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This Month...



The News Sheet

Chairman's Chatter, Treasurer's Report, report on the October General Meeting, Forthcoming General Meetings, Garden Rail News, Beryl Collingwood, Ground Level Rail News, Alan Morgan, Mr.Grumpy's bit, Scribe's Scribbles, Diary Dates.



Chairman's Chatter.

Just a brief epistle this month for many reasons, the biggest problem at the moment is sorting priorities with S.W.M.B.O. as to who gets first picking at the word processor as she produces the newsletter for her quilting and patchwork group and that has the same dead line as our newsletter. At the moment I always seem to be second in the queue of two.

So another public running season has come to an end and most importantly we must ensure a big vote of thanks goes to all those that have been involved throughout the season. This must include all the stewards, some willing some not so willing, all the catering teams, the drivers, guards and signalmen and not forgetting the team that keep the ground so clean and tidy. If I have missed anybody I do apologise but most importantly, everybody's efforts are very greatly appreciated.

This season we have also noted that some children are bringing model boats along on public running days in the hope that they can use our boating lake whilst they are on site. Unfortunately our procedures do not allow non-members to use the boating lake. If you are aware of any children hoping to use the lake on public running days can you please advise them accordingly.

Our new editor seems to be getting to grips with the new role that he has undertaken and he certainly did not let us down with his first issue. Keep up the good work Derek.

Winter working parties will soon begin in earnest and I will mention more about this with my other hat on.

All the planned projects at the Tyttenhanger site are generally moving forwards with lots to be achieved over the winter months in preparation for next spring and a new running season.

It is also very sad to note that in the last month we have seen the passing of some more of our members and I am sure that all those who knew these members pass their thoughts and condolences to family members and friends.

Even though the shorter daylight hours are now upon us keep at it with all your particular hobbies and interests and catch up with all those maintenance jobs that your models require after a lot of use during the summer. As I said, just a brief one this month.

Robin Thorn, Chairman

Treasurer's Report

The October Council Meeting accepted four new members into the Society ;

Messrs' John R. Davy; David T. Tafler; Des Curtis; George A. Green. Welcome to you all, any relevant details about yourselves are included in the new Society Name & Address list enclosed with this News Sheet. To all existing members please dispose of your previous N & A lists in a secure manner. Of course some members opt for privacy in their address and / or email address and this has been noted.

Looking ahead to next renewal in April, I will be asking the question of every paid up member, are you still happy to have your details included in the annual N & A list? This is in line with current Data Protection rules.

Well another summer has come and gone and public running has ended for the season. All in all it has been a very good summer, a good number of visitors, both public and to our special invitation days, be they railways, marine or garden railway. Well done everybody.

Once again Fetes and Fairs have worked extremely hard over many weekends this year spreading the word about our Society and producing some new members. The only sad point here is that one new member, Alan Morgan, who only joined us on the 2nd September and had already helped out at some F&F events and at Colney Heath. He sadly passed away at the end of September and we offer our condolences to his family.

Winter work parties start on Sunday mornings at Colney Heath from the 1st November, starting from 09.00 onwards. They are a perfect way of keeping fit, discussing current workshop problems, offering advice to those already working on a job or project or actually lending a hand with something.

Mike Foreman

The October General Meeting.

“Edward the Compressor Rides Again.”

Ian Johnston welcomed the many members who had made the journey to Finchley. Some general announcements followed, raffle tickets were circulated, a fire warden was appointed and there were short reports from the various section leaders present, about recent and forthcoming events.

Mike Hodgson had again kindly offered to bring his air compressor and array of connectors for the evening and so we began...



