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The News Sheet

This Month...

- Recycling at Colney Heath (page 11)
- Track Stewards (page 12)
- OO Section Annual Report 2012 (page 15)
- Ground Level Railway Annual Report 2012 (page 16)
- The Marine Section Annual Report 2012 (page 17)
- TSC Chairman's Annual Report (page 18)
- Garden Railway Section Annual Report (page 19)
- Engineering Material from Local Supplier - Part 2 (page 25)
- 2012 AGM Nominations (page 26)



- Chairman's Annual Report 2011/2012 (page 2),
- Treasurer's Report (page 3), GLR News (page 4)
- General Meeting Update (page 5), March Loco Meeting (page 6)
- Marine Mumbles (page 10), Garden Railway (page 14),
- March General Meeting (pg 20), April General Meeting (pg 22),
- Loco Section Meeting (pg 26), Dates for Your Diary (pg 27),

Plus...

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CHAIRMAN'S ANNUAL REPORT 2011/2012

It is that time of year just prior to the AGM that I write my annual report reviewing the main aspects of the Society's year, and I would thank the various Section Leaders and, the Chairman of the TSC, for their contributions to this report.

Whilst the main activities of the HQ groups and the railways at Colney Heath have been fully busy, I will highlight the tremendous achievements of the small group of members who are working on the Raised Track extension. They have finally removed over 100 tons of soil from Denis Horner's garden to give him an enormous garden that he never had before. We have obtained sufficient material to build up the embankment for the new Raised Track railway. Once profiling of the embankment is complete and top soil spread over it, grass seed can be sown to transform that area of the land. Our thanks go to Grahame Gardner and his merry men for their long term efforts, and to Laurie Steers for the use of his machinery, for without it the job would have been impossible.

The Garden Railway group have been busy in completing their new facility. They now plan to add a shelter from the wind and rain to enhance their enjoyment of their hobby.

Other groups have been busy too, but Nigel Griffiths and his friends have been able to tidy up large areas of the Colney Heath site and made a very noticeable transformation.

Whilst the HQ groups have been active, particularly on the Wednesday evenings, the electronic wonder, Dave Lawrence, has been showing us what the miniature cameras can do. One camera mounted on front of an HO locomotive gives us a very realistic journey around their tracks, from a 'drivers' point of view.

David Harris

Front cover: Caledonian Railway 828 on the Severn Valley Railway at Kidderminster awaiting its next duty at the 2012 Spring Steam Gala.
Photo: Mike Foreman

TREASURER'S REPORT

As mentioned in my last Treasurer's Report, a modest increase in subscriptions was agreed at the February Council Meeting and subsequently approved at the March General Meeting. Because of the absence of an April News Sheet I have until now been unable to send out the Subscription Renewal forms. However, I did send the form electronically to all those members, who had already given me their email addresses. Thanks to all those members who have used the form and paid up so promptly. After a very enjoyable couple of weeks, steaming around in North Wales, on the SVR and then resting in the West Country I have returned to a small pile of renewals waiting to be dealt with. I hope to have dealt with them all before you receive this News Sheet.

Enclosed with this issue is a copy of the Subscription Renewal Form for use by all those members who are not on email or haven't dealt with the electronic version. If you have already paid please ignore the form.

All members will also find included a copy of the Annual Accounts for the year ended 31/03/2012.

Important information for all members, who avail themselves of the Southern Federation Insurance scheme operated by Footman James. With effect from this year members will no longer need to purchase additional Public Liability Cover for their own offsite activities. All PAID UP members will automatically be covered by the Society £5M Public Liability Certificate. I will be printing additional copies for any member who requires one. If you wish to cover your models or workshop equipment etc., I have the relevant forms, which will need to be signed off by me to confirm that you are a fully PAID UP member.

Any member who owns and operates a self-propelled road vehicle in any location to which the public has access, including roads, club sites, rally fields, parks, etc. must have Model Road Vehicle Insurance. This cover is a LEGAL REQUIREMENT and I have the necessary application form if needed.

Mike Foreman

G.L.R News

Not much to report as we have had a few quiet months at the track, the work continues all be it slowly on maintenance of the track and other related items. The point by the toilet block has now been overhauled with new stainless steel bushes and some delicate unbending / straitening out of said point, this operation is carried out using the time honoured method consisting of jacking up the point on one end and driving my truck over it to a point where the steelwork gives a bit, not very scientific but it works!!!

Brian Baker and his apprentice Joe Featherstone have been beavering away in Joe's workshop knocking up the clubs new Ground Level loco. I know from past form that the work these two turn out that the resulting Petrol Hydraulic 0-6-0 shunter to emerge will be top shed. Frames, frame stretchers, axle boxes, and wheel sets have already been built, chains and sprockets are ready to mate to a suitable engine and Eaton unit. The shunter will soon come together once all the bits have been sourced. Anyone who has knowledge of tin bashing or knows someone who can and may be interested in doing the bodywork please let us know as the running chassis will be delivered to Colney Heath for us to complete. So to avoid disappointment get in quick and you can be the lucky person to finish off this prestigious project.

The soil in the car park is slowly being transported to the new land you can all help to remove the heap just by taking a bucketful down to the new land next time you go for a stroll at the track on a nice day. (Just kidding it is the first of April I'm writing this on)

Moany Bit. Could the person who keeps using the G L pit as a place to empty the contents of his steamers ash pan please have the courtesy to clean up after they have finished.

