

The News Sheet

North London Society of Model Engineers



May 2023

You can see this News Sheet in
colour by visiting our web site at www.nlsme.co.uk

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Front cover; -

As can be seen all that hard work over several years has brought a smile to the face of Derek. Having spent many hours building this lovely L1 tank it had a trial run at the track recently with his dad back seat driving and offering the odd bit of advice. The loco has proven itself to be a free steaming and powerful locomotive. A couple of minor tweaks and a new coat of paint and we will have another addition to the line up of engines running at Tyttenhanger. Photo; Martin



Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.

Chairman's Comments

Don't forget our AGM at HQ on 5th May, 8pm. This is an important event in our calendar so do come along and hear for yourself first hand reports of the Society reports for 2022. It is also an opportunity for you to raise questions on the past year's events.

Spring is finally being sprung. All tracks at Tyttenhanger are available for use and it's pleasing to see members are already running. The annual checks of passenger vehicles are well under way and should be complete in good time for public days. The Senior Stewards held their now customary pre-season meeting on 23rd April in preparedness for public running. A requirement of HS 2020 is that a person is in overall charge of operations, we must all be grateful to the Senior Stewards for agreeing to be that person (and Sponsors for event days) and indeed to the members who turn out for their annual stewarding duty.

I would be remiss not to remind you all that the current Rules and Regulations for Tyttenhanger are those dated 1st March 2021, (very pale blue cover) issued to all members in May 2021 with the news sheet of that month. Obviously, this superseded the previous January 2014 version (dark blue cover).



The club WhatsApp group has been busy of late with an interesting diversion into Mamod engines – clearly many members have had these tucked away for some years. Do contact John and join the group.

Don't forget Sunday 7th May is member's and family's day at Tyttenhanger. Hope as many of you as possible come along, anytime from 2pm, and feel free to bring your own picnics etc. Tea and coffee will be available from the coach. A note in this issue gives further information.

Did I mention that our AGM is on 5th May, oh yes, I did. Hope to see you there. Also remind you that on conclusion of the business part of the meeting - a bit of "not seen before" quality entertainment for you, one of Geoff Cashmore's films of, mostly NLSME, from the early 1980s featuring members many of whom sadly are no longer with us – but nonetheless happy days to recall.

See you at track or HQ.

A Reminder - Sunday 7th May Society Members, Family and Friends Day

The day after the Kings Coronation the Society will be holding a Members, Family and Friends Day on Sunday 7th May at our Tyttenhanger Site in Colney Heath. Although the afternoon from 2pm has been reserved for the event it is highly likely that members may wish to arrive earlier in the day to exercise their locomotives on the GL, RT, Cuckoo, Gauge 1 and Narrow-Gauge tracks plus sail on the lake after their winter hibernation.

Tea, coffee and squash will be provided free of charge and it is hoped that volunteers from within the society will be ready, willing and able to assist in making these available. It is hoped that members with family and friends will take the opportunity to bring along a picnic.

We are expecting a good turnout so if you are planning to attend, and with our limited parking facilities, would you please ensure only members cars come on onsite and friends either park in the lane or in Church Lane way before the bridge. All that remains now is to keep our fingers crossed and hope for fine weather.

Black Dog John

By Geoff

The NLSME Council have asked me to dismantle and sell this part-built Ex GWR Hawksworth County 3.5" gauge which was part of John Mills estate. The loco did not sell as a complete unit at the last auction.

The unfinished locomotive has been partially dismantled and is for sale in the following configuration;

1. Boiler & firebox with some backhead fittings. Boiler UNCERTIFIED.
2. Cab
3. Front bogie with correct wheels
4. Main frames with 3 sets of driving wheels and axles, eccentrics, some crankpins, Smoke box and chimney No connecting rods
5. Tender, appears complete with wheels, axles & water pump (untested)

The build is thought to be based on an LBSC design.

Please make offers to Geoff by 8th May.

Offers can be for any of the above 5 parts or the complete lot.

OO News Update

A brief report after an absence of a few months from the OO team.

Throughout 2022 and the first quarter of 2023, the OO team enjoyed numerous running sessions on all parts of the layout. Unfortunately, this extensive running brought to light numerous faults within the track geometry, caused in part due to track expansion when we had a hot spell of weather especially where we have a track rail joint on the curve. Works were subsequently undertaken to rectify each problem area as and when identified, which often involved stoppage of all trains whilst the work was undertaken. The bulk of these repairs only took a few



minutes of time to complete but one area proved more problematic.

The worst area was on the Up main line by the road bridge at Lytton station where it was noted the front loco wheels were often taken their own route and diverging of the rails. If the loco itself did not derail, then coaches or wagon within the train did! Close inspection suggested that the track prior and under

the bridge had dipped thus creating a 'hump' after the bridge and right before a set of points.

To facilitate this repair required the removal of the road bridge, which luckily was only secured to the baseboard by gravity was easily removed once the road itself had been cut through with a sharp knife.

Removal of the bridge exposed a further problem on the Down line, where the track had again buckled within the platform area right next to one of the signal gantries. This second fault was an easy fix but the Up line required a length of track to be lifted, packed with an extra layer of thin cork under-lay and track relayed as required. After two evenings work and testing, problem solved!



Bridge and platforms removed

Whilst this work was being undertaken, thoughts were given as to how we could improve the infrastructure around Lytton station, in particular the station canopies which, having been made nearly 40 years ago, were starting to come apart. Following discussions between the team members, it was decided to remodel the station completely, starting from an almost clean sheet. It was agreed the platforms were too narrow and needed replacing, especially as the proposed new platform building would be about 24mm wider! This would require the two main lines to be re-aligned. To do so, would mean the removal of the Up relieve track, which ran against the wall at the rear of the station.

It was also agreed that the main station building would be relocated and connected to the platforms by a new footbridge. This would however require the removal of the numerous goods sidings. The road bridge would be retained but replaced with a new one built with brick piers and weathered/rusty girder plate sides and built to scale.

Work was scheduled to commence 2 weeks after the exhibition at Alexandra Palace, and, as shown in the photos the site was cleared of the majority of the track and platforms within two evenings work. One length of track remains, being the original branch line, from which the platforms and revised track layout are to be measured from.

Having cleared the site, the cause of the 'hump' mentioned earlier was found. Where two baseboards join, a triangular piece of chipboard has been inserted but it was not level with the station board and sat between 2 & 3mm higher!

The station board is also topped with Sundeeler fibre board, which had either swollen or shrunk in areas over the years and in so doing has further aggravated the level baseboard. Mid-April thus saw us undertaking extensive excavation works to get a level baseboard throughout the station area, especially where the revised tracks are to be laid.



At the time of writing (13/04/23) the site is now ready for new track to be laid. Once down and with power connected, this will undergo a period of testing before any further work, which will involve the construction of the new platforms, station buildings and ballasting, can commence.

We will keep you all posted on developments but if you are interested in seeing what we are up to yourselves, then please don't hesitate to come down to HQ any Wednesday evening.

A Visit from Queensland

By Les



On Sunday 16th April we had a surprise visitor, Paul, a long-standing member of the Queensland Society of Model and Experimental Engineers. Paul, whose originates from Yorkshire, is in UK for a month's tour of preserved railways. Finding himself with a spare day in London he looked us up on web, got train to St Albans, taxi to Tyttenhanger and on arrival introduced himself to George, declaring himself ready and available to do some work – splendid fellow!

George had a better idea and after showing Paul round the site, rode pillion to Paul who drove both club electrics, effectively a test run for the year, so, work of a sort. Then I took Paul to HQ showing the facilities there. Not being a railway modeler himself he was impressed by all three layouts, the gauge 0 in particular as he was unfamiliar with this scale.

Very interesting to hear his views on their club management, public running etc. their issues are similar to ours.

Take a look at their web site, 2km of 7¼ and 5-inch ground level track and some impressive locomotives. www.qsmee.com.au

Treasurer's Report

By Mike



A new financial year for the Society and the good news is that our insurers have finally paid up for all the items of equipment stolen from Tyttenhanger in January.

Council accepted one new member at our April meeting, Andrew, interested in Locos. Welcome to the Society and hope you enjoy your time with us. At least one other applicant to be dealt with at the May Council meeting.

Having been away for a few weeks I returned to find 40 plus envelopes on my doormat, containing subscription renewals plus 50 Standing Order and BACS transfers into the bank. Thanks to all those who have dealt with their subs so promptly, I will get the paperwork back to you as soon as possible. If you haven't done yours yet, now is the time before the summer is upon us.

