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The News Sheet

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CHAIRMAN'S REPORT

It seems strange to be writing this with the Christmas festivities over for another year, as usual I seem to have eaten too much, yet again! Christmas and New Year is always to me a time for family.

It was such on new years' day, our Society "family" taking first preference, as I said in my previous report the Tyttenhanger site would be open as usual on the 1st January 2015. I was on site from about 10am, loco's were already raising steam. Mark you some of the drivers seemed to be a bit the worst for wear. During my time on site it was nice to see so many family groups present, the RT & GL had loco's running from about 10.30am. I had a couple of rides and thoroughly enjoyed it.

Several of the G1 members turned up with the partners, however we did spend some time talking in the boothy before loco's appeared, weather was fresh and one of the beauties of this is it makes the steam look that much better.

Ian Johnston came down and laid on soup and bread rolls, much appreciated by all present. I could not help but notice that there was not any left over. Although to be honest we in the boothy were rather busy consuming sausage rolls and cakes.

One of the things we are going to get into place very soon will be the new Health and Safety rules. Hopefully we will get the initial set into place at the next society council meeting. These will have to be strictly adhered to, there should ideally be an H & S club officer I feel. These H & S rules will over time possibly need some modifications.

Now at the last TSC meeting it was agreed that the GR section could go ahead, subject to final costing and details, with the installation of a storage shed next to the boothy. This will act as a secure storage for all the lineside features we will be getting built this coming year. In fact the main station buildings are already underway. We are going to start to turn our GR track into a G1 model railway.

I am keeping it short this month, so until next time. Happy modelling.

David Metcalf.

Front cover: A bucolic scene with a Grand Trunk USRA light mikado being turned at the end of the branch line. Note how casually one of the crew takes a twirl! He's actually there so that we get polarity right.
Photo: Clive Winter

TREASURER'S REPORT

At the December 2014 Council Meeting, we accepted an application for membership from

Mr John Pashley, Interested in Locomotives.

At the same meeting it was decided not to hold a formal Council meeting in January, but to reconvene on the 3rd February 2015. However, by means of a round of emails in early January, we did approve the acceptance of two more new members.

Mr Michael Lee, Interested in Locomotives and Traction Engines.

Mr. Richard J Hills Interested in Slot Cars.

We offer a warm welcome to them all.

On the agenda for the February meeting will be the subject of subscription rates for the forthcoming year. At present I do not expect to be recommending any increase on the present amounts, but others may have other thoughts.

Council and TSC have discussed the possibility of a redesign to our website, which has been running in its present form since 1998. Anybody with any ideas of what might be usefully included in a revamped website, should contact me in the first instance.

Finally two grumbles.

At HQ would all attendees, please ensure that ALL heaters are turned off before vacating their rooms. Whilst all the power is turned off at the main board, when the premises are locked up, if the next use of HQ does not include the rooms where the heaters were left on, then we are wasting electricity, which has to be paid for.

At Colney Heath, twice in the last fortnight we have found that the coach water supply has not been turned off under the sink and the drain valve beside the bothy end not operated to drain the pipes. Also the Water Heater in the kitchen has been left switched on for days at a time. It is the responsibility of the last person locking up the coach etc. to ensure that everything is in order and that the main stop-cock by the GLR line is also shut off. We do not want any burst pipes this winter.

Mike Foreman

Raised Track Report

The 2015 New Year's Day steam up, although not held in the best weather conditions was a success, we had three steam engines and three diesels running on the Raised Track and I think I spotted a couple of engines moving on the Gauge 1 and one on the GLR. Those members and guests who attended enjoyed themselves, consuming all the soup and most of the mince pies, plus teas and coffee. Since then both the Raised Track and the Cuckoo line have been broken to enable replacing the two sleepers identified as being seriously rotten. The Cuckoo line one literally fell into two pieces lengthways when removed. Both now have the new beams installed, together with the reinforcing wires and the shuttering in place. We are now waiting for a drier warm spell to mix the cement screed to finish off the job and relay the track. Meanwhile, Alan Marshall and his team are working away on preparing the new Cuckoo line steaming bay area and wheelchair accessible slope to the pond-side. Member Nick Gear, at his engineering works, has kindly folded up the first of the steel channel to form part of the framework for the new lift out section, being installed into the Cuckoo line beside the GLR unloading platform. When this is completed the existing lift-up section by Orchard Junction Signal Box will be taken out of use.

