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This Month...



The News Sheet

Chairman's Comments, Treasurer's Notes, Forthcoming General Meetings, GLR News, SM45 Narrow Gauge Garden Railway News, 00 Model Railway News, Raised Track Report, Auction of Locomotives and Machines, Colney Heath Grounds Maintenance Report, Dates for your Diary, AGM Nominations Form, Society Contacts.



Chairman's Comments



There is much winter time activity across all sections of the society. In February's News Sheet I commented on the various maintenance tasks under way at Colney Heath. Not to be outdone the slot car boys have commenced their own refurbishment project, replacing the copper conductors alongside the slots, without which racing of their cars would be less exciting. It was good to see them undertaking this work as cheerily as were the 00, H0 and 0 gauge members busy in adjacent rooms.

Council have considered if there are implied obligations of care and maintenance when we accept donations of models or equipment. It is common practice within the museum community to accept donated exhibits on basis that the museum assumes all rights of ownership, including rights of disposal. We feel we should adopt the same principles. A formal agreement is often used which both the donor and beneficiary would sign. Our Vice Chairman is working on this and we expect to adopt a similar format within a month or two. Obviously if the donor feels the agreement is not satisfactory then donor is free to withdraw the offer.

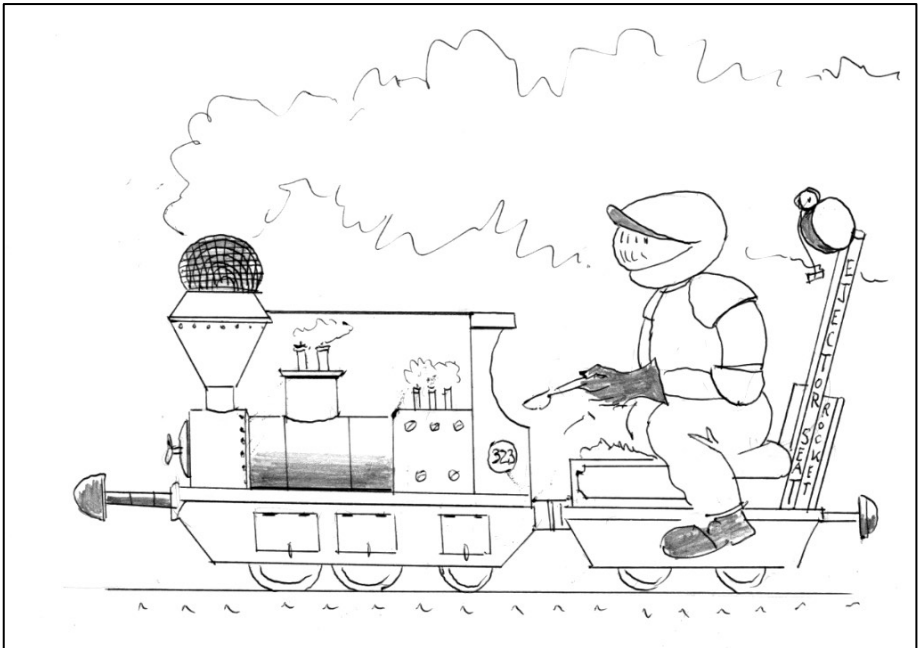
This brings me nicely to my next point. TSC and council feel that donated models already in our possession would benefit from having a "carer" to look after them. In the past members have performed this role. I have taken on Dyak and happy to continue to do so. The electric locos are also cared for but we need carers for the others. Anyone interested in this important role should contact a member of the council or TSC.

Volumes 2 and 3 of the 2018 Boiler Test Code have provided a brain work out for several members. The issue being some unrealistic or impractical conditions contained therein. Marine and Gauge 1 sections have produced recommendations to resolve the problems. Council will be reviewing these at our next meeting. The outcome would be adoption by NLSME of procedures that clarify the requirements for smaller boilers (3 bar litres and below) and LPG tanks.

In response to an earlier request for assistance upgrading our web site I am pleased to advise we have a volunteer. This will relieve our existing web master who has valiantly performed this duty for many years. Further work is now required to define what we want from the updated site.

We also have a volunteer to assist an exhibition organiser. We now only need the main man or lady to step forward!

**Les B
Chairman.**



'Latest H & SE edict' by Michael Franklin

Forthcoming General Meetings

Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening.

Friday 1st March. **Auction 'bring and buy' at Headquarters** as well as tons of metal and tooling for the model engineer. Please come along and buy a few bargains or just come to be entertained and leave with regrets that you did not bid for that mystery tool box.