Annual Accounts for the year ended 31st March 2023 have been duly examined and approved by our Auditors, Geoff and Michael. If anybody has any queries regarding the Accounts prior to the AGM at HQ on the 5th May, please contact me by the usual means.

On the 7th May the Society will be holding a members and family's day to celebrate the Coronation of our new King, all are welcome. Maybe we will see a Coronation Class engine or two gracing our tracks? Hope to see many of you there or at the AGM on the previous Friday.

Agenda for the Annual General Meeting of the
North London Society of Model Engineers
at HQ Finchley 5th May 2022 at 8pm

1. To open the meeting.
2. Receive any apologies for absence and remember any member who has passed away since the last AGM.
3. To receive and approve the Minutes of the 2022 Annual General Meeting and consider any matters arising there from.
4. To receive the Chairman's report for the past year.
5. To receive the Treasurer's report and approve the Annual Accounts to 31st March 2023.
6. To propose a vote of thanks to the Auditors and appoint two auditors for the next 12 months.
7. To propose a vote of thanks to the officers of the past year and to elect a Chairman, Vice Chairman, Secretary and Treasurer for the next twelve months.
8. To propose a vote of thanks to the Council Members and News Sheet editor for the past year and to elect five Council Members and a News Sheet Editor for the next 12 months.
9. To transact any other business properly brought to the Annual General Meeting, notice of which shall have been received and sent to members 10 days before the meeting.
10. To close the Annual General Meeting.

NLSME Secretary

Please note; Minutes of the 2022 AGM meeting held on 6/5/22 can be found in the April edition of the News Sheet.

Council nominations for 2023 – 2024

The following members have indicated that they would be willing to continue to serve as council members for the next year.

Les	Dudley
Mike	Keith
Nigel	Peter
Geoff	Malcolm

Ian has indicated he wishes to stand down and Terry has submitted a nomination form as required to fill this vacancy.

Terry Nomination form,

To Secretary NLSME,

I wish to be nominated for the forthcoming council elections.

Over the past few years that I've been in the club I have worked on several major projects and look forward to many more where I can make a positive contribution. I support all sections of the society and would encourage more like-minded people to join us.

Proposer – Paul Seconder – Tim

Spring continued the show during the past month.

This picture was taken on 6th April of Camps Cairn by Nigel.

The site is now in good shape ready for the coming season.

Well done to all those who put in all the hard work over the winter around Tyttenhanger.

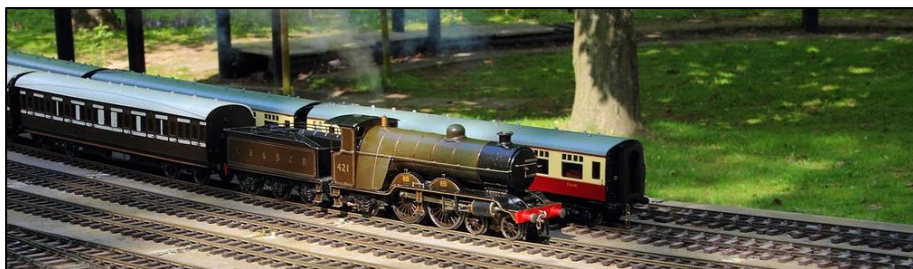
The GLR, RT, G1 and garden railways are all now ready for the coming season.

It's time to enjoy our hobby in all its aspects.



Gauge 1 April.

Geoff



Spring is definitely here. The trees are in bud and some of their flowers and blossom is now dropping on the track. Lucky for us the track covers are in place and a quick flip of these leaves us with a remarkably clear track board for a day's running.

The improved weather has brought out more of our members in recent weeks. It's good to see different members and their models. There is always space for more.

Some 29 members of NLSME express an interest in Gauge 1. Of these I reckon we have had visits from about 20 members during the last couple of months. The maximum on any one occasion have been 14. Not bad, the facilities are there so let's use them. More members are welcome.

While many of us meet on a Wednesday, this is not the only day that the track is available for use. I would like to restart the bi-weekly Saturday sessions for those that are not able to visit during the week, especially the Wednesday group. The first week end in May is the King's Coronation and the club is having its special family day on Sunday 7th May. So, our first Saturday meeting is planned for 20th May. As usual all are welcome and let's hope for some fine weather.

Health is always important and unfortunately, we have had a few members who have been under the weather recently. Norman, Chris & David have returned after brief spells away from us, Dave and Howard are currently on convalescence, we hope to see them soon. Here's to good health to all.

The exhibition season is coming to an end, I am sure those that have made purchases will bring along their new acquisitions. I did attend the National Garden Railway Show at Peterborough in April. Gauge 1 was featured with the G1MRA East Anglia group displaying their layout. I helped out with the G1MRA meet and greet stand. All those helping with the layout seemed to enjoy themselves. Hopefully the visitors appreciated it as well. It was nice to see some of you during the day.

Forthcoming General Meetings 2023.

By Ian

In the past our members have been as good if not better than the imported variety of speaker. If you, or you know of a member who would be willing to talk for an evening or even half an evening shared with another member; then that would be excellent. Please let me know. All meetings are on Friday evening starting at 8pm.

The Programme at the moment reads thus: -

May 5th. The Annual General Meeting. This the most important meeting of the Club Year. It is the members opportunity to help run the Club and be part of it. Old codgers may be wishing to stand down and new folk wishing to be voted into places where they can help steer the Club on a different course or just support the club on its travels through the year. Please attend if only to observe the progress the Club has made in the past year. (*The day before the Coronation*)

June 2nd. A pleasant evening at Colney Heath. Hopefully we will all be grumbling about *Flaming June*. So, bring something to eat, a locomotive to steam if you have one, or a boat to sail or just relax and watch the activities of the others. There are BBQs at Colney so it should all go off well but not into the sky to join a Chinese Balloon. It would be wise to start a little earlier so that we are not caught out in the dark.

September 1st. Professor Tim takes a 'close up' look at Copenhagen Fields - the Model Railway Club's 2mm scale layout. The first evening of the new session; not to be missed.

Friday October 6th. Work in Progress. Please share the challenges of the summer's model engineering.



G.L.R. News March-April 2023.

By Peter

Nearly two years ago George alias Bill Smoke was unfortunate to succumb to one of nature's great levellers and found himself in hospital under intensive care. The crew wished for the best outcome. Two years later he is back with a vengeance as has completed fabricating new the lamp heads that will soon be fixed to Orchard Junction gantry. Well done old boy a credit to your determination and the care of your loving wife. Now all that the love of your life has to do is to teach you to drive again. Must be easier than having all that attention from your carers cleaning places even you didn't know you had!



We are more than pleased to have you back George and look forward to many more years of fun and laughter with you.

We have for the purpose of the Newsletter had a trial fitting of said lamp heads and maybe by the time this newsletter is out they may even be wired up.

Congratulations are in order to Terry for taking up the cudgels and putting his name forward for nomination to the Council. An onerous task with little reward but worthwhile to further the needs of the club.

As the running season draws ever nearer, I thought it would be a good idea to do some checks to my locomotive Maid Marian and have been going up the track on the odd days usually Wednesdays. This is because it is quieter and I can concentrate more on the job at hand. An added bonus on Wednesdays is that I can take the micky out of David and still do my work (hope the hips are on the mend David) missing you.

Best wishes to Guy after your upset, nearly 104 years young not bad going eh lad.

Track and Rolling Stock Maintenance.

With the warmer weather upon us the crew will be performing the ongoing yearly maintenance tasks with a hint of track ballasting thrown in (just to keep you all fit). Anyone can come along to point and laugh or if you fancy join in the antics. Hope to see you there all day on Thursdays and Saturdays.

As ever in the muck.

Pete

Coal, Steam Oils and Lubricating Oil for Sale

Coal: Anthracite Beans in 25kg bags

The size most used by our locos. £14.50 a bag.

Anthracite Grains in 20kg bags

Suitable for 3 ½" gauge and small fire-hole doors. £13.00 a bag.

This coal is for private use, the Society supplies coal for locos that are used for passenger hauling on public Sundays.

OIL: 1000 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00.

460 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00

Lubricating oil for your locos is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00.

