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The News Sheet

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FROM THE CHAIR

Following the publication of the Steaming Bay plans in the October News Sheet, I have been asked to elucidate on the time scales and building programme. On the plan shown in the News Sheet, there are seven areas for storage and other activities.

Area 1, a container, is adjacent to the hedge and will provide storage for the larger GLR locomotives. Area 3, a container, will provide storage for smaller 5"7¼" locomotives again for use on the GLR. In between these two containers, Area 2 will be built to provide storage for the Raised Track carriages. Area 4 is an 8' wide gap that could take a storage container in the future should it be required. However, this area at the present time is intended to provide access between the Raised Track and the GLR via an incline or hoist.

Area 5, a container, will provide storage for 3½"/5" locomotives that are generally used on the Raised Track. Area 7, the present container, will be used to provide storage for site maintenance machinery, the existing 5" electric locomotive charging points, and the new air compressor. In between these two containers a 10' wide workshop will be built.

It is also intended that a toilet and washing facilities will be provided in a separate unit, built where the garage presently stands, along with coal and oil storage.

There are four main phases. Firstly, we must position the containers/storage areas for the Ground Level Railway. The positioning, both in plan and elevation, is dictated by the rail height of the GLR turntable. The containers, storage area, transverser, steaming bay sidings can all be planned and built as one scheme, Phase 1. Phase 2 comprises the positioning of the containers/storage areas for the Raised Track activities and general maintenance requirements, and the building of a workshop.

The project has arranged a loan from Society funds to purchase three new 20' storage containers. Two will be positioned immediately in the GLR area, while the third will be used for general storage of the present workshop contents. It

Front cover: Tom Featherstone seen here, and his sister Amy looked after Mike Chrisp's County Donegal Railways Railbus No. 4 during the Society's recent visit to Fareham. In the background, Brian Baker, Jim Macdonald and Joe Featherstone study Ian Osborne's *Tinkerbelle* type locomotive, a mainstay of the host society, which most had an opportunity to drive during the afternoon. Fareham members made us all very welcome and an enjoyable time was had by all. Photo: Mike Chrisp

is therefore possible that Phases 1 and 2 can progress at the same time during this winter working party season.

Phase 3 will be the building of the steaming bay area. It is not feasible to demolish the present bays immediately, as it will leave the site without any steaming facilities. However, it will be possible to start work on the new steaming facilities adjacent to the Raised Track containers, including the building of the RT transverser as far as the present steaming area.

Whilst Phases 1 and 2 can be worked on this winter, Phase 3 will have to continue to some extent into the summer running season, being finally completed next winter - (2011/2012). A fourth activity will be the building of a transverser between the Raised Track and an entry siding from the steaming bay area. (Phase 4).

It is also important that we use the full volumetric capacity of the containers by building both high and low level storage facilities with appropriate lifting equipment.

I would be pleased to discuss the programme with any member, especially anyone who is prepared to undertake some of these tasks. Finally, I would like to thank all those members who have pledged or given donations towards this project. Their support is warmly welcomed.

David Harris

TREASURER'S REPORT

We welcome two new members into the Society this month.

Mr John Dilworth, , who is interested in Slot Cars.

Mr. Barrie Luckhurst, , who is interested in Locomotives, General Engineering and Marine.

With the end of the running season rapidly approaching, I hope to see many of you appearing at the Saturday or Sunday morning working parties at the Track during the winter months. Jobs for everyone even if only swelling the nucleus of the requisite crowd offering advice to the person who is actually working!

Mike Foreman

GENERAL MEETINGS 2010 – FORTHCOMING PROGRAMME

Unless otherwise stated, General Meetings are held 8–10pm at our Legion Way Headquarters in North Finchley. Thanks to Peter Davies (a man with a persuasive manner) we usually have a raffle (donations of suitable prizes appreciated), and thanks to Ron Thorogood (maestro of kettle and teapot), we usually have refreshments around 9pm. All profits from meetings go directly to club funds. All members are welcome at any of our General Meetings and we are always happy to see members' friends and family, too. We like to see a good attendance to support our speakers and look forward to your company.

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

5 NOVEMBER 2010 STEVE WINTER: FROM FLAT PACK TO FLIGHT

An illustrated account of building and flying an aircraft constructed from a kit. Some folk build locomotives and traction engines, others make ship and aircraft models. Steve has gone full size with his aircraft. His kit was supplied by Czech Sport Aircraft which styles itself as an 'Innovative Company changing the aviation industry'. Steve received the flat pack in November 2008, had the aircraft finished, approved and ready to fly in November 2009 and took it for a Mediterranean holiday in 2010.