Saturday 8th April Spent the morning marking out the final route through the elevated bridge section. The resulting sweeping curves and s bends will be in a deep cutting at this point, and if you can picture it in your mind looks like it will be a fantastic ride through here. Go on up and have a look but please mind the markers. Whilst on the subject of rides, the go ahead to purchase vacuum brake units for three passenger coaches has been agreed. These I expect will be bought from a leading supplier and will be married up to the club bogies that have undergone some modification to hopefully keep them on the track.

The next job to be looked at is the bank alongside the cuckoo line and raised track tunnel. It needs to be widened at this point as soil from earlier works have not been adequately removed and it is slumping towards the track. Whilst there the track will be levelled and ballasted, the three way point will also hopefully be connected up to a motor and then to the box of tricks by the signal box.

The dream is still alive and as ever in the muck PA K Funk G.L.R. Section Leader.

GENERAL MEETINGS 2012 – FORTHCOMING PROGRAMME

Unless otherwise indicated, General Meetings are held 8-10pm at our Legion Way Headquarters in North Finchley. Peter Davies usually presides over our raffle - for which all donations of suitable prizes are always appreciated, while Dave Lawrence provides us with tea and biscuits at around 9pm. Our thanks to Dave and Peter. 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. Hoping for a good attendance to support our speakers, we look forward to your company.

Suggestions (and volunteers) for suitable General Meeting topics are always welcome.

Notice of the Annual General Meeting

The Annual General Meeting of the North London Society of Model Engineers will be held at its Headquarters, Legion Way, off Summers Lane, North Finchley on 4th May commencing at 8.00 pm.

1 JUNE 2012 – Tony Dunbar Reminisces - Part 2

6 July: Working Models Evening.

3 August: Model Engineering Forum – Hints, Tips and Advice.

7 September: Speaker (to be confirmed).

5 October: Work in Progress.

March Loco Section Meeting

By Roger Bell, photos by Mike Chrisp

At the March meeting Tony Dunbar asked if we know of any speakers who would come to our club to give a talk, and also asked what topics we would like.

One of the most difficult parts to machine is the outside base of a locomotive funnel as the outside radius varies through a quarter turn of the funnel; most engineers clean the casting up with a file as best they can and finish off with emery. Mike Chrisp had bought along a tool which is the solution to the problem; his funnel was superb with the machining cutter marks only just visible. The tool itself was nicely finished. The funnel would be mounted on a rotary table and the tool makes it bob in and out into the path of the cutter as the table is rotated.

Mike Foreman then showed a film he had made entitled Random Steam 2011. This covered his visit to Poland visiting Wolsztyn where coal fired steam locomotives are used in regular passenger service. A 2-6-2 with a four axle tender was being turned on a turntable. The tender was then filled with coal at the coaling plant, a four wheel wagon was raised up by crane with an attachment and swung over the tender where an operator released part of the attachment allowing the wagon to tip upside down and release the coal. Other railways captured were at a club track North of Hamburg, the Severn Valley Railway and at Sherringham.

After the meeting the design of Mike's tool for machining the funnel played on my mind and whilst at the track I asked him about it further, he has kindly completed a report on it which I include.

Mike's Chimney

A recent copy of *Model Engineer* (27 January 2012) featured an article by Nigel Bennett who described the procedure he adopted to machine the chimney base for his 3½in. gauge model of *Tom Rolt*, a Talylyn Railway locomotive. In his article, Nigel referred to an earlier description by Sir Ron East published in *Model Engineer* for 20 September 1968 explaining his technique for machining a chimney base.

This reminded me that work on the smokebox assembly for Anthony's 5in. gauge *Railmotor* required the completion of a suitable chimney. I had considered Sir Ron's method and had previously formed a base flare for my 5in. gauge *Simplex* chimney using sheet copper hand worked to the appropriate form. Some years ago, I had also prepared a flared base using a 2½ axis CNC milling machine. Nigel Bennett's words prompted me to re-visit the project.

I machined the curved under-surface of a mild steel blank to suit the smokebox radius by using an undersize side-and-face cutter followed by a substantial flycutter set to the appropriate radius, more or less as described by Nigel B (**photo 1**). I also prepared a machining fixture enabling me to mount the

