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The News Sheet

This Month...

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FROM THE CHAIR

My thanks to all members who supported the MENCAP day on Saturday, 19 September. It was, as usual, a day that brought delight to many youngsters and their carers. The Society excels in a charitable event like this, and also the support given to St Luke's School and the Childs Hill School earlier this year. These are worthy causes and we are pleased to be able to contribute in our small way to their activities.

Despite the 'knock-on' difficulties of the M25 causing a number of us to be late for the Loco meeting on Friday, 18 September, we all enjoyed the opportunity to discuss at length the concepts of the Steaming Bay project in open forum. Our thanks are offered to Chris Vousden for his efforts in producing design layouts for this major project. I personally liked the design presented and hope that preliminary work may soon be able to start. For those who were not there at the meeting, the plan printed in the September News Sheet was not the current design and is therefore invalid.

I am pleased to confirm that the Garden Railway Section members have volunteered to manage the coach supplies and assist with teas on Sunday afternoons during the running season. Thanks lads.

May I also comment that a Society like ours depends entirely on the voluntary contributions made by members to its well being. Without those contributions and the efforts by its members, whether they are officers or members of the Council, or officers or members of the TSC, or enthusiasts within our various sections, the Society would cease to exist.

We should remember, that all who contribute to our Society are volunteers; they carry out their duties on behalf of the Society to the best of their abilities and for the benefit of all members.

David Harris

Throughout this issue are pictures of a 7¼" 59 Garratt (Metre gauge 1950's East African Rlys) built in 1973 for the late Brian Hollingsworths private 7¼ inch gauge railway now owned by Paul Newman of PNP-railways.co.uk and on an autumn tour as part of the 100 year anniversary of the first Garratt articulated locomotive to be constructed. The pictures were all taken at the Moors Valley Railway, Ringwood, Dorset on September 12th and include other locomotive, Belgian Congo Garratt 1A (normally running at Eastleigh Lakeside rly, built 2003) and MVR Garratt William Ruffus (1997) and 2-8-0 Althelsan (2008) Photo: Owen Chapman

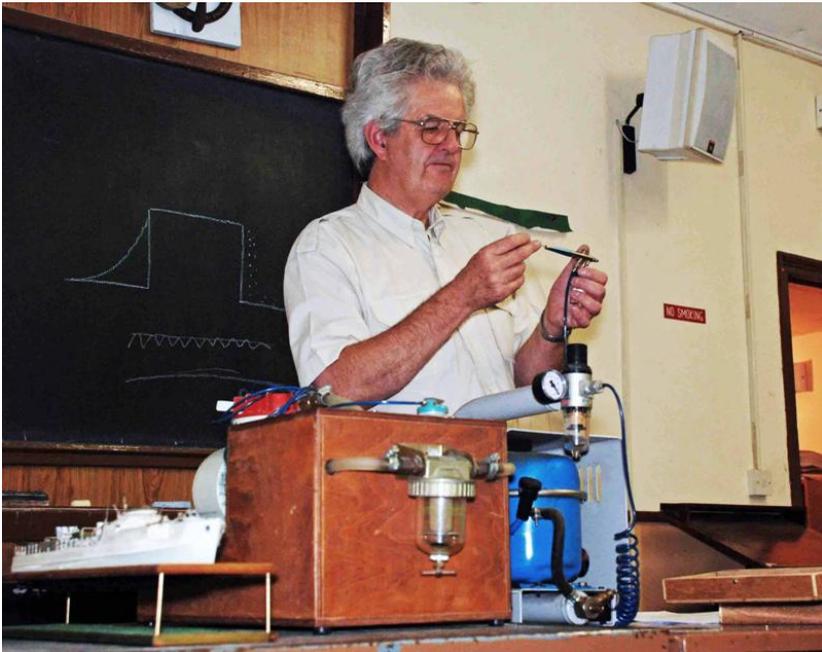
TREASURER'S REPORT

What a pleasant September it has been. Some late subscriptions are still creeping in, but thanks to everybody else who paid up so promptly this year. My task has been so much easier. At the last Council Meeting, which I missed because I was away in the sunny West Country, one new applicant was accepted into the Society. Welcome to

Malcolm Willmott, Interests; G1 and Marine.