Alan is also heading up the design work for the new Raised Track Traverser and we are hoping that the use of a similar exercise in forming steel channel will be possible on this project saving a lot of time and expense.

Mike Foreman

December General Meeting

The Club's Christmas Party

By OMAH II

The big day had arrived. Food of the appropriate type was selected from a local store and their licensed shelves raided for booze. Raffle arranged, films begged for, raffle prizes given and games organised. On the previous Wednesday tables and chairs had been laid out and table cloths placed ready for the event.

Soon the lucky members were arriving with one special one who must have had a nose like a blood hound because a bee-line was made absolutely straight for the few bottles of 'real ale' ever so slightly hidden from view and soon consumed as though the imbiber had been in the desert for a month.

The meeting was opened with a goodly number attending and tucking in to the food that had been prepared that very day. The big screen featured films of American Narrow gauge rail which left the viewers yearning to travel to the West to see these wonders first hand. Various other films from far and wide were shown especially 'out takes' from some very funny television films were shown simultaneously while the affiliates had a chance to chat to one another in a way that is not possible at other club venues.

The raffle was drawn and prizes distributed to the lucky winners. James Mac Donald had prepared another quiz involving the London Underground. The participants had great fun competing and although no prizes were offered it did not seem to matter, as it was the playing and not the winning that was the thing.

All too soon it was time to retire for the evening after a quiet and enjoyable party where folk could get to know each other more and also to put on a bit of pre-Christmas weight. The scribe can report that no-one was harmed or destroyed in this completely free range and organic event.

Steam Oil For Sale

A new supply of Steam Oil 460 Grade is now available for members to purchase for £4.00 in two pint plastic bottles. Contact the webmaster

January General Meeting

A Cornucopia of Visual Aids.

By OMAH II

A crowd of interested members gathered in the Meeting Room at Headquarters for the first General Meeting of the Year 2015.

The meeting was introduced by Ian Johnston as a film/slide/video/DVD evening drawing on member's contributions. It could have thought that after the Locomotive Section meeting of the same nature in December that there would be few donations. But not a word of it; there was a veritable Harvest Festival of the methods of displaying pictures on the silver screen available. The only devices not used were the epidiascope and the overhead projector.

First off was Mike Hodgson with a 16mm film taken in 1953 of the Grand Prix at the *Nurburgring*. The film was composite and started with chaps scything away the grass to make the site ready. When preparations were complete the stars arrived: Alberto Ascari, JM Fangio, Stirling Moss (with hair), Mike Hawthorn to name but a few; all with their cars of course, which seemed to be mainly German and Italian. They were soon racing round one of the most dangerous and curvaceous circuits in the world. No one can remember who won, but it was great fun. Soon it was all over and the track was growing grass again ready for scything in 1954.

Mike Foreman was off next with videos he took this summer in Germany and Switzerland. The first at Sindelfingen, near Stuttgart where a meet was in progress. A great range of miniature locomotives and stock was seen with foot plate rides for the camera. Soon the enthralled audience was transported to the Swiss Vapour Parc in Switzerland where the biggest variety of bridges was seen and traversed, including a suspension bridge that did not move a hair. Great lengths of rolling stock were used in 7 ¼ gauge, we wondered if the stock was privately owned. It was surprising that the imperial gauges set up last century are still popular and practical.

It was then Ian Johnston's turn to show archive slides of his time at sea but in spite of boasting that mechanical projectors were far more reliable than electronic ones, his efforts failed. (Probably because his first name was not Mike!)

Mike Chrisp then swung into the rescue with a wonderful film about scythe making probably to give continuity to Mike Hodgson's opening scene at Nuremberg where the grass is scythed in preparation for the Grand Prix. Age old skills in the use of the overshot waterwheel and drop hammer in manufacturing were displayed. The audience were held mesmerised by the

efficiency and versatility of the drop hammer in producing three foot long scythe blades. The scribe remembers seeing paintings of large groups of farm workers scything in line across fields of corn, before the combined harvester made them all redundant of course.

To conclude the evening Mike Hodgson showed another 16mm film showing the production of steel by the open hearth method. All very dramatic especially when aliquots of cobalt were added to the fiery hearth by means of a large mechanical 'spoon'. The only protective garments worn, seemed to be that of flat caps.

