I have not seen used on such a scale of track. The Garden Railway Section are combining the outer loop of 'O' Gauge with Gauge One making the outer loop of the railway a dual gauge track. They also intend to re-lay the 'O' Gauge extension loop. All of this work is progressing at a fast pace and I look forward to seeing the dual gauge up and running soon.

Turning to the October General meeting it was good to see an almost full meeting hall for an insightful talk on the Rolls Royce Merlin Engine, which I thoroughly enjoyed. As much as our guest speaker made the evening, he thrived off the input he received, particularly that from Ken West who I hope will soon submit an article on his times in the RAF to our Editor for publication.

Moving on to matters from the October Council meeting but sticking with Ken West: as some of you may be aware Ken has had to undergo hospital treatment in recent months and as a result Ken has offered his resignation as he is unable to participate at Council. We have accepted Ken's resignation but have encouraged him to stand for election in the future once he has fully recovered.

I would like to thank Ken for his years on the Council and the general common-sense that he has brought to all the Society meetings that he attended. This means that the Society has another va-

cancy on the Council and anybody interested should contact either myself or another member of the Council.

Some of you may already be aware, as I was able to mention this at the October General Meeting, but for those of you unable to attend, the Society has received the required notification from over five members to form the Ground Level Railway Section. This adds another voice (and vote) to the Tyttenhanger Committee and the Section Leader for the new Ground Level Railway Section is Peter Funk.

To end this month's note, I would like to mention something stated by Peter Weeks at the last Council meeting; he didn't know what happened at Council meetings so he thought that he would come along. I am pleased to see that members continue to take time out of their busy lives to attend Council meetings; a very encouraging thought to end on and perhaps a member unsure of the 'goings on' at Council meetings may attend and become either a new officer or Council member.

Have a good month!

Donal Corcoran

Treasurer's Report

Nothing other than the normal day to day business this month, but we do have a new member to welcome to the society:

Bryn Morgan,

Interests: Locomotive, OO and HO

Kieran Corcoran

Cover picture:

A new engine at the track is this 'Natal' 16Da South African loco, seen here being put through its paces by Owen Chapman.

Photo: Bryn Morgan, taken on Owen's camera.

General Meetings Update

Unless otherwise stated, all our General Meetings are held at NLSME Headquarters in Legion Way, North Finchley, 8 - 10pm.

Thanks to Ron Thorogood, we can enjoy tea, coffee and biscuits at around 9pm. All donations to cover costs are appreciated.

If you have any ideas for forthcoming Meetings or if you would like to contribute in any way to the enlightenment and/or entertainment of your fellow members, please give me a call so I can make the necessary arrangements.

3 NOVEMBER 2006 – THREE WISE MEN: A TRIPLE BILL

Why 'Three Wise Men'? Among our membership we have many with skills, experience and an ability to talk to fellow members. Three 'willing volunteers' have been persuaded to give short (about 15 - 20 minute) presentations on topics of their choice for this meeting.

Our audience for the recent address by Colin Gent about Rolls Royce Merlin engines was impressive by its number - some 45 members and friends turned out to enjoy a fascinating and informative evening. How about another good gathering for this meeting?

1 DECEMBER 2006 - A PRE-CHRISTMAS SOCIAL EVENING

While some may consider the first of the month a little early to begin our Christmas Festivities, over recent years the December General Meeting has become an opportunity for members, partners and friends to mingle and chat while enjoying a finger buffet (bring your own fingers!)

We will be entertained, amused and educated with reminiscences and anecdotes during this informal evening. Liquid refreshment of both alcoholic and non-alcoholic persuasions will also be available – our Ron will be able to take the evening off and enjoy not having to brew up!

5 January 2007 - FILM NIGHT

To follow the hectic business of enjoying ourselves during the Christmas and New year period, I have arranged a programme of varied and interesting films for this

meeting. I hope their range and scope will interest members and look forward to seeing you at our headquarters at 8pm.

Mike Chrisp



Notice from the Society Events Co-ordinators

We have taken over the entire diary and calendar of events from David Harris, and are holding it on our computer. At present it extends as far as the end of December 2007, and we have entered all the events up to that date that we are aware of.

Please would you notify to us the dates of all section and Council meetings and events in which the Society is involved (eg exhibitions, running days or open days) as far in advance as possible, and **no less than one month beforehand**. This will ensure the availability of the site and that members do not double-book themselves.

The calendar is the Master Record from which the News Sheet Diary will be produced, and as such must be accurate and comprehensive. Any date not in the calendar cannot be published by Nick in the News Sheet; so make sure you have notified us!

