

Issue No: 763

December 2014

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The News Sheet

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CHAIRMAN'S REPORT

Well the International model boat show went well at the Fosse, weather was not too bad, to be honest business was excellent, and the amount of model boat's on show was fantastic, I liked the Isle of Man's club stand, nice models that were well demonstrated on the lake. The surface warship association has some really nice models on show, in particular I liked the "Fairmile B" motor launch. As usual though I came back with a stinking cold.

Matters at HQ are changing, after many years. Tony Dunbar has decided to hand on the task of organising the monthly loco section meetings. We are therefore looking for a suitable volunteer to take on the task.

The other alternative is to combine the general meeting with the loco section meetings so we have just one monthly meeting, perhaps with the falling attendance at these meetings this would be the ideal solution? Perhaps you will let us know your opinions.

Last month I reported on how the council had voted to finance the construction of the two GL tunnel portals. Well the bricks were on site within a couple of weeks and Ted has already got well underway with the job. The first one under construction looks fantastic, Ted is a true craftsman! Peter Funk's idea of engraved bricks for a modest, but generous, contribution is a fair idea. I for one will be taking the offer up.

We also liked the idea of a time capsule, any one volunteering to get it done?

On the G1 Brian Looker has started laying paving slab's. I'm afraid not with a lot of help from myself who had a bad dose of 'man-flue' but I did manage to get the inside of the Boothy cleaned and tidied up. It is amazing how much clutter we can accumulate over a summer.

Let me now remind you all that new years day is running day at the track. Hopefully there will be all sections having a good time, GL, RT & G1. I will try and ensure that there will be plenty of tea and coffee, if anyone cares to bring along a few sausage rolls, mincemeat pies etc I am sure they will be well appreciated! Don't miss out on a great time, I have no doubt that maintenance work will shut the tracks for at least a couple of months, and I am sure this event may be an ideal time to take the grandchildren for a breath of fresh air and a day for them to remember for many years into the future, perhaps when we are all gone they will be running their loco's on the tracks we have crafted with such care and patience?

Until I see you next, may I wish you all a very happy Christmas, and remember "happy modelling".

David Metcalf.

Front cover: Roger Brown and Brian Looker deep in conversation as a train leaves the bothy curve and heads along the turntable straight. Photo: Nick Rudoie

TREASURER'S REPORT

Very little to report after the November Council Meeting. No new members accepted, but we agreed that in conjunction with the Tyttenhanger fund we would finance the purchase of six coaches for the Gauge One section for use by members and their visitors.

Enclosed with this News Sheet is the new Name and Address list of members for your personal use. It must not be divulged in any form to anybody outside of the Society. I sincerely hope that there are no errors in it, but I won't be surprised if somebody finds something. No prizes.

Many members will no doubt be aware that I have been closely involved with The Gresley Society for the past fifty years and have been their Treasurer since 1991. Last month the Gresley Society launched an appeal to raised £95,000 to erect a bronze statue of Sir Nigel Gresley on the Western Concourse of Kings Cross Station. Details of the appeal are included on the www.Gresley.org website and in the centre of this issue of the News Sheet. It would be nice if any member, who has an admiration for Sir Nigel and his works, is able to give a donation, however small towards this, in my opinion, worthwhile cause. Thank you.

I would like to take this opportunity to wish everybody a Happy Christmas and Best Wishes for the New Year.

Mike Foreman

Raised Track Report

The Raised Track is temporarily closed as a continuous circuit as the lift out section has been removed to allow the digger access to the centre to assist in the work of building the GLR tunnel portals. It can still be used from the Station as far as the bridge over the GLR as an end to end exercise.

It will be available for the Christmas period and our New Year's day steam up from 10.00am on the 1st January, but closed again after the 4th January 2015, whilst the rotten beam is replaced. Work has already started on relaying the outer rail from the bridge, thanks to the efforts of Keith Bartlam and Jack Edwards.

Until these jobs are completed the transporting of the scalplings to the embankment for the pathways will have to take the anti-clockwise route via the tunnel, when some volunteers step forward.

