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The News Sheet

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FROM THE CHAIR

I write this note on the last day of our public running season, and fortunately we have generally had a very pleasant autumn throughout September and October to enjoy our facilities at Colney Heath. Looking back at the season I would say that it has been most successful, with the site being used most days of the week by various groups and members.

I would thank all those track stewards who have turned up week after week to look after the safety of our visitors, and too, of course, the tea stewards now ably assisted by the Garden Railway folk. I would also thank all those who have helped at the charity events: St Luke's School, Childs Hill School, Mencap, and Jean Crisp's church members' day. Thanks too to those who turned out to assist at the birthday parties. These are a great money raiser for our Tyttenhanger funds.

Behind the scenes there has been considerable activity with fêtes, with Jim MacDonald literally wearing out the boiler of his locomotive. By his efforts and those of his helpers, that activity has been a considerable source of income.

So the summer and autumn die away and we look forward to the start of the winter working parties, where I can promise you cold, muddy working conditions, a great comradeship and a warming cup of coffee/tea and biscuits provided by our Jim Robson. Come and join us; I am sure that we can easily find a job for you to do!

This note is of course for the November issue of the News Sheet, but I would like to recommend to you the General Meeting Society party, arranged by Mike and Jean Crisp, on Friday, 4 December, to which ALL Society members are invited. Come and join us for a natter and eats/drinks. I would also recommend another Christmas fixture, the HO Section social evening. Again, this activity is open to all, whatever your interest. Make sure that you have these dates down in your diaries.

And finally, just a little reminder that both Mike Crisp and I will be relinquishing our duties as Vice-Chairman and Chairman respectively, at next year's AGM. So far there have been no suggestions of successors to these wonderful posts. We hope that the Society will not become leaderless because no one is prepared to take over the reins of management.

David Harris

Loco 480 is one of the K-36 locomotives built by the Baldwin Locomotive Works in Philadelphia, Pennsylvania in 1925 for the Denver & Rio Grande Western Railroad. It is shown departing Durango. Photo: Les Dobbs

TREASURER'S REPORT

Well the Summer has gone and after a very pleasant busy October we can look forward to the winter working parties starting at the track on Sunday mornings from the November 1st. Many things to do and if you haven't got a project already in mind, let a member of the TYT committee know and we'll soon find you something to do to suit your abilities and age. An opportunity to work up an appetite for lunch, enjoy the company of like minded members, plus the bonus of free tea or coffee mid-morning. See you there.

We welcome one new member this month,

Robin Barfoot,

Interests: Locos, Ground Level Railway, Garden Railway and Marine.

Mike Foreman



Left Dave Harris with his Jubilee tank.
Photos: Mike Chrisp



Right George Case is getting to grips with electronics.
Photo: Mike Chrisp

THE OCTOBER GENERAL MEETING BY OMAH

The meeting was opened by Mike Chrisp, welcoming us to the Work in Progress meeting. There was a large selection of items on the table promising an interesting evening. Mike then ran through a list of recent Society activities; the St Albans MENCAP was a great success with good weather and a good turnout. The Fetes and Fairs group went to Bourne End and Capel Manor, this should have been the last outing of the season but we now have two further dates at Southgate Cricket ground on Nov.7th and Watling View School on Nov.27th (contact Jim Macdonald for details). Some of us went to Great Cockrow Railway, Warco, and the St Albans MES exhibition, where the club stand created a great deal of interest, with it's 7¼ in. theme. Well done Peter Funk and Co.

We have had two volunteers to organise a club stand for the MEX at Sandown, Chris Vousden and Derek Franklin, thank you both.

The November General meeting will be Colin Gent on CA Class destroyers.

Ron Thorogood reported that his wife, Rita, has improved but is still cautious about overdoing things.

Mike Foreman has not had much time to spare in the workshop since he retired, (told you so!), but he found time to make a new spark arrester for his V3. He got the mesh from a flour sifter at Morrisons very cheaply, the previous one lasted 3 years and there is enough material for a 5in loco. He made it into a cone, threaded a wire up the join, and soldered a collar over the small end of the cone to fit over the blast pipe. A very neat job.

Steve Jones then explained the working of his battery powered 5in. chassis which will become a diesel shunter outline. It has been running for some time while Steve sorted out various problems, such as gear ratio. The real crunch is the brushless motor which in spite of being approx 3in in diameter and 4in long produces 3hp! The motor drives a layshaft which in turn drives the wheels via chains to the axles. The motor turns quite slowly so it doesn't need much reduction; nonetheless, his initial gearing of 1½:1 produced frightening speeds and is currently at 2½:1. Despite all that power it is quite economical using approx. 0.5Ah per lap of the raised track. A brushless motor requires a controller in order to function as it imitates the commutator that would provide the impulses in a conventional brush motor. Steve is using a 60A controller which leaves him with power to spare. At the moment it cannot run backwards but Steve has that in

hand and I would not doubt that he will solve it, if he has not already done so by the time you read this. (I had never heard of a brushless motor and found this one of the most fascinating items I have seen at a WIP night.) Meanwhile, back on the steam front, Graham Gardner had brought part of the boiler for his 7 ¼ in. 'Holmside'. So far he is still in the forming stage and has not yet started brazing. Using steel formers he has produced a very sharp and accurate set of formed copper and has assembled the outer wrapper of the firebox, he rolled the wrapper up on the club roller. It is his 3rd boiler and has taken two days so far. It's probably finished by now!