3 DECEMBER 2010 – PRE-CHRISTMAS SOCIAL

An informal time together with food and drink 'On the House'. Now, here's an idea: how about bringing a little 'something' with you to amaze or amuse us? Nothing formal - just something perhaps on which you've been working, or maybe something you've just found or even had around for a while. All members, families and friends are welcome to join us for a guaranteed stress-free sociable evening among like-minded friends and colleagues.

7 JANUARY 2011 – MEMBERS' WORKSHOPS

Our Daring Duo - Mike and Dave - present another in their series recorded in our home workshops.

6 FEBRUARY 2011 – FORUM

Another opportunity to discuss hints, tips and techniques related to model engineering activities.

CATERING, winter 2010/11 at TYTTENHANGER.

Just a few quick lines, as promised the "Gauge 1" members kept to their commitment to man the coach on all the days the track was open for public running. We must thank all the lads and a few other volunteers who came along and helped feed/water the hordes. And of course, many thanks to the ladies who did baking of cakes and buns for sale, these do add handsomely to the club coffers.

I must thank those who have bought Tea bags along. I would point out that under the steel top there in one of the large plastic storage boxes, which when opened will reveal over 1,000 tea bags in it.

We have put about 15 kilos of sugar and 15 litres of "long life" milk in the Green cupboard in the 'bothy' end of the coach. In here you will also find plastic glasses, spare cans of drinks and spare jars of coffee.

Over the winter period we will look to keep some limited supplies of KitKats, Mars bars etc in the catering fridge, crisps will be in boxes on the side, we would ask that any moneys for same be put in the honesty box on the wall next to the serving hatch. We do not expect any payment for squashes, tea & coffee (a small voluntary donation into honesty box would help club funds though). Cans of drinks and Fruit shoot will be kept in the kitchen end fridge, these drinks must be paid for though.

Just a final couple of points; when we open a bag of sugar we decant it into a spare coffee jar. This stops it getting damp and going solid. Don't just open a bag and leave it on the side when the jar is still $\frac{3}{4}$ full. It would also help if the sugar was returned from the workshop. Please also use a dry spoon in the sugar (and coffee jar). The shortage of tea spoons has been cured with the purchase of a box of 1,000 plastic disposable tea spoons. These are kept on the top shelf.

We are also getting short of tea towels. I do not know where they go, we started the year off with a large surplus. If you use them and make them dirty please take them home and get them washed or at least hang them up to dry so they do not go smelly. We have taken home and washed dozens of them, then put them back into the drawer, strangely when we need them they seem to be disappearing.

Can I also ask that open food of any sort (bread, rolls, French sticks, packets of biscuits etc) please not be left lying around as this will encourage vermin. Please empty the tea pots, do your washing up and don't leave it for the next member who comes along when you have finished with it. (they do not like it) Would you help by please taking your rubbish home with you.

David Metcalf.

MARINE MUMBLES (RIDES AGAIN)

Thank you to all those who donated your precious “empties” to The Lawrence Floating Bottle Bank. Between us we managed to cobble together eight stings across the pond, with between seven and eight bottles on each. So no nicking them, or we will have to send the boys round. The two nets were then supported on them (that’s the bottles not the boys). Well that’s the idea anyway. You know what happens when Dave and I try something new. I must say Dave looked the part in the pond in his Sunday best waders, sewing the two nets together. For those who are interested, he did remain vertical during the whole of this procedure. We will be keeping the net on until we are sure no more tree rubbish is going to fall. It looks like hovercraft only will be able to use the pond until the great uncovering ceremony.

Had some really good feedback from the St. Albans ME show. At least three clubs want to hold regattas with us next year at Colney Heath, as well as the Toy Boat Boys’. They are; St. Albans, Welwyn, and Luton clubs. Should be good next year, unless I’m deposed before then! I thought our stand at the St. Albans show looked “the business” thanks to Derek Franklin’s organisation. It was a good weekend and I thoroughly enjoyed it.

To complete a busy month, we had our very own Marine Section meet at HQ. The topic was “hands on airbrushing”. The Loco Section even sent a couple of heavies to suss this marine lot out. Seriously it was good to see Mike x2 there. Most of the evening was spent trying out single and double action airbrushes loaded with fountain pen ink. Peter Badger seemed to be having great fun with them. Whether it was due to the fact that they named airbrushes after him (Badger Airbrushes), or is he getting some practice in before recreating the Sistine Chapel Ceiling painting in his living room? All answers to be written on £50 notes and sent to me. Also thank you to all those who brought airbrushes along. Together with a “tricks of the trade” and problem sorting session, I think everybody enjoyed themselves. After tea (see we are human) Robert Anderson gave a talk on the building and future modifications to his Battle Class Destroyer HMS Cadiz. Well done Robert. The whole evening must have gone well as I got out alive.