Following on from last month, how can a bright yellow 110v 1.5Kva portable appliance transformer just vanish from Colney Heath? Somebody must have an idea even anonymously, so please let me know.

Mike Foreman

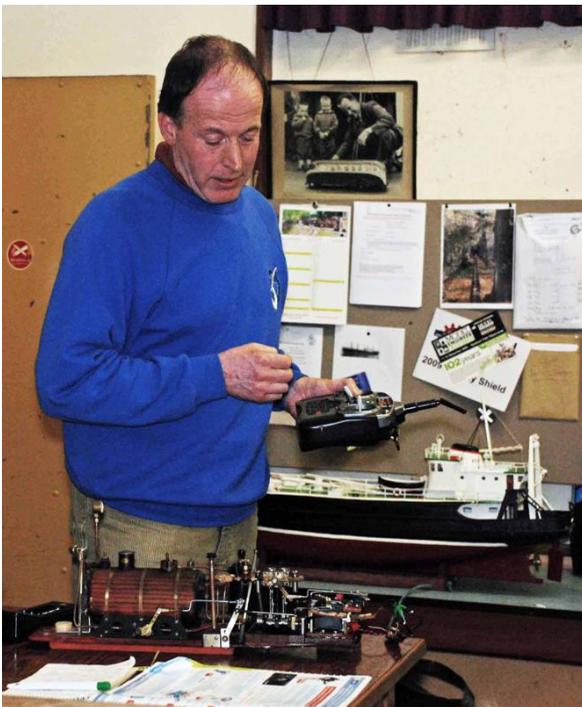


Peter Stern provided a lot of useful information about air brush painting.
Photo: M Chrisp

THE SEPTEMBER GENERAL MEETING

In the absence of both our usual reporters, details of this meeting will unfortunately go unrecorded in these pages. I believe, it can be reported that those present enjoyed a well structured and informative evening during which Peter Stern described the art and craft of air brush painting. He had brought a variety of equipment to illustrate his excellent talk and was sufficiently confident (foolhardy?) to pass delicate airbrushes and their component parts around the fascinated audience. Peter had also brought some items to reveal that he is well able to practise what he preaches to very good effect. Peter's talk was given in his inimitable fashion, provoked a considerable number of questions and discussion, and was much enjoyed by those present who expressed their appreciation in the usual manner.

Following Peter's informative presentation, John Morgan and Dave Lawrence both took a little time to talk about their current projects. John



showed a steam plant for which he had purchased new radio control equipment and resolved some interesting problems. After a brief review of work concerning maintenance of the Society's boating lake, Dave showed a gearbox assembly for which he had moulded leadscrew nuts from plastic milk containers in an attempt to eliminate backlash with the ultimate intention of using the system for computer controlled machining.

Mike Chrisp

John Morgan showed a steam plant equipped with new radio control equipment. Photo: M Chrisp

SOUTHERN FEDERATION OF MODEL ENGINEERING SOCIETIES

INFORMATION SHEETS

Clubs and Societies from all around the UK join the Southern Federation MES for various reasons including matters related to boiler testing, insurance and information concerning the hobby. Such information is published from time to time in *Southern Federation News* and is issued in the form of Information Sheets. All currently available Information Sheets have been recently updated and re-issued and copies sent to all member societies, including our own. The following notes provide brief descriptions of the content of each Information Sheet. You are free to choose any items you wish to copy.

INFORMATION SHEET No. 1: CHILD PROTECTION ACT

Intended to help member organisations take appropriate measures to enable children and vulnerable adults to enjoy the hobby of model engineering. This document should be taken in to account when considering Information Sheet 6, a later publication.

INFORMATION SHEET No. 2: DISABILITY DISCRIMINATION ACT

Intended to help member organisations take appropriate measures to enable people with disabilities to enjoy the hobby of model engineering. Those who provide services are not allowed to treat disabled persons less favourably than they would others, without a justifiable reason.

INFORMATION SHEET No. 3: INSURANCE INDEMNITY; GIVING ADVICE ON DESIGN OR SPECIFICATION

Confirms the indemnity cover relating to the giving of advice by boiler inspectors concerning boiler design or specification. Indemnity is given provided that no charge is made for giving the advice.

INFORMATION SHEET No. 4: FIRE SAFETY LAW

Notifies the requirement to comply with Regulatory Reform (Fire Safety) Order including the completion of a formal Fire Safety Risk Assessment.