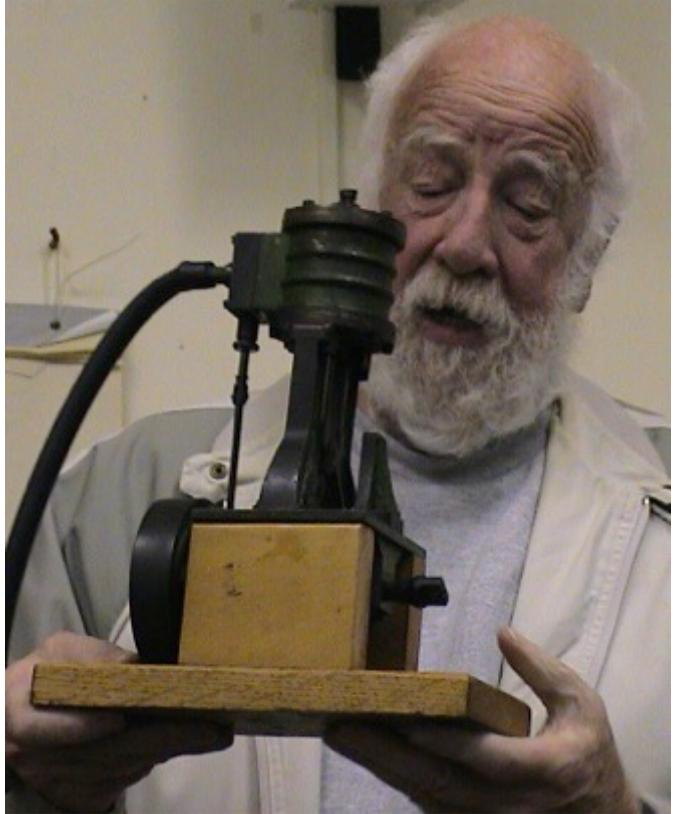
Mike himself was first to show us an item. Mike as some will know enjoys collecting and using various air driven tools and tonight he showed us a 'Diegrinder' fitted with a burr. He said the tool was extremely effective at rapidly removing metal, which was spun off as a shower of sharp and hot swarf, requiring the user to wear protective clothing and headgear.

Ian Johnston had been given an old loco many years ago and he brought it to show us, and to connect to Edward's air supply. The loco, probably one hundred years old and with a single cylinder was reluctant to run on the air supply. Mike slowly turned up the pressure until Ian thought he should stop, but still no movement. I expect Ian will sort out the problem when he gets time. It was good to see the engine though.



Malcolm, a fairly new member of the Society, brought along several items for us to see. The first a horizontal engine. This engine required a new flywheel when the engine was obtained. The engine has a cast cylinder and cast base and appears on the front cover of this issue.

His second item, a vertical engine, was, he said, a bit stiff when obtained but after some oil was worked in and some running in had taken place, the engine now turns over quite freely. Photo right top.



Ian showed an engine that he had made at Barnet College some 30 years ago.



Gerald showed us a horizontal engine, an engine that he had designed and built himself. The engine has a gunmetal cylinder and is mounted on an aluminium base; there are no castings. The engine had been built from materials to hand in the workshop. It ran very fast at 25 lbs. of pressure. Gerald had also constructed a Baker fan to provide some loading for the engine. Baker fans were used on full sized engines to provide a load whilst they were running in. Gerald has used his model fan to run in small model marine engines.



This engine ran very well on a low air pressure.



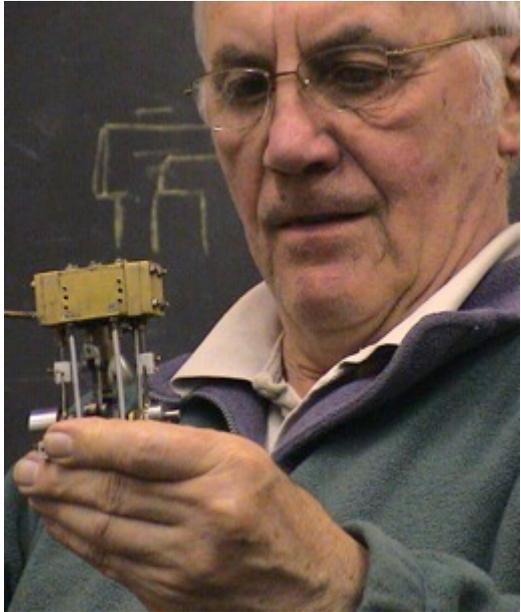
Photo left.