Mike Foreman

November General Meeting

How Barnet got its Railways

By OMAH II

It was a coldish inhospitable evening but never-the-less a goodly group of members turned up to hear how Barnet came by her railways. The scribe noted that a number arrived by car sharing. If more folk did share, then the hall could be full to overflowing with a surfeit of comradeship on the journey and of course petrol saved.

Ian Johnston opened the meeting with the appointment of fire wardens and the 'book' signed to provide alibis to those needing them. A raffle was started by Peter and a cornucopia of prizes displayed, with David preparing the tea and biscuits for the break. The forthcoming 'Work in Progress' meeting was announced as was the 'Workshop Night.'

The numerous activities of the Club were recounted especially the Fetes and Fairs division who had given a ride on their portable track to almost every inhabitant of Kings Cross and district.

A welcome was given to Dennis Bird who is a railway historian but not an engineer. He came with Mike the treasurer of the Barnet Museum as a supporter to give an illustrated talk on Barnet's transport through the ages.

He started at the beginning with roads through Barnet and Middlesex. The Romans first, with their military roads such as Watling Street to St Albans and Ermine Street to York but when the Romans left to do their own thing in Rome, the roads fell into disrepair and as they were built on low ground soon became waterlogged and almost impassable. And, of course Barnet bypassed.

Then just in time along came Tom Telford to build his military road from London to Holyhead via (wait for it)... Barnet. The Turnpike era had dawned and Barnet with Kitts End made the most of it. Ten miles was the reasonable limit for any horse and Barnet was at that limit from London, especially after climbing that hill. So Barnet became a staging post with almost four hundred horses ready for hire and another hundred at Kitts End. (The scribe believes the term 'Hobson's Choice' came from Barnet. Hobson was a hirer of horses rather like the car hire of today and his choice of horse was final). Barnet thrived on turnpikes, it had the biggest cattle market in England and many, many public houses. Then came the railways!! The turnpikes almost disappeared over night; £7,341 earned in the last year and only £261 when the railways came. Kitts End ceased to exist.

There were all sorts of speculative schemes for Barnet like GNR coming over

the hill from Hadley Wood or from Edgware. The GNR did however come up through New Barnet; which was then in fields on the West Side so they created the Lyonsdown Estate for the toffs along Station Road. On the East side of the line was situated the working class artisan area. We can see that existing today.

Here we broke off for a cup of tea and a natter with drawing the raffle at the conclusion. Thanking both David Lawrence and Peter Davies.

High Barnet station was planned by the [Edgware, Highgate and London Railway](#) and was originally opened on 1 April 1872 by the [Great Northern Railway](#) on the original site of the Barnet Fair. It was the terminus of the branch of a line that ran from [Finsbury Park](#) via [Highgate](#). The line stayed in steam until 1940, then became part of the underground network. This was fortuitous for Barnet because with only 26 trains a day to London there was not a lot of demand for housing; unlike Edgware where the electric trains came in 1920 so aiding mass development of housing estates. Rather like Metro Land. Barnet was more fortunate in that little housing development occurred and when it did the planning laws were far stricter.

Dennis then pulled the meeting to a conclusion and the satisfied members spilled out into the dreicht night to seek further sustenance elsewhere. After of course thanking Dennis for an entertaining and informative evening.

Loco Section Meetings

Held at HQ, Finchley starting at 8.00pm.

19th December - Members Film Evening. All types catered for!

16th January - Roger Elkin on 'London Railways Then and Now'.

20th February - 'An historical Review of the Epping to Ongar Railway' from GE days to the present time.

This is NOT a repeat of the talk that the General Manager of the line gave us about 18 months ago.

That completes our programme for the season.

Tony Dunbar

Mike Collingwood

1930 -2014

A long-time friend of Mike's, John Robinson, told the story at Mike's funeral of how he was once, after a heavy storm, walking with Mike beside a fast flowing river. Mike suggested they should time the passage of flotsam travelling between two trees to calculate the speed of the rushing water. Each stationed at their respective trees and signalling to each other, they soon were noticed by two passing Australians who asked, 'What's going on?'