Left Grahame Gardner is working on the boiler for his Highlander

Photo; Mike Chrisp



Right Jim Macdonald has started work on a Polly 5 kit.

Photo; Mike Chrisp

Jim Macdonald has purchased a Polly 5 kit and brought some of the bits and the frames temporarily assembled. The quality of the bits is excellent; Jim went to visit the factory and was most impressed. He hopes to have it finished in a year. (I suspect he made that estimate before retiring from work which will doubtless set him back a bit). After tea and gathering round to look at the items from a closer viewpoint, we continued with a practical, or should it be 'hands-on' demo from Dave Lawrence. Dave's son Andrew is attempting to turn his Dore-Westbury mill into a CNC job. The first problem was the amount of play in the threads that control the machine movements. Dave is trying to minimise the play by making new threads out of plastic, not too expensive if you use plastic water pipe for the heavier items and milk bottles, ideally Co-Op, for the lighter items. Dave softened the plastic on an old electric iron with the sole plate upwards. Having softened a piece of milk bottle of appropriate size Dave wrapped it round a bolt so that it took the threaded form. The plastic is held in a tube with opening sides and holes to keep the plastic in place as it extrudes when the tube is squeezed shut. Only

problem was its reluctance to be unthreaded, Mike Crisp suggested passing the threaded portion of the bolt thro' a candle flame thus coating it in lamp black, which is an excellent releasing agent. Using the heavier water pipe plastic he can form larger items such as a threaded plug with a hexagon end for draining canoes. They keep losing these plugs and they cost some £4-5 for a spare, Dave has gone into production replacing them as required, for a lower sum. While Dave was waiting for the plastic to soften, George Case showed us how he had made a universal remote control unit for use with any electrically powered loco. He had acquired a rake of G1 teak coaches, built by Fred Newman, a driver on the LNER. One of these, a BG (Brake/Gangway) has had a section of its roof made removable and George has fitted an RC unit at one end of the coach and a battery at the other. Via a suitable connector to the loco the RC controls the power from the battery for speed and direction. George said that he is not an engineer but there is obviously nothing wrong with his ingenuity. He has also been enjoying driving on the ground level in Laurie's 7 ¼ in. diesel outline Southern Pacific.

Dave's plastic having reached the requisite temperature he gave us some practical demos of various moulding, pointing out the advantages of different sources of sources of plastic. He has obviously made quite a study of this means of moulding threads, some of the info he found on the Internet. Let us hope that he is successful in his project.

David Harris had long fancied a model Stanier Class 4MT, the only one at that time being Martin Evans 3 ½ in. 'Jubilee' and having seen one advertised in the Model Engineer he went to view it, in a torrential downpour, at Wellingboro'. Having purchased it for £400 it went on the back burner for a while. Having finished 'Britannia' he thought he would have a go at the 'Jubilee', just to keep his hand in. It consisted of a completed chassis and part completed boiler, not wishing to get involved completing it he purchased a boiler. The vendor had bought it at an auction, builder unknown, ten years previously, bringing the total time up to 35 years when David commenced work on it. It had been under the chap's bed but he had oiled it before putting it there and you can just imagine the combination of dust, fluff and oil over ten years; however David soon cleaned it with paraffin. David made the smokebox of brass tube, slit horizontally on each side and two strips of brass fixed to each half with countersunk bolts so that they form a whole when pushed together leaving a smokebox from which the top half can be removed, complete with chimney, giving much greater access. The boiler centre line is 1 31/32in. above the frames and you have to machine the saddle to make it sit level. If you don't, the blowdown valves won't line up with the frame holes. Having got it to sit level he then found that he couldn't get the lid off the lubricator tank! There was a complete set of drawings and he acquired a set of the original ME's but still found quite a few little problems, (so what else is new!). The next problem was that the curve of

the Belpaire firebox would not allow the boiler to sit far enough down between the frames, so he had to chamfer the inside of the frames to allow it to sit down. The next problem was that the bushes provided for the blowdown valves are too wide to fit between the frames, also the blowdown valve for the water gauge is creating another problem yet to be solved. David commented that he could not find a companion book for the loco but I was assured while at the track that one is still available. (Plus; there is another excellent source of info, not published, entitled Ron Price!).