The Baker type fan resistance unit, used to provide a load when running in small engines.

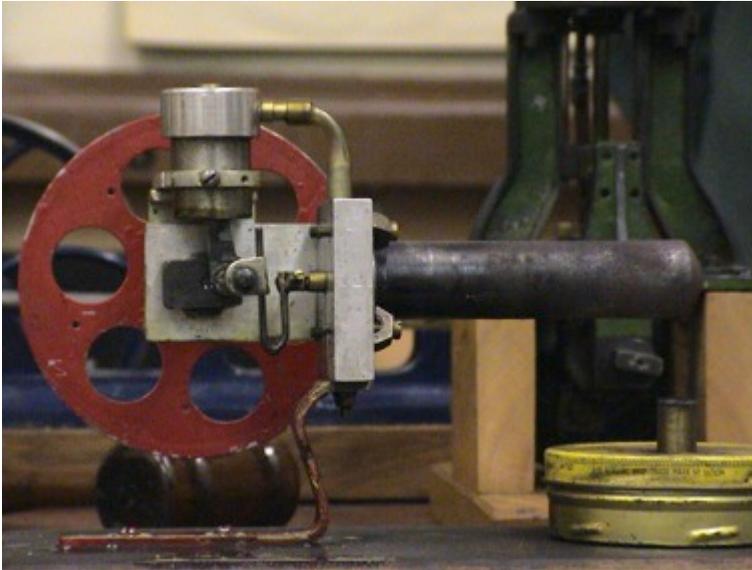
At this point we had a break for tea, kindly provided by Dave. Whilst drinking our tea we had a chance to mingle, chat and examine the engines more closely. The raffle

was drawn and various prizes were distributed.

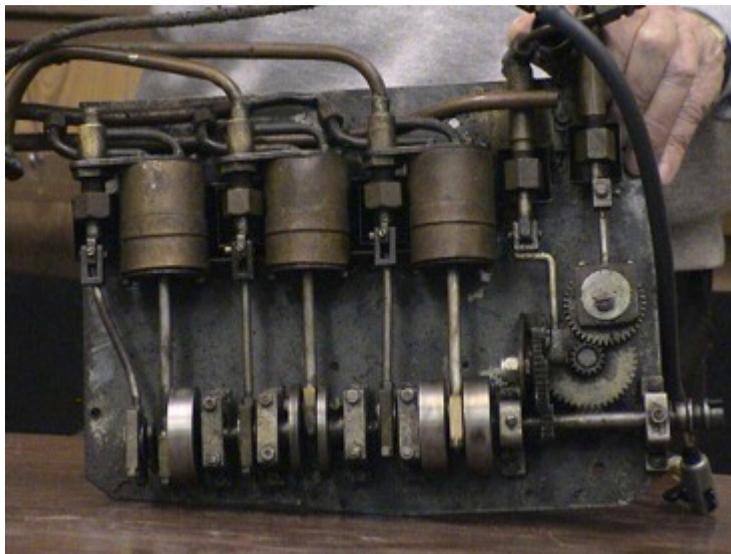
Dave showed his small marine engine. The engine ran sweetly on only 4 lbs. of air pressure.