Our last meeting for 2010 will be Friday 10th December at 8.00 pm (that’s the Friday after the Christmas Party. Do I get paid for these extra-curricular “plugs”). Next month’s topic will be “Whether to Weather or Not”, as well the usual work in progress. See you there.

Peter Stern

Ernie Millington

I received an e-mail from Clive, Ernie's son, to say that Ernie had died in Exeter hospital this morning, Monday October 25th. He had been in poor health for the last ten days and was rushed into hospital with breathing difficulties and kidney failure. Clive hurried down there and was able to be with Ernie up to the end. He has yet to tell June, who is in a home in Devon. Ernie was a strong supporter of the Society when he lived at Harpenden and had an engineering business in St Albans. Since he and June moved themselves and the business to Sidmouth some 20 odd years ago we have not seen much of them but Ernie continued as a country member. Sadly, although he continued model engineering and had completed his 'Pansy', which we ran at the track in 1999, he suffered from depression which got worse as the years passed. Shortly before Christmas 2009 June, who had been in good health and looked after Ernie when he was in his low periods, had a stroke and had to be taken into a home, which meant that Ernie also had to go into care. June seemed to be recovering but had a second stroke and is still in a home and although in reasonable health is not her old self. A sad situation for such a lively lady. I am sure that those in the Society who remember Ernie will join me in sympathy to June, Clive, Julie and their families.

Jim Robson

ADVANCE NOTICE
of a
BRING & BUY AUCTION
to be held at our Finchley Headquarters on
FRIDAY 4 MARCH 2011

Some years have passed since our last Auction. We have recently been given two collections of tools and other items for sale to Society members so, by agreement, our 4 March 2011 General Meeting has been scheduled for a Spring Bring & Buy Auction.

The purpose of this panel is to give you plenty of notice of the date and to start collecting bits and pieces for sale that evening. We will be pleased to accept donated items or will sell on your behalf in which case 20% of the selling price will be retained for Society funds.

Please restrict yourself to tools, materials and other items likely to be of interest to fellow members – no 'rubbish' please!

October General Meeting By OMAH Mk II

OMAH Mk II was drafted in at the last minute due to the indisposition of OMAH Mk I. We all wish OMAH Mk I a safe and successful outdispositon.

The meeting at Headquarters was opened by **David Harris** who warned us of the dangers of fire and sinking. He outlined the future activities of the Club, they were too numerous to mention in this account, and are displayed in the excellent **News Sheet** that we all read avidly each month.

Jim McDonald energetically announced the procedures for the forthcoming Halloween Party which is to take place at Colney Heath. **Derek Perham** discussed arrangements for the renewal of the Steaming Bays at Colney Heath.

Then it was on with the show. **Ron Thorogood** held us spellbound with his display of brass gear wheels for his Regulator Clock. He has to buy special cutters for the teeth at about £100 each. When used they can be sold on to other enthusiasts at a small reduction in price depending on the amount of work the cutter has done. The escapement wheel was particularly impressive with the surmounting lantern pinion and ball race. An INVAR rod pendulum is to be fitted to the clock to provide great accuracy. Ron's first clock was designed to be accurate within five minutes per month and his was accurate within ten seconds! So his Regulator Clock should be eligible for a Harrison time keeping award if there is such a thing. He has to acquire twelve pounds of lead for the weights from somewhere, so watch out.

Mike Hodgson was next off with a contrasting project. He is making a Junior Electric Locomotive for 7¼" gauge. Mild steel wheels six inch diameter had been turned by Joe ready for the axles. The frame was made out of one inch square tubular mild steel which originated as school desks. No wonder kids seem to be out wandering in the streets all the day-- they are trying to find where their desks have gone! The frames were MIG welded after the material had been preheated. Oil loaded nylon blocks are to be used to support the ball races for the wheels and after much discussion deflections of three quarters of an inch would be factored in to take care of irregularities in the track.

Mike Foreman then displayed his talents in the alteration of bogies for the 7¼ track. He is adapting articulated bogies for a truck to carry materials to the next project on the raised track where it is to fly through the air from Camp's Cairn. The axles were coned by hand, again to cope with irregularities in the ground level track. He needs eight car engine valve springs to complete the suspension; so if your car won't start one morning, just check that the valve springs are still there and not at Colney Heath.