All too soon it was time to close. The projectionists, the raffle salesman, the tea maker and the attendant club members were all thanked for a memorable evening. The satisfied crowd then wound their way home thinking 'Was that a short length of film of the *The Union of South Africa* at New Barnet I saw as well?'



New Year's Day steam up.
Photo: Ian Johnston

The January Loco Section Meeting

By Roger Bell

The evening was a talk with slides provided by Roger Elkin and entitled 'London Railways Then and Now'. Roger displayed a map of London's railways with Underground, Overground, Docklands and the National Rail System.

The first railway built was the London Bridge to Greenwich in 1836. London Bridge station is now being rebuilt, pictures showed the two extra through platforms, the extension of the others and the new concourse. Completion is due in 2018.

Blackfriars was built between 1864 and 1869. Bomb damage from 1940 and a V2 rocket in 1944 can still be seen. The old railway support pillars over the Thames can still be seen alongside the bridge.

Victoria opened in 1860 for the Southern Railway, the route famous for the 'Brighton Belle' an electric loco built in 1932. A project is underway to restore a complete five car set of this 1930's train for mainline running by 2016. It has steadily become the biggest and most complex rail restoration project underway in Britain. Visit www.brightonbelle.com

As each location was taken we saw it as it was when built with the original traffic of the day, steam or electric, through to today with new buildings and trains. All of the main London Terminals were covered. Roger liked to photograph the boring everyday things because in time these will in turn take their place to be historic. Some pictures were given to him by those that had seen his presentation, to be added in.

Euston station was opened in 1837; it was rebuilt in the 1960's with a new upper level mezzanine floor. By 2013 only the lodges remain of the original station. Duchess of Hamilton 6229 was pictured as it was built streamlined at Crewe in September 1938. It was re-streamlined in May 2009 at Tyseley and can be seen at the National Railway Museum at York. The gold bands created an appealing aerodynamic look.

Kings Cross station was built in 1852, 60058 Tracery and 60108 Gay Crusader were spotted fitted with large German style smoke deflectors. A new platform was added in 2012 and designated Platform 0, which saved changing the numbers of the existing ones. The new concourse was finished in March 2012. Kings Cross Square was completed by September 2013. The area has now lost its old seedy reputation and has gone up in style with many new hotels. The original Fish and Coal offices and the coal drops are still there. The coal

drops were built in the 1850's and 60's to transfer coal from rail wagons to road carts. The brick and cast iron structure originally carried four high-level railway tracks, from which wagons dropped coal into storage hoppers. From here the coal was loaded onto horse-drawn carts at ground level. The coal drops were used to store goods for most of the 20th century. By the 1990s however, they were being used as workshops, studios and night clubs. They are currently being restored and will become a unique new retail quarter called Coal Drops Yard. <http://www.kingscross.co.uk/coal-drops-yard>

The Port of London Authority had a very extensive railway, a picture taken in the 'Banana Berth' at West India Docks in 1935 showed bananas being loaded into wagons from a conveyor belt.

As part of the Thameslink rolling stock project, Siemens' construction partner Volker Fitzpatrick is building two train maintenance depots, one at Hornsey in north London and Three Bridges near Crawley. The one at Hornsey will have a new three road, 12 car maintenance shed, two carriage washing machines and offices. It is due for completion in 2016. We saw pictures of the depot from the outside.

Progress on the Crossrail project due to open in 2018/2019 was captured with photographs from Connaught tunnel.

We thanked Roger for his presentation; Tony Dunbar said it bought back many memories to him as he saw the buildings where he and his wife had worked.

Gresley Society Spring Meeting

Members of the North London Society of Model Engineers are cordially invited to join members of the **Gresley Society** and other guests at their Spring Meeting, which is being held on Thursday 5th March 2015 at 2.00pm at the Institute of Mechanical Engineers (I.MechE), Birdcage Walk, Westminster, London, SW1H 9JJ.

Our guest speaker at the **Sir Nigel Gresley Lecture** will be Mr. Roger Ford, Industry and Technology Editor for Modern Railways & founding editor of Rail Business Intelligence. His subject will be '**East Coast Traction - The Gresley Heritage**'.

Members will also have the opportunity, whilst in the I.MechE to admire some of the models that Cherry Hills has constructed over the years, these are displayed in one of the corridors in the building.

Further information contact the webmaster

Maurice Cummins.

5th November 1933 - 29th December 2014.