Mike started to explain. Within 15 minutes Mike had gained a complete, if potted, history of the life of both Australians.

They commented, 'You're not like a normal Limey!'

The story sums up Mike. He was a natural mathematician, interested in science and engineering, intensely interested in people and had an engaging, open personality such that any new acquaintance felt they'd known him for years. I could tell similar stories of trips on steam specials when Mike immediately made friends with everyone in the coach.

I first met him soon after I joined the NLSME in 1990 and straight away we were friends. I loved his wry humour. He could spontaneously make people laugh, bringing fun to everything he saw around him and I often told him he should have been on the stage. I didn't realise at the time that he too was a new member, but this was Mike; gregarious, charming and friendly to all. He often said later, 'I want to welcome people and make them feel at home in the Club and amongst friends.'

Mike had originally joined the NLSME in the 1940s as a teenager but his membership soon lapsed as he became busy with other aspects of his life. He was a man who threw himself into everything he did with enthusiasm. Alongside his interest in steam railways and engineering, he loved animals. He and his wife Beryl acquired a narrow boat and spent countless holidays on the canals of England. And many friends joined them. It is no surprise that he devoted time to charitable work. For example, together with Beryl, Mike spent 10 years with Meals on Wheels in London Colney.

Mike had a successful career in engineering working for de Havilland engines and British Oxygen amongst other firms.

On re-joining the Club he soon became Vice-Chairman with Beryl joining him as Secretary. And he was active for many years on Sunday morning working parties and instigated the Tuesday afternoon tea parties. He loved the Club.

All his life he loved steam locomotives and turned his skills to building firstly a Simplex, The Lady Beryl and later a Maid of Kent he named John Finbow. Both were fine working locomotives and the last major project he worked on was a Heilan Lassie.

Mike always looked to the future and felt he and Beryl should move to Worcestershire to be close to his sister. That was nine years ago now. 'It's important for a family to support each other,' he said. But Mike missed the NLSME. Although he also became a member of two clubs in the Midlands he told me, 'There's no club like the North London.'

There are some people you meet who you will never forget and Mike was one of them. I ask myself why and hopefully this tribute explains why. Above all I loved Mike for his honest openness. There was no 'side' to Mike.

A photograph on the front cover of the Club News sheet for October 2005 (see Website) illustrates just what fun it was to be around Mike. We shall miss him and I send mine and the Club's sincerest sympathy to Beryl and his sister, Ann.

Grahame Ainge



Mike Collingwood departing Tyttenhanger station with his Maid of Kent in 2003.

Photo: Owen Chapman

The November Loco Section Meeting

By Roger Bell

The meeting was a work in progress. After reading an article in the Maxitrack Owners Club magazine Ian Johnston decided to fit his 12V battery loco with a remote controller. Electrical components were brought from Maplin and fitted in a box; he had to learn the skill of soldering very small wires. The controller has a wire fitted to a plug which plugs into a socket in the loco. Initially he had muddled the wires and it was suggested the best way is to put the plug and socket together and then complete the wiring, either end of it. It is much easier to drive with it and saves fiddling in the cab.

Gerald Ackroyd is building a 2½ inch gauge Black Five using Bonds castings, they were amazingly good-looking and were cast steel. The set was incomplete so he decided to use castings from Martin Evans design this was not a good idea as they differ in ways that make construction difficult. The locomotive runs very well on air in reverse but in forward gear it is a bit lumpy. It has a horizontally split smoke box, this was made by slitting down the middle of the tube with a thin blade as opposed to making it from two halves. The tricky bit will be hiding the screw heads. It appears quite a lot of Bonds fittings are still available.