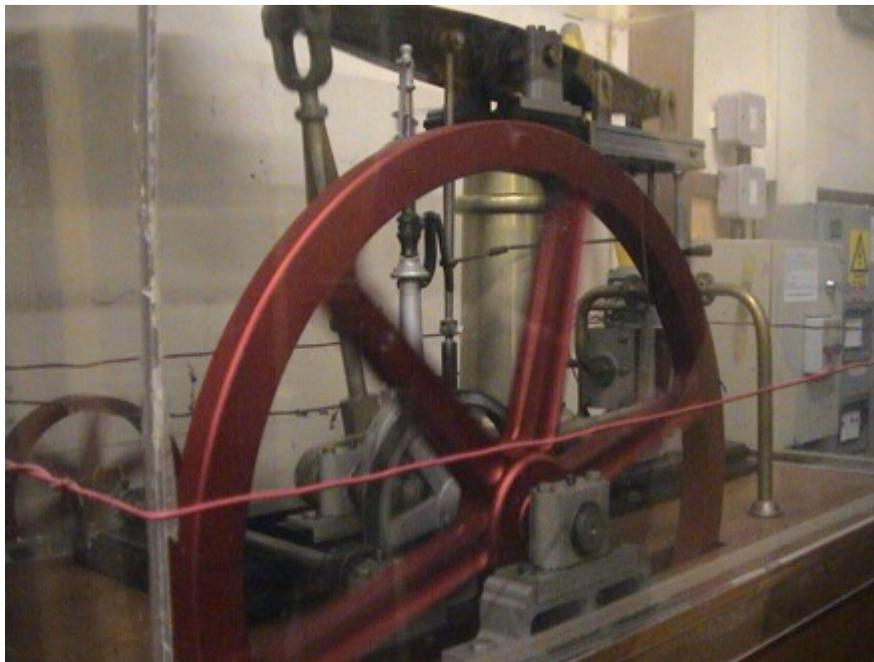
Ian showed us a Stuart engine and once connected to Edward's air supply the engine ran beautifully.



Dave also made this hot air engine (above). He had it running quietly for most of the evening on the front bench. The engine eventually stopped running when the fuel supply ran out. Malcolm showed the last item (below), a triple cylinder,



single acting piston valve engine. A wall mountable unit originally from a boat of about eight feet in length. The unit has no castings, six main bearings and a built up crankshaft. It ran sweetly on the air supply, drawing gasps of admiration from the quiet and attentive audience.



Our resident beam engine came alive when Mike connected the airline to it. The engine ran smoothly, quietly and was interesting to watch.

Time was against us and Ian had to close the meeting. He thanked all those kind folk who had brought their engines along to show us and thanked us all for coming. The meeting closed and we made our way home; no doubt enthused by what we had seen this evening. Perhaps thinking of building our own engines maybe, when those 'other' projects are finished.

Steam Oil For Sale

A new supply of Steam Oil 460 Grade, is now available for members to purchase for £4.00 in two pint plastic bottles. Contact the Treasurer at Colney Heath on Thursdays or Sunday mornings, or by arrangement.

Forthcoming General Meetings

Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening.

Friday 6th November

Auction – ‘Bring & Buy’.

Auction ‘bring and buy’ at Headquarters as well as tons of metal and tooling for the model engineer. Please come along and buy a few bargains or just come to be entertained and leave with regrets that you did not bid for that mystery tool box.

Friday 4th December

THE Christmas Party.

The Christmas Party for all sections. Please come along at 8pm to our Headquarters at Finchley and have an evening of Christmas fun. New cuisine this year and meet folk you do not usually see in such convivial surroundings.

Garden Rail (G1) report. (September 2015)

The new shed has been delivered, we erected this and got it painted all in one day, Mike Foreman has started to fix the 'hot-fix' roofing felt, a further coat of paint has been added and it all looks very smart, next will be the internal shelf fitting to take all the line side features we are now accumulating, these we have had out on a couple of occasions.

On the 22nd. July we had a visit from the Kent group, 14 visitors came, as before we had fish and chips for lunch, unfortunately this time the weather rather let us down, it rained like it had just been invented, however when it did clear up after lunch it allowed quite a bit of running by our visitors, all of whom enjoyed their visit, again many comments on the condition of the site, thanks here must go to Nigel. Again a fine spread of models were present including a few electric as well as a couple of gas ones.



A busy scene on the main straight during a club visit. Photo Geoff Mogg.

Main event though has been the visit on the 17th. September of the Swiss group of G1MRA members, they come over to the UK every few years for 10 days to visit various clubs and individuals and run their loco's. On this occasion 22 came

over on the early shuttle, arriving on site at about 11:15 straight from Dover. The lane was a tight fit for the coach which was not able to get through our gate onto site, however we used the trolley and two 'Trolley Wallas' to get all their stuff over to the track.



Group photo showing our Swiss Group visitors . Photo Geoff Mogg.