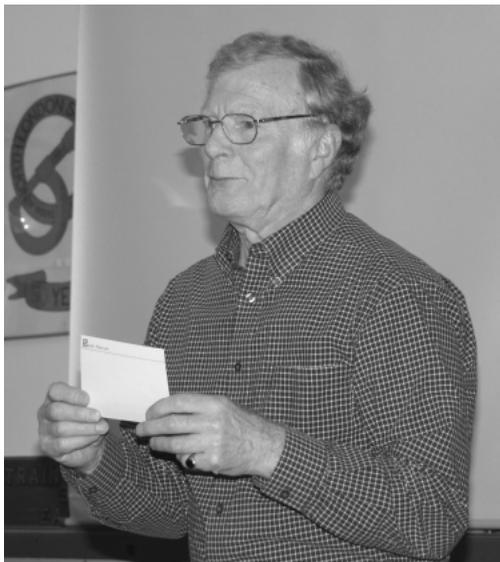
Our contact details are as usual on the back cover.

Owen and Rachael



The October General Meeting by OMAH

Donal opened the meeting and said how pleased he was to see it so well attended. He announced that Bill Hancock had died and left the Society a legacy. (There will probably be a lot of newer members who do not remember Bill; he was very keen on keeping Headquarters clean and tidy.) Donal congratulated all those involved on our excellent stand at the recent St Albans MES exhibition. He reiterated the fact that the Halloween night will be a ticket only affair due to the fire regulations, which limit the numbers present. It is intended to have a Gala event at the track in June next year; its format has yet to be decided. Mr Sparey, son of the late Len Sparey, has a part-built 'Rob Roy' if any one is interested.

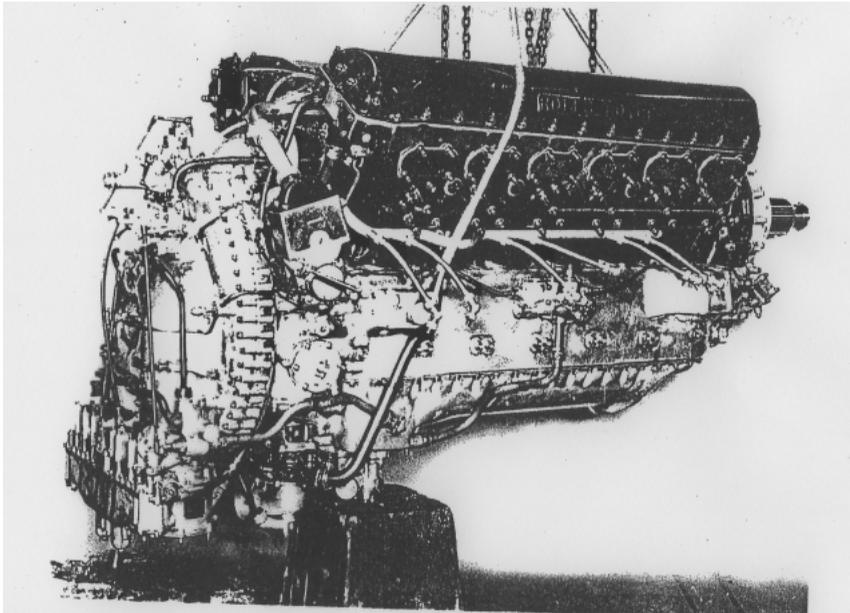


Mike Chrisp then stepped up to introduce our speaker for the evening, Colin Gent, and said how rewarding it was to see such a good turnout. He described Colin as a real engineer who had studied at Imperial College and sailed the high seas, in common with Ian Johnston. He then did a post-graduate course at AEI before moving on to Kodak at Harrow where he became Chief Engineer.

Our speaker kept us enthralled throughout his most informative presentation.