Mike Chrisp had bought along the four wheel tender for his Rail Motor. The plate work is made from Zintec steel, which is steel electro coated with zinc. It is a lovely material that does not rust, it is malleable and solders and paints beautifully. Parts were passed around for our inspection, the corners of the tender and brackets were very sharp, they were folded using a jeweller's technique where the sheet has a line scribed partway through using a bent scriber. For thicker material a 60 degree engraving cutter was used. The depth of the cut on 3 mm thick frames was 2.5 mm. On sheet go halfway through. By using fences and stops repetitive accuracy is assured. The joints are silver soldered afterwards. The springs for the axle boxes were fabricated but have a hidden coil spring inside. They were very nicely made; five were made in case one went wrong. Fitting the half round beading around the edges of plate work is difficult to achieve, Mike did this by using 1/8" diameter welding rod and machining a slot down one side, on centre, it will be secured with Superglue.

Mike Foreman had brought along the boiler and smoke box for his Green Arrow, he described the smokebox support which was fitted to the frames at the rear of the smokebox to also take the weight of the front of the boiler. He had a general arrangement drawing and photographs to use as a guide. Whilst testing the boiler under pressure he found several leaks and described to us the repairs he had made to make it sound.

Dave Harris had bought along his Rob Roy, a Martin Evans design using Stevenson's inside vane gear which makes accessibility a problem between the frames. He had acquired the model from the estate of a deceased model engineer. The cylinders had been nicely machined but the covers had been filed and were not flat, although the holes were well done. David remade the cylinder covers. The smoke box was found to be 3/32" off centre and after some tricky machining he brought it back in line. It was then found that the frames were closer together at the front by 0.015" so shims were fitted to bring it back in line. Having got the loco back to square one, a spacer bar has been added at the front between the frames to add strength to this area.

Mike Avery has been working on a Crampton locomotive which is a 4-2-0 with a four-wheel tender they were popular in France and Germany as well as the UK. He chose to make it as laser cut frames were available although when they arrived they were 3 inches longer than they should be, so he sent them back and they were exchanged. The weight of the casting for the large driving wheels was 4 lbs 1 oz, after machining it was 2 lbs 6 oz. After a chat with Peter Badger our 'spring man' he has made a set of working leaf springs. The locomotive is up to the rolling chassis stage. It has the same regulator as a 'Sweet Pea'. Mike Chrisp rounded off the heads of the screws for the buffer beam for him. The boiler kit is on order and on completion it will be lagged with wood, oak was suggested.

Johnathon Avery has been making a 7¼" g loco for 15 years and is currently on the valve gear. As a break, he decided to have a look on the Internet for any free downloadable drawings and found Doris and Titch were there. He chose to make a stationary engine; the side frames according to the drawing were to be made from aluminium milled to shape. Having experience of the stock model shops carry he chose to make it from 6mm square walnut wood. Brass threaded sleeves will be glued into the frame to secure motion work to. A 3" cast flywheel will be used from Stuart Models.

Dave Lawrence described his hot air engine that he made from scrap, it was about 2½" in diameter. The piston would rise and fall with the change in air temperature. He is experimenting with it at the moment. He said that no one has built a hot air engine that will drive a loco.

Whilst looking on the internet for free plans I came across:-

<http://www.john-tom.com/index.html>

Where as a tribute to LBSC it shows a photograph of him and says he published 113 Steam Engine Related Designs and drafted 29 unpublished designs, he died at the age of 84 and made his last contribution to the Model Engineer Magazine only one month before.