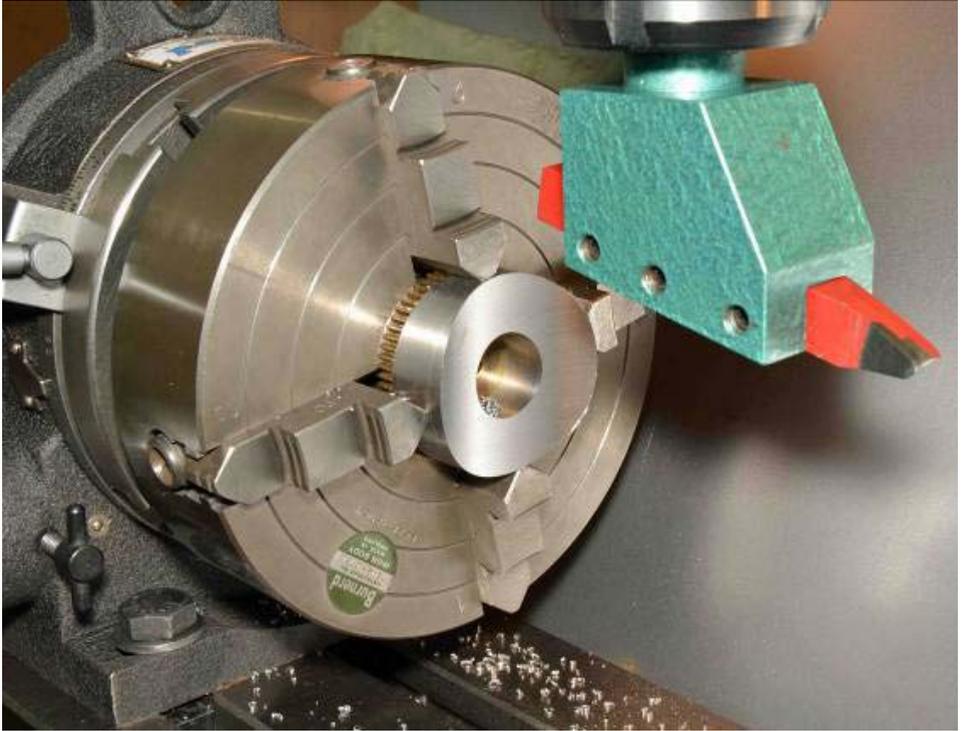


Photo 1: A substantial flycutter was used to finish the underside of a blank to suit the smokebox radius.

embryo chimney base on a spigot driven by a vertically set rotary table. The spigot was keyed and sprung to ensure the underside surface remained in contact with a stylus or button controlling the axial motion of the blank. Machining the top flared surface then only required rotation against a milling cutter in the manner described by Sir Ron in his article (**photo 2**). The machining fixture took care of the rest!

My departure from the descriptions by Nigel B and Sir Ron lay in my use of CAD to determine machine settings to emulate the varying curvature of the flare as it progressed around the chimney base between the smaller front and back radii to the larger side radii where the base flare 'falls down' the smokebox. The use of a $\frac{3}{4}$ in. HSS ripper cutter made short work of the



Above. Photo 2: The flared top surface of the chimney base was machined using a $\frac{3}{4}$ in. HSS ripper cutter.

Top right. Photo 3: The ripper cutter resulted in a pile of chips instead of the needle-like swarf produced by a regular end-mill.

Bottom right. Photo 4: Machining marks were removed by means of a little hand finishing.

machining process and resulted in a large pile of small chips (**photo 3**) instead of vicious needles, at least one of which inevitably finds its way into a sensitive part of one's anatomy.

A few deft strokes with a file and judicious use of emery cloth to remove cutter marks resulted in an acceptable chimney base (**photo 4**), with which I hope Anthony would have been pleased.



Marine Mumbles (Rides Again)

Considering we had to do a quick meeting month change a few good people did turn up. A very enjoyable evening then ensued (I can be almost poetic at times). Considering Dave and I had been at the pond all that day neither of us went to sleep. You'll all have to wait to hear about that later. It might encourage reading the rest of this little gem first.

Right back to the meeting in hand. Dave Chisnall brought along the Clyde Puffer project to show what he had achieved so far. That man is a genius. The parts that he was not happy with or missing he simply produced a far superior example. Apart from a miss aligned steam vent from the winch (a problem with the kit), and the quest for "Salmon Pink" pink paint for below the waterline all is progressing well. Both problems are now resolved. Watch this space for the next instalment.

Gerry Ackroyd has built a Hobbies Arrow Steam Launch, based on the 1920/30's Bowman model, which he displayed. He engineered a burner to run on "meths" rather than solid fuel. I know everybody will shout the name of the type, but I can't remember (too technical for my simple brain). You know, it's that tube that comes from the reservoir with slits cut across it. Answers on the back of a £5 note, and sent to me. We all hope to see it on the pond very soon. Thanks for bringing along Gerry.

Dave showed some more of his videos taken at the club and track. That tiny camera or cameras are brilliant, and in HD. What was of particular interest was his video of the St. Albans' Show as there was a Clyde Puffer to study for the project. I think we are lucky to have a Video Section in the society to record events for us. That was a "public service plug" for the boys of the V/S.

My contribution was the work in progress Harbour Defence Motor Launch. Have started fitting out the scratch built superstructure and all the other fiddly bits. Will I ever learn! Only a mad man would drill 0.5mm holes into 1.5mm brass rod to make stanchions.

Now the moment you all have been waiting for. The triumphant return to the pond by Dave and I. We think we may have cracked it this year regarding cleaning the bottom. Dragging the Lawrence Trawl Net from end to end produced between ten to twelve barrow loads of leaves and unmentionable stuff. The net was pulled along the bottom to one end and emptied while still in the pond. This was then easily hand netted out. Thanks to Nigel Griffiths, he then got rid of it for us. By the time you read this we would have gone again and finished the job.

Don't forget it's TOY BOAT REGATTA time again. The first one will held

Sunday 13th May at the Colney Heath pond from 9.00am all day. Hope to see you there.

Finally we hope to have our first Colney Heath pond sailing night on Friday 11th May from 6.30pm. Bring a boat. If it is raining/hailing/snowing/acts of the gods on that day just give Dave or I a telephone call to check if it is still on.