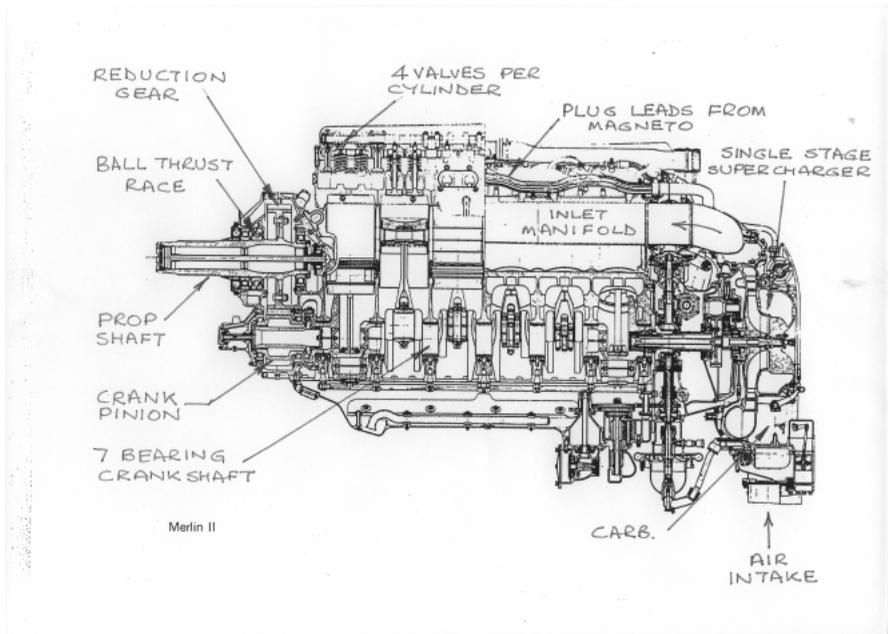
Photo: Mike Chrisp

Colin's subject was the Rolls-Royce Merlin Engine (there can be few of us who are not familiar with the name but for those who were around during WWII it has that extra meaning and always give one a 'buzz' on hearing that unmistakable sound when one flies over.) It is the 75th anniversary of Britain retaining the Schneider Trophy (after three consecutive wins in 1927, 1929 and 1931) with the Supermarine S6 seaplane. The pilot in 1931 was John Boothman who attended Harrow Grammar School where a suitable plaque depicting the aircraft is

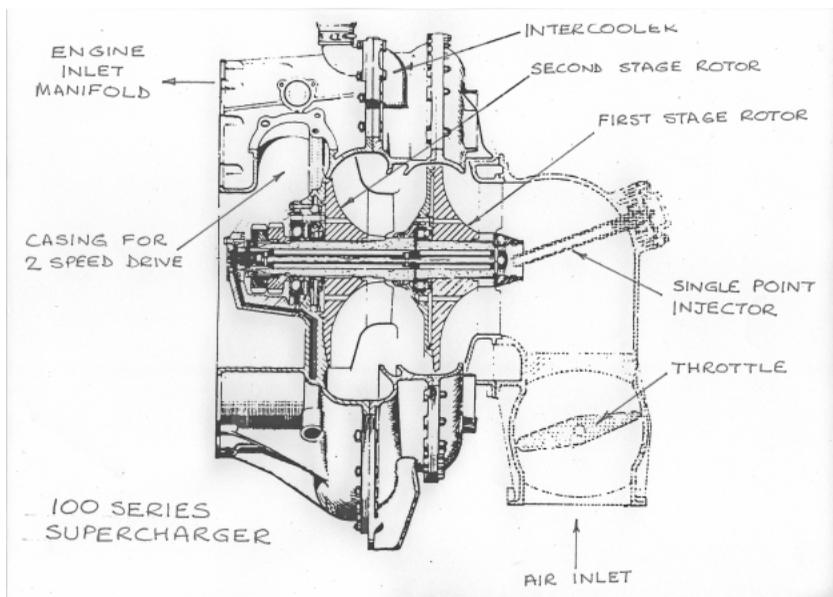


still displayed.

When, in the early 30's it was decided to update the RAF's fighter line-up a powerful in-line, small frontal area engine was needed. Rolls-Royce already had a



basis for this in the special engine designed for the S6. The Mk1 was a smaller version, a 60° V12 producing some 1030bhp. It had a reduction gear at the front for the propeller shaft and a supercharger at the rear fed by an SU carburetter. It had 4 valves and two spark plugs per cylinder and twin magnetos. The first airframe it was fitted to was the Hawker Hurricane in 1934; designed by F.J. Camm and in 1937 the Supermarine Spitfire designed by R.J. Mitchell. The engine was continuously updated throughout its service life, its power output gradually increasing from 1030 to 2620bhp between 1939 and 1944. During its service life it was fitted into the Battle, Whitley, Wellington (replacing the Bristol Pegasus radials), Halifax, Barracuda, Lancaster, Mosquito and Mustang. Altogether some 170,000 were built in the UK, USA (by the Packard company),



and Canada.