Contact the Treasurer – Mike

21 May 2023

First Public Running session 2023

Peter – Senior Steward

1. Malcolm
2. Roger
3. George
4. Steve
5. Dave
6. Chris
7. Mike
8. Cheryl
9. Richard
- 10.

Ground Level Despatcher
Steve

4 June 2023

Ian – Senior Steward

1. Gerald
2. Howard
3. David
4. Michael
5. Alan
6. Simon
7. John
8. Peter
9. Marcin
- 10.

Ground Level Despatcher
Steve

2 July 2023

Mike – Senior Steward

1. Robert
2. Aaron
3. David
4. Bob
5. Rai
6. Ian
7. Geoff
8. Derek
9. Robert
- 10.

Ground Level Despatcher
Steve

**TRACK
STEWARDS
ROTA
2023**

18 June 2023

Chris – Senior Steward

1. Stephen
2. John
3. Peter
4. Ian
5. Keith
6. Julian
7. Steve
8. Rob
9. Thomas
- 10.

Ground Level Despatcher
Steve

16 July 2023

Richard – Senior Steward

1. Jonathan
2. Mike
3. Paul
4. Joe
5. Mark
6. Terry
7. Jeremy
8. Peter
9. Robert
- 10.

Ground Level Despatcher
Steve

STEWARDS DUTIES. [Page 1]

SENIOR STEWARDS.

The Senior Steward should send out an email reminder to his/her team of Stewards one to two weeks before the day of public running to ascertain that they will be attending. If they are not then that individual Steward should have made arrangements with another Society Member for them to act as their replacement. On the day absent Stewards may be replaced by co-opting another member with their agreement. All Stewards attending **must have their names recorded** in the Running Log-Book. Stewarding tasks are set out in a predefined list with recommended timings for swapping duties around. This list can be individually scheduled so each Steward is given on arrival a complete timed set of duties that can be followed. The Senior Steward can then monitor & ensure that the changeover of activities occurs promptly.

Before the commencement of public running the Senior Steward should complete the Running Log-Book Sheet by ensuring that pre-run inspections and proving runs have been carried out on both the Raised Track and Ground Level Railways and the identity of the Person in Charge of the Ground Level Railway is recorded.

Occasionally there may be insufficient loco's/drivers on a busy afternoon and the Senior Steward should assess if assigning one of the Stewards to take a Society loco onto the track will alleviate any long queues and avoid the frustrations of waiting parents with children. The Senior Steward has the authority to make decisions with the backing of the Council where anything is referred to him/her by another Steward for resolution and to suspend any activity, including closing the site to the public if there are insufficient Stewards for the safe control of activities.

GENERAL NOTE ABOUT STEWARDING.

Those allocated to general stewarding are there to ensure the public are adopting a standard of behaviour that is not detrimental to the site, its assets or other visitors. This can be a bit daunting if unruly children are not under parental control and examples of tree climbing, larking about on the bridge and picking the wild flowers are typical of the issues needing to be dealt with. Even adults might need a word too if they enter areas not intended to be accessible.

A general duty that is important to Stewards and Drivers is to ensure they are supplied with refreshment by delivering teas to them. Bearing in mind the coach staff may be very busy they may appreciate the Steward making as well as delivering the teas. It is important to remember that all Stewards are Society Members and carry out the tasks as volunteers so when a member fails to turn up for their duty it puts an unfair added workload on the Senior Steward and on those Stewards trying to cover for the absenteeism. In severe cases of a shortage of Stewards some facilities may be shut down or limited in operation with the detrimental knock-on effect to our visiting public. The aim is to have a safe and enjoyable day at our track both for members and the public. Public running can involve managing a large number of people on the site, dealing with car parking arrangements (can be a sensitive issue), providing refreshments, getting safely on and off trains, and ensuring public are not in places that they are not supposed to be. Apart from the public arrangements Stewards have to ensure the steaming bay is managed efficiently with its attendant paperwork and the need for passenger cars and getting locomotives on and off the track with the minimum of disruption to running trains. Council appoint Senior Stewards who usually has his/her work cut out in getting the Stewards allocated to tasks and moving them around so each has a fair share of the various workloads.

STEWARDS DUTIES. [Page 2]

GATE AND LANE ENTRANCE STEWARDS.

Note: - Both the Gate Steward and Lane Entrance Steward must be in possession of a 2-way radio in order to maintain communication as may be necessary with the Station Master at Smallford Station and/or the Senior Steward.

As most, if not all, will know access to the Colney Heath site is via a lane now designated a bridleway although up to and just beyond the gate it is wide enough for two cars to pass. This path is used to park cars, not just for visitors to our site but also by members of the public walking dogs or visiting the gravel pits for bird watching etc. Clearly with the number of society members we cannot accommodate visitors' cars on site, so we have a policy that states no visitor cars are allowed on site. The exception to this is if a disabled person is unable to walk the distance from parking to the site. In this instance we have two disabled parking bays in front of Smallford Station which can be used. Once full any further vehicle carrying a disabled person is allowed on site on the understanding that once they have been dropped off the vehicle will exit the site and park elsewhere. Only member's cars are allowed on the site. (Members do have badges that can be displayed on car windows).

To manage this three Stewards are used, one at the gate and two at the lane entrance. The Stewards at the lane entrance are there to provide advice to drivers as to available space in the lane. If none is available visitors should be directed to park in Church Lane beyond the stone/marble business but definitely not in front of the houses at the lane entrance. Parking in the lane should be parallel to the left-hand fence (the water board site). **Once all parking in the lane is full one of the Stewards should walk up the lane and put out one of the signs advising the public that there is no available parking past this point.** So, the Stewards here need the diplomacy skills necessary to get drivers to park sensibly and heed their advice.

The **Gate Steward** is there to ensure club member cars and any disabled visitor cars are sensibly parked using the available space on the site car parking area and double parking them wherever possible when full. There will always be the car ignoring the Steward at the head of the lane that needs to be turned around and sent back out! When a train leaves Smallford Station (the station in the car park) the wig-wags will sound and flash automatically. As the train approaches the level crossing the Train Driver will sound his/her whistle or horn and stop at the stop sign before the crossing. The gate Steward is required to clip the red and white chain across the car park side. Only when the Train Driver can see the way is safe and clear can the train move forward. This action applies in both directions for Drivers and Stewards. Once the train has cleared the level crossing the wig wags will stop and then the red and white chain can be removed. The gate entrance has to be supervised to ensure that visiting public and or cars do not cross when there is a train approaching or traversing the site entrance. Finally, there are the cyclists and those with dogs. We do not allow cycling on the site so the Steward needs to both advise and ensure cyclists dismount before entering and advise visitors that all dogs must be kept on a leash at all times.

The busy time for both stewards is of course the first 1 ½ hours or so, after that things start to calm down somewhat. Unfortunately, we need to keep a Steward at the gate to prevent any late comers parking on the site and to control the Ground level rail crossing.

STEWARDS DUTIES. [Page 3]

STEAMING BAY STEWARDS.

Managing the steaming bay can be quite rewarding and busy so let's just list the jobs that have to be attended to:

Every Driver running **must sign the running log-book**, this now resides on the lectern in the machine shop lobby but the Steward may choose to have it outside with him/her because they have to check that drivers have signed in with the appropriate details. All Society Members and visitors must fully complete the running book with details of the boiler certificate, including its expiry date, and that an enclosed ash pan and an effective spark arrester is fitted.

The Steward should as a matter of routine ask to see both the current boiler certificate and check that the ash pan and spark arrester are in position.

If the answer to any of the above is no **then the Driver must not be allowed to run the loco.** Any form of uncertainty should be referred to the Senior Steward for a decision.

Members will be aware of the availability of water and the 12V DC supply for blowers but visitors will need to have these pointed out. Visitors will also need a brief on where water is available around the track and also the signal operation on both railways. Bear in mind we have two areas for raising steam, the main raised track steaming bays and the ground level bay in front of the containers.

Stewards allocated to the steaming bay who may not be familiar with these aspects should not be put off but ask for assistance from the Senior Steward who should be able to find a member able to describe the above.

Once a loco is in steam and the Driver is ready to go the traverser has to be made available to the Driver and assistance given to loading the loco onto the track. If a passenger car is required for those without a driving truck then this has to be called for from the raised track carriage shed. An internal telephone is available on the inside of the raised track to call the station – (the receiving telephone is located on the side of the raised track carriage shed). Should the telephone not be answered then enlisting the help of a Society Member to quickly go up to the station to obtain a carriage should be sought. Awareness is required of trains already on the track and the traverser must only be used when the raised track traverser warning signal is silent and its wigwag lights off. Likewise getting loco's off the track requires similar assistance.