Peter Stern

Recycling At Colney Heath

Before anyone queries it, we are not taking up cycling at the track instead of running our locomotives!!

By the time you read this, 13 medium sized green recycling bins will have arrived at Colney Heath for us to do our bit for the environment and to improve the general tidiness. At present I have stacked them all on the station but when the running season starts in earnest they will be placed around the site where they will be most effective.

The bins have been stencilled with:

- Plastic Bottles – Remove the caps (the reason for this is that the plastic caps cannot be recycled at present)
- Glass Bottles
- Tins/Cans

I have put bin liners in each of the bins in the hope that when the recycling bin is nearly full your conscience will kick in and you will take the bin bag home and place this in your recycling bin for collection. Replacement bin liners can be found in the coach under either of the sinks.

Only non-recyclable rubbish should be placed in the dustbins/swing bins and again it would be extremely helpful if you take a bag of rubbish home occasionally.

Please do not think that someone else will take the recycling or rubbish home. If we all do our bit then the chore will not fall on the shoulders of the few.

Nigel Griffiths

Track Stewards - 2012

Please note there are amendments to the names for the May Stewards from those previously published.

Track Stewards unable to make your scheduled duty are asked to find a replacement and to notify Sue Rose in good time to update the published rota for publication in the next News Sheet. If the change is at short notice please also inform the Senior Steward.

Senior Stewards are asked to contact your team beforehand to confirm their attendance. Please also contact the Senior Steward for the next running day to remind them of their duty and to pass on any helpful information.

Duties sheets are to be found in the lectern in the workshop.

6 May 2012

Brian Apthorpe – Senior Steward

Derek Perham.
David Jones.
Philip Woodward
Peter Brown.
Peter Weeks.
John Beesley.
Dave Rose
Dave Lapham
Peter Badger.
John West.

20 May 2012

Keith Bartlam – Senior Steward

Maurice Cummins.
Graham Price.
Jack Edwards.
Paul Bexfield
Steve Jones.
Rai Fenton.
Lesley Dobbs.
Ron Price.
Jeffrey Bolton.
Gerald Ackroyd

3 June 2012

Chris Vousden – Senior Steward

Ashton Miles
John L Morgan
Naughton Morgan
John Riches.
Steve Coffill
John Morgan
John Johnston
Robert Anderson
John Mills
Keith Hughes

17 June 2012

Nigel Griffiths – Senior Steward

Nicholas Griffin.
Mark Braley
Robin Thorn
Jim Robson.
Derek Smith.
Richard Cross.
Malcolm Barnes
Peter Funk
Paul Godin
Peter Brewster

1 July 2012

Edward Kitchener – Senior Steward

Roy Hall
Roger Brown
Derek Eldridge
Graham Ainge
Robert Ambler
Mervyn Smith
Owen Chapman
David Brand
John Judson
Colin Reeves

15 July 2012

Mike Foreman – Senior Steward

Brian Lees.
Peter MacDonald.
Bill Bass
Peter Prior.
Nicholas Gear.
Alex Chapman.
Michael Dear.
Gerald Moore
Rob Brook
Peter Seymour-Howell

5 August 2012

Roy Chapman – Senior Steward

Geoffrey Burton.
Roy Thompson
Tracy Johns
David Broom
Denis Edwards
Aaron Brady
Ian Buswell.
Stephen Don
Derrick Franklin
Jonathan Avery

19 August 2012

Paul Godwin – Senior Steward

Richard Hall
David Morgan.
Barrie Luckhurst.
Doug Kennedy
David Dunlop
Peter Fraser.
Keith Doherty
Dave Snellgrove.
Les Brooks
Roxanne Nickels

2 September 2012

Mike Ruffell – Senior Steward

Colin Thomson
Anthony Mason
Tim Watson
Dave Laurance
Bryn Morgan
Martin Ginger
Mike Woolsey
Peter Foreman
Adam Gorski.
Ken Simpson

16 September 2012

Richard Payne – Senior Steward

Peter Precious
Dave Green.
Mike Franklin
Roy Mears.
Rosemary Turner
Brendan Corcoran
Donal Corcoran
Peter Moore
Alan Marshall
David Marsden.

7 October 2012**Ian Johnston – Senior Steward**

Dave Chisnall
Peter Stern
Micheal Gibbs
Roger Bell
Paul Lacey
Barrie Davies
Keith Wakefield
Lawrence Steers
Brian Baker
Peter Cook

21 October 2012**Senior Steward to be advised**

Ron Todd.
Colin Rouse.
Peter Smith.
Robin Barfoot
David Harris.
Peter Fox.
Susie Frith
Peter Sheen
Raymond Gillings
Ian MacCabe

Garden Railway

(1) Tea Stewards 2012

For the coming running season members of the section will again be providing teas on the twelve Sundays from May to October when the Tyttenhanger site will be open to the public. For reference the 12 dates are:- May 6 & 20; June 3 & 17; July 1 & 15; Aug 5 & 19; Sept 2 & 16; Oct 7 & 21. I am in the process of preparing a rota comprising members of our Section and their wives, but if any members of other Sections have wives or partners who would like to help out on any of the dates, please get in touch with me by 30 April so that I can incorporate them into the rota.