Dave West gave a small welcoming speech, explained how the track worked and a few safety rules, running got underway fairly quickly.

They brought with them many beautiful loco's, early running was with some continental outline with their own coaching and goods stock, unusual to see on our track but most welcome. They had with them a lot of UK outline, for me the star of the day was the turbine powered LMS Turbomotive by Werner Jeggli recently featured in Model Engineer, this was a sight to see pulling Steve's rake of 8 teaks (we supplied the club rolling stock as well as some members volunteering the use of their rolling stock) wonderfully engineered model, sounded very unique. An LNER A1 built to watchmakers' standards with near scale backhead, modelled by Heir Schartner, unfinished but having its inaugural run. This produced a large cheer from the Swiss Group as this loco has been over 30 years in the making.



LMS Turbomotive by Werner Jeggli, This time towing the society's GWR coaches. Photo Geoff Mogg.

A fine pair of coal fired atlantics (one LB&SCR and one MR) looked impressive, both built from Barrett kits, I would imagine about 50% of the loco's were UK outline. Equally impressive was Gerald Lackners' massive Austrian Railways 2-8-4 coal fired locomotive. Having an enclosed cab Gerald had to separate the tender from the loco each time it needed more coal, not a relaxing engine to run!

At most times all three tracks were in constant use, Dave West being steward in charge ran the day with clockwork precision, mainly owing to his prior briefings and organisation over the previous weeks, running stopped at 5pm just before the meal was served at the coach.

We had agreed to feed our visitors to this end we supplied copious quantities of tea and coffee all day, this was located in the new shed to the side of the bothy, many thanks to Norman's hard work manning the tea urn all day.

Photos on next page. Gerald Lackners' massive Austrian Railways 2-8-4 coal fired locomotive and Aster PO Chapelon Pacific with continental coaches. Photos Geoff Mogg.



My brother Gregory and I decided to cater food from the coach, We cleaned the kitchen as a food preparation area, first thing was to clear out was the fridge, may I suggest in future that NO food is left in the kitchen fridge, I thought the cake in there had blue icing, it was mould, the loaf of bread was not granary, just rotten, milk turned to yogurt etc. We therefore had to deep clean it all before we could start on making the fresh sandwiches for lunch. We supplied a mixture of cheese, freshly cut boiled ham & egg mayonnaise. We also supplied bowls of crisp's, fresh mixed salad and mixed fruit etc, all went bar one apple!

During the afternoon, cherry cake and biscuits (under Brian's supervision) were consumed, for tea we cooked 102 sausages served up in finger rolls. Everything went apart from that apple!

Our visitors left site at about 6.30pm, one of them took the apple for later!



Busy scene at the GL station giving some of the Swiss group a ride.
Photo Geoff Mogg

I cannot express our many thanks enough to the 5" and GL members for bringing along their loco's and giving our visitors rides around the site, this was

much appreciated by all. Jim McDonald was also around nearly all day with his video camera and hopefully he will have something to show us when edited to his liking.

Our visitors were all very impressed with our facility, making it most plain, although they have both indoor and outside G1 tracks, that nothing like it is available to them in Switzerland, and to be honest in the sun the whole site looked a picture, a testimony to all the hard work our society members put into it.

David Metcalf.

Beryl Collingwood. 1931-2015 RIP.

It is sad to report that Beryl Collingwood peacefully passed away a few days ago. Many of the newer members will not know of her but Beryl was the wife of Country Member Mike Collingwood who died about a year ago. The couple moved from St Albans to Salford Priors in Warwickshire a few years ago but maintained contact with the Club and were often seen at Model Engineering Exhibitions.

Beryl was a member of the Club during the era when the wives of members played a significant part in the running and maintenance of the Club. For a number of years Beryl was a vibrant Secretary to the Club and I think at the end of her tenure handed over to Terri Clift. That was when Angela Foreman was the efficient editor of our *News Sheet*. It was at the time when Jean Chrisp, Julie Robson, Sylvia Price, Ruth Luxford, Angela Perham and Sylvia Cummins to name but a few produced numerous meals and cakes at events and Exhibitions. And in fact had their own Arts and Crafts display at the most successful exhibition we held at the Barnet College in September 1997.

