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This Month...



The News Sheet

Chairman's Chatter, Forthcoming General Meetings, Treasurer's Report, Raised Track Report, The SM45 Light Railway, Marine News, Incident at McKeen, Storage at Colney Heath, 00 News, Steward List, The April General Meeting, Diary Dates, Club Contacts.



Chairman's Chatter

As this is to be my last entry for the Newsletter as Chairman of the Society I was hoping to end my time in office on a cheery note. However a couple of recent incidents this last month have meant I will be moving on with some sad thoughts.

Over the weekend of 8th & 9th April 2017 our perimeter fence near Camps Cairn was breached and intruders having gained access to our site proceeded to break in to both the Tunnel Shed and the Garden Workshop and help themselves to several items including two Stihl trimmers and a Stihl leaf blower.

Further investigation of the site revealed that using railway sleepers the perpetrators had built a substantial bridge across the two raised tracks close to the perimeter fence, and after substantially damaging our 'mini-digger' to be able to start it they had driven it up and over the make-shift bridge, out through the fence and across the fields.



To cut a long story short, all the missing items were located at the farm adjacent to our site but the cost to repair these items may be considerable but may be recoverable through our insurers.

In addition to repairing and/or replacing these items the Society will have to fund the cost of repairing the heavy duty perimeter fence. It may be that we also need to re-think our CCTV coverage for the site.

The other item that I am not happy to report is that we appear to have suffered another loss of items from our site at Colney Heath.

A recent audit of materials held on site at Colney Heath revealed that a considerable quantity of the Marley Roof Tiles is missing. These roof tiles were ear-marked for use as the covering for the new Society Machine Shop that is planned to be erected on the new concrete plinth adjacent to proposed new steaming bays.

Although not new these roof tiles were bought by the Society and transported to site for use on Society projects, such as the roof of the new machine shop, so that the final appearance would be in keeping with the roof of the storage containers.

Much as I hope that it has not been an indiscretion by one or more of our Society Members; a course of action needs to be very quickly decided upon. If the perpetrator is a Society member then these items should be returned or replaced, with or without anonymity. As to what disciplinary action should be considered will be determined by Council as required in the Constitution of our Society? Hopefully this problem can eventually be resolved amicably.

The two years that I have had the privilege to act as your Chairman has passed surprisingly quickly and I will be sorry to give up the reigns, assuming I would have been asked to stay. But lives change and our daughter, who lives in Poole wants us to live near to her so that she can 'look after us' in our old age, she says. However I plan to stay as a member and visit as often as I can as we still have family in this area. Hopefully the Bournemouth or Westbourne Clubs will adopt me.

Many, many thanks to all those that have helped me over the last two years and kept me on 'the right track' so to speak, and as usual many thanks to all who do persevere with keeping our facility in such good condition and fully operational.

I will also slide my 'Mr Grumpy' bit in here and hope that somebody can step up to the mark and replace me in the role of Site Manager and I am sure that whoever takes on the role will be given as much support in the future as I have in the past.

Robin T. Chairman.

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.

For more information please ring me

Friday 5th May. AGM. The Annual General Meeting. This is a most important meeting where we summarize 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 please.**

Friday 2nd June. A visit to St. Albans signal box. A treat for those who have been before and even more for those who are to be initiated. The signal box at St. Albans is one of the very few left in the hands of enthusiasts that has been successfully restored. Route and timing from our own Jim M.

Friday 7th July. First Aid Evening at Colney Heath. Now the evenings have drawn out again we hope to entertain Verity at Colney Heath with our knowledge of First Aid and of course to be corrected by her expert opinions. Please make an effort to visit the track and see what goes on there. You never know when you will need that knowledge in an emergency; you could save a life!!

Ian J

Celebration

David and Jeanette Harris celebrated their Diamond (60th) Wedding Anniversary on Saturday, 22 April 2017. They were joined at home by their daughter, son, and their partners, seven grandchildren and two great grandsons.