It is sad to report the death of dear old Maurice. He died peacefully on 29th December at Barnet General Hospital suffering from, I believe multiple myeloma.

Maurice had been ill for a long time and had not been able to get to the track for a number of years so many newer members will not have knowledge of him.

In his early years Maurice went to school in Hendon and on matriculating became an apprentice motor mechanic. The Army called and he joined as a regular soldier. He wished to join the Guards but was refused on account of his height and was given a post in the King's Own Troop of Royal Horse. Perhaps he had been singled out as a jockey when the Korean War ended! Anyway Maurice was kicked by a horse and decided to leave the Troop. His superiors found out that Maurice knew a bit about Motors and before you could say "Grand National" Maurice was on a troop ship heading for Korea. The British Army benefitted from Maurice's engineering knowledge in Korea and after being de-mobbed he was fortunate enough to rent an area of land next to his father-in-law's laundry to start up a car repair business. The business thrived as the *Byron House Garage* up to his retirement which was some time ago.

We all knew Maurice as quiet unassuming and modest; really a rather pleasant sort of chap who seemed to get on with almost everybody. He had been a member of the Club since 1970. That gives him almost 45 years in the Club. Those years were not spent idly doing nothing. He organised numerous North London stands at model engineering exhibitions all over London. Places like Olympia, Earls Court, Picket's Lock, Alexandra Palace and Wembley Conference Centre to name but a few were visited by Maurice, his supporters and their precious models. For years the St Albans Model Engineering Club exhibition was fortunate to have a North London stand designed by Maurice. The Model Engineering Exhibition at Barnet College was synchronised with Jim McDonald and together they exhibited over 125 miniature locomotives which must be a record for just one club. With Ron Thorogood he built a trailer for the track which the Fetes and Fairs division needed on their outings. For years Maurice was the co-ordinator in the production of the News Sheet. Ron Thorogood printed the pages on a Roneo Machine later superseded by a combined printer and copier. The pages were then taken to Maurice where with Shirley (Maurice's wife) and Ron Price they collated and stapled them and packed the new born magazines into envelopes, stamped and addressed them and posted them off. Later of course the whole production was taken over by a professional printer.



Like many of us, Maurice enjoyed working with other folk. *Twin Sisters* was restored in conjunction with Dave Chisnall, the 3½ gauge *Princess Marina* benefitted from the co-operation of Ron Price. And recently Ron Todd completed Maurice's 2" ploughing engine.

When Frank Dell became Chairman of the Club, Maurice was treasurer of the Tyttenhanger Site Committee, both of them steering the Club through some rather stormy waters.

As the years passed Maurice became progressively more infirm but Shirley, said that he never lost his appetite for fish and chips from a certain restaurant in Golders Green.

May you rest in peace Maurice we will miss you.

Ian Johnston

THE LONDON UNDERGROUND & DLR STATION QUIZ.

Answers

- 1, BANK
- 2, LIMEHOUSE
- 3, MAIDA VALE
- 4, BAKER STREET
- 5, WHITE CITY
- 6, KNIGHTSBRIDGE
- 7, SWISS COTTAGE
- 8, BARBICAN
- 9, LONDON BRIDGE
- 10, COCKFOSTERS
- 11, TEMPLE
- 12, MOORGATE
- 13, HIGHBURY & ISLINGTON
- 14, ANGEL
- 15, PIMLICO
- 16, BRENT CROSS
- 17, STRATFORD
- 18, EDGWARE ROAD
- 19, BARKING
- 20, GRANGE HILL
- 21, OVAL
- 22, BLACKFRIARS
- 23, QUEENS PARK
- 24, CHIGWELL
- 25, SHEPHERD'S BUSH
- 26, KEW GARDENS
- 27, CHALK FARM
- 28, SEVEN SISTERS
- 29, LEYTON
- 30, EALING COMMON
- 31, PRINCE REGENT
- 32, HIGH BARNET
- 33, St. JOHNS WOOD
- 34, TOOTING BEC
- 35, PONTOON DOCK
- 36, WATERLOO
- 37, ELEPHANT AND CASTLE
- 38, GREENWICH
- 39, WESTMINSTER
- 40, HOLLAND PARK
- 41, ROYAL ALBERT
- 42, WIMBLEDON
- 43, ALL SAINTS
- 44, MILE END
- 45, WHITECHAPEL
- 46, WAPPING
- 47, HAMMERSMITH
- 48, CANADA WATER
- 49, BURNT OAK
- 50, STOCKWELL
- 51, BOROUGH
- 52, WARREN STREET
- 53, TUFNELL PARK
- 54, EASTCOTE
- 55, COLLIERS WOOD
- 56, BOND STREET
- 57, St. PAUL'S
- 58, CLAPHAM COMMON
- 59, GUNNERSBURY
- 60, PICADILLY CIRCUS
- 61, VAUXHALL
- 62, LEICESTER SQUARE
- 63, NEASDEN
- 64, LAMBETH NORTH
- 65, RUISLIP
- 66, CANARY WHARF
- 67, EAST INDIA
- 68, TOTTENHAM HALE
- 69, BECONTREE
- 70, PARSONS GREEN
- 71, KENTISH TOWN
- 72, DEVONS ROAD
- 73, BOSTON MANOR
- 74, SNARESBROOK
- 75, WOOD LANE
- 76, GOLDHAWK ROAD
- 77, TURNHAM GREEN
- 78, BLACKWALL
- 79, MANSION HOUSE
- 80, CYPRUS