Last up to bat was Jonathan Avery to describe his 5in.g Class 14 diesel, built from a kit from Phoenix. This has not been without problems but he seems to have solved most of them, one way or another. It has a steel chassis and fibreglass body. Some of the parts were late in coming and one of the biggest problem was the motor, the one that the model was designed around has ceased production and the substitute, out of a 7¼ in. 'Warship, meant alterations to the dimensions. However these have been overcome and the well wagon which comes with the kit will contain the main batteries, there will also be a smaller internal battery to supply the lights, sound effects, fan, etc. The cab detail will also include a coffee cup as shown in a photo of a full sized version. We look forward to seeing it running.



Left Jonathan Avery is making progress with his locomotive.

Photo; Mike Chrisp



Right Mike Foreman made himself a new spark arrester.

Photo; Mike Chrisp

MIKE'S MUSINGS.

By the time you read these notes the summer running season will be well and truly over. I believe I can safely say that we have had a very enjoyable and on the whole successful season. The banning of public visitor's cars from the site has prevented the grassed areas in the car park from becoming bald, also the ban seems to have had the desired effect of reducing visitor numbers to one that is a little more manageable.

One aspect of public running which still gives me cause for concern is stewarding. There are those members of our Society who have no intention of stewarding and who can't be bothered to let me know. There are members who use the excuse of forgetting (even though the rota is published in each month's news sheet), and there are those members who can't make the date and expect me to sort out the problem. No doubt they believe that it doesn't matter because someone else will do it but this attitude in my opinion is reprehensible. I find it extremely hard to understand these excuses; personally I don't think that giving up one afternoon of one's time per year to support the Society is too much to ask.

Now, a thought for all members to bear in mind for the 2010 season and that is if we can't efficiently steward a shortened season which this one was, then how do we steward a season that will run every Sunday from Easter through to the end of October? There have been several suggestions, unfortunately they either involve someone doing a lot of additional work or penalising those members who through age, health or location can no longer do stewarding duties. My idea is to name and shame; therefore it will be very important next year for stewards doing their rostered duty to sign in the book which is located on the lectern just inside the workshop. If the book is not signed then there is the possibility that I could wrongly name and shame those who have carried out their duty. Now if any of you object to this course of action please let me know and I can assure you that I will give due consideration to your comments. You all have my contact details.

I will now take my grumpy hat off and put the happy one on and give my thanks to all those members who did their turn either stewarding or manning the coach and special thanks to those who did more than one duty, in one instance one member did at least five duties. Where would we have been without their help? Answers on a postcard please. Thanks again ladies and gents.

It was very pleasing to learn that our Society will once again be participating in the Model Engineer Exhibition. Chris Vousdan has very kindly offered to head up a small team to organise our stand, not an easy job as anyone who

has done it will confirm. Chris and his team will have a lot to do as there is not a lot of time between now and the exhibition. Consequently I have decided to postpone the advertised December meeting until January 15th, so for December's meeting I am running an evening of members Videos/DVD's so please bring along any footage that you consider to be of interest, it doesn't have to be loco orientated.

Forthcoming Loco Section Meetings.

- Friday November 20th:** - We are very fortunate in once again having our very own Ian Johnston giving one of his very interesting and entertaining illustrated talks. Tonight his subject is entitled "How to make a Taranaki Gate and learn about Hudson's Point".
- Friday December 18th:** - Members films and videos/CD's
- Friday January 15th:** - Following on from the October meeting dealing with the proposed new steaming bay. It was decided to invite Chris Vousdan and Jim MacDonald back again to put before the membership some costing's and teams of members who are willing to take on various aspects of the project.
- Friday February 19th:** - Tonight I am very pleased to introduce you all to Russell Newland who will be giving a presentation entitled 'The BR Standard and the Hengist Project'.
- Friday March 19th:** - T.B.A.
- Friday April 16th:** - Work in progress from the winter workshop.
- Friday May 21st:** - T.B.A.

Mike Ruffell.
Loco Section Leader

GARDEN RAIL

(all photos by Dave Metcalf)

Here's another little offering from the 'GR section'. Again, we have had a good couple of months running, the weather has been on our side, and hopefully will continue to do so. Promises of an "Indian Summer" are rumoured! Most of us have also had relatively good running sessions as well.

Saturday September 5th saw many of us visit a 'get-together' at John Judson's track at Great Barford, Essex. The weather this year was excellent, sunny & hot. The event started at 11am, I was there to sign-in on the running board at 11.20am, earliest available running time was 4.30pm. 'Gauge 1' is getting very popular! The track was in excellent running order, the location charming, company was good and refreshments excellent.



A view of John Judson's track showing the scale model layout effect we wish to try and emulate on the new track at Colney Heath

Wednesday September 9th saw quite a few make the pilgrimage North, past Grantham, to John Squires 'get-together' at his excellent new track at his home in Lincolnshire. Although I was unable to go this time (I had to babysit my grand-daughters in the afternoon) Patrick reliably informed me that the

“running” was good and the “vitals” were excellent! Many thanks to John and his wife for another “grand day out” dare I say ‘up north’.