Beryl's funeral was held on Monday 5th October at Reddish Crematorium. RIP.

Ian Johnston.

Steward Rota – Public Running

With the end of public running the next stewards Rota will be published in March/April in 2016. Sue Rose who has been managing the Rota has advised that she can no longer undertake that task and thanks are extended to Sue for the time and patience spent on managing the Rota for so long. The 2016 Rota will be managed by myself, Alan Marshall (Secretary).

Books for Sale.

Mention was made last month on page 16 of some books for sale. The good news is that many hundreds of pounds worth of books have now been sold at bargain prices to the lucky recipients, but there are still many books left. If you would like to browse the remaining books please contact Geoff Burton or come to Finchley on a Wednesday evening for a rummage. Proceeds will benefit various Societies in accordance with Bernard's will.

Vacancy - Locomotive Section Meeting Organiser.

Until further notice Loco section meetings will not be held. Any volunteer wishing to undertake the organising of these events should contact the Secretary. Alan Marshall.

G.L.R. News from Peter Funk

Winter Draws On Boys and Girls. This month (October) has seen the first of many cold nights to come. Soon the leaves will start to fall as the coming season takes its grip. I have just swept the chimney in the front room and we sat by the first log fire of the winter, let's hope it will be a short one so we can start to play trains again in the New Year. As I pen this News Letter there is one public running day left. All in all this year, the ground level has had a good running season without any serious problems, the track that is settling in nicely was on some Public running Sundays full up with visitors and members all having great fun, it is encouraging to see most members observing the visi vest rule and as a result we can run ORCHARD JUNCTION on a much more professional footing than previously. My thanks to all who helped to run the station signals and stewarding the station.

Winter Works. G.L.R. crew, thanks to your dedicated work on the tunnel project throughout the year, Tunnel Vision Ted has completed about a third of his bricklaying task. This now has allowed Graham with the help of the crew to cut and bend the reinforcing bars. These have now been fixed over the first section of roof by wiring together to form a lattice framework and when encased in concrete will be the BEST PROFESIONAL JOB I have seen and would have wished for the club to receive. I am so glad to have asked Graham to run this job and I am sure he and the crew will have create something that will last for many many years to come, a fitting testament to all your hard work. Gentlemen you have my admiration on this one.



Saturday 15th October. In a weak moment Ted let me lay two bricks today, you can just see them in the picture, the wonky ones on the left and he has promised me that I can do more when we get to a straighter section (I don't think he trusts me with his baby). Can't wait, at this rate we may get the tunnel finished next season if all goes well. Mr Grumpy has cut up 700 plastic sleepers ready for drilling so I think we know what we are going to do this winter to occupy our slack moments; thanks Rob don't get crushed in the rush to fit them to the track.

Graham has told me he has nearly completed the loco and carriage that he has been building for some years. Of narrow gauge outline, 'Holmside' is another tuff and sturdy club puller, and if his way of building projects is anything to go by it will be a superb job, to give him many years of pleasure. Looking forward to seeing it next season Graham, happy days!

Hi to Mike and Diane, Thomas, Robby, Rose and Stan who I have been told have moved away you are welcome to visit us anytime as and when. We miss you all, luv the G.L. crew.

Down The Workshop I do not know how but this summer I have managed to put quite a few hours in working on the old girl, 'MAID MARIAN' that is. It is starting to grow rather large now and thoughts of how I am going to get it out of the shed keep niggling at me. It all seemed so easy seven years ago when I first began. I am now beginning to assemble the right hand cylinder and have found that I am not as strong as I was when I mounted the L/H one. I just cannot seem to get it to fit, perhaps I am losing it?





Never mind, as long as we keep enjoying what we are doing, that's all that counts.

As ever in the muck, P.A.K. Funk.
Ground Level Section Leader.

Alan Morgan

It is with deep sadness that we received news that Alan Morgan, the Society's 1000 member, had passed away when returning from a cruise a few weeks ago.