Sir Nigel Gresley

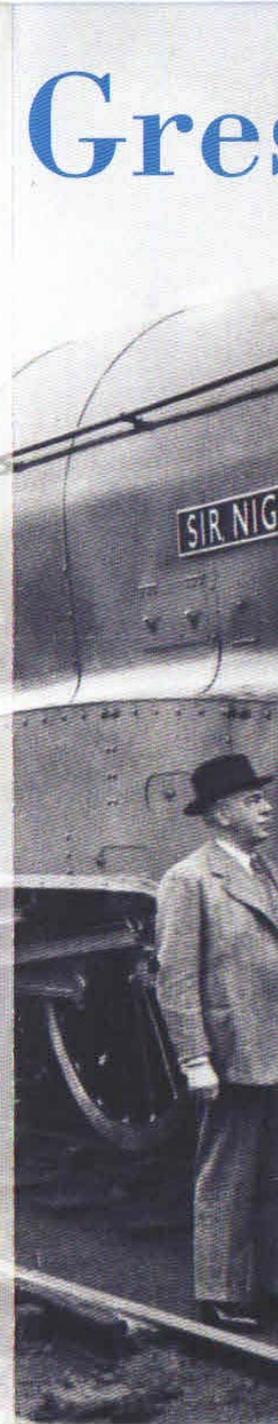
The Gresley Society is seeking funding to place a statue of Sir Nigel Gresley, in an appropriate location at King's Cross Station.

Permissions have been obtained from Network Rail, English Heritage and Camden Borough Council.

Sir Nigel Gresley was the Chief Mechanical Engineer of the London & North Eastern Railway, 1923-1941. His office was on the West Side of King's Cross, on the first floor of the building behind the statue.

While based at this office Sir Nigel was responsible for the design of many famous locomotives, including *Mallard*, *Green Arrow* and *Cock o'the North*. He was also well-known for his design of *Flying Scotsman*, the articulation of carriages, corridor tenders, and high-pressure water-tube boilers. Articulation is still very much with us, in trains of all kinds, and trams.

The statue will be a figure, 120 percent of full size, standing on the floor of the new concourse. Sir Nigel will be accompanied by a mallard, representing not only his fastest locomotive, but also his love for feeding mallards at his pre-war home at Salisbury Hall. It will be crafted by Hazel Reeves FRSA, who created the maquette shown here.



sley

EL GRESLEY



Nº 4498

The estimated total cost of the statue will be £95,000, which we wish to raise from public subscription. Your help in reaching this target will be much appreciated.

Please give generously, using the form over-leaf, by BACS electronic transfer or through our website www.gresley.org

The Society proposes that any individual or company that donates £10,000 or more will be presented with a bronze copy of the maquette, suitably mounted and labelled.

THE LONDON UNDERGROUND & DLR STATION QUIZ. CAN YOU FIND THE STATIONS?

Play this simple quiz amongst your family when the Christmas buzz fades. The answers will be published in the next issue of the news letter or sooner on the website under the newsletters section.

- | | |
|--|---|
| 1, Save your money here. | 29, A good name for a buzzard. |
| 2, Citrus abode. | 30, Most often seen catching anguilliform here. |
| 3, After making the wedding dress what did the seamstress do next? | 31, George IV previous title. |
| 4, Road for bread makers. | 32, Top hair. |
| 5, Metropolis without colour. | 33, Lords go batting here. |
| 6, Crossing for those in shining armour. | 34, Rivulet plays the horn. |
| 7, A cuckoo clock would be perfect for this home. | 35, Blackjack quay. |
| 8, The pink fashion doll is able. | 36, Where Napoleon did surrender. |
| 9, Did this structure fall down as predicted in the song? | 37, Pachyderm plus fortress. |
| 10, Male bird drinks Australian lager. | 38, Come here for a mean time. |
| 11, Place of worship. | 39, Not an Eastern Church. |
| 12, Tie up your boat at this garden entrance. | 40, Dutch playground. |
| 13, Top fruit plus Gisla's Hill. | 41, Liverpool docks or Proms venue. |
| 14, Celestial being. | 42, Anyone for tennis? |
| 15, Passport to? | 43, 1st November. |
| 16, The "office" manager is cross. | 44, Reached after 1760 yards. |
| 17, Stop here for the Bard. | 45, Jack the Ripper's domain. |
| 18, The street for border line clothing. | 46, Enormous dark river tunnel. |
| 19, Dogs noise. | 47, Maker of mallets. |
| 20, Tucker Jenkins woz ere. | 48, The Great Lakes and Hudson Bay. |
| 21, Not quite round. | 49, Acorn trees aflame. |
| 22, The darkest chip shop cookers. | 50, Hoard plenty. |
| 23, Victoria and Elizabeth positioned their cars. | 51, Peter, Welling or Scar perhaps? |
| 24, Birds of a feather nested here. | 52, The road where all the rabbits live. |
| 25, Ovine keepers shrub. | 53, Cricketer Phil's public garden. |
| 26, Line up to see this outdoor greenery. | 54, Not west jacket. |
| 27, Animals or crops in calcium carbonate. | 55, Miners forest. |
| 28, Pleiades. | 56, 007's thoroughfare. |
| | 57, Wren's cathedral. |
| | 58, Basic applause for the people. |
| | 59, Arsenal F.C.'s fruit. |
| | 60, Choose your dandy in this big top. |
| | 61, Car makers of Luton. |