Our esteemed section leader Malcolm Read and Gregory Metcalf at John Judson's get together

Now to the new track, basic design stage has at last been finalised, working to our general specifications (we all had input) Geoff Mogg produced many excellent scale track layout drawings, unfortunately we all kept changing what we wanted! (will continue to do so until the last ‘fish-plate’ has been laid) All drawings were discussed at great length, this process finally arriving at a general layout shape (Drg. 13B) that has just about suited everyone's wishes. This final (?) design was then roughly pegged out in position inside the raised track loop.

I would here say that exact detailed layout of the actual railway tracking (points, crossover's, sidings, marshalling yards etc) although basically designed, will most likely be completely set to detail at a later stage, probably as track parts/finances permit. Initially there will be just two complete circuits with a steaming bay complex. All point-work will be kept to an absolute minimum on this pair of main running tracks.

The method of construction we have chosen (after much discussion & experimenting) will be, to start, very similar to the existing, supports/foundations of pairs of black plastic pipes concreted in and filled to the top

with concrete, from this stainless studding (10mm or 3/8" dia) will protrude 6" to 8" from the top. This studding will allow for 4" x 2" tanalised timber cross pieces to be installed across the tops (exact levels being accurately set by the use of large nuts and washers) these pairs of pillars will be at about 8ft centres along the length of the track. Between the cross-pieces will be installed longitudinal supports, again from 4" x 2" tanalised timber, securely screwed in place and carefully levelled.

Now remembering that one of our main priorities is for a scale railway, we had to select a suitably attractive top finish, appearance having to be matched to durability. We discussed at great length several finishes. We discarded the slatted top as used on our existing small track as too expensive and unattractive. The use of heavy marine plywood with a felt covering was again considered, green felt does look attractive, however after some discussion with track owners already using this method (John Squire, John Judson etc) it was discarded because of problems with water ingress leading to high maintenance levels, repetitive, complex and expensive repairs.

We have finally opted for 12mm thick cement fibre board composite sheeting. Similar sheeting to this has been in use very successfully for some years at the Harlington MES 'Gauge 1' track. Robust and regular use there has shown it to be hard wearing, it also seems to be pretty impervious to damage or discolouration. (If any one is curious as to what it looks like we have set up a trial piece within the existing GR track) Although grey in colour we are experimenting with various dyes to see if colouring this base board adds to its scenic effect, time will tell.

Initially the board will be coated (before any track-laying commences) with a special polyester water-proofing compound, this carries a 15 year guarantee, therefore in theory maintenance costs will be absolutely minimal.

Those of you who are observant will notice that construction of the track has already commenced with the installation of the first sets of black pipe supports, also the initial pre-fabrication of some of the underside supports prior to fitting.

Many thanks must go to Peter Babcock who has spent considerable time sourcing suppliers of piping, tanalised timber and the cement composite board (experimenting with cutting the board so we get the most economic use from each sheet etc) Pre-fabricating the underside supports etc.

With reference to the actual rail track to be used, we may go with 'fine-scale' or perhaps 'bull-head' (both G1 & GR use the same track width/gauge at 45mm, however the G1 is a lot 'finer' than GR which can look heavy if used with G1) the existing Tyttenhanger track is nearly all G1. The intention is to use G1 track throughout construction of the new track. Actual supplier will be decided upon later.

Well that's it for this month, until next time 'keep steaming'

David Metcalf.

(ed Apologies to the Garden Rail Section for the mix up that resulted in their report not being published last month)



Some club members loco's waiting to run at Colney Heath, including a GWR 'County', LMS 'Midland Compound', LNER 'B15', and LB&SCR 'Atlantic'



A busy station scene again at John Judson's

OO Section News

2009 has been a year on many anniversaries. Some have received attention from the media, others haven't. Several have caught my eye, these being as follows and not in any specific order:

250 years of brewing for Guinness – good idea, who's round is it?

150 years since the death of Isombard Kingdom Brunel (he of GWR and SS Great Britain fame amongst others!)

400th anniversary of the first recorded use of an astronomical telescope by Galileo Galilei Galilei (yes – that was his correct name)

70 years since the outbreak of World War Two – the second war to end all wars!

65 years since the D Day landings that led, ultimately, towards the collapse of Nazi rule in Europe and the end of WW2.

250 years for the Royal Botanical Gardens at Kew. Where would we be without our flowers?

150 year since the birth of Jerome K Jerome – the chap who wrote many books, including the classic Three Men in a Boat, recently re-enacted in a mini TV series.

10 years since the Paddington (Ladbroke Grove) rail disaster – have lessons been learnt from this?

In the world of Model Railways, the following anniversaries are noted:

110 years since Bassett Lowke started production – and long may they continue.

50 years since Ratio produce the first OO plastic wagon kit, Hornby Dublo introduce a 2-rail electric system and Rovex, the forerunner of today's Hornby, introduce the dreaded tension lock coupling.

40 years ago, Rovex becomes Rovex Tri-ang Ltd, and Peco introduce set track for N gauge.

30 years ago H & M (Hammont and Morgan controllers) are taken over and absorbed by Hornby - good quality controllers lost but you can still buy them second hand.