Jim McDonald stunned us all with the progress he had made with his Polly Five Locomotive. This is a five inch gauge 2-6-0T. Freelance design was originally by Mr J.S.G. Clarke of Denbigh. The locomotives are meant to be practical models that 'do the work'. And that is exactly what Jim wants, as he is building it to use at fetes where reliability is imperative. The finish to the chassis was impressive; the wheels being painted in Doncaster Green. A discussion was then pursued with regard to Doncaster Green as opposed to Darlington Green. The cognoscenti concluded that if the green was Doncaster then the cylinders should be black. By the way Jim had brushed up on his painting techniques at the feet of Mr Vine.

Ian Johnston then held the floor with the plans for the forthcoming Exhibition at Alexandra Palace. The theme is to be a short history of the NLSME with a notation of all the 'milestones' the Club had passed from leaving the Gas Showrooms to the arrival at the Orchard Station, Colney Heath.

We then broke up for a cup of **Ron's** excellent Best Orange Pekoe tea accompanied with some equally elegant biscuits. At the end of the interval the mammoth raffle was drawn. And the cornucopia of prizes distributed to the lucky ticket holders.

David Rose always shows us something big and this occasion was no exception. He is making the tender of an S15 locomotive in 7 ¼" gauge. The Southern Railway S15 is apparently rather like the King Arthur Class locomotive only with pants on. The design is confusing as both Urie and Maunsell seem to have had a hand in both the locomotives and tenders. I suppose at the end of steam the tenders would have been swapped about depending on the exigencies of the service. This did not distract from the fine piece of work that David presented. The humble scribe was most impressed with the knowledge of the minutiae of Southern Rail practice that the assembled crowd displayed.

Derek Perham had jilted Gauge One as a major hobby and after instruction from his boss **Angela**, he had repossessed his machining shop to start work on a 7¼" 0-4-0T. Derek had seen a similar model at the track when Chelmsford and Colchester Clubs visited earlier in the year. Again the membership present displayed intimate knowledge of the number built, their activities and their fates. Collett designed the locomotives round about 1926 as dock shunters. Although the locomotives would never have challenged the 'King's' on the down Plymouth expresses they were essential to the smooth running of the Southern Rail system in its many dock side scenes. Derek said that he had timed himself to 144 hours work including thinking time; the product of this labour amazed us all. Combination levers, connecting rods, coupling rods, latch reverser and radius rods to name but a few all climbed out smiling, burr free and shining from a box to impress all and sundry. Jim Vass designed the original model.

David Lawrence gave us all a report on the clarity of the Colney Heath Pond. That was not work in progress but work well accomplished; thanks. He then proceeded to describe the satellite navigation equipment he had installed in his model plane. Now in combination with his camera there will be no escape for the naughty folk of Summers Lane.

David Harris drew the meeting to a conclusion, thanking all the participants; Ron for the teas and the members who attended. With a little regret that members from other sections had not been represented.

We turned out of the clement surroundings, turned our collars to battle again with the wind and rain to beat a path to our favourite hostelry or home.

Errata July Meeting from OMAH

At the July meeting, when we were discussing streamlining, I left out a sentence following the comment on LMS design. Since the next section related to Bullied's design I left out the following; "The Bullied design appears to have taken a different line, the 'Spam Can' casing leaning more toward efficiency than extra speed or flashy appearance." Also, incorrectly mistaking the voice, I attributed the comments on Robinson's designs to Derrick Franklin when it was actually his companion, However his companions knowledge still relates to the possibility of an interesting 'Robinson' evening. Hint, hint.

OO Section News

I start this report with news of the sad death of Alessandro Rossi, one of our hobby's great engineers. Before you all go looking for your membership list and say who's he? - allow me to explain.

Alessandro Rossi was born on 1921 in the district of Schio, Italy and having done his military service during the war, moved into engineering. As a child, he had a grounding of basic engineering skill from his father, who regularly purchased the Mecanno magazine. At that time, it is reported that he often played with a train set made by Hornby.

In 1945 he acquired the capital share of the company, ASA, in which Antonio Riva was a former partner. The company name was changed to Rivarossi Ltd, a name familiar to those who model both American and Continental railways. The 60's decade was perhaps their golden era with some epoch-making models, including the amazing Big Boy, being a model of the largest steam locomotive ever built, and of course running on the American railroads. Rivarossi was the first company to produce this locomotive on an industrial

scale which became a resounding success, not just in America but here in the UK as well.