Treasurer's Report

Many thanks to the many members who have already paid their subscriptions for the forthcoming year. Having been away for a couple of weeks I am now dealing with all the renewals sent to me in my absence. Keep up the good work please. A reminder if any paid up member requires a Southern Federation personal public liability certificate for use when visiting other clubs or societies, please put a note on your yellow renewal form or phone or drop me an email.

Enclosed with this News Sheet is a copy of the Annual Accounts for the last year. I look forward to seeing you at the AGM on Friday 5th May, but don't forget to bring your copy of the accounts with you if you are attending, as I will not be providing additional copies on the night.

The month of May is upon us, so make the most of our railways at Colney Heath and enjoy yourselves. Good running.

Mike F
Treasurer

Raised Track Report

As you will be aware from our Chairman's report, we have had a serious break-in at Colney Heath, when the mini-digger was stolen, plus a number of garden tools were also stolen from the Keith and Jack workshop beside the coach. Fortunately the stolen items were recovered and returned to us, albeit slightly damaged. The boundary fence will be permanently repaired in the next few weeks and the damage to the workshop door made good. No permanent damage was done to the Raised Track near Camp's Cairn, when the thieves put full size sleeper across the top of it to drive the digger out through the fence, but alignment checks of the track are in process to ensure that all is in good order before public running commences on Sunday 7th May.

Mike F

BASSETT-LOWKE SOCIETY

25th ANNIVERSARY YEAR

SWINDON EXHIBITION

STEAM * Museum of the Great Western Railway (in the old GWR Factory)

**SATURDAY MAY 13th
& SUNDAY MAY 14th 2017**

The Society will host a **major exhibition of vintage tinplate coarse-scale railways** in gauges O, 1 and larger. This will include one of the largest gauge-O railways constructed featuring Bassett-Lowke products, a vintage live-steam gauge-O railway, a vintage gauge-1 railway and much more. Some 20 traders in vintage material will attend. Refreshments will be available in the Exhibition room.



*Entry to the Exhibition is **free** with a paid ticket to the **STEAM Museum, SN2 2EY**. Parking is **free** on presentation of Museum-entry ticket. Museum details including the exact location may be found at: www.steam-museum.org.uk

The Bassett-Lowke Society celebrates the vintage manufacturing and marketing output of Wenman Bassett-Lowke who worked in Northampton from 1899 until 1953. Members enjoy many benefits including regular friendly meetings and 4 full-colour magazines per year. Details can be obtained by emailing: info@bassettlowkesociety.org.uk and at the Exhibition. Do join us!



Top left: vintage track at Tappers m.r.c.

Top right: Bing for Bassett-Lowke LSWR locos in gauges O and 1.

Bottom left: Company logo used on locos.

Bottom Right: Bassett-Lowke Enterprise in steam.

RAILWAY EXHIBITION

The SM45 Tyttenhanger light railway (TLR)

Dear all, thought you may like an update on what's been going on over the winter at the SM45 Tyttenhanger light railway (TLR). As promised in my first report in the autumn I have attempted to create a bit of scenic interest, so during the winter (at the expense of my 0 gauge loft layout being neglected!) I have built some resin based buildings which I thought looked a bit odd placed on the layouts wood battens so I have made some small baseboards for them to sit on, I think this looks a little more realistic. A platform has also been put in place, this is permanently left in situ though can be lifted for maintenance, a removable canopy has been made from laser cut timber and like all the other buildings are taken off and put in boxes and live in in a new storage facility within the layout, this means it's a quick process to get the layout ready for the important task of running trains!

During the winter I have also sorted out some track issues which were present, and at the moment all seems fine, famous last words! The original bridge which was over the gauge 1 layout became spare when they replaced it with their new magnificent one, this has now been strengthened and reinstated which enables access to all parts of the layout which is a great help. Other developments have been a raised rockery where the extension loop joins the main layout, this section has now been ballasted and slate chippings put down up to a slate built tunnel/bridge this acts as a visual break with just ballast beyond the bridge for a few feet so there isn't a sudden visual stop. This is now a fine spot to take photos of your pride and joy.