Running on the Ground Level Railway from Smallford Station or movement of locos and carriages up to Orchard Junction requires the same rules to apply to loco's running as they do on the Raised Track.

Last but not least, and perhaps it should have been first on the list, managing the cars wanting to load/unload loco's may be necessary for both Raised Track and Ground Level railways. Generally, members are well organised and polite but occasionally a car may be left blocking the loading/unloading bay. We are quite a sociable lot and chatting can take seemingly a long time to anyone waiting their turn to load/unload.

Well, that's just about it for the Steaming Bay Steward. Busy times are obviously at the commencement of running from about 1.00 pm onwards and then from about 3.30 pm onwards as Drivers will start to cease running through till 5.00 pm.

RAISED TRACK STEWARDS

We now move up the site to the raised track station area where there are two Stewards, one on the platform assisting passengers onto trains and one on the exit platform assisting passengers off trains.

The Society operates on a donation basis on public running days asking for a donation of a £1 per person (other than a child in arms or very young children who will obviously be free) for rides on both the Ground Level Railway and the Raised Track. Passengers are encouraged to make a donation of £10 in return for which they get a carnet (ticket) that provides for 12 rides valid for the whole and subsequent seasons we are open to the public. These tickets are made available at the refreshment hatch at the coach.

The Steward at the embarking platform has two main duties, firstly he/she is there to either clip the tickets or get the passenger to put a £1 in the donation lamp situated on the fence just inside the entrance gate onto the station. Secondly, he/she is required to check with the Driver how many passengers the train should be loaded with and to see that the passengers are safely boarded. The Steward must advise the passengers not to stand up or lean out from the passenger cars and to keep their feet on the carriage footboards at all times. Children should be advised not to “lark about” or be boisterous. When children are passengers, the Steward must ensure there is a responsible adult sitting at the back of the passenger car (or the last car of a two-car train has a Society Member acting as the Guard). Once satisfied the train is safely loaded the Steward can advise the Driver that the train may proceed.

The Steward at the disembarking station is there to ensure passengers safely dismount from the passenger cars. He/she should be vigilant in ensuring that passengers do not stand up on one side of the footboards as otherwise the passenger car may tip causing the person to fall. Whilst anti-tip rails are there to prevent tipping, and the platform height is raised, a fall may still result from the unbalance a passenger may experience due to the allowable movement. The Steward should ensure that once the train has been unloaded the Driver moves up towards the embarking station. On busy days up to three trains can be in the disembarking platform at any one time with possibly more waiting to get in. Getting passengers off the train and platform expeditiously is thus important under such circumstances.

GROUND LEVEL RAILWAY STEWARDS

Turning to the GLR Stewards, they undertake exactly the same duties as described above. Some GLR passenger carriages are “sit in”, the seats of which have been modified to ensure that passengers sit in mid position and with only one person per seat. The Steward must advise passengers not to stand up and to keep their arms and hands within the carriage at all times. The GLR operates with a Train Guard who rides with the train and it is the Guard rather than the embarking Station Steward who notifies the driver the train may leave as the Guard ensures the train is safely loaded.

At the GLR disembarking station the Steward’s only extra duty, in conjunction with the Train Guard, is to ensure that passengers safely cross the line to the exit path and that no passengers enter the lake area, which is strictly for Society Members on public running days.

Bookworm Writes

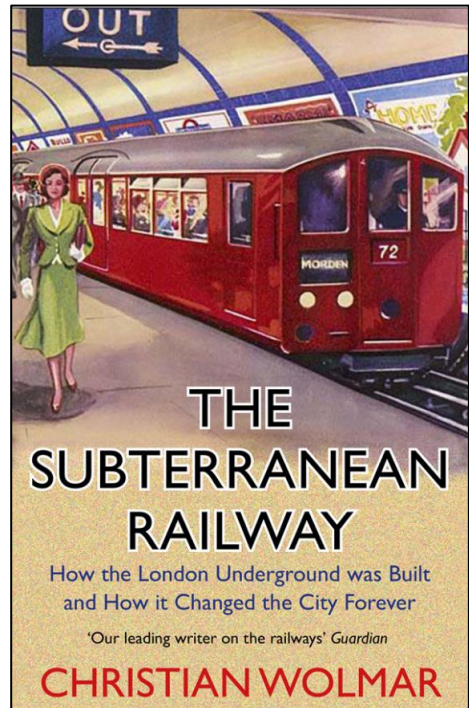
For a funny old stick like my owner, going underground has never floated his boat, so to speak; and the thought of caving or pot-holing would just fill him with horror. His one and only exception to going underground is when he takes the tube into and across London....

The Subterranean Railway – How the London Underground was built and how it changed the city forever - By Christian Wolmar

To fellow lovers of the printed word, the name Christian Wolmar will need no introduction as being the author of many good books on the subject of railways already. This book continues that trend. It is therefore most definitely not one to be rushed if the full dining experience is to be gained from it. For within the comfort of its 312 reading pages plus 39 pages of references and index, Mr. Wolmar takes you from the moment Charles Pearson got enough signatures on enough bank drafts to have the first sod cut (that is the green and brown stuff on the ground, not someone he didn't like), through to the late twentieth century's way of getting the Jubilee line extension built.

Now, for those living in the twenty-first century who think__moneyed Victorians were just a bunch of chaps (and chapesses), who swanned about in frock coats and big hats making people's lives a misery (satanic mills etc), leaving nothing useful after them, should perhaps stop and ponder for a moment...just how did London's underground railways come about? No, moles, worms nor aliens gave them to us. The Victorians did, and unless one broadens the definition to include those brave chaps who years earlier, had dug tunnels into vast swathes of underground Cornwall, they were the first in the world to do so.

In Mr. Wolmar's safe hands the devotee of the trains of subterranea will learn how the underground developed from a simple desire to unplug the roads of London (familiar?) and to ideally connect all those smashing new London termini – created by the new national railway companies – together; and in so



doing create what today we would call 'a Hub'. Of course, at the time this book starts it could only be done in a way that the Victorians understood and could therefore grasp.

The Victorians did not lack vision, only the inventions to carry them out. So rather than sit around writing endless feasibility studies and countless thesis about **how** it might be done until an important invention came along, they took a problem and in a way that would be an anathema to the modern author of the feasibility study, threw hundreds of men at it (in this case bearing spades) and hey presto...problem solved – only then did they invent machines so as to not to have to use quite so many of them next time.

It is worth identifying that in this particular case, the Victorians though an economically 'market' driven society, do appear to have had the foresight to see that the money for this idea was not going to be forthcoming as long as they insisted said '*market*' should solve all the problems (more anon). Mr. W. therefore informs us that it was really only when what we would call PPP today was considered, (something being done for the social good) that the spades finally got digging – there-after it was back to 'every man for himself'.

The building of the underground then falls it appears into roughly two phases. The early systems were dug using the 'cut and cover' method owing to the aforementioned lack of knowledge and machines at the time to do otherwise; perhaps they should have put a call through to the guys in Cornwall? And then from late, late 19th century onwards the process of 'tube' tunnelling as we would understand it today was introduced – this decision may also have come about owing to all the earache the builders of the 'cut and cover' got from Victorian NIMBIES who, not unreasonably where a bit miffed to find that not only the roads outside their houses but also access to their 'local' had disappeared into vast trenches for months on end – having eventually already decided to find a less disruptive way of achieving their goal.

Also, worth mentioning in case I forget later, that to contemplate actually being a passenger on the cut and cover underground and being pulled by a steam locomotive all the way, does on the face it sound like something that only a serious train-spotter would undertake. However, for those who think large daily passenger numbers on the underground are an invention of the post Second World War period, will probably be astonished by some of the figure's Mr. W quotes for these early pre-electric years -

Next phase of course came about when the Victorians discovered that a hole in the ground doesn't only have to go down towards the earth's core. No, when they found holes could also be dug sideways as well (after digging down first of course!) and after resolving the small matter of whether bricks were still going to be suitable to use in these deeper holes (finding segmented cast iron rings could do the job just as well), direction and distance became no object - I wonder

how they knew where they were going? Even so, these early deep excavations into the earth's inner reaches did not always assuage their fears of undermining the foundations of structures on the surface - and maybe earning them yet more ear-ache from those anti-tube NIMBIES – had they forgotten they were now anything up to 100 plus feet down I wonder?

