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This Month...



The News Sheet

Chairman's Comments, Treasurer's Report, Latest Track Stewards' Rota, Forthcoming General Meetings, Narrow Gauge Garden Railway News, G.L.R. News, Grounds Maintenance Update, The Bob Todd Memorial Day, The July General Meeting, Brian's Visitor Day, Dates for your Diary, Society Contacts.



Chairman's Comments

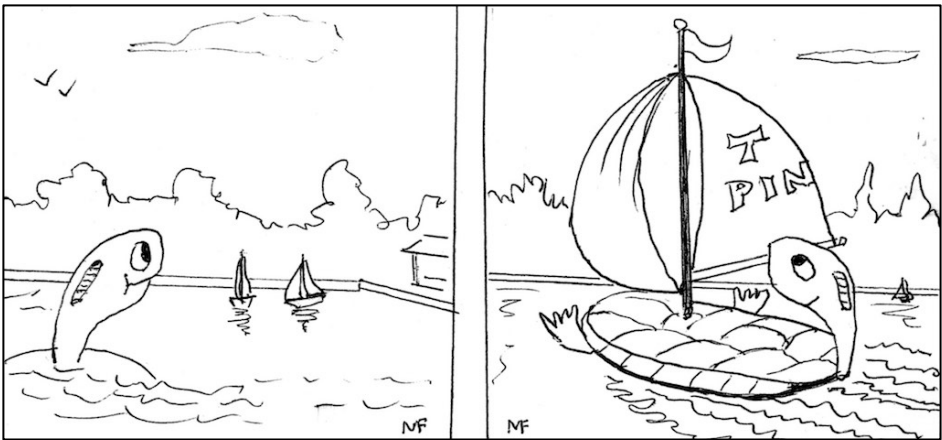


At HQ we are awaiting the visit of a bricklayer to rebuild the entrance door lintel and brickwork. Once this is done internal plaster repairs are necessary and then repainting. Ideas are forthcoming on improvements to the locations of notice boards, display cabinet and bookshelves. Unfortunately completion of the work is unlikely to be before September and so the September General Meeting has been cancelled.

Finally, I am sorry to advise that our secretary has found it impossible to juggle his family and work commitments with NLSME secretarial duties. Michael did advise me when he first offered to undertake the role that this could be a difficulty and so it has proven to be. Nonetheless we should all be grateful for his short tenure in the role and hope that he is not deterred from having another go when circumstances permit. Which leaves us with a vacancy, any offers?

See you at track or HQ.

Les B, Chairman



Ships Ahoy by Michael Franklin

Forthcoming General Meetings



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

For more information please ring me.

Friday 6th September. NO MEETING. Room not ready for meetings yet.

Friday 4th October. Edward the Compressor rides again. Edward the Compressor returns to provide a breath of air to resuscitate your forgotten machine. So please ransack your bottom drawers and bring something along to hold us all spell bound when it springs into life. We hope.

Friday 1st November. Rail accidents and Safety. Paul Godwin. Will give a presentation based around some significant rail accidents - the maturing role of HMRI - H&SAW Act - modern rail regulation and finishing with the applicability to our own operation at NLSME.

Friday 4th December. The Festive Gathering. Club Festive Gathering. **THE** Festive party for all sections. Please come along and have an evening of Festive fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings.

Ian J
General Meetings Co-ordinator

Front cover photo – Ron looking to overtake Alan near Camp's Cairn. Owen Chapman.



Narrow Gauge Garden Railway

Recently myself and Mrs Narrow gauge were delighted to be invited to a wedding held at Studland bay in Dorset, which is a most beautiful part of the world and indeed it was a splendid day. We declined the offer of a BBQ and to play games the following day (why do weddings last for a whole weekend these days, isn't one long day enough!) instead however, we decided to visit the Swanage steam

railway, being standard gauge we won't linger too long on this railway, other than saying that it's a splendid line and steaming through the Dorset countryside and passing the impressive ruins of Corfe castle surely must rank as a highlight of any visit to a "heritage" railway.

What we did find at the inland end of the railway adjacent to the main car park at Norden was the Purbeck mineral and mining museum, this turned out to be a real gem for anyone interested in our industrial past and narrow gauge railways.