81, CANONBURY
82, QUEENSBURY
83, EARLS COURT
84, BOW ROAD
85, HOLBORN
86, MARYLEBONE
87, MUDCHUTE
88, PADDINGTON
89, ELVERSON ROAD
90, STAR LANE
91, ROYAL OAK
92, STAMFORD BROOK
93, TURNPIKE LANE
94, DEPTFORD BRIDGE
95, VICTORIA

96, WARWICK AVENUE
97, CHARING CROSS
98, GALLIONS REACH
99, HENDON
100, UPMINSTER

AND NOW THE TIE BREAKERS!

A. NORTHWOOD
B. PERIVALE
C. RODING VALLEY
D. UPTON PARK
E. FAIRLOP
F. ALDGATE
G. WATFORD

THE QUIZ MASTERS DECISION IS FINAL!

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

Mr Grumpy

Harrogate Model Engineering Exhibition. Friday 8th May 2015.

Jeff Dickenson has informed us that the Saffron Walden Club plan to visit the Model Engineering Exhibition in Harrogate by coach.

One of their members owns a coach firm and each year a coach is laid on for members of the Saffron Walden Club. Often not all the seats are taken.

For a couple of years now I've taken advantage of the preferential fare and visited Harrogate. We pick the coach up at Royston quite early in the morning, stop for breakfast half way there. The coach stops right outside the entrance to the exhibition and then takes wives off to some shops or something. Later in the day we are picked up and returned to Royston unharmed.

It is an early start but there is an opportunity to snooze in the warm and comfortable coach and it is to be recommended.

This is just a prior announcement and I will indicate details later.

Ian Johnston

Sandown Model Engineering Show 2014

Firstly let me thank those who gave their time. For collection of stand material and club information, those who gave models to represent our club that encourage others to start out hobby, and lastly the stand stewards, for giving time to potentially new members, old friends and other club associates for general tips and knowledge. The organisers have requested any feed back on the show in the changing face of engineering in today's electronic world.

Please send any comments you have on how the show can change and get better. Again many thanks to all, and those who have not shown models or would like to do a stewarding slot please let me know.

Chris Vousden



Loco Section Meetings

Held at HQ, Finchley starting at 8.00pm.

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

20th March - It is with regret that the planned talk will not take place due to family problems for the speaker. There will be a meeting, topic to be announced.

17th April - To be arranged

Tony Dunbar

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 6th Feb. General Meeting. 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.

Friday May 1st **The AGM** This is probably the most important meeting of the year. You will be able to vote for members to represent you or even put yourself forward for election. It is your opportunity to have your responsible say about the management of the Club and help in the direction for the forthcoming year....or just go to listen to the others. Remember this is a friendly club.

Friday June 5th The not so leaning **Tower of Pisa**. Come to a fascinating talk from an excellent raconteur about how the Tower was not made vertical but skilfully underpinned. It will make you sit upright.