In the 70's, the US market accounted for 80% of the company's output, but this period also marked the start of the decline in model railways in general as young children were having their attentions drawn away by new electronic gadgets, such as play stations and video games.

Alessandro Rossi left the company in 1984 and in the 90's the company, following a further change in shareholding and capital, saw the firm acquire other model manufacturers, including Lima (of Italy), Arnold (of Germany), and Jouef (French). However, with the market for model railways shrinking, led to several of the companies production plants being closed and following further financial problems, ceased production altogether on 2004, with the brands and assets being sold to the UK company Hornby; the manufacturer who gave Alessandro Rossi his passion for model railways all those years ago. Who said life doesn't go round in circles?

Now for some good news. I am pleased to confirm that the OO Section have recently secured 3 invites to take our layouts out to exhibitions. Details as follows for those who want to put a date in your diaries:

- 4-5 June 2011 – Midsomer at the Royal Artillery Museum, Woolwich.
- 1-2 October 2011 – Binegar at St Edwards School, Romford
- 6-7 October 2012 – Midsomer – also at St Edwards School Romford.

See you there, I hope, especially at Woolwich. This exhibition is held within one of the last remaining buildings that formed the famous Woolwich Arsenal and now houses a museum of heavy artillery. Certainly well worth a visit in it's own right.

Geoff Howard	Photo: M Chrisp
<p>A train heads towards the station having passed alongside a rapidly flowing stream that required the construction of two bridges. A remote bridge (not visible) is a single span 'bowstring' type while the nearer bridge, visible in this view is a two span structure supported on a central pier.</p>	

MIKE'S MUSINGS

All photos by Mike Ruffell.

Having made the repairs to my workshop roof I can now return to steam railways, this time in France. Back in July I had the pleasure of spending a few days with friends in Montreuil-Sur-Mer helping the good folk of France to celebrate Bastille Day.

Whilst there, we decided to drive down to Le Crotoy which just happens to be the starting location of the Chemin de Fer de la Baie de Somme (CFBS) a metre gauge railway which runs in a horseshoe route around the Baie de la Somme to St Valery sur Somme and onto Cayeux sur mer. Incidentally the CFBS is twinned with the Kent and East Sussex Railway. The twinning arrangement was signed on the 27th April 1996 at Noyelles. The K&ESR's P Class Locomotive was present, although the CFBS is a narrow gauge railway the track at Noyelles is dual gauge.

Now for the history bit. The railway was originally laid as a standard gauge railway between Noyelles and St. Valery a distance of some 3.5 miles and opened in 1858 and was a horse drawn affair, it was not until 1885 that the Chemin de Fer du Nord (the original railway Co) was given permission to use steam locomotives. In 1887 permission was given by the Somme Department for a metre gauge line of nearly 4.7 miles from Noyelles to Le Crotoy. A second metre gauge line of 11 miles in length was opened later in 1887 from Noyelles to Cayeux. The line between Noyelles and St Valery being laid between the rails of the standard gauge branch, which was also extended into St Valery Ville.

The railway carried holiday-makers to the seaside resorts and transported local freight of galets, sugar beet, chicory and shellfish. As seems the case with many railways both passenger and goods traffic declined which resulted in the section from Noyelles to Le Crotoy being closed in 1969 and the line from St Valery being closed in December 1972. However the SNCF continued to use the standard gauge line from Noyelles to St Valery until 1989.

There was strong opposition to the closure of the line to Le Crotoy and a preservation group was formed on 13th November 1969, initially under the name of Association Ferroviaire Picardie. In 1970 it became the CFBS and has remained so to this day. The first tourist trains ran from Noyelles to Le Crotoy in 1971 however they were not allowed to drop or collect passengers at Noyelles due to an agreement with the local bus company, this lasted until 1986 (sounds like the Titfield Thunderbolt)

With the announcement of the closure of the line to Cayeux the railway progressed through an offshoot of the CFBS and a splinter group until 1982. It was then confirmed in an agreement with SNCF and the Somme Department

that the CFBS would have the sole responsibility of running the whole line. Although the whole line is now preserved, the section from St Valery to Cayeux is only operated on certain days during the summer season.

Now back to our trip which started in Le Crotoy, a small seaside town. The station is typically French small but architecturally very interesting, the line goes past the station and leads up to the engine shed. Simmering outside the shed was the beautifully maintained and oldest loco in the fleet of 6 a 2-6-2 tank, No. 2. Built by the Paris locomotive manufacturer Cail, in 1889 (photo 1 below). Originally built for use on the French attempt at constructing the Panama Canal (which incidentally was to fail). A few minutes before departure time she puffed past our train to couple onto the front.