Alan had only been a member for a few weeks when he joined the Fetes and Fairs section. In his short time with us he attended three fetes running his radio controlled steam traction engine and driving Tony Dunbar's electric F7. He hoped to construct his own electric loco and was getting advice from many members on what he should build in his retirement. Alas this was not to be.

Alan was only 63 and was one of the friendliest people you could wish to meet.

He will be sadly missed.

Jim Macdonald.



The late Alan Morgan driving Tony Dunbar's F7 at the Cuffley steam rally. Photo Jim MacDonald.

Mr. GRUMPY'S BIT

This month's 'bit' is very much a repeat of the rendition for October.

The season of the Winter Working Parties is rapidly approaching, I will not say too much here again this month as I need to review my list and get out the trusty chalk and blackboard.

For those of you who are not accustomed to the Winter Working Parties, we normally work through the winter months on Sunday mornings from as early as you want to get there till you have drunk enough tea. Some groups also beaver away at Tyttenhanger on Thursdays and Saturdays too.

The tasks are many and varied and I normally try to keep a black board up to date with the most urgent tasks appended. Some of these tasks are the same as appeared in the Newsletters of 1980! One day we will catch up, I hope.

Of course it all depends on the weather at the time and jobs can vary from filling potholes in the lane, shifting bricks and ballast to the new land, checking and adjusting the condition and super elevation of the running tracks, keeping the pond clear of weeds and leaves, to note just a few.

Other tasks to be completed include foundations for the new Raised Track traverser, foundations for the new workshop location, repairing the concrete base at the unloading point for the existing Raised Track steaming bays.

Maintenance includes a new roof covering for the garage workshop, reworking the roof on Smallford Station and much more.

And there is the on-going problem of clearing the site of members' items that should not be stored on site.

Of course there is no obligation to come to any of the working parties but those who do come often say it is a good opportunity to get out of the house for a bit, or get a taste of fresh air, or lose a few pounds from a bit of physical work, and get to know some of the other Society members. All in all it gets to be a bit of a laugh most of the time.

If you haven't tried it, don't be shy, come and give it a try.

Mr. Grumpy. Tyttenhanger Site Manager. [A.K.A. Robin Thorn]

Scribes Scribbles

So we come to another end of a running season and we start to look forward to the comradeship of the Winter Working Parties every Sunday morning from 9.00 until 12.30. No doubt Mr Grumpy will have a long list to keep us all busy. Do come along and enjoy the tea and biscuits if nothing else.

I think it fair to say we have enjoyed a memorable running season with good weather and good numbers of visitors and their donations have helped us to fund a number of the on-going projects as well as the Society running costs. So a big thank you to all the drivers and stewards who have worked to help this happen.

This brings me nicely into mentioning next year and the stewards' rota. As you will know Sue and David have given up organising the rota which now falls to me to produce. This I will do in the March News Sheet and I think at the moment we have enough with new members for only one duty to be scheduled per person assuming no changes to bimonthly public running and no birthday parties. However please remember that when we renew membership we sign up to doing two duties during the year.

It is quite a task for the senior stewards on the day to organise the crew on duty with the various tasks and ensure that stewards do not get stuck on the more mundane of jobs for too long. Whilst we have a format for rotating the stewards it does rely on the stewards promptly effecting the change over at the allotted times and not to stand chatting as another steward is waiting to be relieved to move on to their next allotted task.

I know that quite a few members who undertake steward duty are not involved in activity at Colney Heath and therefore not knowledgeable upon the requirements of public running or the operation of the two railways. Over the next few News Sheets I will perhaps try to give a description of the various activities of the allocated tasks of the Stewards to rectify this and hopefully explain why we need the stewards that we do.

It is always sad to report on the passing of Society members and this year we have lost more than in previous years. In particular it is sad when the member has only been in the Society a month and is of a young age (compared to many of us) which was the case with Alan Morgan who had found an active interest in supporting the Fetes and Fairs activity undertaken by some members. Our commiserations are extended to his family.