(2) Open Day for all Society members on Saturday 26 May

The Garden Rail Section will be holding an Open Day for all Society members at the track on Saturday 26 May, from 11am till 5pm. Members are encouraged to bring any engine that will run on track with a gauge of 45mm, plus any rolling stock. Engines can be coal-fired, meths-fired, gas or battery electric. Catering will be provided by members of the Garden Railway section.

Nick Rudoie

00 Section Annual Report 2012

Members of the OO Section have embarked on a number of exhibitions during the last year.

On 1-2 October, Binegar was displayed at Romford, at the exhibition hosted by the Ilford and West Essex Model Railway club.

The following weekend, 8 October, Midsomer was displayed at Ashlyns School, Berkhamstead, at the show hosted by Tring & District Model Railway club.

Over the weekend of 28-29 January, Midsomer was again on display, this time at the Bexley Academy, Erith, hosted by the Erith Model Railway club. For us, this was a replacement to the cancellation imposed from last June when Midsomer was to be shown at the Museum of Firepower within the Woolwich Arsenal. Due to the museum re-arranging its' own displays, the exhibition organisers effectively did not have sufficient room to accommodate us.

In addition to the above, the Section has also contributed to the Society displays at the two Model Engineering exhibitions attended. At Sandown Park, we were able to dust off and display the station boards from our Bath Green Park layout. For Alexandra Palace, we once again provided our display cabinet with an assortment of kit built models in both OO & N gauge.

I am pleased to say that at all the venues attended, our models were well appreciated by members of the visiting public and the Section is proud to be members of such an iconic society that the NLSME is.

Apart from attending to the above, our Wednesday evening sessions have continued to be a mixture of working parties and running nights, with the emphasis on the latter since November. This has given us the opportunity to thoroughly test recent new purchases and kits completed, more of which will be detailed later in the year.

Geoff Howard

Ground Level Railway Annual Report 2012

This time last year saw the sighting of three containers that was to form the basis of the raised track and ground level steaming bay areas, the new traverser was built in time for open season, and a massive site clear up was undertaken, all endorsed and pursued vigorously by your club's chairman plus one or two keener members. There is just one thing that our chairman asked that we have not done yet lads, and that is! The pile of earth in the car park, so David now that you are stepping down as Chairman and will be at a loss for something to do might I suggest you join the lovely ladies in the car park with their spades, I'm sure they will whip you into shape keeping you fit and active shifting soil for many, many months to come.

A heart felt thank you David for all the hours devoted to the club, and to your dear lady wife for having to put up with me on the phone on more than one occasion, without both of you we wouldn't be where we are today, thanks again, you will be a hard act to follow .

There will have to be changes this year on how we run Colney Heath because new rules and other things are changing, the public being more litigious and if we continue to ignore this fact it will leave the club vulnerable to potential claims. If we want to continue pulling the public on an ever larger scale then we are going to have to increase our awareness and levels of control over How and When we do it, can we do it safely, and is the equipment up to it. I definitely am not going to take the rap on this one and will be looking at ways of making it a safer site for the Ground Level user. This includes members and public when running. The ground level track will need to be maintained to the best of our ability and the coming season will see the crew's time taken doing just that! Three passenger cars are being built that will have separate vacuum brake units fitted, and provided that your loco is fully tested we may then and only then start to pull the public with the new passenger cars once again. The row has only just begun and I am sure you will be well informed of any changes. It is up to you. Play your part and lets all hope for a better railway?

Last but never least thanks to all the small but beautifully formed G.L crew may the coffin dodger's reign last for ever. Just tell yourselves that all this hard graft is making me fitter, one day soon all this will be finished and we really can start to play.

As ever in the muck P.A.K.Funk G.L.R. Loco Section Leader.

The Marine Section Annual Report 2012

Once again it has been a good year for the Marine Section at HQ and Colney Heath pond. Lots of interesting boats and marine projects have been produced at the meetings. We started our section project last year, of a Clyde Puffer boat, kindly donated by Alan Marshall. This is coming along exceptionally well.

The two toy boat regattas, held last May and July, were exceptionally well attended considering the weather wasn't that good on both Sundays. I must point out that the Toy Boat members really enjoy coming to our site, and also the friendly reception they receive from us.

Dave Lawrence and I didn't cover the pond this winter as an experiment. Removing the nets in years' gone by was far worse than Keel Hauling. It could take most of the afternoon just to get them off alone. Without the nets on sailing can take place all year round for the diehards. We found that using Dave's new drag net, most of the sunken leaves were easily brought to one end and removed, in a shorten space of time. This new technique, hopefully, will cut down on the maintenance that was becoming so time consuming in previous years.

Our thanks must go to Nigel Griffiths who scientifically disposed of the above flotsam.

Peter Stern.



Belgium built Garrett
No. 87 on the Welsh
Highland Railway
Photo: M Foreman

TSC Chairman's Annual Report 2012

Tyttenhanger Site Committee meetings have been held in St Mark's Church Centre on a regular monthly basis. Attendance by Committee Members and others has been very high - typically fifteen, often more. The structure of these meetings has been regularised and much progress has been made on matters concerning activities at our Tyttenhanger Track Site.

New projects and routine maintenance works have been in progress throughout the winter months. Considerable effort has been expended to good effect on clearing and tidying the site. Further work is in hand and remains to be completed. A newly formed small gardening team has much enhanced the appearance of the site.