Around this time our dear old Queen Vic gave way to king Eddy VII 's (the one with the beard) reign and with it came that new-fangled invention of electricity - just in time I imagine to stop the first pioneers of the deep tube from sending large bits of steam loco below ground in the quaint belief that steam really could be made to work anywhere - Electricity and tubes then became the new invention of the age and with it came speed, semi-comfort ...and (apparently) a belated realisation that people would also need air to breath whilst enjoying the thrills of the new deep tube system.

For those not already in the know, will perhaps be surprised to learn that it was only really due to a healthy and hefty dose – though in reality not so healthy – of American finance, with but a smidgeon of cash coming from our British lads in the city, that much of the building of the deep tube network happened at all. That said, and interestingly with echo's that pass down to the present day, access to British cash at reasonable rates did come about several times in the 20th century when the Government of the day felt the need to do a bit of 'pump-priming' of the economy during times of recession – The Piccadilly line extension being one example.

A respectful pause is perhaps required here, to remember that all of this new phase of deep tube tunnelling was done entirely by hand- operated shield (known as the Greathead shield), where men were stacked sometimes three high inside a circular devise and told not to stop digging till, they saw A -daylight B - a train coming towards them or C - the lure of a pint became just too much to endure.

The next, next phase (if so- called) really started in the 1920s through to the late 1930s when a lot of these second-generation lines sprouted extensions out into the green and pleasant lands of what we now call suburbia and beyond. However, this time the guys in the shield had an easier time of it as large parts of these extensions were built above ground. **Historical Note:** Those NLSME members living on or near the route of the Piccadilly line beyond Finsbury Park, will I am sure recall how their (great) grand-fathers used to tell the tale of how in pre-war days, they used to have to clump over muddy fields to catch the tube into London, and how then those clever town planners upon seeing these new tube stations appearing in the middle of the fields like moles in the sunlight, felt a compulsion to wrap a town and roads around them to give them a sense of purpose.

The heady days of the 1930s also brought with it the birth of the London Passenger Transport Board (London Transport) which pulled together all commercial passenger transportation for London. This outcome was only made possible after the battle of full-on Capitalism verses 'Municipalisation' had finally been won with the common-sense compromise of liberal socialism (BW word) and with a touch of nationalization thrown in, perhaps just to see what would happen - See, we can satisfy all political colours if we really try.

This golden period lasted until full-on nationalization in 1948 when things became progressively more complicated for everyone. By the 1980s that all pervading odour of nationalization was still hanging the air and just waiting to get up the noses of the new incoming government, for it clearly was not going to fit their new mantra of '*if there's no profit in it, you don't get it*' attitude. So having first wiped the blood of Ken Livingston and the GLC from their otherwise clean (...) hands, said government sought to re-introduce the profit motive once more into London Transport. Only on this occasion they fell-short and ironically it was the next Labour government (it appears) that eventually found a compromise mechanism where profit and future investment, both public and private, could move forward together with the introduction of the 30year PPP experiment which we are still living with today.

Bookworm's verdict

As was mentioned at the beginning of this review, the modern Underground owes everything to the vision of the Victorians to see potential in solving a problem and in so doing trying not to miss an opportunity to make money out of it; and once they took on board the idea that a bit of 'social good' may also be a desirable outcome, who could doubt any longer what the Victorians and Edwardians did for us? Interestingly Chris W. points out that had the petrol engine being better developed at the time the first cut and cover lines were mooted, the huge cost disparity between the two forms of transport would probably have killed off any thoughts of going underground.

Tube travellers to the South-side of London who wonder why there is not much in the way of choice when it comes to destinations, will have that perennial question of why tube lines are not as plentiful on the South side of London as they are in the North, partially answered - Oh, I should just give a nod to look out for a mention of the Victorian 'London Eye' and the channel tunnel – see there's nothing new today that the Victorians hadn't thought of first.

From a pure engineering point of view this work offers tantalizing glimpses of some of the challenges faced by our ancestors as the tube system developed. However, your guide is of the (humble) opinion that for those for whom engineering is **the** thing they wish to know about, may find this volume a little on the light side and lacking a sufficient infusion of hot oil and spanners. Even Mr. Brunel (Victorian go-to engineer) does not have a starring role in this story,

though he does have a 'bit part' digging under the Thames, and the aforementioned Greathead Shield was in fact a development of the digging shield Brunel patented in 1818..So you could say, no Brunel, no tube railways - I should also point out for the sake of historical accuracy that I am mainly referring to the 'old man' Marc Brunel here, not so much I.K.B (the one with the hat and cigar).....

-Financial/Social historians will find much in this work to 'whet' their appetite to undertake further research. For the story encompasses how capitalism was tamed, adjusted, manipulated, bought-out, semi-nationalized and nationalized.... and then back again, mainly depending on the political will prevailing at the time; Leaving us all to ponder the final question, *"what's actually wrong with money being used for the greater good of the people, and why does someone always have to make a profit?"* For the Social historian the growth of London and its peripheral towns, bringing with it commerce and society, would appear to owe much more to the expansion of London's tube lines than is perhaps first imagined. Vast swaths of suburbia just would not have been developed without the coming of the underground.

This then is no lightweight tome and, in my view, not one to be gorged-on in one evening. But if consumed and digested in small bites, the quality of the research that has gone into its writing will leave the diner deeply satisfied and entertaining a greater sense of, and appreciation for, London's underground railways.

If you wish to have just one book on your bookshelf to read and to refer to about the history of the London Underground, make it this one. Perfect also for the coffee table to impress your visitors with and failing that, at being over an inch thick, it could be pressed into useful service to stop that wobbly table leg spilling the coffee.

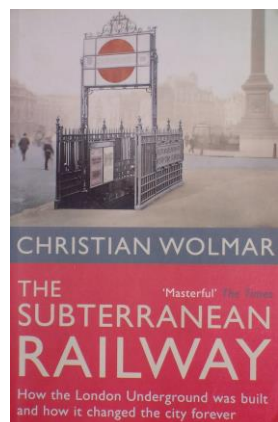
I whole heartedly recommend it to you.

Mind the doors...

The Subterranean Railway – How the London Underground was built and how it changed the city forever

Published by Atlantic Books London - ISBN 978 1 84354 023 6

The book was reprinted with various different covers over the years.



April General Meeting – Interesting Equipment.

OMAH MkII.

The subject for the evening was *Interesting Equipment*. The mind boggles at the visions that title would bring forth. And it did!

The scribe arrived in good time before the meeting to find that one loyal member had already arrived with a veritable cornucopia of interesting equipment. But with no vehicle and with the aid of three of TFL's splendid auto-buses he had laid out on the bench a galaxy of tooling. So, after welcoming the substantial group of members present, M.H. became the first member to present his wares. The first piece of equipment was a knurling tool after the fashion of a famous firm's kits but with improvements to make it special especially with regard to putting 'no Strain' on the tool post or work piece. M.H. followed the knurling tool up with numerous pieces of apparatus with useful applications; but the scribe did notice that many of the devices did not have recognisable first names. So, '*what's its*' became common parlance to the scribe and the observers of that select group at Headquarters. Other members interesting equipment will be described next month.

BOXFORD LATHE FOR SALE

The Boxford lathe has been in the same ownership for more than 25 years and is being sold as a result of probate. The lathe is kept in a completely dry workshop and was in use until a couple of years ago. Numerous photos of the lathe and tooling are available on request.

The lathe has a 36-inch bed. The overall dimensions of the lathe are approximately 5ft wide by 4ft high by 2 ft deep. The sale includes the lathe and tooling. The lathe has been

converted for single phase use with a Transwave converter. The converter is the large blue box shown in top right-hand corner of the picture.

The buyer will need to disconnect the lathe from the electrical supply, move the lathe from the workshop and transport it. Viewing by prior arrangement and collection from near Knebworth, Hertfordshire. The vendor cannot provide any assistance with lifting or removal.



Railway Signal Oddities

No. 1 Halls Panel, or Fan, Signals

By Paul

This is the first of what might become a series of sporadic articles about railway signalling oddities. That rather depends on what I come across that I feel is worth sharing and the degree of positive feedback from you, the readers. In truth, this isn't the first since I wrote about the so called "Andersons Piano" in the February 2021 Newsletter which does qualify as a Railway Signalling Oddity.