Friday 5th April. **Isambard Kingdom Brunel and the GWR.** Colin Gent will give us a thought provoking illustrated talk about the broad-gauge route from London to Bristol and the extension to the West Country. The challenges Brunel had to face and the construction and deployment of locomotives on those lines. You will remember Colin for his excellent talks about the Merlin engine, 'C' class destroyers and driving by MG from Singapore to Bangkok

Friday 3rd May. **AGM. Annual General meeting.** This is a most important meeting where we summarise what great progress the Club has achieved in the past year. Where we plan for the future of the Club and where we elect members to take up various offices to run the Society for the forthcoming year. **Members only.**

Friday 7th June. **First Aid at Colney Heath.** First Aid at Colney Heath and the World. **Seven pm Start.** Now that the evenings are getting longer, this is an opportunity to have a much-needed talk about First Aid, including the AED machine. All members and interested parties are very welcome. Members from the HQ that don't often venture into the countryside will have an interesting and useful time listening to information and advice on First Aid relevant to our hobby. (They will also have the opportunity to inspect the site).

Ian.

General Meetings Co-ordinator



G.L.R. News. March 2019.

The weather has finally broken and winter has unfurled its icy blast upon us holding procedures up on the G.L. be it only for a short while, for as I am writing this a warm front has arrived blowing away the autumn leaves. Unfortunately it has also brought some rain with it, though I very much doubt this weather pattern will dampen the enthusiasm of the G.L. crew judging by the new projects that are being discussed! Also the interest being generated by cleaning up and beautifying the Smallford area is plain to see. We have some new guys on the block who have really gelled with the old boys and work very well together, so much so, I may take a back seat for a while to finish my loco. With spring only some six weeks away the crew still have plenty to do. Just before Christmas we put in an order for five ton of granite chippings, this was to be used as ballast on and around Smallford Station. We took delivery on the first week in the new year and the boys started to ballast the track from the containers through Smallford, and within three days promptly ran out just the other side of the station. A further five tons has now been ordered and we expectantly await delivery knowing that this will keep us warm as and when we



spread it on the remaining track, across the main gate crossing, on up to Henley Halt. The pink stone in contrast with the new sleepers looks stunning and it has also been pointed out to me by a former Chairman and I quote “ goes quite well with the cream painted paling fence that adorns Smallford Station”, way to go dude!

Last month I put forward plans to refurbish the turntable (below) at the TSC these were drawn up by Jeff (now having more time off paid work he has begun to play a bigger part on the G.L.) Jeff as some may recall was responsible for drawing up our traverser plans many moons ago, now also in need of some TLC but has stood the test of time having served us well for the last ten years with no problems; the plans for the turntable refurbishment were received by the THC with gusto. Jeff has now teamed up with Paul and both seem to be on the same page when it comes to build quality, they have my blessing and I will help wherever I can.



Meanwhile Brian asked me to cut Roy's loco in half? (next page top) This I dutifully obliged (I like cutting things in half) and soon we had the loco body separated from the cab, now all became clear we could perform long overdue maintenance on the old girl. Chains were tightened; belt tensioned, choke cable lubricated, missing sprocket replaced, oils checked and so on. Brian made up

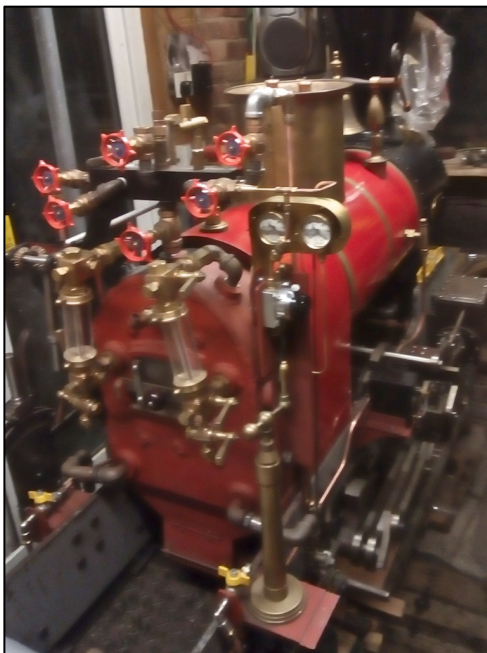
some new bolt on cleats that would hold the now separate front to the back/cab, now painted you cannot see the joint. Fantastic job the loco is again fit for duty and will be seen running from Smallford this coming season.