Progress on the Raised Track extension has been nothing less than inspiring. Most of the route structure is in place and has been built to an extremely high standard. Material for embankments has been obtained by clearing a large spoil heap in an adjacent garden and is currently being profiled. An overbridge has been built, brick faced and awaits placement of the steelwork. Routine maintenance of the existing Raised Track and its passenger cars has been successfully completed.

Progress has been made on clearing and pegging out an extension for the Ground Level Railway. Regrettably, sufficient manpower has not been available to bring the existing Ground Level Railway to a condition appropriate for public passenger hauling to start the new running season. Suitable passenger vehicles are required. Construction has commenced on a new petrol-hydraulic locomotive.

Work proceeds with the accommodation and infrastructure associated with the Steaming Bays project. This however is a major, long-term project that will make great demands on resources in terms of both manpower and finance.

A new Garden Railway track has been built and is enjoyed on a regular weekly basis. Work continues with its enhancement and construction of associated structures.

Members and visitors have been able to sail a variety of miniature boats and ship models on the Boating Lake.

Miniature traction engines have used the track site and a routine boiler test day scheduled towards the start of the running season was appreciated by owners.

Two successful Visitors' Days were much enjoyed during the summer which has also included Birthday and other parties. The site has been open to the

public on first and third Sunday afternoons from May to October inclusive. Catering has been available at these times. The organisation of these events is currently the subject of scrutiny and review.

Mike Chrisp

Garden Railway Section Annual Report 2012

In May of 2011 members completed the laying of the new track, the supporting structure having been finished the previous winter. The track provides three main lines, each with a passing loop and one or more sidings to accommodate members' rolling stock, and two steaming bays: one for the inner and middle circuits and another for the outer.

The Section held an Open Day in August; this was well attended both by Society members and non-members.

In order to give easy access to the track section members constructed an underpass at the North end of the circuit, facing the raised track steaming bay. In addition the wooden footbridge from the old track was moved and re-located at the southern end (where the track height above ground level is at a minimum), to facilitate passage from inside the circuit to the outside. Members also built solid footings for the bridge and refurbished and repainted it.

In October the NRM held its first model railway event based round a portable garden railway track. As this was a 9-day show several gauge one local groups including our Garden Rail Section provided runners. One group per day, and seven of us enjoyed an excellent day's steaming and 'flew the flag' for the Society at this prestige event.

Since the autumn the section has implemented a number of minor but significant changes to the track layout, including improvements to the steaming-bay area and to the sidings. In December members installed windbreak netting to protect members' locos and stop fires being blown out while getting up steam. Use of the track has continued through the winter, though on frosty mornings members may feel they would rather be at home in front of the fire!

Nick Rudoe

March General Meeting

By OMAH II

“We'll meet under the Magnolia Tree” was not the inauguration of a romantic song composed by impresario Mike Chrisp. This sentence commenced his prudent instructions to the assembled gang regarding the evacuation procedure in the case of some catastrophe befalling Headquarters; such as an earthquake or a sinking.

This was after his ebullient welcome to members and friends and in particular Ken Brereton our speaker for the evening.

Mike reported that there had been regular meetings at Headquarters and that activities at Tyttenhanger were progressing apace. Fetes and Fairs were active in taking bookings for the forthcoming season and the Brighton Model World Exhibition had been visited.

Future events were catered for including the EGM to be held at 2pm the next day; a time for siesta by many members.

At this juncture our Treasurer Mike Foreman wished to report on a recent Council Meeting at which it had been agreed to recommend an increase in our annual subscription rates. Mike F was unfortunately absent because he had to attend a funeral of a dear friend some distance away; not as far as a Railway Heaven we hope! Anyway, on behalf of Mike F, Mike C proposed the recommendation that: *“The annual subscription should increase for Ordinary Members, for Retired Members and for Country Members whilst the rate for Junior Members should remain the same.”* The motion was seconded by yet another Mike this time of the Ruffell Clan; voted on by the attending Members and carried with but one abstention and no votes against.

Enough of motions; it was time for the meat of the evening; if that is the correct term, as the talk was to be about a sewage pumping works.

Ken was again welcomed and began with a background talk about the Tottenham of a bygone era. Too many fascinating aspects of Tottenham's past were divulged to report in this short missive. But mention of a couple of aspects may not come amiss.

Markfield House was one of many stately houses in Tottenham which were occupied mainly by bankers, but Markfield house was slightly different. It was located in fifty four acres and occupied by a Mr William Hobson and his family. There was no Hobson's choice about Mr Hobson as he was a Quaker and married with sixteen children. A very prosperous contractor, he was quite a busy man in other directions as well. He was instrumental in building many of the London Docks in the 1790s and was a main contractor for the construction of numerous Martello Towers that still adorn not only our coast but also those

on foreign shores.