10 years ago, Corgi Classics re-introduce the Bassett- Lowke O gauge range – I told you they were still going and long may they continue!

This year, the OO Section celebrated 25 years being within our purpose built room at Finchley HQ on 23 September. Yes, it really is 25 years since we constructed our room and moved the original club layout within – doesn't time fly when you enjoy yourself!

How did we celebrate this? – Not with champagne and caviar. As the date fell on our regular Wednesday meeting, we held a special running night, with all the current operational areas of the layouts being used to their current capacity. At one time I actually noted at least 7 trains on the move, not bad when you remember we are still using the old DC analogue method of control. Since then we have developed 3 exhibition layouts, 2 of which are incorporated into

the main club layout plus inherited a further one which is being revamped. My thanks and praise go to all those who have worked on these layouts over the years; some of who have moved away but still stay in touch whilst others, regrettably and sadly, have gone to play with the big layout in the sky – we thank you all and may the signals never be against you.

Moving on – Hornby have recently released a new OO gauge model of the BR Standard 4, 4-6-0 tender loco (75000 number series) and what a superb model it has turned out to be. This ranks as being one of the most detailed ready to run models so far produced for a British outline locomotive. Cab details and general plumbing are very nicely done, even down to the two gauge glasses being modelled in clear plastic to represent the actual glass. The steam dials are so clear they can be read without a magnifier. The pipes around the steam manifold are finished in a pale grey to simulate the asbestos lagging on the real thing. Even on the tender, the water scoop handle is clearly labelled together with the corresponding water gauge. The only down side is that the loco and tender are joined electrically using very fine wire and a micro-plug which could be damaged if not handled ultra carefully. Whilst I've not seen one operating yet myself, reports seen suggest that performance is on par with the existing model of the same class from Bachmann, the origins of which date back to the late 1970's when first introduced by Mainline Railways. Who said you can't keep a good model down?

In N gauge, modellers can look forward to a number of new models currently under development. From Dapol, we can anticipate a Britannia class loco, whilst Graham Farish we are looking forward to having a BR standard class 3 tank, a class 4 2-6-0 and a class 24 diesel. They are also producing a new version of the LMS Black 5. With a selection of no fewer than 116 different coaches from Graham Farish alone plus a similar number of goods wagons, N Gauge modellers today can consider themselves well catered for. Being an N Gauge modeller myself, I'm looking forward to spending some of my hard earned cash on some of the new models when they are available; let's hope my credit's good!

Stop Press – at the time of writing, (13/10) Hornby's model of the Clan class 4-6-2 has just reached the shops. Initial inspection shows, again, a superb model on par with the Standard 4. The model does however have an optical illusion of looking long, this being due to Hornby using the chassis from the Britannia and mounting a smaller diameter boiler. With a retail price of over £100.00, it will be interesting to see how well this sells.

That's all for now – have just checked the time table and see that it's time now to pull the lever and clear the signal for the last London bound express today and close the signal box prior to another running session. Look forward to seeing you there.

Geoff Howard



Loco 487 preparing to depart Chama on Cumbres and Toltec Scenic Railroad. This photo won Les Dobbs a highly commended at the recent NMRA British region met photo competition.





Bottom left: Engineers disassembling a bogie to repair a “hot box” suffered on the previous days service from Chama to Antonito. Above: The melted axle box white metal bearing. Below: The completed bogie. Photos: Les Dobbs



GENERAL MEETINGS 2009 – FORTHCOMING PROGRAMME

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

6 NOVEMBER 2009 COLIN GENT: CA CLASS WW2 DESTROYERS

On his previous visit, Colin presented a fascinating account of Merlin engines. Tonight's illustrated talk replaces the February presentation cancelled due to foul weather.

Colin will focus on the construction, deployment and service of the seven CA Class Destroyers plus an account of his own service aboard HMS *Caprice* as her Electrical Officer. Please make an extra effort to attend this special meeting to which friends and family are specially welcome. Colin is a first class speaker and we are assured of an interesting and informative evening.

4 DECEMBER A PRE-CHRISTMAS SOCIAL EVENING

An informal time together with food and drink 'on the House'.

All NLSME members, families and friends are welcome to join us for a guaranteed stress-free sociable evening among like-minded friends.

8 JANUARY 2010 – MEMBERS' WORKSHOPS

Assuming we have recovered from celebrating the arrival of the New Year on the previous Friday, Mike and Dave will reveal what they have discovered in some more of our home workshops.

5 FEBRUARY 2010 – EXTRAORDINARY GENERAL MEETING

This evening has been set aside to discuss proposed amendments to the Society's Constitution (see *The News Sheet* No. 707: October 2009 pp17-19).

The October Loco Section Meeting

By Roger Bell

Mike opened the meeting and announced that the previous day had been Bert Mead's 98th birthday; Bert was present as usual at the meeting and looked as young as ever, we congratulated him and gave a round of applause.

Derrick Franklin and Chris Vousden are organising our stand at the Sandown Park Model Engineering Exhibition in December. The theme is traction engines plus something else to be advised.