In a spare moment the crew have erected a new bunker initially to hold the granite chippings and eventually will become a coal bunker in its own right, it fits in well by Smallford



Station also doubling as a barrier between the public and the steaming bay area.

Friday 1st February.



My birthday was spent working on *Maid Marian* (photo left) piping the old girl up (I know how to live eh!) what a job cleaning up the copper pipe, the dust really got up my nose, but rewarding when it fits snugly.

Saturday 2nd Feb.

Today we start to refurbish the club's petrol/hydro loco *ALBAN*, this again has done sterling work since the club acquired it and has earned its keep many times over. I am particularly concerned over the amount of exhaust fumes that one breathes in when driving it. So the exhaust will be re-routed down and out to one side, we will also look at choke cable, drive belt, chains, springs to the tender, oils etc., this again should give it a new lease of life for the coming season.



Standing in the pit refurbishing 'Alban' while '8006' looks on

Alan has a ding dong.

Well done Alan for persevering and getting the main gate crossing signal and bell working, we now have the time before the season to test and settle in with this feature. Only we know how much time and energy you have put in, no wonder you are as fit as a butcher's dog! It's the amount of walking you do, and you tried to tell me it is the potatoes that make me rotund.

As ever in the muck,

Pete. G.L. Section Leader.

Workshop Evening at Finchley 8pm with Mike H.

22nd March 2019 'Lathe only, milling clamp'



The SM45 Narrow Gauge Garden Railway. March 2019

The daylight is getting longer, the spring flowers are beginning to show their faces and the pile of leaves at Colney Heath is getting smaller. This can only mean one thing, the end

of winter's grip is in sight. Now our thoughts can turn to running our locomotives, sailing our boats or doing whatever it is that gives us pleasure.

On the narrow gauge garden railway, both access bridges have been painted

in an exterior black gloss, (see photo next page) this looks much better than the

previous green wood stain and hopefully will resist the green algae which had taken hold. It also creates a pleasant contrast to the layout's overall green colour. Of course keeping it all maintained and working well is a continuous process but doing all this within our wonderful Colney Heath site (where the sun always shines) is no hardship at all.



Snowdrops at Dingley Dell heralding spring

I recently added to my running stock a tram loco (see photo on front cover). I had purchased it a while back but the chassis was absolutely awful and ran terribly so it languished in the "to do" box. Wanting to get it back on the tracks I purchased from pdf models a 3d printed chassis with all wheels driven by a 12v motor. The old chassis was removed, and I installed the new one with no problem. Also at this stage I fitted a 2.4 ghz receiver, which are no bigger than a postage stamp. With a li-po battery fitted and with some extra weight squeezed in it will now pull a heavy train for hours as the Thursday gang will have seen. This will be handy for having something to run while raising steam on other locos.

Finally may I say well done to all those hard working people who are replacing the sleepers on the raised track, soon you will be benefiting from your labours.



The newly painted access bridge over the narrow gauge garden railway

And also a well done to the GLR boys, the work you are doing around Smallford station is very impressive and it's looking very good indeed, and that's not even mentioning the sleeper replacement programme! Looking forward to seeing all these in action soon.

John. SM45 Section Leader

00 Model Railway News

Dudley & Geoff

The 00 Model Railway section has 'downed tools' and is currently having a period of layout operational running with section members locomotives and rolling stock during January, February and into March. Members are always welcomed to join us on Wednesday evenings to see the 00 section layout in full operational mode.

Projects on the layout planned for this year will be on-going work on the Locomotive Depot layout base boards which will include further track point work, scenery line side detailing and the development and completion of the town scene which is adjacent to the depot area. This includes the installation of 2 bridges, one road and a footbridge over the entry tracks. At the time of writing, the footbridge, made of brass (not a kit but made up) has been installed as per the photo right. The depot control panel is near completion but may require some minor final electrical work to fully complete the update of this depot project.