INFORMATION SHEET No. 5: INSURANCE CLAIMS AND INCIDENTS

Identifies the contact details of the Southern Federation insurance broker in the event of an accident or an incident having to be reported.

INFORMATION SHEET No. 6: SAFEGUARDING VULNERABLE GROUPS ACT (2006)

Describes Her Majesty's Government's official policy concerning the application of the Act to the hobby of model engineering.

INFORMATION SHEET No. 7: PERFORMING RIGHTS SOCIETY LICENCES

Indicates the requirement for obtaining a licence to play recorded music in public.

INFORMATION SHEET No. 8: BOILER TESTING DOCUMENTATION AND OTHER PUBLICATIONS

Lists the publications currently available and includes an order form.

INFORMATION SHEET No. 9: CE MARKING ON BOILERS

Includes the joint statement from Footman James and Walker Midgley regarding the requirement for compliance with the Pressure Equipment Regulations 1999, in order that a boiler built commercially after 30 May 2002 can be tested and subsequently insured.

INFORMATION SHEET No. 10: HEALTH AND SAFETY DOCUMENTATION

Lists some of the documentation that may be useful for model engineering clubs and societies.

INFORMATION SHEET No. 11: PSSR, PER, CE MARKING AND BOILER MANUFACTURERS

Provides an outline of the requirements for compliance with current legislation relating to the manufacture and test of steam operated equipment in a model engineering environment. Anyone wishing to purchase a boiler should take note of the requirements in order to avoid subsequent problems associated with incorrect or invalid documentation. A limited list of manufacturers compliant with the requirements is included. The Regulations do not apply to a boiler manufactured by a person for their own use.

More Information Sheets will be issued in the future and existing Information Sheets will be updated as the relevant information changes. Members will doubtless have heard of current proposals concerning the Child Protection Act. The current edition of *Southern Federation News* includes a notice indicating that the above Information Sheets will be available on the Federation website: www.southernfed.co.uk.



Belgian Congo
Garratt 1A and
5928 "Mount
Kilimanjaro"

Photo; Owen
Chapman

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.

2 OCTOBER 2009 ON THE TABLE: YOUR WORK IN PROGRESS

With the long, light evenings of summer now past and the prospect of long, dark evenings ahead, with any luck we may be able to spend some time in our workshops. What are you working on?

Work in Progress meetings provide ideal opportunities to show our current project(s) to fellow members and to discuss any technical matters giving us cause for thought, so bring something along! I'd appreciate a call beforehand so I can attempt to bring some form and order to what has always been an informative, instructive and enjoyable evening.

6 NOVEMBER – 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 when 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 particularly welcome. Colin is a first class speaker and we are assured of an interesting and informative evening.

4 DECEMBER – PRE-CHRISTMAS SOCIAL

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

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.

MIKE'S MUSINGS.

Since my last musings I've been on my travels again, visiting my good friend Barry and his wife Pam who live in the picturesque village of Pieusse, which is situated in the Languedoc-Roussillon region of France. One thing that I was totally unaware of was that in France as in the UK the railway preservation movement is very much alive.

As a special treat for me we drove south for about 1 ½ hours into the foothills of the Pyrenees to the sleepy little town of Axat, which is the main western terminus of the 60 km long TPCF railway (Train du Pays Cathare et du Fenouilledes). The line, which is over 100 years old, climbs several hundred meters through diverse and unique scenery to the eastern terminus of Rivesaites although we chose to disembark at Estagel, which is a somewhat more interesting town to explore and of course have lunch.

At Axat station there is a large free car park with the booking office/souvenir shop/toilets and a small display of railway memorabilia centrally positioned. Its much like those in the UK apart from the staff speak French which did not present us with any problems.

Unfortunately all services are diesel hauled until September when some are steam hauled. For the majority of the journey we travelled in open wagons with a running commentary given by one of the French guides, however my French was not good enough to keep up but the scenery was truly stunning, with deep gorges, vineyards and Cathar castles. Our motive power was provided by a locomotive similar to our own class 20. For the final part to Estagel we transferred to an ex SNCF two car DMU, very nicely maintained but unlike in England you could actually sit in the trailing drivers cab without being told that you are contravening some health and safety regulation.