Like all good railways we left on time travelling in one of the veranda coaches acquired from Switzerland between 1978 and 1982. The line is flat passing through very pleasant countryside, fields and forests to the left and marshlands with sheep grazing to the right (I should imagine that as the land is salt marsh, the lamb is rather tasty). On arrival at Noyelles we wait for the train from St Valery, on its arrival both locomotives change over, ours returning to Le Crotoy.

As we leave Noyelles there is a short section of line which allows for parallel running, most enjoyable with lots of waiving and whistling blowing before we turn to the left to continue onto St Valery. The scenery changes from

countryside to views across the Baie de Somme with Le Crotoy in the distance to the right and the pretty waterside town of St Valery to the left.

One of the most enjoyable aspects of the French preservation scene is that they do not appear to be burdened with same draconian H & S rules as prevail in the U.K. Consequently passengers are allowed to walk off the end of the platform to take photographs and talk to the railway staff (photo 2 below). They obviously believe in crediting members of the public with a modicum of common sense in that no sane person would stand on the line whilst a whopping great engine flattens them. For those folk who are enthusiasts of our restrictive H & S rules please be assured that the French maintain their assets to the same high standards that we are accustomed to in the UK.



If any of you are fortunate to be in the Somme area of Picardy I can fully recommend a trip on the CFBS you won't be disappointed.

On a rather more serious note, once again I have to report a lack of security on the part of members using the Tyttenhanger site.

On Monday evening whilst attending the TSC meeting I found the donation lamp sitting on one of the picnic tables, Mike Forman found that the toilet block had not been made secure and as we left the site Mike noticed that the compressor had not only been left out in the open but also was still connected to the mains. Additionally the box of assorted hoses had also been left out.

If we could see these items in the dark then I must ask why the last person on

site could not see them, I presume that it was still daylight.

It is the responsibility of all members using the site to ensure that things are put away after use and that the site is made secure. If you get things out then put them back from where you found them. Don't take the attitude that someone else will do it, otherwise they will be stolen or ruined by the weather.

Forthcoming Loco Section Meetings.

- Friday November 19th:-** Our experimental period of only running once a month ended on the 31st October. Tonight it is your chance to comment and make your wishes known for next year. Also if time permits members might like to comment on the new steaming bays.
- Friday December 17th:-** T.B.A.
- Friday January 21st:-** Members Film Night. Our usual post Xmas night for member's films or interesting commercial productions.
- Friday February 18th:-** T.B.A.
- Friday March 18th:-** Tonight Owen Chapman has very kindly offered to give us a picture presentation on the Festiniog/Welsh Highland Railways. Owen's pictures are of a very high standard and I'm sure we will have a very enjoyable evening.
- Friday April 15th:-** Tonight it will be my pleasure to introduce you to Bill Davies who will be giving us his presentation entitled "On and Off the Footplate" based on 42 years of Railway Experiences.
- Friday May 20th:-** On the Table. Tonight bring along and share your experiences with other members all those projects that you have been beavering away at during the winter months.

Mike Ruffell.
Loco Section Leader

GARDEN RAIL

(photo by Dave Metcalf)

We have had another good months running, weather has thankfully remained relatively kind to us, rapidly getting colder of course, however that will not deter us, we will be planning to keep running every Wednesday throughout the whole winter, the only thing to really stop us will probably be heavy snow, the reason for this is quite simple, as many of you are aware to keep leaves, pine needles and other debris from the trees off the track we cover it when not in use with a green netting, when there is a lot of snow on it the weight makes it very difficult to roll back the netting to uncover the track.

Last years forecast for winter was for it to be mild. Now for this winter everyone is telling us that it is going to be another severe winter, so going on past form we will obviously assume that we are in for a mild one. We will hopefully be doing a lot of running, anyone who fancies coming down and seeing live steam scale locomotives and rolling stock running please pop along we will be more than happy to see you.



Patrick O'Donnells new P6 Locomotive.

It is always good to see a new G1 locomotive appear at the track. The newest is Patrick's new P6 class passenger express locomotive, built by Bayer and Peacock of Manchester England and shipped to the British colony of New South Wales in the Commonwealth of Australia in 1892. These locomotives were used right up to the end of steam on the NSWGR pulling the last regular steam hauled passenger train from Singleton to Newcastle in 1971. Not bad for a Victorian Colonial locomotive.