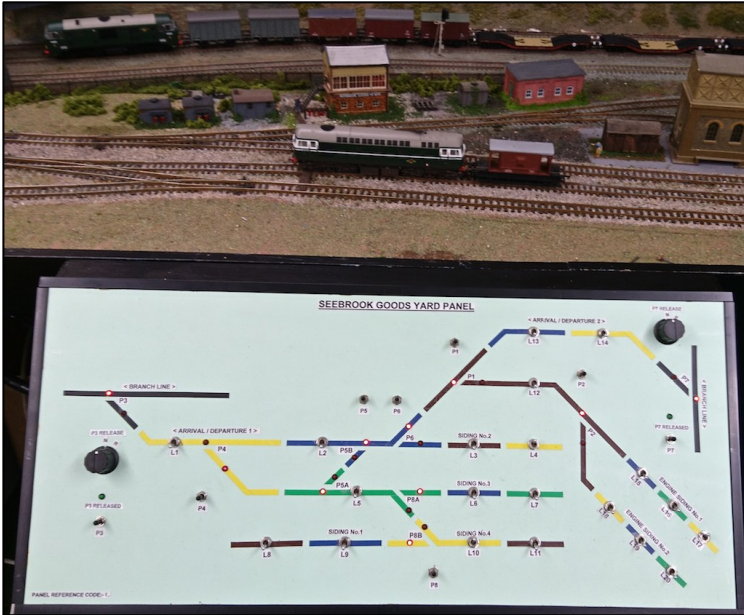


Our two exhibition layouts include a pair of fiddle yard boards, referred to as either Bath & Bournemouth or as Board A & Board B. On the electrical side work has been completed to alter the design of the Board-B Control Panel faceplate which was required after one of the two exhibition fiddle yard boards was replaced with a new one (This was reported in the October News Sheet). The new control panel fascia and internal re-wiring work was required due to the fiddle yard storage sidings and approach lines being re-designed on the new baseboard to give more flexible operational running.

The second opposite end fiddle yard baseboard is also due to be re-built in the near future but no date is planned at the moment but the Board-A control panel fascia re-design will proceed in readiness for the future baseboard work to be completed, which will then match the other fiddle yard board already completed and commissioned.

Another electrical project planned for this year is the construction of the new Control Panel box which will be named Binegar Junction. This new control

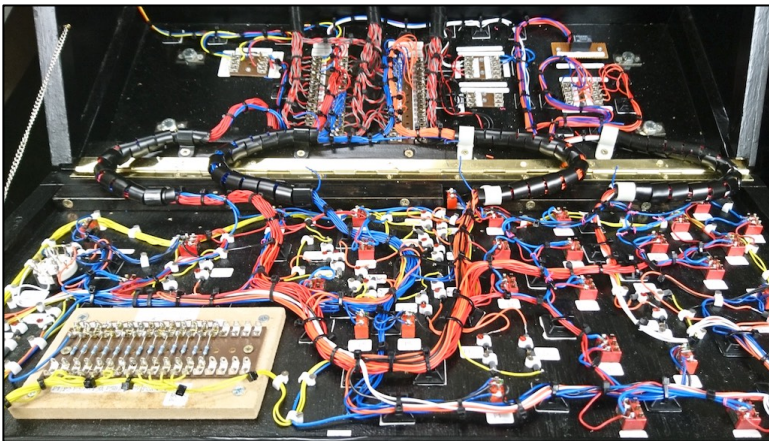
panel will interface with the Binegar Station Control Panel, Midsomer Control Panel, Seabrook Control Panels and the Locomotive Depot Control Panel.



The new control panel for the goods yard area

The new control panel will take over the movement of trains from Binegar Station area along and through the two way junction down to Seabrook Station plus along the middle raised section of the branch line right up to the fringe with the Midsomer

Control Panel area plus



A rear view of the panel above showing Dudley's very neat wiring

movements into and out of the locomotive depot. A new feature to be introduced on the new Binegar Junction Control Panel will be Cab Control which basically means any

track section under this panel's control will be able to be controlled from more

than one controller on the main layout. This will enable more flexible operation of train movements over this busy part of the main layout.

In January 2018, Hornby Models released a model of the LMS 4-6-2 Princess Coronation class loco, one of which, No 46232 – Duchess of Montrose - was purchased by Dudley at the recent show in Stevenage. This model is the latest version of this class produced and being made in injection moulded plastic includes a number of features and fine detail. With a 5 pole motor fitted within the loco body, and weighing 438 grams, on a good day, the model should be capable of pulling up to 10 coaches, although Dudley's version did struggle when run with our stock. This model is new tooling and replaces the version of the same class previously released in 2002. That version utilised a 'tender drive' unit and although good for its day had its limitation again on traction. The 2002 version itself replaced an even earlier model, produced initially under the Triang banner but survived long enough in production to be included in the Hornby catalogue. This model, whilst compared to today's offering, was basic in the detail but was let down by the loco being made under scale – nearer to H0 3.5mm as opposed to O0 4mm! The grand-daddy of them all was the initial 4mm scale model produced from 1948-1958 under the banner of Hornby Dublo; made to operate on the 3 rail system produced at that time. Their version of locomotive 46232 Duchess of Montrose, was produced in BR green livery with double chimney between 1953 & 1954, and was converted to run on 2 rail, one of which is within Geoff's collection of models. With the body and chassis both cast in Mazak metal and the tender being of printed aluminium and weighing an impressive 616 grams, it makes light work of our 10 coach train on the club layout. Appended are a few photos, showing both the latest and earliest versions of the same loco for you to compare the detail on the two models made over 60 years apart.