After enjoying our time in Estagel we boarded the train for the return journey. On reaching Axat you have the option to disembark or carry on to the end of the line at St-Martin-Lys. We chose the latter; the line took us through several tunnels and over some extremely picturesque viaducts with the rapids of the river Aude flowing beneath.

As for the future of the TPCF, they would like to link up with the SNCF just south of Limoux, hopefully this will happen as they own most of the track bed along with tunnels, by all accounts the tunnels could be made serviceable again without too much trouble but they will have to construct several bridges over the road system.

May I remind members that the Northolt Model Railway Club will be visiting us at Colney Heath on Saturday 10th October, if any of you would care to assist I would be very grateful for your help.

Forthcoming Loco Section Meetings.

- Friday October 16th: -** This month I have arranged for an evening that is somewhat different from the norm. We are being entertained by one of the City of St. Albans guides who will be giving us a fully illustrated talk entitled 'A City beneath the park' (the story of Roman Verulamium). I'm sure that we will have an excellent evening and don't forget to invite wives, girlfriends and other friends who may be interested in the history of St. Albans.
- 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: -** 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 January 15th: -** Members films and videos/CD's
- 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

Steam Locomotives By Dave Burman.

Driver's Examination Answers

Q1) What is the driver's responsibility?

- a) The safety of the public and riding passengers, engine and trains
- b) Obeying all signals and the track supervisor or safety officer

Q2) What are the driver's duties?

- a) Maintain correct water level in the boiler
- b) Maintain sufficient steam pressure for the operation of the locomotive, injectors or pump.
- c) Keep a sharp lookout ahead.
- d) Manage the handling of the locomotive and train in a safe and efficient manner.
- e) Be sure that the engine is in mid-gear when stationary

Q3) What would you check before leaving the steaming bay and first picking up a load

- a) Check the operations of the boiler feeds-injectors and pumps
- b) Check operation of safety valves and check against pressure gauge.
- c) Blow through water gauge cocks to check boiler water level and that the cocks are working correctly
- d) Check brakes and couplings to ensure that they are working effectively.
- e) On first picking up a load, the brakes should be checked for effectiveness and the stopping distance judged.

Q4) What steps would you take if the Gauge Glass burst?

- a) Stop if moving along the track and go back to protect the train, or send the guard back if any.
- b) Block the funnel with a rag so as to stifle the fire, ensure blower is off.
- c) When the steam pressure has subsided remove the remaining fire.
- d) Remove the locomotive and the train from the track.

Q5) What steps would you take when the boiler feed failed or the blowdown valve sticks open?

- a) Turn the blower off.
- b) Shut regulator.
- c) Block the funnel with a rag so as to stifle the fire.
- d) Drop the grate, or pull out the fire if possible.

Q6) Describe how to operate the following boiler feeds Axle feed pump with BYPASS control

Open the bypass on first moving from the steaming bay to prime the system, then close bypass to feed water to the boiler. Open bypass to reduce feed.

Axle feed pump with THROTTLED intake control.

Open the throttle on first moving from the steaming bay to prime the system, and feed the boiler. Close throttle to reduce the feed.

Live Steam injector.

Open the water valve fully, then fully open steam valve. Check overflow for water flow and slightly close water valve if necessary.

Q7) What steps would you take in the event of the regulator jamming open?

- a) Open the cylinder drain cocks.
- b) Ease the valve gear into mid-gear and apply brakes.

Q8) How would you leave the locomotive under steam?

- a) In the care of a certified driver Class 1-3 preferably under constant supervision

However if no other driver was present

- b) Cylinder drain cocks open.
- c) Regulator closed.
- d) Valve gear in mid position.
- e) Boiler full of water.
- f) Blower off.
- g) Brakes on or wheels spragged.

Q9) Why would you open the cylinder drain cocks on first moving the locomotive after steaming up or after the locomotive has been standing for some time?

- a) To clear condensate from the cylinders and to reduce the risk of damage from hydraulic locking.

Q10) What steps would you take if there was an obstruction on the line?

a) Stop the train as quickly as possible and signal to the driver of a following train then remove the obstacle.

Q11) At what distance from the train ahead should you travel?

a) Knowing the braking ability of your train. (*refer Q3e*)

b) You should be able to stop within half the distance the line is seen to be clear ahead.