Background to Panel signals, aka Fan signals

I'm sure all readers will be familiar with Colour light signals on the railway, and most will be familiar with Semaphore signals. Perhaps you also know that, in the early days of public railways, Signalmen (originally named railway policemen) with flags were deployed to control train spacing on the running lines. Their job was to prevent trains entering a section of line before the elapse of a specified time since the last train had passed. This became known as "Time Interval Signalling". Of course, this method of signalling was flawed as the signalmen knew nothing of the progress of a passing train after it was out of his sight.

Minor improvements to this method of signalling were introduced as the early railway companies recognised the need to give better, more visible, indication to train drivers of the occupation of the tracks ahead of them.

After a derailment on the Eastern Counties Railway at Ilford on 16 May 1841, the Board of Trade's (BoT) Railway Commissioner and subsequent first Inspector General of Railways, Lt Col Sir Frederick Smith, was not only fulsome in his appreciation of the quality of the Eastern Counties Railway (ECR) main line between Brentwood and Ilford, but in the wake of his discussions with John Braithwaite (Engineer-in-Chief) and Richard Hall, the Company's Manager, went on to mention that the latter was then engaged in perfecting a system of signals which "... bids fair to prove superior to those formerly in use ...".

Richard Hall had embarked on a novel signal design, probably prompted by the "Report of the Officers of the Railway Department to the President of the Board of Trade" dated 25 January 1841. This had provided an overview of the railway accidents of 1840 (three of which were on the ECR), causing the Report to list a number of recommendations ranging over the whole spectrum of railway activity. On the matter of signalling, it drew three very specific conclusions:

1. *That all railways shall adopt, as early as circumstances will permit, a uniform system with regard to signals; red in all cases denoting danger, and green denoting "proceed with caution".*
2. *That every station should have a fixed signal post and revolving lamp, and a signalman who has no distracting duties to perform.*
3. *That it should be an invariable rule to exhibit a red (stop) signal when a train stops at a station, and for a period of not less than ten minutes after it has left or passed a station or entered a tunnel, and a green (caution) signal for five minutes longer.*

Although the ECR had published regulations, covering the operation of its fledgling railway, they were fairly sketchy and seemingly limited to a single sentence "... *that when an engine follows another on the same line of rails, the driver of the engine following shall keep at a distance of at least 500 yards from the first engine*".

The question of time-interval working became a matter of some protracted discussion at this time. A BoT report of 1840 had, perhaps rather naively, advocated an interval of half an hour between trains following one another. The industry roundly condemned this as being far too disruptive and the ECR Board of 25 November 1840 eventually agreed that ten minutes was reasonable. Hall pressed on with his signal design to replace men waving hand flags and in January 1842 the ECR issued "*Special Regulations to be observed by Enginemen, Signalmen and others respecting Indications of the Panel Signals which were installed along the line from Bishopsgate to Brentwood.* (Some 17½ miles). Thus time-interval working had been effectively adopted on the ECR and "The Special Regulations" of January 1842 described the operation and use of Hall's Panel, or Fan Signals. The operation of the signals is the main subject for this article.

Configuration and operation of Panel, or Fan, signals

Hereinafter I will refer to the design simply as a "Fan" signal.

The basic arrangement can be seen from the illustration of a signal in the 'Danger' position. A vertical pole with a fan-shaped head carried a set of four coloured panels, which could be withdrawn from view one-by-one under the control of a remote lever or "winder" connected to the signal panels by a wire. You will note the cable was attached to the lowest panel and, as it was wound in, projections on each panel "gathered up" the subsequent panels until they were all stowed vertically behind the fixed head of the signal. The panels were coloured as indicated with that nearest the post head being yellow; the next was coloured green with both of the lower two panels coloured red. Thus, somewhat confusingly, the signal displayed two red panels, one yellow panel and a green

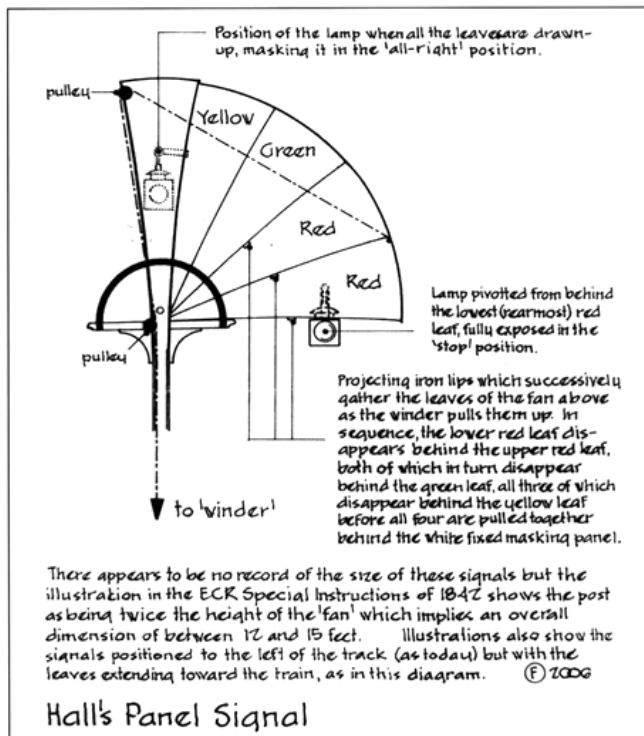
panel when in the 'Danger' position. A light was hung onto the lower red leaf which showed fully in the Danger position but receded as the fans were progressively lifted. The following pictures and captions explain the workings of these signals and the instructions that accompanied their use.

Some signals were equipped with a mechanism (the writer presumes this to be clockwork) which automatically raised the remaining red panel after a

further 2½ minutes to give the two-panel yellow & green 'Caution' indication. It appears that Signals with the timing mechanism were set to a slightly lower operating time margin, but the writer cannot confirm this.

More complex, extensions of the Panel Signal Regulations existed where trains could pass each other in the same direction at stations, but these are not considered here.

As well as the obvious flaw in "time interval working" described earlier, there was also an intrinsic fault in the design of the Fan Signal. This became apparent after an accident at Stratford, East London, in 1846. The accident revealed the Achilles Heel of the equipment. With the leaves of the Fan all stowed in the upright position (signifying Line Clear) there was no obvious upsetting moment or lever arm to cause them to tip over sideways when the cable slackened as the winder was released as the centroid of every leaf was more or less directly over the pivot point, thereby discouraging any effect of gravity and thus fail-safe movement. The accident revealed that the signalman had unwound the cable under the accident examination but the leaves failed to return to the danger position – unnoticed by the signalman! Although it would have been



relatively simple to add a counterweight arm, or offset the lamp support, to the bottom leaf to initiate this movement, no contemporary sketches of the signal reveal such an arrangement.

The Fan type of signal had a relatively short life on the ECR. At about the same time that Hall was developing his design, Charles Hutton Gregory, working for the Croydon Railway, was turning his mind to an adaptation of the semaphore equipment then in use by the military. His first semaphore, with three position arms, was installed at New Cross in 1841 and it was this basic design which was destined to become the industry standard of the time. As early as August 1845 the ECR Traffic Committee was seeking to adopt a uniform design of signals for both its Colchester and Cambridge lines. It instructed "that tenders should be obtained for signals similar to those of the Great Western Railway". Authors Note: As far as I can discern, the GWR were using the Crossbar type of signal which rotated on the vertical axis to present either a full bar (stop) or edge on (proceed).

Despite the ultimate introduction of various types of semaphore signals across the country, the Time Interval system continued to be used on some lines until the Regulation of Railways Act of 1889 introduced the legal requirement for Block signalling. As ever, the legislation was behind the reality that major railway companies had already adopted early forms of Block Signalling when invention of the electric Telegraph enabled messages to be sent between stations and signal boxes along a line.

I hope this article is interesting for you. If so, there is so much more to be said about the evolution of railway signalling as a whole and, no doubt, some quirky examples for me, or others, to write about.

Acknowledgments:

Thanks are due to Chris Cock and Roger Farrant of the Great Eastern Railway Society for permission to use parts of their article published in the GERS Journal in 2006.

I have also used information published on the railsigns.uk Website.