GLR News

Happy new year to you modellers and especially to the G.L. crew who I must confide are all total nutters as not even the sub zero temperatures we are experiencing of late will put them off. They just love a bit of track maintenance, grovelling around in the muck renewing the rotten sleepers, sieving the black stuff, and remaking the track bed. I just can't think why Roy goes on so many holidays at this time of year. We arrived early at the track in a snowstorm on Saturday morning 16-01-2015 (I thought to myself no one will be here today) as we came through the gate there they all were smiling at me, teeth chattering, knees knocking so the first action of the day was a brew up. By the time we had drunk up and cleared away the tea makings the sun was out resulting in a cold but productive day for the G.L crew



It is our intension to re-sleeper the old track from where we finished last year back to the narrows diamond cross over. The new plastic sleepers we have now opted for look good when laid and seem to settle nicely once the old bed is scraped off and replaced with sifted black stuff.

As you can see the sun really did make the day. Please be aware anyone



thinking about running on the Ground Level the track will be out of commission passed the narrows? Anyone running on the elevated please be aware of men working along this stretch?

Good old John West has built up a nice compressor for the workshop, mounting the salvaged motor and compressor on a large tank that was rescued from John's place of work (over the years he has come up with some very useful goodies for the club). Having piped up the compressor and fitted new guards the last I saw of him he was asking if anyone had any large wheels that would support the contraption. If you have any please let us know, well done John.

In an effort to meld this club together I have asked for your thoughts on items to be included in a time capsule that is to be incorporated somewhere in the G.L. tunnel construction. To date I have received one reply (thanks Robin) I am sure we can do better than that, so please fill my in tray with your thoughts all will be perused over by the Tyttenhanger Committee and the best bits, or items will be included in the capsule.

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

New Year's Day Steam Up

And I thought that it was to be a quiet New Year's Day 'Steam Up' at Tyttenhanger.

My niece and nephew had expressed an interest in experiencing the joys that regular members of our elite model engineering club have almost on a day to day basis. My sister was, and is suffering from a terminal illness in Stamford Lincs and I thought that it would give them a break away from the sick bed. The two sons in particular had not seen much of Christmas and this trip to Tyttenhanger was to be a reward and an amazingly reward it proved to be. Within two minutes of arriving at Colney the two youngsters were on their way round the track behind an elegant Class 66 locomotive. They had never been to Colney Heath before so you could imagine the instant joy and amazement of being hauled through a tunnel, along tall embankments and over a bridge to eventually return to the station.

Before long a goodly crowd had arrived and were soon raising steam to celebrate the New Year. I had anticipated just a few members to turn up much to my pleasant surprise the tomato soup that I had prepared was to be shared out with at least seventeen others, not to mention the mince pies and sausage rolls.

It was a great day with just one blemish, Matthew lost his model of *Scooby Doo* the television doggie star. But all was not lost because on Sunday a sharp eyed Derrick Eldridge spotted it lurking in the grass and it has now been returned to its grateful owner.

A big thank you to Mike Foreman for the idea, and execution of a very successful New Year's Day Steam Up.

Ian Johnston

📖 Dates for your Diary 📖

| | |
|------------------------|---|
| Friday 6 Feb | 8.00pm General Meeting; Steam in China or Brazil or Eritrea; HQ; Legion Way, Nth Finchley |
| Tuesday 17 Feb | 8.00pm TSC meeting; St Mark's Church Centre, Colney Heath |
| Friday 20 Feb | 8.00pm Loco section meeting; 'An historical Review of the Epping to Ongar Railway' from GE days to the present time; HQ, Legion Way, North Finchley |
| Friday 20 Feb | Deadline for copy to Editor for March News Sheet |
| Friday 27 Feb | 8.00pm Workshop meeting; HQ, Legion Way, North Finchley |
| Tuesday 3 March | 8.00pm Council Meeting; HQ, Legion Way, North Finchley |
| Friday 6 March | 8.00pm General Meeting; Keith Hughes talks to the Club about monumental changes to the GNR out of Kings Cross towards Peterborough and beyond; HQ; Legion Way, Nth Finchley |
| Tuesday 17 March | 8.00pm TSC meeting; St Mark's Church Centre, Colney Heath |
| Friday 20 March | 8.00pm Loco section meeting; TBA; HQ, Legion Way, North Finchley |
| Friday 20 March | Deadline for copy to Editor for April News Sheet |
| Friday 27 March | 8.00pm Workshop meeting; HQ, Legion Way, North Finchley |
| Friday 3 April | 8.00pm General Meeting; Work in Progress; HQ; Legion Way, Nth Finchley |
| Tuesday 7 April | 8.00pm Council Meeting; HQ, Legion Way, North Finchley |

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|-----------------|--|
| 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.