We had several ex-RAF bods present, two of whom were flight engineers in Lancasters and Halifaxes, and were able to add some hands-on comments. Ken West spoke about a Flight Engineer's duties, which were to assist the pilot in the take-off – the FE's hand was behind the four throttle handles helping to increase the engine revs as the Halifax gathered speed. In Ken's words: "We needed to reach an airspeed of 120mph before we could lift our loaded bomber off the runway. When we were airborne, I lifted the undercarriage and gradually reduced the flaps until shut. We then climbed to our operational height (10,000ft).

I adjusted the engine revs and boost controls to maintain our speed but using the minimum amount of fuel. I had a simple calculator which I used to maintain those conditions. I adjusted the pattern of the propellers to become the same on either side to stop the throbbing noise even if the engine rev counter was the same. The distance out and back on a typical raid was about 2,000 miles, and a Halifax had 2,054 gallons which was just about enough; with 4 engines you did one mile to the gallon! The heavier the bomb load, the more power was needed for take-off and for getting to the target. So one had to monitor the fuel very carefully to ensure the plane had enough to get back to base. Failure to do this could mean one had to ditch in the North Sea – not a pleasant experience. I wrote down engine revs, boost pressure, oil pressures and temperature. I calculated the amount of fuel in the petrol tank in the wings. I then altered the fuel cocks to even the amount of fuel in each tank in case we had a leak or were hit by flak. On return to land, I lowered the flaps fully and, when appropriate, lowered the undercarriage, gradually eased back the throttle to give the pilot both hands to control the landing approach – or, if in an emergency, ram the throttle levers through the gate to give maximum power to over-shoot the runway.”



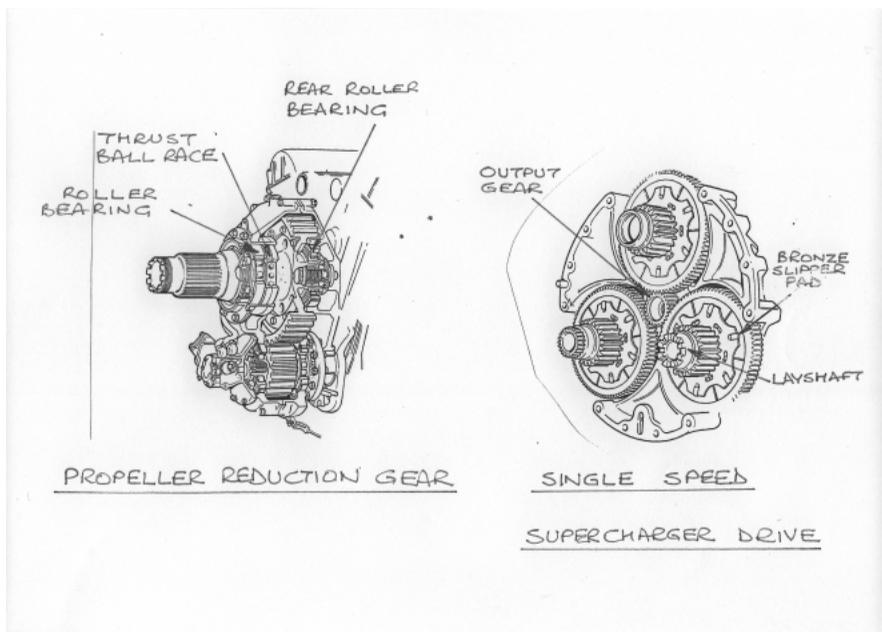
It was a particular pleasure to see Ken West at the meeting. Having served as a Flight Engineer, his reminiscences were enjoyed and appreciated by our speaker as well as by his fellow members.

Photo: **Mike Chrisp**

Initially the engines were not without problems; a fighter airframe is a very punishing environment for any engine, and it is subjected to extreme torque, G forces, changes of speed, flight attitude etc. One of the early problems was tight turns which tended to give a very rich mixture and make the engine pause just at the moment when maximum effort was needed. Also the SU carbs weren't happy when inverted, (which created that typical crackle and puff of smoke during a victory roll, which some of us may remember). A lady at the Royal Aircraft Establishment at Farnborough whose name was Miss Shilling cured this problem. She came up with a simple gadget, a disc about the size of an old halfpenny piece with a hole in it. When inserted between the carb and the supercharger intake it stopped

the surging. It became known to the engine fitters as 'Miss Shilling's orifice'!