Ian Johnston is organising our stand at the January Model Engineering Exhibition, he requests special tools that we have made with a description for display.

The December Loco meeting will now be Members Video Night, so please bring along some videos that you have made. The January Loco Meeting will be the 'Update of the steaming bay project'.

The topic for the evening was a talk with slides entitled 'The City beneath the Park' which was the story of Roman Verulamium. Ann Ledger and her colleague Lexi Barbakoff who are both City of St. Albans tourist guides gave a superb presentation which made quite a change from engineering.

In pre Roman times Verulamium was a late Iron Age Celtic settlement of the Tribe of Catuvellauni after the invasion of Claudius in AD 43, the tribe became Romanised Britons.

Verulamium which was established in AD49 is 1km south west of modern St. Albans and was one of the largest towns in Roman Britain. Much of what remains of the Roman town now lies underneath Verulamium Park; this was purchased by the City Corporation from Lord Verulam in 1929.

In the 1930's the 1800 year old hypocaust and its mosaic floor were uncovered during excavations by Sir Mortimer & Tessa Wheeler who designated the site an ancient monument. Parts of the site have been excavated, The Hypocaust, Roman Theatre, the Roman city walls and London gate. The Watling Street was a Saxon road and was referred to as the road of strangers or foreigners. There were four gates into the city, London, Chester, Silchester and Postern.

The Roman theatre was built about AD140 and has banked seating for an audience of 2000. This was an important part of Roman life and admission

was free to Verulamium citizens.

The Roman City wall which was over 3m thick at foundation level and over 2m thick higher up was constructed around AD 275. It was built from flint, brick, flint rubble and mortar. Today the original facing of squared flints has gone and what can be seen is in fact the core of the wall. It was 2¼ miles long and enclosed an area of 203 acres.

Also by AD 275 the Basilica had been built which served as a town hall, religious centre and law court. It consisted of an enormous hall over 106m long - the size of a cathedral.

The Forum was a large colonnaded courtyard on the south-west side of the Basilica it was the main business centre of the town. Both of these stood very near to the present site of the Museum and St Michael's church.

These were not happy times, mythology has it that, Attis, a Phrygian god was loved by Cybele the goddess of fertility, she drove him mad as a punishment for being unfaithful; he then castrated himself and bled to death. (Life is a lot safer now down the shed.)

Cybele was the goddess of the Phrygians and later the Greeks and Romans. She was said to enable her followers to be reborn after death into a new life. At annual celebrations to Cybele a chariot drawn by lions was driven through the streets of Rome and at her rites the priests would beat and castrate themselves with whips decorated with knuckle bones in frenzies of passion. The rites were accompanied by the sacrifice of a bull or ram, its blood pouring from above over the priest.

Ann's talk also covered death and burial, cemeteries and cremations, the spread of Christianity, the careful preservation of the body in preparation for resurrection. Also the stories of Alban and of Boudicca.

One question afterwards was if a dig was made now would the entire city be found, in fact when building the new town of St Albans much recycling was done and some old buildings have tiles on them today that came from there. So there may not be as much left.

Next year is 1600 years since the Romans left Britain and if English heritage allow it there will be 'digs' all over Britain.

We thanked Ann and Lexi for giving us an interesting evening that for many I am sure will lead to a visit to the museum at Verulamium.

New Catering Arrangement at Tyttenhanger

As you are all aware from last September's newsletter the Garden Rail (GR) section took over the running and stocking of the catering coach on Sunday afternoon's for the rest of the season now finished.

We all must say a sincere thank you to Rachel & Owen Chapman for their hard work in the stocking and running of the catering. It was a hard act to follow. We also wish them the very best with the new baby, their hands will certainly be full for the foreseeable future.

We purchased stocks from a wholesale warehouse company in Stevenage (nearest to where I live) this is really a commercial only wholesaler, however the Asian gentleman who runs it was only too happy to supply our club's catering establishment. The only draw back being that nearly everything we purchase (KitKats, Mars, etc) come in boxes/trays of 48.

We decided to increase the range with another couple of snacks, "Oreo's" and "Cheese wafers" as crisps can only be purchase in single flavour boxes of 48 packets. We only went for 3 flavours (plain, cheese & onion and salt & vinegar)

We would like to thank all those who were down to do Tea stewarding on the remaining Sunday afternoons for their sincerely appreciated help. Next year the GR section will be organising the rota, however we know that some members and their families are very keen to continue to help, we will not forget and will ask for them to volunteer again.

For those members who use the catering facilities throughout the year, (work parties etc) including during the winter months, we are pleased to try and keep some limited snack supplies (kit-kat, Mars bars, crisp & canned drinks) available all year round. Can you please remember to put your purchase monies in the honesty box mounted on the wall next to the catering hatch. We will closely monitor stock out-goings against cash receipt's. If these figures do not tally we will not replace used stock.