Q12) At what maximum speed should you travel?

a) The maximum speed is set at 10km/h (a persons slow running speed).

b) The maximum speed that you should travel should be set so as not to worry the passengers and so that you can stop within half the distance the line is seen to be clear ahead (*refer Q10*).

SAFE OPERATIONS

These questions relate to general operations of the railway

Q18) Your train comes to a non-scheduled stop with *three* cars loaded with passengers. You have just cleared the tunnel. What action is needed, to protect your train?

a) Ask your passengers to remain seated.

b) Send your guard back to the far end of the tunnel to stop following trains. Once the problem has been resolved whistle for your guards return.

Q19) Your train's last car has somehow been de-railed and you make the required emergency stop. Passengers are starting to get off both cars. What immediate action must you take in relation to your passengers, and in relation to the train's protection?

a) Ask the passengers to resume their seats for the moment

b) Immediately proceed beyond the rear of your train, flag down and stop following trains.

c) Return to the derailed car and with passengers alighting to the safe side.

d) Rectify the situation and re-board.

e) Once you are underway, whistle to indicate all clear.

SITE MANAGER'S REPORT

A survey of the Colney Heath Site was carried out on 6 September 2009.

A EXTREMELY URGENT

1. The main station roof felting needs replacing in many places. This work should be carried out during the summer/autumn warmer/drier weather. The main station canopy finials are rotting and should be replaced where necessary. Re-painting of the existing sound finials should be actioned as soon as possible.

B URGENT

1. The GLR station in the car park should be completed and its roof felted as a protection against the weather
2. The car park roadway has settled in places and should be built up with additional material to prevent damage during the winter.
3. Similarly, the narrows roadway needs to be extended and built up with additional material.
4. The disabled access across the GLR needs to be upgraded and completed.
5. The treads of the bridge steps need to be fitted with an anti-slip surface. Already agreed by the TSC.
6. The bridge lattice sides need chicken wire covering to prevent children getting caught in the mesh. Already agreed by the TSC.
7. The tunnel shed has been cleared out, but its roof needs to be repaired. The crew room needs to be re-modelled with sink etc, as previously planned and agreed with the TSC.

C NECESSARY

1. The entrance area to the site, on the right hand side, should be tidied up.
2. The GLR station fence has protruding nails which could cause damage or injury.
3. The entrance barrier, agreed by the TSC, has not yet been installed.
4. There is plenty of rubbish adjacent to the workshop.
5. A trailer, containing rubbish, parked adjacent to the sheds should be re-claimed by its owner and removed from the site.
6. The shed window has not yet been replaced.
7. A chain across the access to the GLR steaming bays has not yet been

fitted as agreed by the TSC.

8. A tree in a large pot needs to be replanted elsewhere on the site.
 9. The space between the coach and BBQ needs to be fenced off in a similar fashion to that, now completed, at the opposite end.
 10. There is still much dead wood on the apple trees behind the coach. This should be removed while it can be seen against the foliage.
 11. The signal box area needs clearing up after the building work.
 12. Land adjacent to the toilet needs landscaping following the laying of the siding.
 13. Is the sack barrow residing at Dingley Dell worth restoring?
 14. There are three water tanks at Dingley Dell. Are they in use, are they needed, should they be kept????
 15. Similarly, there is a 'new' tank adjacent to the GLR. Is this to be used?
 16. It was originally planned to have a loop track for the GLR in the new land. Is this still a requirement, otherwise the track-bed should be filled in.
 17. The mound at the centre of the new land is grossly overgrown and should be cut back.
- The bare fencing along the new lands needs bushes or other plants planted to hide its starkness.

David Harris



5928 "Mount Kilimanjaro" and MVR Garratt William Ruffus
Photo; Owen Chapman

The September Loco Section Meeting

By Roger Bell

A request for help was asked for Saturday 10th October when the Northolt club are to visit us.

Mike Ruffell asked for ideas to overcome the chronic steward shortage problem, one suggestion was that our wives come and do the tea. Another that we have a postcard reminder posted to us a week before our duty. Another was for an individual to telephone the stewards to remind them. Or increasing the membership fee and getting £5 back on completion of duty. All of these ideas require extra administration to implement. He asked us to give it some thought.

The next Loco Meeting is a talk from a local historian on the battles around St. Albans. This non engineering topic is an opportunity to bring ones wife to the meeting.