Part of Packard's contribution was to fit Stromberg carburettors in place of the SU, as they were less affected by changes of attitude. Later, fuel injection direct into the supercharger increased power still further and obviated the carburation problems. One of the engine's greatest contributions was to the Mustang which when first produced had an Allison engine and was considered rather a mediocre aircraft on both sides of the Atlantic. When the RAF got hold of one they took it to Hucknall and fitted a Merlin into it. The improvement in performance was remarkable and after some hesitation the US powers decided to convert them all and fit them to those in production. Apart from the improvement in performance, for the first time the USAF had a fighter, which, with the aid of drop tanks, could accompany the bombers all the way to the target and back affording them the protection they had



lacked previously.

By the end of the war the Merlin together with mods to the Spitfire had gone almost as far as a piston-engined aircraft could go, both in speed, rate of climb and altitude. The propellers had gone from two-bladed simple to three blade with adjustable pitch to four then five-bladed Rotol props. In 1939 they could climb to 25,000ft in 10 minutes, but by 1944 this had increased to 40,000ft. The Mustang could do 350 mph with the Allison; it got up to 465mph with the Merlin by 1944. All of the talk was illustrated with drawings showing the developments and the aircraft to which they were fitted, plus some sound effects recorded at Duxford. One of the photos which had us fooled initially was a 'Battle of Britain flight' fly-

ing perilously close to the ground at Chartwell, which turned out to be models, and very realistic they looked. Colin then described some of the engines used by the opposition, mostly Daimler-Benz. The Messerschmidt 109 had a more powerful engine but it was heavier and could not turn so tightly. It had the initial advantage of direct fuel injection to each cylinder so they had no carb problems; (Vorsprung durch Technik).

Other spheres of use for the engine were in tanks and boats. The version for tanks was unsupercharged and produced a mere 600bhp; among the tanks fitted were the 'Cromwell', 'Comet' and 'Centurion'. The Motor Torpedo Boats and Air Sea Rescue boats had a version called the Meteor which produced 900bhp and with two engines could manage about 30knots. (The US PTB's, one of which was commanded by JF Kennedy, had 3 Packard engines, bearing a startling resemblance to the Merlin, and could do 40knots.)

Mike came up to thank the speaker but the prolonged applause had already started before he got there. He thanked Colin for his erudite presentation, and also Ron Thorogood for the tea.

Colin has since written to say "*... I was somewhat overwhelmed by the large audience and their responses last Friday evening. And it was great fun that we had former Flight Engineers in the audience who could share their experiences with us ... Your members gave me a very warm welcome, thanks to them, please. Many thanks, too, for your very generous cheque; it will be donated and used to help educate children in India and Northern Kenya and will be in memory of both our*

XXX



Note by the Editor: The Halifax was powered by four Rolls-Royce Merlin X engines, and had a crew of seven: the pilot, flight engineer, bomb aimer/observer, navigator, wireless operator, mid-upper gunner and tail-gunner. It had a maximum speed of 265 mph at 17,500 ft, with a maximum ceiling of 22,800 ft and a range of 2,050 miles. It had 6 x 0.303 in. machine guns, 2 in the mid-upper position and 4 in the tail turret, and was capable of carrying 13,000 lbs of bombs. (*Information taken from an RAF website.*)

Loco Section & Tyttenhanger Committee News

The Society Calendar

Since Dave Harris stood down as the society secretary he has continued to look after the society calendar. In order to make the organisation of events across the whole Society easier to arrange, he has passed the calendar to our events co-ordinators. This Calendar covers all society events across all sections both at Colney Heath and HQ as well as providing information for the Newsletter Diary. It is paramount that it is up to date for insurance cover of all events. I feel confident that Owen & Rachael are ideally placed to look after this important information. They have my full support and you can contact them via the events email address.

The Ground level Railway Section

New this month is the formation of the Ground Level Railway Section. Using Rule 6 of the constitution a group of members submitted their intention to the council to form a separate part to the Loco section. They have appointed Peter Funk as their section leader.

The Tyttenhanger Site

To facilitate a proactive activity in all that is not covered at the site by Section Leaders, David Harris has kindly volunteered to act as a "Site Projects Leader" to assist me and the Tyttenhanger Committee. He will be a focal point in the maintenance of the fabric of Colney Heath, i.e. its buildings, tools, services, grounds etc. It is to him that issues of site maintenance are to be reported and hopefully resolved. If he can make a repair he will do so, but where necessary will be calling for support from members who have wider skills, to deal with the more complex issues. We hope that you will support him in this area and assist us all for the good of the society. He will not be directly involved in the railway or pond, nor the Garden Railway, as the respective Section Leaders are responsible for these activities.