I have also planted some slow growing conifers and shrubs which after some time will make the site look better and hopefully show off the models in an attractive environment. I think for now that'll do, it's time to enjoy playing trains as hopefully better weather is just round the corner and I have new rolling stock to show off! I'm also looking forward to seeing other members pride and joy on the track very soon. I hope you enjoy the photo on the front cover of this issue and also the photos on the following pages, they show how the railway is looking now after the improvement work.

John D





Marine News

As you read this Colney Heath site should be fully open complete with a clear lake just waiting for you to sail in. Over the winter period I installed a cover to stop a lot of the leaves from falling to the bottom, some call it ice, but now it has thawed we found I had failed and they were just hidden from view. Anyway following on from last year where members attending kept the sides clear, with help from Paul and Waz we have removed quite a few wheelbarrows full from the centre whilst preserving the newts. A quick scoop with the nets each visit from the path into the builders bulk sack and it should keep clear for this season.

Mentioning winter, whilst on-site with the working parties I caught site of several members with new model boats testing the ballast and for leaks, which I look forward to seeing in full sail or steam this year.

Weather permitting we attend every Sunday 11:00 to 15:00 ish. As there is no public access to the lake area it is even a great sanctuary to watch and absorb the public running days atmosphere from with your boats.

Dates for Toy Boat Regatta 2017 when many friends from the Vintage Model Yacht Group attend. www.vmyg.org.uk

14th May

9th July

10th September

Also well worth a visit.

Wickstead Park model boat mayhem www.modelboatmayhem.co.uk

27th - 28th May

The new boating lake at Hemel Hempstead has been completed as far as the water part along with small jetty to launch from but it is unknown when it will open for use as the landscaping alongside is still ongoing which fences off the boat area. Now the water has been allowed back in it is a surprisingly large area at the TkMax, Debenhams end of the water gardens. Our last scheduled site

meeting with the council was cancelled due to restricted access but I will inform any new news as and when.

Last year we all had a treat in the form of articles from Derek P and Jeremy L without which the Marine section news would just be me saying waters wet come on down, waters still wet join us, etc. etc. I am just the custodian of the lake, It's Your section so send me any information or stories and pictures for publication. Nuff said... See you soon.

George C
Marine Section Leader

Fetes and Fairs

Hi all,

I hope you have all recovered from the Lambing Weekend. As Peter D has indicated with the money taken we gave many rides in the two days of the event.

Things worked out very well with someone else (Mike C and Keith B) looking after the cash box and dispensing change leaving Peter to organise the loading and unloading of the trains plus taking the money and managing the queue, (plus holding down the Gazebo during the high winds). The system worked like clockwork.

Mathew, Lawry and Keith ran the electric with Mathew doing the bulk of the work. I and Peter M ran Tango and Petta with Peter doing the bulk of the driving. Peter B managed the point as we ran trains continually from alternative platforms.

For the first time at such an event we failed to break any of the motive power used, although Tango needs work on its lubricator and this is in hand. Peter M and I managed to get everything that needed to go back to the track by Monday lunchtime and yesterday we sat back and recovered. (Slept most of the day).