We will also always try and keep supplies of tea & coffee readily available. Supplies of milk (boxed long-life) will be kept in the green stock cupboard in the mess-room. Please only open a carton as it is required, its long life milk, but when opened will keep fresh in the fridge for 3 or 4 days. As an

emergency 'back-up' we will also try and maintain a box of powdered milk on the top shelf next to the catering hatch.

When you make yourselves a hot drink, a small voluntary donation towards costs (placed in the honesty box) would be appreciated. You are also more than welcome to bring in your own fresh milk, tea & coffee if you want to.

If you see stocks getting low please let me know and we will get them replenished as soon as we can.

David Metcalf.

For Sale

18 inch Vernier Height gauge. Contact Bernard Forster through the webmaster

Aerograph DeVilbiss Air Compressor.

Base 21" wide x 12" deep 18" high, weight approx 50lbs. Cut out pressure can be set up to 60psi. Receiver volume approx 12 litres. Quite old but still works well, needs some TLC, safety valve, pressure gauge, quite running complete with beautiful little spray gun. Price £20-00.

Contact John Smith or Mike Ruffell through the webmaster



The tunnel at the Tyttenhanger Track Site under construction. The photo shows Tom Luxford standing on the tunnel and below, from left to right: Roger Clarke, Ted Moon, Bryan Luxford, Tina Luxford and Ron Price
Photo: Ron Price November 1966

A small world

By Mike Chrisp

Bristol Society of Model and Experimental Engineers is celebrating its Centenary this year. One of a series of special events, their Centenary Model Engineering and Hobbies Exhibition was held in August. For several years past, Bristol SMEE members have presented a very popular and well-supported annual show at Thornbury Leisure Centre. The 2009 exhibition was special in that it included a major presentation of artefacts and events marking ten decades of model engineering.

Jean and I arranged to spend a long weekend nearby so that we could enjoy a few days break from routine. I planned to spend a day among friends at the exhibition while Jean visited family nearby. We chose to stay outside Bristol and by means of the internet Jean located what looked to be a comfortable hostelry - *The Bull Terrier* - in the village of Croscombe, south of the city. The exhibition was scheduled to open on Friday and with items for display, we called at Thornbury on the way, arriving and being made welcome at the pub early on Thursday evening.

We settled in and enjoyed some excellent home cooking and a pint (or two) of good beer as a prelude to a restful night's sleep. The following day began with a proper breakfast and an opportunity to talk with our hosts. We learned that Barry and Ruth Vidler have owned and run *The Bull Terrier* for fifteen years. Barry talked about the pub and its interesting history. Originally licensed in 1612 as *The Rose and Crown*, the oldest part of the buildings date back to the fifteenth century and were associated with the old priory at Glastonbury. A book of photographs and local reminiscences of the village revealed a fascinating history.

Our conversations turned to matters of mutual interest and I explained the model engineering connection with our visit. We soon learned that Barry and Ruth originally hailed from Barnet and have two sons, Gavin in Watford and Richard in Redhill. The local connections were coincidental, but imagine my surprise to learn that Ruth's Uncle Ernie was none other than our own Ernie Simes. It was Ernie who had been instrumental in persuading his employers to provide premises for North London SME members to hold meetings in the gas showrooms in Barnet. As time went by, a workshop was made available in Barnet and land for a raised railway track at Arkley. When the Arkely site was required for water storage, the company kindly offered the choice of one of three sites as replacement. Officers of the Society at the time chose a portion of land at the Tyttenhanger Pumping Station at Colney Heath which is where we now enjoy superb facilities thanks to our generous landlords.

An excellent photograph of Ernie Simes hangs on a wall in our Finchley headquarters. It shows Ernie with his radio-controlled coach. Our conversations with Ruth and Barry revealed that they had visited our Tyttenhanger Track Site some years ago - before the extensions, boating lake, garden railway and ground level railway. They have fond memories of Eric Pritchard, Ted Moon and Tom Luxford. I understand that Richard has Ernie's i/c engines. I made the point that they would be welcome if and when the family decided to pay us a visit.

Other interesting coincidences discovered that weekend included the nearby villages of Binegar and Midsomer Norton, both names likely to be familiar to our OO fraternity.

The Bristol SMEE exhibition was pretty good too!

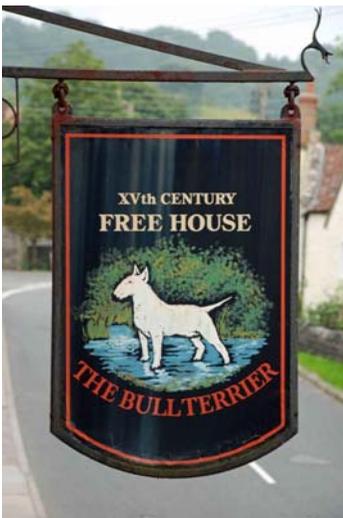


Left *The Bull Terrier* at Croscombe

Bottom left Originally licensed as *The Rose and Crown*

Bottom right Barry and Ruth Vidler

Photo: Mike Chrisp



G.L.R. News

Just when you thought you may never again hear that effervescent voice echoing delicately across our site, lovingly calling to his mate in a ritualistic way, soulfully singing Gerryyyy Moooooore! Yes back by popular demand it's the one and only Pete the Pallet (applause) out of retirement and rearing to go converting the large pile of pallets parked next to the container, (we can't wait) into shuttering for the new trenches to be dug around the Cuckoo Line and our new station area. The G.L. track is to be renewed around the pond and the new (plan B station) constructed this winter. Anybody who has any spare hard core (bricks not porn) you are welcome to loose it up at the track, on the pile at the entrance to the site on the right hand side next to the carriage shed.