Winter Working

Winter working parties are here, Sunday mornings start 9.00am. This is your chance to give back to the society. A list of jobs is displayed on the notice board in the coach. Any suggestions would be appreciated. We are so fortunate to have this fantastic facility at Colney Heath. We need to look after it and do all the things

required to maintain and improve the site for all our members and guests to enjoy. But this can only happen if YOU GET INVOLVED. I cannot over-emphasise that: YOUR HELP IS REQUIRED.

We again ask all members to keep their cars parked outside the gate, over the winter to minimise damage to the already poor condition of the car park.

Loco Events

- Sun 29 Oct WINTER WORKING Start, every Sunday till Easter- 9am start
Fri 17 Nov Loco Section Meeting HQ 8pm -“Workshop goals you have this winter.”
Fri 15 Dec Loco Section Meeting HQ 8pm – to be arranged

Loco Section Meetings

What do you want at Loco section meeting? They are only as good as you the members make. Is there anyone who can help to organise these events? Do you have any ideas for the December meeting and next year? Do you have a talk you can give? Who do you know who has something to share? Please send suggestions to me at the below email address, thanks.

Steward Rota

I wish to thank you all for your support over this running season. Special thanks go to those who agreed to do a second duty this year. This made it possible to have six track stewards and two tea stewards. The site was a safer place for all our visitors to enjoy. It was also very encouraging for me to update the rota each week from the excellent communication that you gave on any changes. This all made the extra effort all worthwhile. How do you feel the stewarding went this year? Please let me know your views. Do we do the same next year or do we do it differently?

Adrian

(Loco Section Leader)

The October Loco Section meeting by Roger Bell

The International scene - Before the meeting started Tony Dunbar showed me the 'Live Steam' magazine which he had bought in America and had been reading here at home. An article on building a 'Shay' was written by Zozo Hiraoka of Japan, and a picture of a newly finished loco was being driven by John Caldwell, one of our ex-section leaders, who left our club to live in New Zealand. This just shows how very International our hobby is and to see what is going on try <http://www.trainmountain.org> ; it's quite amazing. It has 13 ¼ miles of 7 ½" gauge mainline track and 25 ¼ miles of total track which includes yards, sidings and connector tracks. It is in the 2004 Guinness World Records as the 'Longest Miniature Hobby Railroad'. They have a fleet of 100 twelve-foot steel flat cars to transport track panels from the track shop to the rail head and a further 36 eight-foot flat cars are being made to create a fleet of passenger cars. Their web site shows the track layout where one could get lost for days; videos can also be downloaded. This site naturally gives links to all of the others in North America This site naturally gives links to all of the other clubs in North America. Links to vendors are also included, and having joined a club with that amount of track one needs a decent loco to get one round it.

How about a 7 ½" (or 7 ¼") Hudson 4-6-4 with tender, which is available from 'Masons Trains' at [http://](http://www.masonstrains.com)



www.masonstrains.com . The length of the loco is 84" and the tender length is 56". The height is 22", the boiler is 10 ¾" diameter. Its weight is 900lbs and can be

coal, gas or oil fired; the minimum turning radius is 45ft. The cost is \$48,900 which is £26,000. Be the envy of the club and ask for one for Christmas.

So there we are, a nice way of spending an afternoon after of course you have read your News Sheet.

Ah yes, the meeting was entitled: - Bring your videos, films, pictures and memories.

We watched a video made by Ernie Millington which included Potters Bar fete 1973, Flying Scotsman on the Paignton and Dartmouth Steam Railway, Queen Victoria's' coaches en route from Clapham to York, Bicton Gardens & Bressingham 1974 and Green Arrow on a run from Carlisle to Leeds and a run on Evening star in 1985.

The second video was of work at the track during 1995 / 1996 which showed the building of the turntable and laying the ground level track as well as building the pond which was a transformation from grass land to a quagmire and finally to a beautiful place. The sheer scale of the work was impressive and carried out in often very cold conditions. We watched as a Tree Surgeon worked aloft; it was a brilliant film and a John West production. We shall see the rest of it another time.

Your opportunity to be Scribe for the evening.

As I shall be attending a wedding on Friday 17 November, the night of the next loco section meeting, we shall be short of a scribe.

If you would like to stand in for me and do a write up please let Adrian know at the meeting and email it to Nick by the following Monday.