The Sandown Park Model Engineering Exhibition is on 11th, 12th and 13th December 2009, if our club is to attend we need someone to organise the stand.

The topic for the evening was a discussion on the steaming bay project. Ian Macdonald had prepared some slides to highlight the work involved, he will not be leading the project in fact his contribution is to make a model of the steaming bays. He showed us some slides of the project he had led, the making of the signal box and whilst this was a smaller job it needed a lot of people to complete it, and it is still not finished. The purchase of two containers will not be paid for out of club funds, but funded from donations.

Whilst Ian Macdonald had produced quite a comprehensive slide show of the project my notes just cover a few items that I managed to scribble down: - The project is for the use of Society Members, it will include steaming bays, workshop and loco storage. The project is to start and finish as soon as possible, currently we do not have an estimate of the cost. The next job is to appoint a Project Manager and under him leaders of each section. The sections could be: - ground work, supply of water and electric, relocation leader to relocate existing storage, buildings, railway track and transverser, etc.

The detailed design would comprise a project timetable, availability of materials and equipment. Items that need to be kept running during building and other jobs (there were many) that are going on at the same time, and final approval.

Chris Vousden then spoke of his layout, updated slightly to the one in the September News Sheet. We will not be starting work on anything yet as there is still a lot of planning to do. The existing GLR turntable will not to be moved. Our existing container will be turned through 90 degrees. The steaming bays will be dedicated to 3 ½", 5" and 7 ¼". The concrete workshop which is suffering corrosion will eventually be demolished. The wooden shed needs to be moved to position the containers, which is one of the first jobs.

Chris asked what would be placed in the workshop, one view was that, "most of the equipment in our workshop has been wrecked; the bed of the lathe went rusty and was used as an anvil. The new drilling machine from Warco had its rack broken. The band saw can only be used if one brings ones own blade. The Society does not get on with a club workshop.

Chris is looking for a project manager and people to take on the projects; he said it is a lot of small projects within the overall one.

Mike Chrisp said that Chris has put an enormous amount of time and effort into preparing these drawings over the last five years and we owe him a debt of gratitude.

Between now and December we hope to have a model of the project, some costs and a team to do the work.

A Project Manager and other Section Leaders are urgently required, please volunteer and contact Chris.



5928 "Mount Kilimanjaro" Photo:- Owen Chapman

Proposed improvements to the NLSME Constitution

Many members of long standing will be aware of the history behind the current Tyttenhanger site, its formation and development. Currently its facilities are enjoyed by five sections within the Society, namely: Loco section (raised track), Ground Level railway, Garden railway, Marine and Stationary Steam. Each Sunday during the running season the site is open to the public so that they may enjoy our facility, partake of train rides, and purchase refreshment from our Coach/Station kitchen and the income from the public donations and their purchases all goes towards running the site and improving its facilities.

The NLSME Constitution has an attachment called "Guidance Notes for Committees" and serves to establish the operation and formation of the likely Committees needed by the Society to effectively manage its affairs and included in this are the "Track Site Committee" and the "Tyttenhanger Committee".

Historically the Tyttenhanger site was managed by the Committee called the "Track Site Committee" as at that time the only activity at the site was the raised track and the Loco section was the only railway group. Much later, as activity at the site grew, a Committee called the "Tyttenhanger Committee" was formed that was intended to supersede the "Track Committee" and that is the current position. However the Constitution has not kept up with this evolving position and its "Guidance Notes for Committees" lists both Committees.

The current situation has moved the site further on in its development with the Ground Level Railway now firmly established and developing its facilities, the planned improvement already approved to the Garden Railway, the proposed new Steaming Bay project and the future prospect of extending the raised track.

Your Council have therefore considered it appropriate to review the process by which its significant assets at Colney Heath are managed and the role of the Tyttenhanger Committee in that process.

Council has formulated a proposal that recognises that the only Committee managing the Colney Heath site is the "Tyttenhanger Committee" and the old "Track Committee" no longer exists and the Constitution should be amend accordingly. It has also recognised that the present "Tyttenhanger Committee" has no elected representation by the membership and in view of its importance within the Society this should be rectified. In this respect

Council propose that it should increase the Council Members to six from the present five, one of whom shall be specifically elected as Chairman of the "Tyttenhanger Site Committee". This would also bring the benefit of a direct relationship between the Tyttenhanger Site Committee and Council as one of its members would be on both bodies.