Thank you all this was a good start to the season,

Jim M

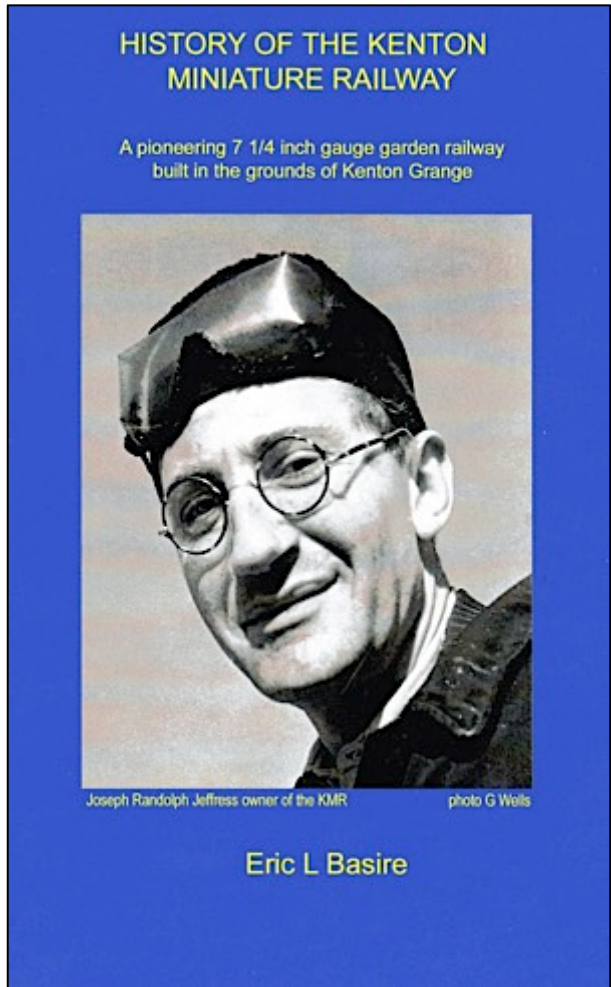
History of the Kenton Miniature Railway by Eric L. Basire

The level of detail in this fascinating book reveals just how much dedicated research was carried out by the author to prepare the source material over a period of two or more years. Far from being a simple history of a 7¼ in. gauge garden railway built in the grounds of Kenton Grange, the book includes mini-biographies of the owner and his family, other owners of later railways and the social background of the times.

The Kenton Miniature Railway ran from about 1931 to 1949 and although not unique, since other garden railways had existed since before the First World War, it set a pattern for many of the railways that followed it.

Largely self sufficient, the railway eventually boasted a stud of no fewer than seven locomotives, all designed by Henry Greenly and, apart from the first, all built on site in the railway's workshop by the maintenance staff. Five were completed by 1939 and the seventh by 1947.

The war brought lean years and neglect and by 1949 the upkeep of Kenton Grange prompted owner Joseph Randolph Jeffress to offer it to the local council who took it on and let it out as a home for elderly residents.



In the ownership of the local council, the railway was dismantled and the locomotives sold. The latter is a story in itself with interesting details concerning their new locations and ownership. The whereabouts of all seven locomotives was known to 2015; one, Northern, based on a CNR engine, appropriately finding its way to Canada.

For those with a particular interest in 7¼in. gauge models, the book describes a railway where three of its seven locomotives were of American design, probably unique in the 1930s when most locomotives were of British outline. These rare and powerful engines are still with us today and in order, the collection was as follows:

- No. 1: Immingham, a 4-6-0 of the Great Central Railway
- No. 2: LNWR 4-4-0 George the Fifth
- No. 3: NYC 1933 American Pacific 4-6-2 (small New York Central type)
- No. 4: LNER Pacific 4-6-2 Flying Scotsman
- No. 5: LMS 4-6-0 Royal Scot
- No. 6: No 1939 American 4-8-4 Northern
- No. 7: No 1947 American 4-6-4 Hudson

When the line closed in 1949, Immingham was sold to Sir John Samuel and ran on his Greywood Central Railway, which, following closure became the Great Cockcrow Railway at Lyne, near Chertsey using track and pointwork from the former. That the initials GCR were the same was fortuitous.

I seem to be straying from the point so will close by repeating my earlier observation that this fascinating book covers much more than the title suggests and is heartily recommended, especially to anyone interested in miniature railways of any gauge.

Case bound with soft covers, this 23 x 15cm book runs to 92 pages and is copiously illustrated with drawings and photographs, many of the latter printed in colour. It is published by and available from Amazon for £8.50 plus carriage.

Jim R



Here is the photo from Les' 90th Birthday. I am behind the camera. The 2 ladies are people Les knows from the Black Swan where we celebrated Les' birthday. Les should be able to let you know who they are. On the left is Rai F, Tony D and Geoff B. Les D is on the right.
Nicholas G

Enquiry into an incident at McKeen.