Roger Bell

Some incidents in the life of an apprentice fitter, at Barry sheds in the late 1940s

by Peter Kearon

Part I - The Case of the Vibrating Engine

Collett's ill-devised 5600 class radial tanks were never my favourite but it must be said that an ex-Works example in fully lined green with polished side rods and gleaming brightwork is worth seeing. One such example was standing outside of Barry sheds on a winter morning as I arrived for work but surprisingly Charlie, the locomotive foreman, told me to go back to that gleaming engine with a 5/8 spanner and tighten all the cab securing bolts. "Driver says the whole ***** thing is ready to fall off"

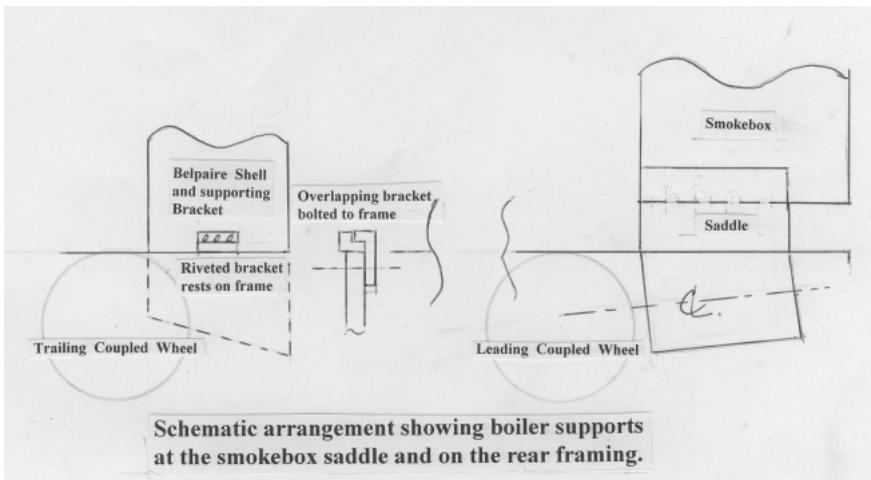
In truth the cab securing bolts were slack. The GWR never skimped where bolted connections were concerned; about 100 5/8 bolts and nuts were arrayed along the connections between cab roof, cab sides, spectacle plate, cab floor and bunker. Not a bad little job on a cold morning in the warmth of the cab despite having to listen to the driver's repeatedly told account of how the cab nearly fell to pieces. However it did seem odd that an engine straight from Works could have been left unfinished.

But I was even more surprised when, on coming to work the following morning to find Charlie waiting for me. Without delay he shouted "that ***** cab is falling off again. This time do it properly". I was puzzled as I knew that those nuts were all tight when I left them but this time I would make sure that they would not come loose. An 18inch long pipe fitted over a spanner gives a huge torque and this time I would guarantee that those nuts would never again slacken. But I was again so wrong.

Next morning Charlie was waiting for me but made no abusive remarks as we climbed into the cab and shut our ears to the fuming of the driver. Not only were many bolts slack but in a number of cases the bolt had fractured allowing the nut and some threaded portion to fall onto the cab floor. Charlie examined a few examples, smelled the fracture and announced "fatigue" - whatever that meant! His next instruction was even more puzzling as I was told to remove the casing around the smokebox-supporting saddle. "Whatever for?" I grumbled but as I pulled away part of the cover plate Charlie hit one of the securing bolts with a hammer and this nut too, was obviously slack. Charlie was clearly pleased as he confided "that's it". What "it" could be escaped me completely.

"Get yourself up to the (Barry) Works and ask the tinsmith to cut you four 12x1 galvanised (iron) strips, two 1/16 thick, the others 1/32 thick. And be quick". I returned with the strips to find three or four fitters working under the engine which was decorated with "Do Not Move" signs. At this juncture Charlie explained just what had gone wrong. His exact words would be difficult to repeat but I have endeavoured to convey his message. During the engine's recent overhaul a new cylinder block had been fitted but it had not been perfectly aligned. Three conditions must be observed in fitting a replacement block:-

1. A line (using a taut string) stretched through the centreline of each cylinder bore must meet with a transverse string positioned to represent the centre of the driving hornblocks (and in turn the centre of the crank axle.
2. The distance from the rear face of the cylinder block to the transverse line must be a particular measurement.
3. The third condition to be met is that the vertical distance from the lowest part of the saddle to the top of the frames must be a specified measurement. This ensures that when the boiler is lowered into position and the smokebox is in full contact with the saddle then the boiler support bracket riveted to the Belpaire outer shell is fully supported on the frames. In this way the boiler, strongly supported at the smokebox end, is free to expand by sliding along the top of the frames. A second bracket, bolted to the frame, goes over the top of the boiler bracket but it is not easy to understand its function.