Markfield House only stood for 70 years before being demolished to make way for dwellings for artisans that arrived by rail and on the improved roads. There was an abundance of work. Unfortunately, although houses were built, not much thought was given to the waste matter produced. Three rivers flowed through Tottenham, two with the names of Moselle and Pimms, but the water that flowed was less like Chardonnay but perhaps more like Number Ones because morning ablutions, to put a fine word on it went straight into the rivers and hence into the Lea and down to the East End and into the Thames. Later a sewage farm was built at Page Green, but it was not sufficient, especially as a new disease had arrived from the India. With poor nutrition Cholera was a killer and its cause unknown. After the *Great Stink* Bazalgette was flexing his muscles in the construction of a magnificent sewage system, which unfortunately bypassed Tottenham. Dr Snow plotted the cases of Cholera in London and discovered that the Cholera germ lurked in polluted well water. Then to cap it all, Tottenham was accused of killing at least four thousand people by its pollution of the River Lea.

At this juncture a break was made for a rather nice cup of non-polluted tea brewed by Dave Lawrence, our master chef, and a raffle was masterminded by Peter Davies whilst Ken got his breath back.

Returning to Ken's presentation, we learned that something had to be done about the sewage. The Markfield pumping station was the answer, transferring raw sewage from Tottenham into Bazalgette's nearby sewers for processing and so leaving the River Lea clear.

Wood Bros of Sowerby built a double acting compound beam engine with 27 inch ram pumps capable of shifting two million gallons of you know what per day. It which was commissioned in 1888 and gaily pumped sewage for many years without trouble, in fact it was put on standby in the 1950s and was still very much in working order when staff from Tottenham College fired it up in 1966. As such it is unique and the building (which is Grade II listed) was restored by the local Council and the Lottery fund. It is now manned by a small group of very hard working volunteers.

A trip to see the Engine House and Building is to be thoroughly recommended especially on Sunday 17th June 2012 when the engine will be in steam and there will be an associated Model Engineering Exhibition. Visit www.mbeam.org for lots of information and a full calendar of events.

Mike Chrisp then drew the evening to a logical conclusion by thanking Ken for a super talk and for many pertinent mutual reminiscences. He also thanked the attentive group of members for their interest.

All then made a dash for the nearest watering hole.

April General Meeting

By OMAH II, photos by Mike Chrisp

A substantial number of members attended the April General meeting held on Good Friday. Perhaps the various OO, HO and O gauge Stations at Headquarters and the Raised Track, Ground Level and Garden Railway Stations at Tyttenhanger held more attraction for the Philistines present than the Stations of the Cross.

Mike got the meeting off to a cautious start by appointing Keith as Fire Marshall charging him with the task of shepherding us to the Magnolia tree if perchance the Headquarters were to be struck by a bolt of retribitional lightning. Following the recent EGM, several members expressed an interest in viewing facilities at Headquarters and were taken on a whistle-stop tour by Tony. Mike had to fetch them back from enjoying themselves so as to get the meeting under way!

Life goes on, both at HQ and at Colney Heath with the added bonus of an injection of young folk to the meetings due to the Easter Hols; let's hope that as junior members they will encourage other youngsters to join the Club one day. For the future there will be visits from members of Peterborough and Colchester Clubs while the Fetes and Fairs group are preparing to work their magic on the playing fields of Hertfordshire.





Left. The newly acquired BZ coach starts on its way from the car park up the field, a journey that Whitehall said was not possible. Note the old carriage store and workshop, the simple picket fence separating our site from the water company property and their use of their land for the storage of large pipes and fittings.

Above. Approaching the narrows; the move was masterminded by member Leon Rochat, an experienced 'shifter' of heavy equipment. The coach was winched slowly up the site on scaffold pole rollers running on sleepers. Several stakes were required to take the strain, and plenty of elbow grease to operate the chain winches.

The subject of the evening was to be archive film; Mike C had put a tremendous amount of preparation into the first half with a Power Point Presentation of the **Saga of the Acquisition of the Coach in 1977**. A committee had decided that a coach of some sort would be a good idea for a meeting place, a refreshment place and a space to dump every unwanted fridge in the area on the pretext that 'It might be useful one day'. A BZ guards van was chosen as it was neither too large nor too small in fact just right except that it did seem rather heavy for some cranes and soft, sodden earth. The first BZ coach located came to nothing because one of 600 Group's best welders

got rather enthusiastic while cutting off the running gear, and the whole lot went up in flames. The next BZ coach fared better; it was situated in St Ives (not Cornwall silly, Cambs). With a crane that could only lift one end of the coach at a time it was eventually transferred onto a flat bed lorry.

At Colney Heath a rather more powerful crane had been engaged to lift the coach from the lorry to its allotted position, and Hey Presto the job would be done and dusted in short order. That was without taking into account the soggy softness of the Colney Heath site — the crane couldn't manage anything more than just dropping the coach off at the workshop end of the site. The Army were invited to move the coach as an 'exercise' but told us that it was impossible; all good NLSME members know the impossible takes a little longer. And it did. Leon and a few sturdy members with blocks of tackle and a pushy Land Rover did it with *Push, Push, Heave, Heave, Strain, Strain, and Strong*



This view of the raised track station area dates from 1977 and shows the cedarwood hut that survives today and served at the time as a waiting room, kitchen and site clubhouse. Note the absence of clutter, the old workshop and the lush grass that had to be mowed regularly - the original purpose of Thursday working parties.

Words. Over a weekend the impossible had been achieved and the Coach positioned where it has remained for the past 35 or so years.

Teas made by maestro Dave were supplied during the intermission and we played with Laurie's endoscope. It cost less than £20, was waterproof and could be shoved anywhere. Up folks noses seemed to be favourite. One wag mentioned that at a pinch it could be put round the bend of a toilet, but its possibilities for boiler inspection are appealing.