The steel for the new rails has been sourced (under my estimate) for £52 less thanks to Peter McDonald. The M.O.T. has been arranged (30 tons) to be delivered on site at no price increase from previous years. I have also come by a large roll of membrane that will cover all the ground works. Some slabs and brick sets have been donated for the station area with a promise of more to come. All in all a good start to the winter works.

Last month a group of members visited The Maldon Society. The aim was to see their elevated over elevated tracks and elevated over ground level track. I'm glad I made the effort to go and see for myself as the layout they have is quite something. It also answered a lot of questions and put my mind at ease over the height issues we may encounter if we ever decide to extend our own elevated track over the ground level.

Anybody who may be interested in helping on the Ground Level this winter please come along; I'm sure I can find you something to do! We will probably be working on Saturdays 10am to when ever and often have a good lunch as part of the deal (not to be missed) especially when Lawrence Steers is in charge of the kitchen.

See you there.

P. Funk

G.L.R. Section Leader

MARINE MUMBLES (Rides Again).

I think Dave and I will start charging for enjoying our exploits at the pond in future. Everybody seems to stop what they are doing to come over, sit down and watch (do they know something we don't). We even got a round of applause, this time, when the newly repaired pump stopped working. I think it was in sympathy-I hope.

This month's good idea was to mend/convert an old submersible pump, and link it to the "sludge hoovering tool". IT WORKED- well sort of, before the pump gave up through lack of interest. Ah, but it did pick up some silt. Honest.

All we need now is a pump that works. This could happen soon, once we have got some expert advice on what we require. Then the audience might be there long enough for us to sell ice creams too. Just a thought.

Jack and Keith showed that an intermittent silt catchment technique would work. After a quick word with David Harris, Peter Funk and George Case, we will be able to utilize one of the large galvanized tanks as a sludge settling receptacle for this technique.

Dave and I hope to remove the buoys and cover the pond at the end of October. So by the time you read this we will have done it.

Might get round to sailing boats next year.

On a personal note, a big thanks to Mike, Chris and all the other Track Stewards who kept an eye on me doing my first stint. I can only get better, I think?

Peter Stern.

Dear Nick,

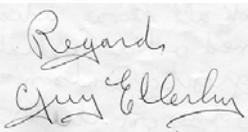
Can I through the medium of the news letter thank all those who turned out to celebrate my great grandson's 4th birthday on the 12th (September).

Our guests remarked on what a lovely site and the friendliness of the crew.

This indeed is great credit to the society as they rated it the best birthday they had ever attended.

Sorry about the tea!

They will understand why: The crew that is.



Regards
Guy Ellerton

📖 Dates for your Diary 📖

Friday 6 Nov	8:00pm General Meeting COLIN GENT: CA CLASS WW2 DESTROYERS;HQ, Legion Way, Nth Finchley
Monday 9 Nov	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 20 Nov	8.00pm Loco Section, Ian Johnston - How to make a Taranaki Gate and learn about Hudson's Point; HQ, Legion Way, North Finchley
Monday 23 Nov	Tyttenhanger Site Committee meeting; St Marks Church Centre Colney Heath
Monday 23 Nov	<i>Deadline for copy to Editor for December News Sheet</i>
Friday 4 Dec	8:00pm General Meeting Pre-Christmas social evening; HQ, Legion Way, Nth Finchley
Monday 14 Dec	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Wednesday 16 Dec	7.00pm HO section Christmas Social. Everyone invited HQ, Legion Way, North Finchley
Friday 18 Dec	8.00pm Loco Section, Members films and videos/CD's; HQ, Legion Way, North Finchley
Wednesday 30 Dec	7.00pm HO section post Christmas operating afternoon. HQ, Legion Way, North Finchley
Friday 8 Jan	8:00pm General Meeting Member's Workshops; HQ, Legion Way, Nth Finchley
Friday 15 Jan	8.00pm Loco Section, Steaming Bay Project Discussion; HQ, Legion Way, North Finchley
Monday 25 Jan	<i>Deadline for copy to Editor for February News Sheet</i>
Friday 5 Feb	8:00pm General Meeting Extraordinary General Meeting to discuss the society Constitution ;HQ, Legion Way, Nth Finchley
Friday 19 Feb	8.00pm Loco Section, Russell Newland will give a presentation entitled 'The BR Standard and the Hengist Project'; 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.