- 62, Not as much to be multiplied by itself.
- 63, Leg joint hideaway.
- 64, Oh!! Don't head south to do this walk.
- 65, Cereal crop mishap.
- 66, Yellow birds dock here.
- 67, West Bengal, Bihar, Jharkhand and Odisha.
- 68, Ice precipitation on the spurs.
- 69, 'Come here' signalled the Oak or the Elm.
- 70, Could this man of the cloth be envious.
- 71, Bromley or Maidstone perhaps?
- 72, Are cream teas up your street?
- 73, Lincolnshire or Massachusetts demeanour.
- 74, Poacher catches Small River
- 75, Timber pathway.
- 76, Does the yellow kestrel live here?
- 77, Make people jealous.
- 78, Where does the graffiti artist work with chalk?
- 79, Big home, little home.
- 80, Split island in the Med.
- 81, Inter the big gun.
- 82, Rules for the ring.
- 83, Where the peers are judged
- 84, Men curtsey in this street.
- 85, A brook in a hollow.
- 86, Named after a church built on the banks of the Tyburn.
- 87, Demise of a clay pigeon.
- 88, A settlement for 'Padda's' people
- 89, The kid of a young eel lives here.
- 90, Track to a heavenly body.
- 91, Grown from a regal acorn.
- 92, The bridge over this was a hard fought battle.
- 93, You pay to use this track.
- 94, Cross over or paddle through whilst owing money.
- 95, Albert's companion
- 96, A single from 'Duffy'.
- 97, Very angry cleaner.
- 98, Stretch out for a sailing ship.
- 99, Egg laying mafia boss.
- 100, The other one is west!

AND NOW THE TIE BREAKERS!

- A. Actual location of the 'Goods' and 'Ledbetter's' homes.
- B. Generic vacuum cleaners used to be made here.
- C. Reputed to be the most lightly used underground station.
- D. Home of premier football, but which team will live here?
- E. Proposed site for a commercial London Airport.
- F. Sherlock concluded that the 'body' had fallen from the train roof here.
- G. Elton's club.

My decision on the answers is final! Have fun and enjoy courtesy of

Mr Grumpy

Garden Railway News

It is six months since the section last had an article in the News Sheet; goodness me, how time flies! - we must be enjoying ourselves. We've had a wonderful year with visitors from G1MRA; everyone who has come to the track has left feeling very happy and impressed with its quality and members' friendliness. We have also been busy, and there have been lots of changes to the track and its surroundings designed to improve them.

Malcolm Read has fitted fireproof (ie all metal) track in the steaming bay used by those intending to run on the inner and middle main lines. (Standard G1 track has plastic sleepers which are not heat-resistant!). He has also changed the alignment of the bays and of the dead-engine bay behind the turntable, making it easier to deal with the disposal of locos after they've been run. Together with Brian Looker, Malcolm has added two storage sidings for rolling stock to the lone siding that we had previously on the eastern side near the somersault signal. These three sidings feed into the inner main line and will greatly benefit it as it is the most used of the three main lines. And I mustn't forget the all metal track that has been installed for the outer main line steaming bay; another job well done – thanks, Malcolm.