Those members who are not frequent visitors to the Society HQ in Finchley, might not be aware of the extent of the North American Section H0 scale railroad operating around their room at HQ. Starting at almost the lowest point in the room is Woodside Union Station and freight switching yard, numerous industries and a freight house. Beyond that to the West is Richmond with its power station, coal fired of course, and more rail connected industries. Coal for the power station is brought by block train loads down from the coal mines, which are naturally at the top of the mountains, also very near to the Tree Tops lumber camp and sawmill. The coal trains are routed through Baldwin North, descending further through Angus, passing Porter into Lima, before the final descent into Woodside and onto Richmond. Empties of course are worked back up the hill in the reverse direction. Beyond Baldwin North, the line loops through Erie tunnel and a branch splits off to Baldwin South, oil extraction and refinery, onwards and upwards to Cooke, more industry including animal stock yards and Hershey chocolate factory before arriving at the end of the branch at McKeen, with its grain silos and yet more factories. To service all these industries, regular freight trains are run, the Branch Local to McKeen, Main Line Local to Lima etc. and through freights to Erie in the East and Vulcan staging to the West. A freight car card order system is used to decide where each car is scheduled to be delivered to or collected from by the engineer taking his particular train out of Woodside yard. This brief explanation gives an idea of the basis of operation on a typical evening. The whole railway is operated these days using DCC control rather than DC, some locos complete with sound, bells and whistles.

Incident

It had been reported that on a recent Wednesday, an incident occurred at McKeen, when boxcars from the afternoon Branch Local were about to be spotted (English 'shunted') around the various industries at this terminus. The locomotive concerned, a Grand Trunk Western USRA 2-8-2 # 3734 having brought its train into the loop, had uncoupled and run round the freight cars, before going onto the loco spur to take water and then to be turned on the turntable. It had then reversed out onto the running line to pick up the freight cars prior to spotting them. Drawing forward again the rookie crew were oblivious to the fact that the 'switcher' had not reset the switch (point) and had failed to notice (probably talking) that they were proceeding at a crawl back down the turntable spur instead of towards the shunt limit board...

Unbeknown to the driver, the switcher had gone for tea and he was later exonerated at the subsequent enquiry, whilst the driver was severely admonished for not paying enough attention to the job in hand. It was also

recommended that consideration be given to installing a suitable stop block beyond the turntable to prevent a similar recurrence.



Anon.
Photo by Nigel G.

The N.L.S.M.E. visit to Fareham has been arranged for Saturday the 17th. of June. I would be obliged if members intending to go would let me know by the 1st. of June so that Fareham can make the appropriate arrangements regarding catering etc. Fareham have an excellent pond, a Gauge "0" track as well as the usual 3 1/2", 5" and 7 1/4" railways. To round the day off we usually gather at a local (Kings Langley) hostelry for a meal on the way home. I can be contacted by telephone, e-mail, or at the usual meeting places. Thank you, **Mick A.**

Storage at Colney Heath

As the container storage spaces at Colney Heath approach completion, and space is limited, members are reminded that they need to apply to keep their railway vehicles on site by supplying the following information a.s.a.p.

Please supply the TSC with the following details for each vehicle.

- Member's name
- Membership No
- Vehicle type (Loco / Tender / Passenger / Goods etc)
- Vehicle class (Castle , Pug / Bogie , Brake / 7 plank etc)
- Vehicle identification (Name , Number, Livery etc)
- Vehicle colour
- Gauge
- Height
- Width
- Length

Priority will be given to society owned vehicles followed by those used regularly for the society's benefit.

The remaining space will be allocated to members' own vehicles.

Any vehicle occupying a storage space not allocated to it may be removed to an outside location.

Members are reminded that models kept on site are NOT covered by the society insurance.

*** You are strongly advised to procure adequate fire and theft cover. ***

**Peter B
TSC Chairman**

Recent 00 Section Photos by Geoff H.