The proposal of Council retains the right of the Section Leaders using the Tyttenhanger site to be members of the Tyttenhanger Site Committee (the section leaders being traditionally chosen by the members expressing active interest in the section) and the Committee being able to co-opt by majority vote any member they feel necessary to assist in discharging their duties.

In order to effect the proposal of Council to amend the Constitution, it first wishes to consult the membership on the wording of its proposals and subsequently to put to the membership at an EGM planned for February 2010 the outcome of such consultation for approval.

The Council proposed alterations to the Constitution are set out below. Only the changes are detailed, the full Constitution document should be in the possession of members, the current version being that approved at the AGM held on 7th May 1999 and incorporating amendments made at EGM of May 2005.

Proposed changes to NLSME Constitution

Deletions are indicated by underline and additions are indicated in italics.

First paragraph of Clause 3 to be amended to read:

3. The Society shall be managed by a Council consisting of a Chairman, a Vice Chairman, a Secretary and a Treasurer, together with five *six* elected members ***one of whom shall be elected as Chairman of the Tyttenhanger Site Committee.*** The Council shall be members of the Society and shall be elected in the above order at the Annual General Meeting in each year and (subject to termination of the office by resignation or otherwise) hold office until their successors are appointed.

Guidance Notes for Committees to be amended as follows:

Track Site Committee:

To be elected by members of the Society with representation from other sections operating at Colney Heath site.

To manage the track site and buildings, regulate and maintain the Society's tracks, pond, locomotives, rolling stock and ancillary equipment, and to arrange activities in connection therewith.

To have the power to expend the revenue raised at the Colney heath site and such proportion of monies raised by fetes as agreed

from time to time, with Council.

Tyttenhanger **Site** Committee:

The "Tyttenhanger **Site** Committee" will **shall** be made up of the Section Leaders (or in their absence a representative of the Section) of each Section using the Tyttenhanger site, **the Society Treasurer plus a Chairman.** plus five members chosen by the Locomotive Section Leader.

The Committee will elect the Chairman of the 'Tyttenhanger Committee' from the Committee membership. **is an elected Council member specifically elected to the position of Chairman of the Tyttenhanger Site Committee at the Society AGM.**

The Tyttenhanger Committee can co-opt on to the Committee any member that they feel is necessary as long as the majority of the Committee's membership agrees.

The Committee oversees the **operation and maintenance of the** Tyttenhanger site and buildings; they must oversee and regulate the Society tracks, pond, locomotives, rolling stock and ancillary equipment and to arrange activities in connection therewith. **The Committee shall establish and manage each year during the running season a Rota of Stewards to manage and oversee the Colney Heath activities on public access days.**

To have the power to spend the revenue raised at the Tyttenhanger site as agreed from time to time with the Council including monies raised by **private functions e.g. Birthday Parties organised by prior arrangement through a Society member appointed by the Committee as "events Co-ordinator". The Committee shall approve (subject to Council ratification) and oversee such projects as shall be proposed by Sections to enhance their facilities at the Site and to ensure their proper planning, financing and interaction with other Sections and that the general ambience and well being of the Site is not adversely affected to the detriment of the Society or the Landlords occupancy licence terms.**

Consultation method

Any members that wish to participate in the consultation are invited to make their views, or suggested changes to the proposal from Council, known in writing to the Secretary so that they may be considered by Council. Any resulting formal proposal from Council to be put before an EGM will be fully published in the News Sheet in the requisite time and also include member amending proposals if requested.

Alan Marshall (Secretary)

Track Stewards Rota 2009

Date	Senior Steward	Track Steward	Track Steward	Track Steward
04-Oct	Dick Payne	Gavin Lang	John Mills	Richard Hesketh
11-Oct	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
18-Oct	David Harris	Peter Fox	Tony Guerrier	Harry Henderson
25-Oct	Terry Baxter	Peter Weeks	Ian Buswell	Roger Clarke

G.L.R. News

Hi all,

The Autumn Equinox has just passed and doesn't it seem the nights soon get cold and dark. Time to think about the winter's work ahead, and there's plenty of that to do on the Ground Level this year. We the crew will be busy constructing the new plan B station as previously agreed and relaying the Cuckoo Line. Anyone interested in moving a bit of soil around, digging trenches, cutting and welding up track panels, please let me know.