The raffle was held with a remark that being Good Friday the Easter Eggs were perhaps a little too early but a Crown of Thorns did seem rather inappropriate as a prize.

The second half featured an excellent film made in 1969-71 by Mike C showing the enlargement of the raised track. Not an increase in gauge but the extension of the track to become one of the longest and best in the UK at the time. The mammoth industry of the club was impressive. Most of it seemed to be performed with the assistance of Saint Bruno with a small number of Capstan Full Strength chaps and a prodigious amount of physical work without the use of cement mixers. It was noted that the average age of those working on the extension was about 40-50 years. Where are these youngsters now? One member – our Ron Price - was seen doing an 'Eddie the Eagle' on a truck off the end of the partly finished track bringing Part I to a fitting end and to conclude a fascinating evening. We await a suitable occasion to view Part II which includes completion and a Grand Opening of the extension.

A 'Thank you Mike' was echoed around the hall as those present left in search of further sustenance.

Engineering Raw Materials from Local Supplier - Part 2

In Februarys News Sheet I wrote that small quantities of materials suitable for our needs could be obtained from Thames Stockholders in Enfield. It would appear that I was somewhat misled by the company representative whom I met at the recent London Model Engineering Exhibition. One of our members tried to buy a small quantity of material, apparently they were quite happy to supply him providing that he paid for a whole length in this case 10 ft. So unless you require a fair quantity then I'm afraid that they will be of little use to us.

Mike Ruffell

Loco Section meetings

Friday, 20th April - 20.00 hours at HQ. Owen Chapman presents a selection of photos from his collection. The usual tea and raffle will be on offer.

As usual meetings during the summer months will take place at the track with a barbeque, dates are :-

18th May

15th June

20th July

17th August

We will resume our regular spot at HQ on Friday, 21st September with a speaker (to be confirmed).

I have been asked to find out if there is any interest in a mid-week visit to Duxford being organised. It is intended that we would take one of the various tours available and see behind the scenes. It won't be a cheap excursion but should be worthwhile. Two of our members are active in the Duxford museum. Please let me know by 15th May.

Tony Dunbar

2012 AGM Nominations

Chairman - no nomination

Vice Chairman - no nomination

Secretary - Alan Marshall proposed D Franklin, seconded M Avery

Treasurer - Mike Foreman proposed R Payne seconded C Vousden

Council member - G Mogg proposed N Rudoe seconded M Stallard

Council member - G Howard proposed M Avery seconded P Godwin

Council member - T Dunbar proposed A Marshall seconded P Brown

Council member - P Funk proposed M Chrisp seconded I Johnston

Council member - P brown proposed D Harris seconded P Funk

There being no other nominations the above will be duly elected at the AGM.

Alan Marshall

📖 Dates for your Diary 📖

Friday 20 Apr	8.00pm Loco Section Meeting; HQ, Legion Way, North Finchley
Saturday 21 Apr	8.00pm Colchester MES visit to Colney Heath
Saturday 21 Apr	Fetes & Fair section at Grundy Park, Broxbourne, Contact J McDonald
Friday 27 Apr	8.00pm Workshop evening; HQ, Legion Way, Nth Finchley
Friday 4 May	8.00pm Annual General Meeting; HQ, Legion Way, Nth Finchley
Saturday 5 May	Fetes & Fair section at Baldock Beer Festival, Contact J McDonald
Sunday 6 May	2.00pm Track open to the public; Colney Heath
Monday 7 May	Fetes & Fair section at Southgate, Contact J McDonald
Friday 11 May	6.30pm Marine Section Meeting; Colney Heath Pond
Saturday 12 May	Birthday party Rob Brook; Colney Heath
Sunday 13 May	Toy Boat Regatta; Colney Heath Pond
Monday 14 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 May	8.00pm Loco Section Meeting; BBQ; Colney Heath
Friday 18 May	Deadline for copy to Editor for June News Sheet
Sunday 20 May	2.00pm Track open to the public; Colney Heath
Saturday 26 May	Birthday party Kirsty Feeley; Colney Heath
Saturday 26 May	Garden Railway Open Day at the track; Colney Heath
Tuesday 29 May	8.00pm TSC meeting; Colney Heath
Friday 1 June	8.00pm General Meeting; Tony Dunbar: Reminisces (Part 2); HQ, Legion Way, Nth Finchley
Saturday 2 June	Birthday party Chris Dalton; Colney Heath
Sunday 3 June	2.00pm Track open to the public; Colney Heath
Sunday 3 June	Fetes & Fair section at Aldenham, Contact J McDonald
Saturday 9 June	Party Barracuda Swimming Club; Colney Heath
Sat/Sun 9-10 June	Fetes & Fair section at Oaklands, Contact J McDonald
Monday 11 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 15 June	8.00pm Loco Section Meeting; BBQ; Colney Heath
Saturday 16 June	Birthday party Shireen Bailey; Colney Heath
Saturday 16 June	Fetes & Fair section at Hertingfordbury, Contact J McDonald
Sunday 17 June	2.00pm Track open to the public; Colney Heath
Friday 22 June	Deadline for copy to Editor for July News Sheet
Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); O, OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Saturday	Morning working party on GLR including junior section.
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.