On the engine in question this third condition had not been fully met as the new

block was perhaps 30thou. too high with the result that when the smokebox at the front of the boiler was securely bolted to the saddle, the back end of the boiler was suspended in space between the frame and the frame bracket in the fashion of a tuning fork and was free to "chatter" with the engine's movements. This transmitted vibration to the cab and explained why securing bolts would not stay tight despite proper tightening. In other words a basic fault at the responsible Works. (The culprit could have been Swindon, Caerphilly or even Wolverhampton - the truth never came out).

The shed fitters had arranged stout timbers under the ashpan and with the aid of two hydraulic jacks it was possible to force up the back end of the boiler until the boiler bracket came into contact with the frame bracket. It was now my job to wriggle against the frame just in front of the trailing coupled wheel and push a strip of metal along the frame under the boiler bracket. The 1/ 16 strip would not enter; the thinner one was pushed through and the ends turned up to keep it in place. This process was repeated on the other side where I remember the side rod being in just the wrong place. I was thankful for the "Do not move" signs.

Once this was done the fitters removed the jacks and took their turn at tightening the nuts along the saddle, finally replacing the casing with a multitude of set bolts. My work was to replace broken bolts around the cab and yet again to tighten the others; this proved to be the last time I was called upon to do this particular work although for some time I looked at that particular engine with some trepidation..

Against all established Great Western practices Charlie had devised a repair that would last at least until the next boiler change.

XX

The following email has been received recently from Bryan Webster, who now lives in Frampton-on-Severn:-

As a past member, I enjoy reading the on-line newsletter and keeping up with progress, albeit from afar.

It was a great pleasure to see Mike & Jean Chrisp a while ago and to catch up with all the news about the many friends I made during my years as a member. I still get up to Hertfordshire from time to time as our married son Chris, his wife Lizzie and one of our grand daughters, Grace, live in WGC.

Best regards to all who know me.

Bryan

📖 Dates for your Diary 📖

- Friday 3 November 8.00pm General Meeting; Three Wise Men; HQ, Legion Way, North Finchley
- Sat 4 & Sun 5 Nov HO section Young Street Yard at Colchester Model Railway Exhibition
- Sat 11 & Sun 12 Nov HO section Young Street Yard at Tolworth Model Railway Exhibition
- Monday 13 November 8.00pm Council Meeting; HQ, Legion Way, North Finchley
- Friday 17 November 8.00pm Loco Section meeting; “Workshop goals you have this winter”; HQ, Legion Way, North Finchley
- Friday 17 November *Deadline for copy to Editor for December News Sheet*
- Friday 24 November 8.00pm Workshop Evening; HQ, Legion Way, North Finchley
- Tuesday 28 November 8.00pm Tyttenhanger Committee Meeting; Colney Heath (coach)
- Friday 1 December 8.00pm General Meeting; Pre-Xmas Social Evening; HQ, Legion Way, North Finchley
- Monday 11 December 8.00pm Council Meeting; HQ, Legion Way, North Finchley
- Wednesday 13 Dec 7.30pm HO Section ‘Open House’ at HQ, Legion Way, North Finchley; usual refreshments; all welcome
- Friday 15 December 8.00pm Loco Section meeting; HQ, Legion Way, North Finchley
- Fri 29 - Sun 31 Dec The Model Engineer Exhibition, Olympia 2**
(see *Model Engineer* issue dated 29 Sept - 12 Oct for Entry Forms)
- Saturday 30 Dec’ber 2.00pm HO section extended running session; HQ, Legion Way, North Finchley; the perfect antidote to Xmas lethargy. Come and operate (ie play trains) on the HO layout. No experience necessary.
- Fri 5 January 2007 8.00pm General Meeting; Film Night; HQ, Legion Way, North Finchley
- Monday 8 January 8.00pm Council Meeting; HQ, Legion Way, North Finchley
- Fri 19 - Sun 21 Jan London Model Engineering Exhibition, Alexandra Palace**
- Tuesday 23 January 8.00pm Tyttenhanger Committee Meeting; Colney Heath (coach)
- Friday 26 January 8.00pm Workshop Evening; HQ, Legion Way, North Finchley
- NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, our Events Co-ordinators.**



- Every Wednesday Miniature Railways, British and American and Video Group at HQ; Garden Railway section at Colney Heath
- Every Thursday Slot Cars Section at HQ
- Every Sunday Morning work parties at Colney Heath (start 9.00am).