It is hoped to have a late night run on the last Friday of the month camping over and generally being silly. There will be small prize of ONE YEARS SUPPLY OF VEGETABLE SOUP rules to be made on the night? Any member is welcome, kick off 6pm and bring something for the barbecue and breakfast, see you there.

Many thanks to all who have helped to set up the N.L.S.M.E stand at the St Albans show., I themed it on seven and a quarter locos in the building stage (so you can blame me) and all the best bits of building the new track over the last few years. Something I certainly won't forget for the friends made and experience gained. Sorry have to go now as I need to make up some spigots to mount the G.L.R. signals for the opening tomorrow.

P. Funk

G.L.R. Section Leader

Right top 5928 "Mount Kilimanjaro"
 Right bottom 5928 "Mount Kilimanjaro", MVR Garratt William Ruffus and 2-8-0 Althelsan
 Photos:- Owen Chapman

Key = Bold Type:- 2nd stewards Duty.

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
04-Oct	Paul Bexfield	Guy Ellerby	Mrs Smith	Les Brooks
11-Oct	Tim Clementson	Owen Chapman	Richard Hall	
18-Oct	Graham Gardner	Mike Franklin	Mathew Stallard	Mrs Harris
25-Oct	David Dunlop	Tim Watson	Mrs Baxter	Jenny Baxter



MARINE MUMBLES (Rides Again).

(All photos by Peter Stern)

I told you he would come up with another idea, for cleaning the pond, given half a chance. After consulting the experts at this specialist swimming pool firm, Dave has purchased two triangular bottom suckers (not to put too finer point on it) with which we can attach to a pump (still looking for it) and “hoover” up that what lays on top of the liner.

Steve Jones told me at the General Meeting that one of his loco passengers thought we had a swimming pool up at the track (she must have told Dave the same thing before he fell in) as it was so clear. We must be doing something right at last.

The Friday Marine Matters General Meeting was a great success. Once they got rid of the idiot talking about airbrushes, Dave Lawrence and John Morgan added a vestige of sanity to the proceedings. I won't duplicate the “real” write up, other than saying that after the interest shown, the Marine Section will hope to start regular meetings at the Finchley HQ during the winter months. The second Friday in the month seems free at the moment. I will speak to the Powers That Be to see if we can “nick” it.

One good thing that came out of the 4th September Meeting was that Steve Jones, Dave Lawrence and I have decided to put on an airbrush demonstration up at Colney Heath next summer. Steve and I will incorporate weathering techniques into the procedure. Dave and the video section we hope will shoot a record of it for posterity (or something like that).

Just one last quick plug for you marine people. The 6th November General Meeting is on CA Class Destroyers of WW2. Should be a good evening.

Peter Stern.

Tyttenhanger Committee

Accident book.

Any incident must be recorded in the Accident Book BI 510 and written by the track steward of the day and sent to the club secretary, and not left in the accident book. The person who had the accident should not make the entry in the accident book but it should be made by the on duty steward, or if a working day then by another member of the Society.

📖 Dates for your Diary 📖

Friday 2 Oct	8:00pm General Meeting Forum - On the Table; HQ, Legion Way, Nth Finchley
Saturday 10 Oct	Northolt visit (ref Mike Ruffell)
10 - 11 Oct	Malden and District Society of Model Engineers Ltd invitation day for NLSME members
Monday 12 Oct	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 16 Oct	8.00pm Loco Section, HQ, Legion Way, North Finchley
Saturday 17 Oct	Event booked by Jean Chrisp in support of Benefice of Langelei
Monday 26 Oct	Tyttenhanger Site Committee meeting; St Marks Church Centre Colney Heath
<i>Monday 26 Oct</i>	<i>Deadline for copy to Editor for November News Sheet</i>
Friday 30 Oct	8:00pm Workshop evening; HQ, Legion Way, North Finchley
Saturday 31 Oct	Halloween Running, Colney Heath
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
<i>Monday 23 Nov</i>	<i>Deadline for copy to Editor for December News Sheet</i>
Friday 4 Dec	8:00pm General Meeting COLIN GENT: CA CLASS WW2 DESTROYERS;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
Friday 18 Dec	8.00pm Loco Section, Steaming Bay Project Discussion; 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.