A measure of how popular the track is with the section is the fact that it is now used regularly on two days each week: Tuesday and Wednesday. Wednesday is our normal running day, and Tuesday has become the day of choice for beginners under the watchful eye of Brian Looker, who has been encouraging members new to G1 to hone their driving skills under his expert tutelage. As quite a number of guys with G1 locos have joined the Society in the last year, numbers present on Tuesdays are not far short of the numbers at the track on Wednesdays.

It's nice to see all the grass that has grown up in the rough area, ie the area between our track and the RT, from the somersault signal towards the wooden footbridge over our track. The paving of the spectator area adjacent to the bothy has made a vast improvement to that part of the track surroundings, not to mention the two plastic tables and the chairs. Brian managed to get hold of four parasols; two have been positioned on the afore-mentioned plastic tables, and the other two on the wooden picnic benches in the centre of the tracks. This weekend, 22 November, Malcolm and Brian have extended the existing paved footpath next to the outer main line steaming bay, so that it stretches right up to the underpass that gives access to our track at the north end.

Stop Press: we are hoping to organise an electric loco running day shortly, as there are now enough of us with suitable locos to make it worthwhile.

Nick Rudoe

Forthcoming General Meetings 2014-15

Unless otherwise indicated General Meetings are held at 8-10pm at our Legion Way Headquarters in North Finchley. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support our speakers. Please remember that many of the meetings depend on the Club to provide the catalyst for a stupendous evening. For information contact the webmaster

Friday Dec 5th 2014. General Meeting. The Christmas Party

THE Christmas party for all sections. Please come along and have an evening of Christmas fun. New cuisine this year and meet folk you do not usually see in convivial surroundings.

Friday January 2nd An evening of members **Slides and photos**. We all have slides taken years ago that we can talk about for a few minutes, so bring them along. Now that we are in the computer age, I think that we are now in a position to scan those cherished photos to show on the silver screen so don't be reticent. Not too many slides of old flames please unless of course they happen to be of the steam powered variety!

Friday February 6th **Steam in China or Brazil or Eritrea**. Gordon Massey has been to visit all these faraway places many times over the years and has taken some of the most stunning video shots of steam locomotives working hard that I have ever seen. He has made some of the visits during the winter just for the steam and snow effects and they are fantastic. This will be a night to remember

Friday March 6th Keith Hughes talks to the Club about monumental changes to the GNR out of Kings Cross towards Peterborough and beyond. Ever thought of an engine driver using sat nav to get out of the Copenhagen Tunnel then come to this fascinating illustrated talk and be illuminated!

Friday April 3rd **Work in Progress**. Your last chance to show us what you were up to in the winter. So if you were not ready in November, now is the time to show the Club your prowess and progress. Locomotives please but this is a General Meeting so general engineering is welcome.

GLR News

Happy Christmas and a prosperous New Year to all.



Work has started on the Tunnel Portals. Graham and Mike on the out end, Ted and Cookie on the in end, each team are laying bricks to their own choice of bond, Graham and Mike Flemish, Ted and cookie English (sounds like a Twix Advert to me) and considering the damp weather they have built the wing walls up to the start of the arched roof level. Ted has informed me that he has built the former to lay the bricks for the arches on; Mike will use the same former when Teds end has set? (always thought he walked with a limp). I have been tasked with the job of sourcing a length of soil pipe with sealable ends to use for our time capsule. These will be buried behind the keystones of said arches. So if anyone in the club has any photographs, DVDs, articles or literature they would also like to have included in the capsule please talk to me or Peter Brewster. It would be nice for all sections to have an input however great or small to show the world in 100 years time what a bunch of nuts we were and what floated our boats.



The attached picture is one of many tunnels from under Euston Road and I am reliably told that one of the tunnels was a single skin brick arch, just like what we are building, and if you blow the picture above up the figure in the right foreground looks very familiar?

As a novice tunnel builder myself looking at the supporting structure I cannot help thinking how simple it all looks, all be it on a grander scale than what we hope to achieve yet the arch when completed is holding up many tons of earth and buildings above it.