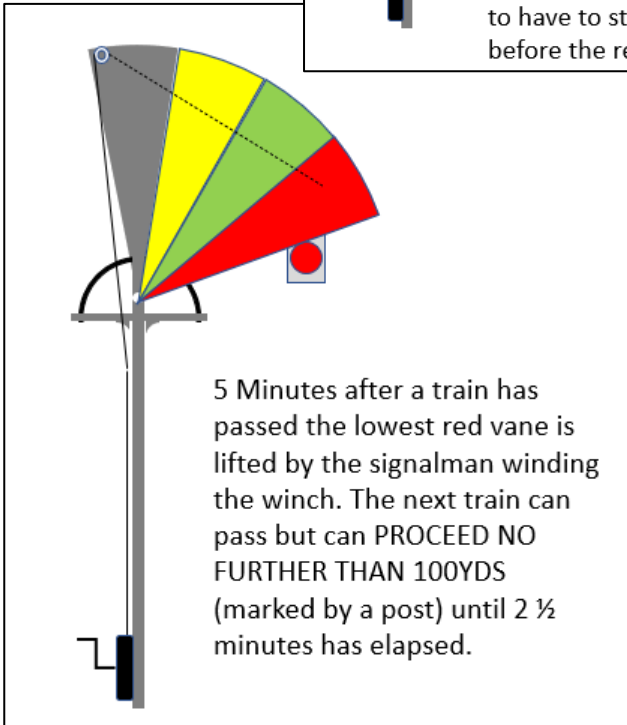
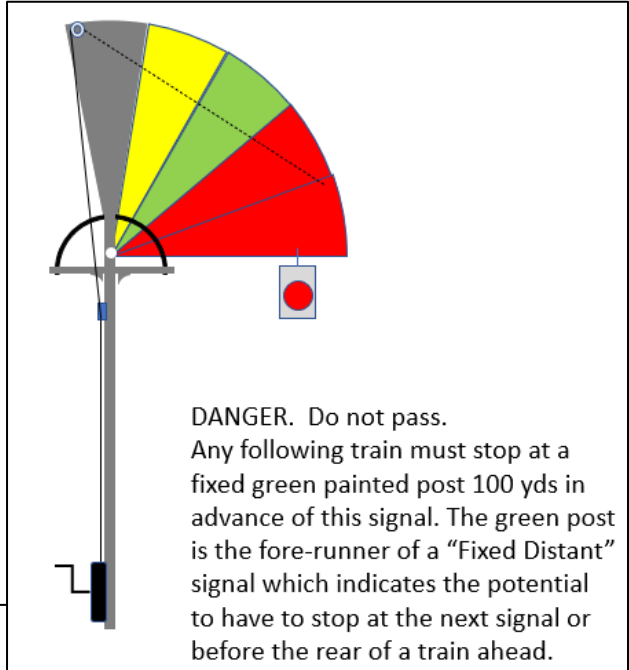
The following images can be viewed in colour on the NLSME web site

QUIZ QUESTION;

What is the significant difference between a ROAD TRAFFIC LIGHT signal and a 3 Aspect RAILWAY COLOUR LIGHT signal?

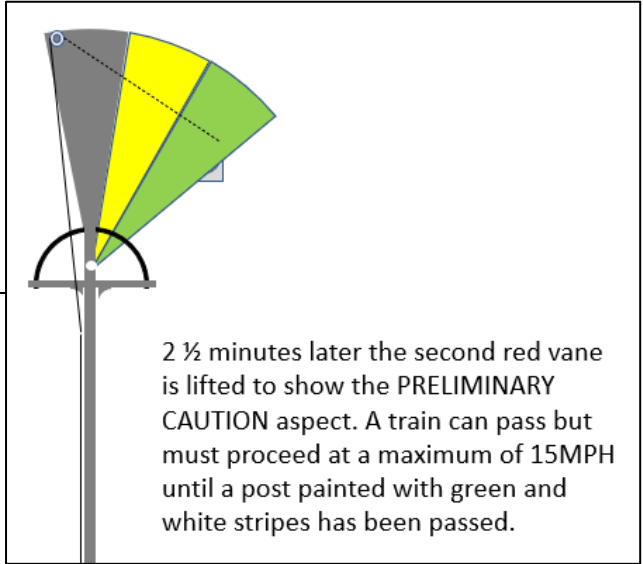
The answer can be found on page 37

Fan signal sequence

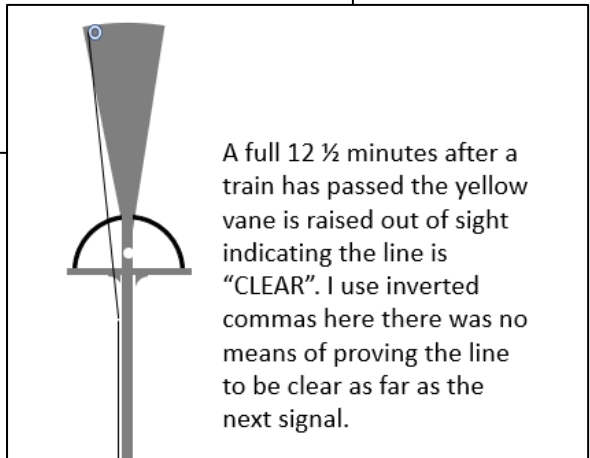




The green panel is withdrawn after a period of 2 ½ minutes to show just Yellow which indicates CAUTION. A train can proceed at a maximum of 24MPH.



2 ½ minutes later the second red vane is lifted to show the PRELIMINARY CAUTION aspect. A train can pass but must proceed at a maximum of 15MPH until a post painted with green and white stripes has been passed.



A full 12 ½ minutes after a train has passed the yellow vane is raised out of sight indicating the line is "CLEAR". I use inverted commas here there was no means of proving the line to be clear as far as the next signal.

My model boat collection

By Roy

This month 2 for the price of one! I have two Mary Ann fishing boats from the Billing Factory, coincidentally now taken over and being re-vitalised. Billing has given us many varied kits to choose from, with some now rare (which also means did not sell well)! But Mary Ann is one of the originals along with the Tug Zwart's Zee, yes, I have one of those as well.



Anyway, back to the fishing boat, the scale is 1:33 giving a man a bit less than 2 inches tall. They operated from the 1920's from Norway and Denmark and fished exclusively in the North Sea. The kit has been available since 1958, over 60 years, an amazing span but she is such an endearing craft. Incidentally during WW2, the Shetland Express used by the Intelligence Services was of a very similar fishing boat.

The early days of the kit saw all brass fittings and mahogany for the wood, in its place a nice wood but in small sizes prone to splintering. Gradually the kits evolved and now we have lime wood for the planking and more laser cut parts

as I found out to my cost when I stripped the second model down and expected brass trawl gallows but found fragile wood!

I was about to build from a kit that I have by me and suddenly there was one for sale on eBay, I am a little impatient and decided I might like her to work on rather than start from scratch. It did not reach expected price and some of it looked a bit dodgy (rudder prop etc) so I contacted the seller and we did a deal. She arrived well packed, Oh dear, a 540 motor in a 22-inch displacement hull. However, the rest of the build looked good. As is my wont I stripped her back and got to work with proving her to be leakproof, well no, she leaked! A bit of research found the problems and filler and splines of wood between the planks sorted that out.

The rudder was not right and I made a nice in character one from brass and fitted her in a rather cramped space and as there is not much power needed fitted a small 9-gram servo to operate the rudder. I decided that a Monoperm Super motor would do nicely with a 3-blade brass propeller, out of character of course as the prototype have cheap 2 blade ones but there you are.



Speed control is from a tiny Chinese speed controller I paid £2.50 for mine and when I found they actually worked well I bought some more. They handle 2 amps at 7 volts without getting warm. I use any of the old 27Mhz radios I have to hand, just 2 channels needed.

The superstructure needs a bit of a lift and the brass fittings needed some painting. What looks like a safety buoy is actually part of the fishing system.

The sails needed a bit of needle and thread time and the hull was repainted which you can see if you go on-line to the club News Sheet web site! Otherwise, it is grey. There is some nice detail which is all simple to do, I found an anchor and added some chain. That is the way anchors work you get them to dig in with the flukes and the heavy chain is there to bring the boat to a halt gently rather than a jerk if it was a rope. The act of lifting the chain slows the boat down.

I found some crew, the captain is looking for gulls to see where they are feeding, hopefully over a shoal of fish. The boat has just left harbour and the crew men are stowing the anchor and tidying up. This close to the water the sails have little effect. In full size you might drop the main sail and heave to with the staysail acting like a weather vane waiting for the ebb of the tide to fill your nets with fish.