This superb model was built by fellow club member Mr. T Barratt, I do not wish to overly embarrass Tom, but he is a superb engineer. For a maiden run the model performed superbly, quick to raise steam, and maintaining plenty off it! She pulled the four teak coaches without missing a beat for a good 40 minutes, in the end we had to remind Patrick that he had over run his time slot.

Many of you will be aware that Patrick spent some years in Australia, this of course explains his strange choice of loco, but we are a friendly lot and won't hold it against him, much!



Pair of GER Teak Coaches.

Behind the P6 Patrick was also running a small rake of 4 'Teaks' including a pair of very nice coaches that were built by Fred Newman out of wood, cardboard, bronze and steel about thirty plus years ago. They are coaches from the Great Eastern Railway which was gobbled up by the LNER in 1923. They retained their distinctive grey roofs even when the LNER owned them. At first glance, because the compartments each have exterior doors (as a commuter coach) they look like Non-corridor coaches, but upon closer inspection they have a corridor running the full length of the coach. Front coach is a full 3rd and the one nearest to us a composite 1st/3rd, brake. Patrick was running them with two 'Teak' Gresleys, they all run smoothly.



NEW STEAMING BAY AREA UNDER CONSTRUCTION.

We cannot go without some reference to our new track, after all we hope to be running on it within a couple of months. Geoff Mogg and Mathew Stallard spent several days painting the top surface with acrylic paint, partly to seal it to a smooth finish and partly to try and get the colour right (track ballast colour) as we eventually want this track to be a scale G1 railway. The first full loop of track, with points, has arrived from 'Peco' and is currently in Geoff's garage. Let's hope we can get it down and into use soon. Until next month, happy steaming.

David Metcalf.

The October Loco Section Meeting

By Roger Bell (photos by M Chrisp)

At the meeting we heard that it was Bert Mead's 99th birthday that day, we send you our best wishes Bert, and hope that you had a good day.

The talk by Russell Newland was cancelled.

Stepping in at the very last minute Mike Chrisp showed us some pictures he took whilst visiting the East Somerset Society of Model and Experimental Engineers at the Bath and West Showground. It was thought that we could copy some of their track ideas. Some of our members were in the pictures sitting in a 'Lady Val' 7 ¼" gauge loco which is similar to those being built for our ground level. A ride inside tram had been cleverly built to look like the full size, the driver had many controls. A 'bendy rail' was used to move the line to connect to one siding to the left and also to two sidings to the right. Its drive mechanism was photographed. Another novel idea was a length of track that would pivot through 90 degrees, so a loco could drive on it; the track part rotated which led off to another siding, a turntable in effect.



East Somerset SMEE. This view reveals a linear traverser, a 'bendy' rail section to four lines and a pivoting rail connecting three lines to the traverser.

The raised steaming bays were 5" and 7 ¼", the extra rail for the 5" was removable and stowed in hooks secured to the outside of the track, this provided access for the underside of the 7 ¼" locos. The rail was rectangular section tube with flat bottomed rail welded to the top of it. The rail was supplied by the 'Miniature Rail Supply Company'.



East Somerset SMEE members built this radial style sunken steaming bay facility in just one winter. Three steps lead down from ground level, a fine turntable links the bays to the main line and a sturdy barrier provides comfort for onlookers.

A scissor lift raised locos from the ground level track up to the height of ones trailer, the lift was a length of rail fitted to a large rectangular plate. The edges of the plate were not exposed as a low brick wall surrounded it. Operation of the lift was from a control pedestal.

These ideas were food for thought for our layout; we thanked Mike for his presentation. The link to their web page is <http://www.essmee.org.uk/>

Mike Foreman showed us some pictures from his visit to the Nottingham Society of Model Engineers; they had a signal box that was on rails so that it could be moved into storage. A film followed of a club track in Germany; they had a 2000kg hydraulic lift for loco storage in a shed with multiple level storage tracks. They were very tidy in the workshop, hand tools all had there place on the wall rack, each pair of pliers had its hook, and there was no junk. They had some good machine tools.

Mike's final film was taken mainly from the cab of a diesel loco in Poland on a scheduled passenger service. The driver had a remarkable likeness to Mike himself, well I never, it is Mike. He was adjusting the regulator applying the vacuum brake and other controls really professionally, the other driver stood behind watching. Mike drove for an hour stopping at eight stations and terminating at Wolsztyn.

As Mike Ruffell closed the meeting he said that 'we did not have our original speaker but we did have a good evening'.