Winter Maintenance Works

The small but beautifully formed G.L.R. team will be lifting the track from the diamond in the narrows down to the new land finish point of last February. New sleepers and track bed levelling is the orders of the day, anyone wanting to run G.L. should be aware of the work that is going on and use the Cuckoo Line circuit only.

Hi Ken Simpson from the lads haven't seen you lately hope all is well.

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



Steve Edwards looks on as Geoff Mogg checks his loco.
Photo: Nick Rudoe

Sunday Morning Working Parties at Colney Heath.

Have you ever wondered at the amazing condition of the site a Colney Heath? (Apart from the debris brought in by well and not so well meaning members that is).

The grounds are tended to by our Nigel and a small band of helpers.

The raised track is maintained by our financial adviser (Mike Foreman) and a small band of helpers.

The developments of the ground level track and promoted by Grahame and yet another small band of helpers.

Major repair work is forwarded by dear old Derick and his helpers.

General painting and care is listed in the coach and it is up to members to tick off projects as they are done.

Advanced projects are taken care of by Chris. Not forgetting maintenance of the pond, cuckoo line and garden railway.

Sounds a bit like Snow White and the dwarfs doesn't it? But we aint got a Snow White and this season dwarfs are thin on the ground!

If you have not been to Colney on a Sunday morning, perhaps you could pal up with someone from your section and come up on a Sunday Morning in your working gear of course. When you arrive PLEASE let someone know you are there or perhaps join in with one of the aforesaid chaps and see how you can slot in. Remember model engineers as a race are rather reticent and new members have come away saying that no-one spoke to them.....so speak first!

We stop for a tea and biccyy break at 11.00 when all present have another chance to talk. Why not just come up for a biscuit and tea and just see if you like the look of it all; you won't be disappointed.

The activities at CH are not exacting and the interactions between members enjoyable and informative so much so that some even forget they are on a Working Party.

Please give it a try.

Ian Johnston.

📖 Dates for your Diary 📖

Friday 7 Nov	8.00pm General Meeting; 'How Barnet got its Railways'; HQ; Legion Way, Nth Finchley
Tuesday 11 Nov	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Tuesday 18 Nov	8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
Friday 21 Nov	8.00pm Loco section meeting; Work in Progress; HQ, Legion Way, North Finchley
Friday 21 Nov	Deadline for copy to Editor for December News Sheet
Friday 28 Nov	8.00pm Workshop meeting; HQ, Legion Way, North Finchley
Tuesday 2 Dec	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 5 Dec	8.00pm General Meeting; The Christmas Party for all sections; HQ; Legion Way, Nth Finchley
Tuesday 16 Dec	8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
Friday 19 Dec	8.00pm Loco section meeting; Members Film Evening. All types catered for!; HQ, Legion Way, North Finchley
Saturday 27 Dec	HO section Christmas operating session, all members welcome Meet at Tally Ho for lunch at 12 noon or at 2.00pm at HQ. Legion Way, Nth Finchley
Thursday 1 Jan	10.00am New Year's Day running at Colney Heath
Friday 2 Jan	8.00pm General Meeting; Members Slides and Photos; HQ; Legion Way, Nth Finchley
Monday 5 Jan	Raised track closed to replace a main sleeper near the tunnel and other track improvement works as mentioned in the Raised Track report. The reopening date will be advised later.
Tuesday 6 Jan	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 16 Jan	8.00pm Loco section meeting; Roger Elkin on 'London Railways Then and Now'.; HQ, Legion Way, North Finchley
Tuesday 20 Jan	8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
Friday 23 Jan	8.00pm Workshop meeting; HQ, Legion Way, North Finchley
Friday 23 Jan	Deadline for copy to Editor for February News Sheet
Tuesday 3 Feb	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 6 Feb	8.00pm General Meeting; Steam in China or Brazil or Eritrea; HQ; Legion Way, Nth Finchley

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	GLR working parties at Colney Heath (all day); Slot Cars Section at HQ (evening)
Every Saturday	Working parties on GLR including junior section (all day)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

NB. Please notify Malcolm Barnes (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.