Standard 5 & B17 stop at Seabrook Station



Fowler 2P pilots the Standard 5 across the level crossing at Seabrook, reminiscent of the type of power seen on the Somerset & Dorset Railway



The town scene forming part of the loco shed area is slowly taking shape



An industrial estate is being developed and squeezed into the space between the main loco shed and the approach to Binegar.

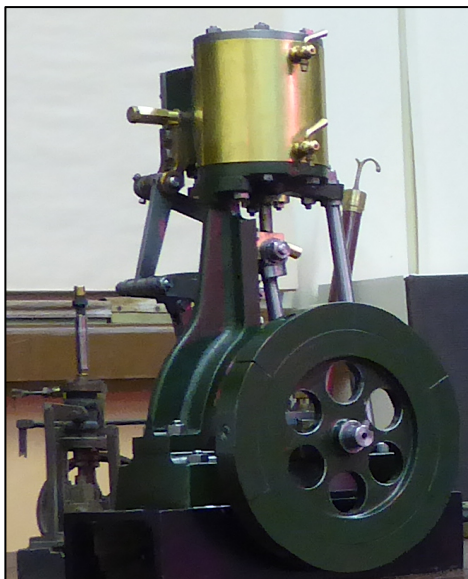
NLSME. April 2017 General Meeting.
Edward the Compressor rides again.
Mike H.

A group of Edward's devotees gathered at the Summers Lane Headquarters to sit at his feet to see him perform. Actually, the cognoscenti knew full well that Edward was actually an air compressor and was banned to the corridor outside the meeting room due to the noise it created and was in fact present to breathe life into the machines gathered from the forgotten cupboards of diligent members.

Ian J welcomed the members present with a demonstration of the raffle prizes for the evening, the safety advice, and the sad announcement of Michael Dear's death. Members will remember well the skilled woodwork he did for the Club.

Mike H started off with a demonstration of wind instruments, but not the musical variety so no ragtime there, but some rather noisy lishers that would take your finger nails off within a presto bar of music.

Gerry A was first off with his new creation, 'Number One' Stewart Turner single cylinder steam engine. Compressed air pipes were attached and everything turned on; but nothing happened. Even after three tries there was nothing! Andy was so dismayed that he was about to retire to his sitting room in Barnet. Then it was noticed that valve had been installed in the wrong direction and when redirected the engine performed perfectly except that it had a slight repeated tap. True to form six different diagnosis were given from at least five members. From big end knock upwards to the piston touching the cover plate with points between the most acceptable being that an adjustment of the timing was needed.



Les B had two machines to demonstrate, the first was a steam hammer which he made to 'fill in the time' between assignments abroad with the water industry. Constructed from Stewart Turner castings it looked majestic. The sons in the family used the hammer to break nuts at Christmas and Les demonstrated that with a little practice it was possible to control the hammer action precisely just like full size practice. His second machine was a twin cylinder oscillating steam engine. This machine had been plucked from a distant cupboard and refused to work; it occasionally seemed to flick over but almost said that as a punishment for not getting any oil or even a silicone spray it was not going to budge.



Malcolm B, who is a master craftsman in the production of small steam engines brought two machines, each exquisitely built. They had half inch diameter cylinders with an unbelievable one eighth inch stroke. A combination that Malcolm assured the group was calculated could deliver the power needed to drive a model boat. No doubt derived from PLAN where P=pressure. L=length of stroke, A=area of piston N=number of cylinders. Anyway, Malcolm's first engine steadfastly refused to work due to circumstances beyond the scribes ken. The second machine worked perfectly and was admired by all as it buzzed away in the palm of his hand.

At this point tea and biscuits were ready and the group refreshed ready for the next session after the raffle, which consisted predominantly of jigsaw puzzles.



After the break it was all downhill baring the exciting submissions by David L. He showed the attentive audience his hot air engine (photo next page) which with no prompting raced away at a terrific speed. His oscillating engine also passed muster with the ability to attain maximum revolutions with just a breath of air—almost perpetual motion.



Ian J tried next with a rather drab 0-4-0 gauge one locomotive, which although it could be run along the bench freely just refused to turn over on air. His Stuart Turner 'Number Ten' and 'Number Seven' were more successful as was a small brass oscillating engine which ticked away quite harmlessly.