This view reveals that the railway benefits from attractive landscaping. A fine 5" gauge GWR 'King' crosses a bridge across a small pond on its way to distant parts. The carriage is of simple box construction with laser cut panels to simulate a railway-like appearance.

Society stand at the St Albans MES Exhibition

I think that all those who viewed our stand were well pleased. It was nicely arranged, created a great deal of interest and was a credit to Derrick Franklin who organised it and was the mainspring in setting it up. We had a reasonable cross section of club interests although the locos had the lions share. If we had a prize for the member whose exhibit was moved the most times it would easily have gone to Peter Stern. His 'Brave Borderer', had already been moved four times when I rolled up with 'Britannia' bringing the number up to a round five! I was most impressed by his placid acceptance of this cavalier treatment, but I think his boat wound up in the best position. (I thoroughly enjoyed the show, largely because I did practically nothing), and I think we should give yet another vote of thanks to Derrick. He in turn, wishes to say thank you to all those who helped support him.

Jim Robson

GLR NEWS

At last things are beginning to take shape on the container layout and storage / workshop areas for the seaming bay project. Footings have been laid and the procurement of three 20x8 foot containers are in hand. It has been necessary to move our one existing container forward by 12 foot in order to cast a third set of footings (sorry for any inconvenience loco members) ready to take the weight of the said containers. It was quite amusing and pleasing as to how Mike Hodgson had jury rigged the one tonne crane to one end of the two and a half ton container and was trying with the help of Mike Avery and Jim Mac to lift it high enough to slide a roller under, when suddenly three bods became fifteen bod's and with a lot of grunting and groaning moved the container. A spontaneous reaction by members to an awkward job. Way to go. I just wondered if that spontaneity could be kept going by those members and if they looked at the large pile of soil in the car park could come up with some way moving it to the new land with the ease that they moved the container. Well done and thanks to you all.

A lot of effort has gone into making the Halloween night possible and by the time we read this it will all be history so here's thanking the organisers and helpers for your time and input.

G.L.R Jobs to do list.

Maintenance

Track re- ballasting and levelling / elevating.

Leaf blowing, checking sleepers / replacement.

Points checking for broken pins, springs and gauging.

Site 4 containers

Digging out track beds and pits.

Constructing track panels

Renew last of old Cuckoo line track.

Install new / swap points.

If any one is interested in any of the above jobs please let me know and I will point you in the right direction.

As you can see a busy winter ahead for those who want to join in and have fun all are welcome the more the merrier.

A quick thank you to Alan Marshall who has been beavering away on his own all year to give us signals around the Cuckoo line station area. It is much appreciated.

As ever in the muck

P.A.K. Funk G.L.R. Section Leader

📖 Dates for your Diary 📖

Friday 5 November	8.00pm General Meeting ; Steve Winter: From flat pack to flight; HQ, Legion Way, Nth Finchley
Saturday 6 Nov	Fete's & Fair section at Walker Cricket Ground Firework Display. Contact J McDonald
Monday 8 Nov	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Monday 15 Nov	8.00pm Tyttenhanger Meeting in the Coach; Colney Heath
Friday 19 Nov	8.00pm Loco Section, Our experimental period of only running once a month ended on the 31 st October. Tonight it is your chance to comment and make your wishes known for next year; HQ, Legion Way, North Finchley
Monday 22 Nov	<i>Deadline for copy to Editor for December News Sheet</i>
Friday 26 Nov	8.00pm Workshop evening; HQ, Legion Way, Nth Finchley
Friday 3 Dec	8.00pm General Meeting ; Pre-Christmas Social; HQ, Legion Way, Nth Finchley
Monday 6 Dec	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 10 Dec	8.00pm Marine section at HQ; HQ, Legion Way, Nth Finchley
Fri 10 - Sun 12 Dec	Model Engineer Exhibition 2010 at Sandown
Monday 13 Dec	8.00pm Tyttenhanger Meeting St. Marks Church Centre, Colney Heath
Wed 15 Dec	7.00pm HO section; Christmas Social; Food and Drinks provided, partners and other section members welcome. HQ, Legion Way, Nth Finchley
Friday 17 Dec	8.00pm Loco Section, TBA HQ, Legion Way, Nth Finchley
Wed 29 Dec	12 noon HO section all afternoon running session. Meeting for lunch upstairs at Tally Ho, North Finchley. At HQ about 1.30pm. Other section members welcome. HQ, Legion Way, Nth Finchley
Friday 7 January	8.00pm General Meeting ; Member's Workshop; HQ, Legion Way, Nth Finchley
Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every 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.