Last month I mentioned the intent for the General Meeting in February to

discuss storage at Colney Heath (and also boiler testing), well to keep it in your mind I hope that Council will approve the publication of the draft in the December News Sheet so that it can be digested and dissected, drawn and quartered, and be the subject of reasoned debate in February. Bear in mind this is your Council seeking views and not a vote on whether to implement or not.

For those interested in what is happening or has happened in the Southern Federation their latest News Letter is on the notice board at Colney Heath. An interesting issue has been raised in it regarding boiler testing (something we will be discussing further at a General Meeting in February) that irrespective of the 14th month steam test expiry date arrangement, the steam test certificate in force in the final year of the hydraulic test that would overlap the hydraulic test expiry date, will expire at the end date of the current hydraulic test certificate, so essentially the cycle starts again for the steam test. I wonder how many members are aware of that.

Finally still on the subject of trains the TSC recently decided that without a specification for a satisfactory spark arrester being in place a deflector could be considered suitable and reliance is placed on the steward on steaming bay duty, or senior steward, to satisfy themselves that the fitted device can perform adequately in preventing sparks getting to public passengers.

Alan Marshall (Secretary)

Society Activities.

Every Wednesday; Garden Railway Section at CH (11am – 4pm), also 0, 00 and H0 Model Railway Groups and Video Group meet at HQ (evening)

Every other Wednesday; Slot Car (Retro) meet at HQ (evening).

Every Thursday; Working parties at CH (all day) and Slot Car section meet at HQ (evening).

Every Saturday; Working parties at CH on GLR, including Junior section (all day).

Every Sunday; Morning working parties at CH (start 9am).

The details of the relevant contact persons for the above activities can be found on the rear cover of this News Sheet.

NB. Please notify Alan Marshall (Secretary) of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.

Dates for your Diary

NOVEMBER	2015
Sunday 1st Nov.	Working party at CH. 9am – 12:30
Tues 3rd Nov.	Council Meeting. 8pm at HQ.
Friday 6th Nov.	General Meeting at HQ. 8pm to 10pm. 'Bring & Buy Auction'.
Saturday 7th Nov.	F & F section at Walker Cricket Ground, Waterfall Road, Southgate. N14. 4pm – 9pm. Contact Jim MacDonald.
Sunday 8th Nov	Working party at CH. 9am – 12:30
Tues 10th Nov.	TSC Meeting at St Mark's Church Centre. 8pm
Sun 15th Nov.	Working party at CH. 9am – 12:30
Friday 20th Nov.	<i>Deadline for copy to Editor for December News Sheet.</i>
Sun 22nd Nov.	Working party at CH. 9am – 12:30
Friday 27th	Workshop Meeting. 8pm at HQ
Sunday 29th	Working party at CH. 9am – 12:30
DECEMBER	2015
Wed 2nd Dec.	Council Meeting. 8pm at HQ.
Friday 4th Dec.	General Meeting at HQ. Christmas Party for all sections. 8pm to 10pm.
Sunday 6th Dec.	Working party at CH. 9am – 12:30
Sun 13th Dec.	Working party at CH. 9am – 12:30
Tues 15th Dec.	TSC Meeting at St Mark's Church Centre. 8pm
Sun 20th Dec.	Working party at CH. 9am – 12:30
JANUARY	2016
Friday 1st Jan.	New Years Day running at CH – contact Mike Foreman
Sunday 3rd Jan.	Working party at CH. 9am – 12:30
Tues 5th Jan.	Council Meeting. 8pm at HQ.
Sun 10th Jan.	Working party at CH. 9am – 12:30
Sun 17th Jan.	Working party at CH. 9am – 12:30
Tues 19th Jan.	TSC Meeting – St Mark's Church Centre. 8pm
Fri 22nd Jan	<i>Deadline for copy to Editor for February News Sheet.</i>
Sun 24th Jan	Working party at CH. 9am – 12:30
Sun 31st Jan	Working party at CH. 9am – 12:30

**NORTH LONDON SOCIETY OF MODEL ENGINEERS
Officers, Council Members & Section Leaders**

The views expressed in this News Sheet are not necessarily those of the Chairman or Council of the NLSME.