The enthusiastic crowd was well satisfied and were soon wending their ways to further entertainment in hostelryes or in their good homes so ending another successful evening for Edward the Compressor and Mike H.

Ian J

The Sir Robert Reid Memorial Lecture. **Given by Sir Peter Hendy CBE FCILT.**

A short while ago I was privileged to attend at Hallam Street the Sir Robert Reid Memorial lecture given this year by Sir Peter Hendy it was at the invitation of the Railway Engineers Forum and the Institute of Transport. Sir Peter Hendy is Chairman of Network Rail.

Sir Peter firstly apologized for a slight delay in commencing the lecture due to the fact that he had been held up in the traffic after collecting a spare part for a Route Master Bus's steering gear. He said that he would be driving that vehicle at the weekend in Swindon.

The first point made was that the railway industry was seeing its fastest growth since the Victorian Era. Lines were being doubled again and redundant lines regenerated. The capacity on some main lines was getting to saturation point and new stations were being built.

The second point was that there were jobs for everyone on the railways and that as a growth industry great chances of promotion. He himself had started work as an apprentice and worked first as a station hand and progressed to inspector via conductor and driver. He said he was rubbish being inspector and relied on the good will and advice of his bus crews! The new railway had opportunities for everybody especially with the onset of digital signalling and control.

The third point was that of funding of the 'new' structure and large scale developments. Sir Peter said that the area where the demand for new services is present that the user's authority should be asked to contribute to the structure because they were the organisations that had created the demand in the first place. When Sir Peter was in TFL he was able to get funding for large scale projects from third parties who wanted 'it to happen'.

Sir Peter came to Network Rail from Transport for London where he was able to communicate the benefits of Digital Railway Signalling. The whole operation seems to be run on similar lines to the way that the members at NLSME Headquarters run their tracks only with shorter head ways. The Northern Line is now running to a very high capacity, very much more safely and reliably and what is more to the almost entire satisfaction of the passengers.

Gradually Network Rail is converting to Digital Signalling with the possibilities for much more capacity on the same lines and that includes goods trains and heritage rail. Sir Peter is shortly to go to the USA to advise the Americans on

Digital rail where the signalling system is apparently still 'Victorian' in many areas.

Sir Peter's concluding remarks were that we should all be communicating what a great industry Network Rail is to work with and that 'If you want to work in the railway industry you have a job for life'.

Ian J

Dates for your Diary

MAY	2017
Tues 2nd May	Council Meeting. 8pm at HQ.
Fri 5th May	General Meeting at HQ. 8pm. AGM
Sun 7th May	Public Running at Colney Heath
Sat 13th May	Fetes & Fairs at Gibraltar Castle charity event
Sun 14th May	Toy Boat Regatta at Colney Heath boating pond
Tues 16th May	TSC Meeting at St Mark's Church Centre. 8pm
<i>Fri 19th May</i>	<i>Deadline for copy to Editor for June News Sheet</i>
Sat 20th May	Fetes & Fairs at Welwyn Food Festival
Sun 21st May	Public Running at Colney Heath
Mon 29th May	Fetes & Fairs at Watton Parish Church, Watton at Stone
JUNE	2017
Fri 2nd June	A visit to St. Albans Signal Box, contact Jim M
Sat 3rd June	Visit by Peterborough club, contact Mike R
3rd/4th June	Fetes & Fairs at Herts Steam Rally
Sun 4th June	Public Running at Colney Heath
Tues 6th June	Council Meeting. 8pm at HQ.
Sun 11th June	Fetes & Fairs at Oaklands
<i>Fri 16th June</i>	<i>Deadline for copy to Editor for July News Sheet</i>
Sat 17th June	Visit to Fareham contact Mike A.
Sat 17th June	Fetes & Fairs at Hertingfordbury, Hertford
Sun 18th June	Public Running at Colney Heath
Tues 20th June	TSC Meeting at St Mark's Church Centre. 8pm