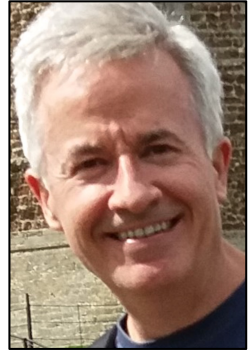


A date for the diary for all railway modellers is **The London Festival of Railway Modelling** exhibition which will be held at Alexandra Palace on the **23rd and 24th March 2019**.

This signal box bell has just rang to request passage of the Coronation express to pass, probably hauled today by locomotive 46232 Duchess of Montrose, so it's time for us to go and clear the signals. Until the next time, happy modelling and may your soldering iron never go cold.

Raised Track News

by Martin C



What follows is an outline of working party progress so far this winter

Work Completed

- The misalignment of track on the approach to the station has been corrected also adjustments were made to bring it back within gauge.
- Some excessively large expansion gaps were noted around the track in the area of the lift out section and on the exit from the station, these have now been remedied with some new lengths of rail.
- The RT carriage traverser has received a bit of TLC, it now goes up & down just as it should.
- Work to increase the height of the steaming bay traverser is completed, why, because over the years there has been some settlement and the bays were higher than the traverser!
- Tree root adjacent to RT support pier 286 cut back.

Work In Progress

- An additional ramp is under construction for the steaming bay traverser to allow longer locos to get on and off the raised track without grounding, this will be in addition to the existing ramp.
- At the last count we were up to 6 RT support sleepers that are in the process of being replaced , could do with some more help here, any takers?
- The job of fishplate oiling, all 1038 of them, is well in hand.
- We have started painting the RT sleeper numbers onto the supporting piers as at present the numbers are carried on metal tags attached to each sleeper, these are small and difficult to read. The idea is that by painting the numbers on the piers in a larger font this will make identification of any track issues easier in the future.
- A start has been made on the painting of the unsightly conduit attached to the Water Company fence running down to the New Land.

Work That Needs Doing

- A hole in the roof of RT carriage shed roof was spotted awhile back and a temporary repair has been carried out. If we have any budding roofers out there please step forward as it's your time to shine.
- The curved section of track between the bridge and the lift-out section needs the ends of each rail panel re-profiled to try and improve ride quality as at present each curved section end is in a short straight. An improved rail bending tool will be deployed.

As you can see there are plenty of tasks going on so if you want to lend a hand then please come along on either Sunday mornings or Thursdays or better still both.

Grounds Maintenance Update

by Nigel G

Our worthy Editor recently reminded me that it is now a year since I wrote an article for the News Sheet on the activities of the Grounds Maintenance Team. So, it is about time that I knuckled down to write something about what we have been up to. I write a short report for the monthly Tyttenhanger Site Committee Meetings so a look back at those reports is a good place to start.

I seemed to have tempted providence when I wrote a year ago saying that the high winds hadn't brought any trees down. Well, no sooner had the March News Sheet hit our respective doormats when we had a high wind and a dead tree outside the boundary decided it was about time to fall.



We had known about this dead tree for many years but being outside our boundary we thought that when it decided to fall the westerly prevailing winds would take it into the farmers field and it would be up to them to sort it out. No such luck as the high wind came from the east but luckily for us it hit a tall pine tree inside our boundary but was in a dangerous position (see photo left). A mound of full size railway sleepers was erected to protect the track and our landlord managing agents arranged for it to be cut down. You can still see part of the trunk on the right hand side of the raised track near Dingly Dell. If anyone has any ideas how we can get rid of this please contact me as it too heavy to lift and has resisted all our efforts to split it with a wrecking bar and mallet!!