Mary Ann 2 was again seen on eBay not by chance as I have a search running, and she was built as a decoration. No takers except me! I contacted the seller and made an offer and said I would collect; he was happy with that. It was down in Rye, and we had just been allowed out more, but not far, after the first Covid lockdown, so no one was asking where you were going!

It was about time my wife and I got out to see the sea again. I suppose having a garden etc meant we could get out into the sun etc, more than perhaps others might be able to. We drove down to Rye and found the address which was in one of the smallest modern houses ever with path access only.

Janet stayed in the car but I went forth with mask on as per the rules and was shown the boat. It was nicely made and had been constructed by his father when he had a long stay with him until his return to S. Africa. There was a very nice Orca fishing boat of Jaws fame, but definitely not for sale!

Money was exchanged and I was the new owner. We departed for a view of the sea. Oh, my goodness it was blowing and cold and we could not get back in the car quick enough. I found an enterprising soul selling filled rolls and we sat in the car, ate, and looked at the waves!

Very empty roads and an easy drive back, sort of 2 birds with one stone, we had had a day out and I had Mary Ann No.2. On inspection I realised that a decorated boat does not have continuous glue lines etc also the deckhouse came free with a slight pull. I ended up with a kit of parts!

Getting inside the hull needed some thought, I decided where the lift out section was going to be and used some decorators tape stuck on the deck to draw on the outline to be cut. Drill the corners first with a small drill 1mm or less. Then carefully drill holes about half an inch apart for the saw to follow. I used an Exacto razor saw and the new lift out piece soon came free.

First job was to keep the right curve on the lifted-out section and with some additional wood pieces cut to the curve they were glued and clamped and put to one side.

Using my lens on a 1/8th dia. feed (endoscope cost £8) and the picture showing on my laptop I explored the unknown interior! No sign of a prop tube etc Billing are getting very mean with their fittings! The prop just pulled out from the stern, about 2 inches long.

I had a spare prop shaft and tube and I filed a 30-degree slope on a stiff piece of stainless steel 1/16th. rod and used this to twist gently as a drill to get into the hull. It came through cleanly and I opened up the hole and fitted a prop tube.

I could have used a thinned out PVA glue to paint the insides with to get a glued-up finish but in the end, I went for a thinned-out varnish and let it soak in then a few more soaks. Now construction of the model leaves a solid bulkhead at the bow so I used my Dremel to make a biggish hole in it and poured more varnish into the hole and swilled it around.

I thought I could now risk a flotation test; water was coming in but through one place only and on examination it was a plank at the bow and lack of glue. I did my best with slivers of wood and glue but still a problem. After some thinking time I remembered seeing beached fishing boats and a simple surface plank repair, so I did that, then with fingers crossed did a repaint. This worked OK. So fitted motor and interior items and then check them both together in the bath for speed.

I wanted to run both of them from a 4 channel Tx with a 4 Ch rx in each giving a separate pair of channels to each one. Right hand for one boat and left for the other.

The new one with, as I thought, a similar motor in ran much faster than the other, A change to a smaller prop cured that.

So almost finished just waiting to find a crew, eventually a father and 2 sons appeared from our garage and now they go to sea and fish. Now I like to position the crew in some positive way and the father is on a trawl board waiting for No1 son to release the red buoy. This will determine where one end of the net is. No.2 son is on the winches ready to release the board and the nets (imagination here is required) then the boat will drift in and across the last of the incoming tide.

They will not be pulling the nets or trawling; they will just wait for 4 hours or so for the tide to turn and start pouring into the net hopefully with fish as well. Then the trawl boards will be pulled in together and the cone shaped end of the net will be dragged on board over the entry to the hold and the ends released. Sorting the fish is done on deck, both for unwanted fish and under sized ones

then into the hold and the fish are packed in layers with ice and stacked up in a standard size tray/ container. These are lifted off sometimes using the mainsail boom as a crane to the shore and the market for the auction.

I had to wait until we could use the site at Tyttenhanger but eventually I was up there and with both boats working, and they set off together. Now my right hand or rudder hand easily copes with a boat coming towards me. I see it as a brain and hand coordination learnt over the years. I was very disappointed to find out that no such function extends to my left hand!

And which one was controlling which boat it was a disaster! I need more rubber tyre fenders for the collisions. The jury is still out on this part!

Now there still this uncompleted Mary Ann kit with just the skeleton hull done and awaiting time on the bench, maybe I will turn her into shrimper?



Repair to hull as per
prototypical fashion

Roy Verden

ANSWER TO QUIZ QUESTION (page 30)

What is the significant difference between a ROAD TRAFFIC LIGHT signal and a 3 Aspect RAILWAY COLOUR LIGHT signal?

A road light has its red light at the top and a railway signal has its Red light at the bottom.

Fetes & Fairs group list of events for 2023

As can be seen from the list below we are planning to attend a lot of events this year. Please come and help if you can. It's a great day out for those helping and it raises funds for the society. Your help would be greatly appreciated and you are assured of a warm welcome.

May 29th 12 - 4pm

St Andrew & St Mary Church Fete, Church Lane, Watton at Stone SG14 3RD

June 3rd/4th 10am - 5pm

Herts Steam & Country Show This event has moved to Standalone Farm, Wilbury Road, Letchworth SG6 4JN (Rig on Friday 2nd)

June 10th/11th 10am - 5pm

Whitwell Steam & Agricultural Show Mansells End Farm, Bury Lane, Codicote SG4 8XY (Rig on Friday 9th)

June 17th 2pm - 5pm

Hertingfordbury Village Fete Recreation Ground, St Mary's Ln, SG14 2LE

June 18th 12 - 5pm

Larks in the Park Victoria Park, Folly Lane, St Albans

(This event will only happen if a sponsor is found)

Alternatively Marsworth Steam & Classic Vehicle Rally, Startrop Farm, Marsworth HP23 4LL 11am to 5pm

July 8th Times *to be advised*

Coldfall Primary School, Coldfall Avenue, Muswell Hill N10 1HS

July 29th/30th 10am - 5pm (Rig on Friday 28th)

Dacorum Steam & Country Fair, Green Croft Farm, Pottton End HP1 2SG

Aug 18th/19th/20th *Rig on Friday morning and run from midday.*

Flamstead Scarecrow Festival (St Leonards Churchyard – entry at the Spotted Dog pub)

Sept 2nd/3rd (Rig on Friday 1st)

The Bedfordshire Vintage Air Show (previously the Shuttleworth Steam & Agricultural Heritage Weekend) Alder Drive, Biggleswade SG189DT

Our invitations to some of the above have not been formally confirmed yet but we are confident that we will receive them in due course.

Times given above are the event times so do not include our setting up time for one day events

If you can help, or need more information please contact Peter D.

Club Dates for your 2023 Diary

Every Thursday; A mix of RT Loco running when track is available, working groups, and general conversation	
Every Thursday & Saturday Ground Level Rly Working party at Colney Heath	
Every Sunday in April; Working party at Colney Heath 9.00 to 12.30	
Every Sunday in May; A mix of RT Loco running when track is available, working groups, and general conversation	
May	
Tue 2 nd May	Council meeting 13.00 at HQ (see note below)
Sun 7 th May	Club family day at Tyttenhanger
Sun 14 th May	Toy Boat Regatta – Sponsor George
Sat 20 th May	Birthday party – Sponsor Pete
Sun 21 st May	FIRST PUBLIC RUNNING SESSION
June	
Sun 4 th June	Public Running 2pm – 5pm
Tue 6 th June	Council meeting 13.00 at HQ (see note below)
Sat 17 th June	104 th Birthday party – Sponsor Pete
Sun 18 th June	Public Running 2pm – 5pm
Advance notice of other events in 2023	
If you know of an event not listed below, contact the Secretary to ensure it is added to the club calendar and also tell the news sheet editor	
1 st July	Under 16 drivers' day
8 th July	Keech Hospice visit 11am to 3pm
10 th July	St Albans Beavers (Monday) 6.30 to 7.30pm
5 th August	Brean group visit
12 th August	Gravesend club visit
6 th September	Swiss Gauge 1 visit (Wednesday)
9 th September	3 ½ inch gauge running day
10 th September	Toy boat regatta and St Marks Church visit (pm)

A Non-council member, representing a section or committee, can, on request to the Secretary, attend the council meetings as an observer or to submit proposals as set out in the club's constitution. If attendance is agreed then the secretary will advise the member concerned.

Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council.