The track during springtime is a lovely place to visit with first the snowdrops (they are out now) then the daffodils then the bluebells followed by the foxgloves bursting into bloom. This is then followed by the trees coming into leaf and blossom. By the time the visiting public arrive for the start of the running season in May only the foxgloves in bloom are a reminder of spring.



It's round about this time that the grounds maintenance team thoughts turned from burning the leaves which had fallen the previous autumn and covered the tracks to grass cutting and weed strimming. The only thing was in 2018 because of the very hot and dry summer we had the grass had turned tinder dry so the fine weather allowed us cut back some of the undergrowth by the tracks



which hoses we have were run out just in case any line side fires occurred. The spell of seems to so quickly grow over and causes problems. Nettles and brambles seem to be the main culprits. As an example the area which was cleared to the right of the raised track on the climb to the tunnel has quickly become overgrown again with brambles so this is one area we hope to be tackling again as will the laurel in the lane leading to the track. We never did quite get round to cutting this back last year although we did cut back about half of the length of the lane from the site entrance!!

Towards the end of the running season, in October, we had another visit for two days during which they went around the site cutting down dead and dying tree limbs which have been added to the growing pile we hope to burn before the start of this year's running season.

During October my notes reveal we were able to have a leaf burning session which also allowed us to burn some of the twigs and branches which had been removed. We also made a concerted effort to fill in a large number of the rabbit holes around the site. Not only do we seem to have our own rabbit population but others seem to want to join them by continually burrowing under the fence. It

wouldn't be too bad to leave them alone but their burrowing under the raised track in particular can cause the pillars on which the track is laid to become unstable.



With the end of the running season leaf collecting started in earnest and we took the opportunity with the wet weather to plant a walnut tree and sweet chestnut either side of the ground level tunnel in the new land. We also planted a number of red valerian plants on the raised track bank leading up to the bridge over the ground level track. We have previously tried to sow grass on this bank but as it is mainly sub-soil it doesn't contain much in the way of nutrients. Red valerian is as tough as old boots (as long as the rabbits don't like it!) and once established

can self-seed very easily – our garden at home testifies to this.



Whilst we will still have bonfires to get rid of a lot of the leaves we have started a new approach where the wet leaves collected are piled up against the far fence in the new land. This solves a problem in not having to wait for the leaves to dry before collecting

them and also stopping the rabbits burrowing under the fence - well at least that's what we hope for!!

Well, that's about all I have to report. The more observant amongst you may have noticed that the fork by the sweet chestnut we were planting only has three tines. Yours truly broke one of them off in digging the hole so if you happen to have a spare fork doing nothing in the shed and would like to donate it to the society please feel free to do so. Or, even better, why not come down with said fork and join in on a Thursday or Sunday morning where you will receive a warm welcome, a cup of tea or coffee and plenty of friendly banter.



Nigel
Grounds Maintenance Team Leader.

Dates for your Diary

MARCH	2019
Fri 1st March	General Meeting at HQ, 8pm.
Sun 3rd March	Working party at CH 9:00 to 12:30
Tues 5th March	Council Meeting at HQ, 8pm
Sun 10th March	Working party at CH 9:00 to 12:30
<i>Fri 15th Mar</i>	<i>Deadline for copy to Editor for April News Sheet</i>
Sun 17th March	Working party at CH 9:00 to 12:30
Tue 19th March	TSC Meeting at St. Mark's Church Centre, 8pm
Fri 22nd March	Workshop evening with Mike H. 8pm HQ
Sun 24th March	Working party at CH 9:00 to 12:30
APRIL	2019
Tue 2nd April	Council Meeting at HQ, 8pm
Thur 4th April	Tracey's school visit
Fri 5th April	General Meeting at HQ, 8pm.
Sun 7th April	Working party at CH 9:00 to 12:30
Wed 10th April	G1 section visit East Anglia
Sun 14th April	Working party at CH 9:00 to 12:30
Tue 16th April	TSC Meeting at St. Mark's Church Centre, 8pm
<i>Fri 19th April</i>	<i>Deadline for copy to Editor for May News Sheet</i>
Sun 21st April	Working party at CH 9:00 to 12:30
Fri 26th April	Workshop evening with Mike H. 8pm HQ
MAY	2019
Fri 3rd May	General Meeting at HQ, 8pm. AGM
Sun 5th May	Public running at Colney Heath 2pm – 5pm
Tues 7th May	Council Meeting at HQ, 8pm
<i>Fri 17th May</i>	<i>Deadline for copy to Editor for June News Sheet</i>

NB. Please notify Alan M (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.