Ball clay is a very rare mineral and large amounts are found on the Isle of Purbeck. It has been known about since prehistory and the Romans created a thriving industry around Poole harbour on the extraction of it. It is used to create fine white pottery and in the 16th and 17th century the trade massively increased due to the new popularity of clay pipe smoking, later Wedgwood also had a large contract with one of the local company's. It is still used today in bathroom ceramics, tableware and situations where high temperatures are used.



There were many small companies mining the clay to begin with though most later on merged into a couple, Pike brothers and Fayles both based at Norden. Fayles built the first railway in Dorset and one of the first in southern England, the Middlebere tramway in 1806 this remained horse drawn for over a century. Steam locos were introduced on other lines in the middle of the 19th century and were still being used up to the 1950's; mixed gauges were used some were 3 ft, 3ft 9 inches and 2 ft...Some lines were even re-gauged during their lifetime. The lines linked up with the main line and the clay was then distributed onwards from there. Underground mining closed as recently as 1999 although open cast mining continues to this day but of course using road transport.

The museum itself has recreated a working mine with displays of all the associated tools, machines, rolling stock and also telling the story of the life of the miners themselves, needless to say a tough life! Although it was off for repair at the time they have a Ruston diesel loco which was used when the tunnels were built at Potters Bar when the ECML was quadrupled in the 1950's, a small world. If you are ever in the area I would thoroughly recommend a visit. The entrance fee? an unbelievable recommended donation of £1 !! I hope you enjoy the pictures, think I have the inspiration for that 7mm micro layout I've been thinking about...



One last question you may be asking “why ball clay?” apparently it’s because it’s dug out in cubes of 15 to 17 kg and during transport the edges get rounded off becoming “balls” ...mystery solved!

Lastly, may I extend a very warm welcome to Jim and Michael who have recently joined our club particularly for the narrow gauge section, may you enjoy many happy hours of steaming. It’s great to have you both on board.

John D, Section Leader



G.L.R. News. September 2019.

Greetings and Salutations.

Like me I am sure the G.L.R. crew will be over the moon to know that the holiday season is nearly over and we all know what that means, yes you have guessed, it's back on the shovel from now on. Oh happy days!

A few changes have been put in place running G.L. and it is recommended that all locos using the ground level are required to stop at the main gate crossing before the stop and proceed sign. This should apply at all times and in both directions especially on public days, private parties, and invitation days. Even if you are running G.L. all on your own it would be wise to switch the wig wags on and obey the signs when running across the main gate crossing, as other people or members may be driving their cars onto the site and will be oblivious to you, especially if you are coming back from Henley Halt. The single line working signals from Smallford to Henley Halt will be out permanently; you need to use them. Other suggested speed signs, limit of shunt, whistle and stop signs have been placed around the site. Eventually all will be on the left hand side in the direction of travel. Please adhere to them as it is for the safe being of everyone on site. With this in mind the G.L. crew are happy to have a familiarisation day on any of the coming Saturdays where any member can come along and join in the fun learning to drive, observe and play safely.

Just recently the ground level has been running with a reduced number of trains on public days, this is because there are no signals past Henley Halt. These are in the process of being restored / repaired by Alan after having had a bit of a bashing! The signals that is, not Alan. The lack of signals has resulted in the crew double heading and pulling three and a half carriages. That was quite simply great fun to do, and in the process clearing the queue in one hit, we should do more of this.

At this point in time we have a distinct lack of members who I know have locos and are not running them on the G.L. It would be nice to see some different loco's and drivers to point and laugh at, not to mention being good for club relations. I am also me culpa too on this one as I promised to have "Maid Marian" up and running by now. No excuse, it's been a smashing summer and I have been lax. Below are the pictures of my automatic drain cocks, I took the idea from one of the model magazines and scaled them up (made them bigger) I hope they work. The principle is simple working by steam pressure acting on a

PTFE membrane covering the outlet on each end of the cylinders. Once the steam pressure is turned off the cylinder pressure blows past the membrane taking the condensate with it at each stroke, Simples.



The fabrication involved some small drilling and tapping 4 BA as you can see anything smaller is out of my range, and that is why I admire any of the guy's in our club still building and using 12 BA or smaller (see last month's newsletter (Guy Ellerby's 100 not out) way to go!

Congratulations to Cookie for steaming up and doing a lap of the track with his Silver Streak ex Plonks Works Train affectionately called Mongrel; he must be very strong to have carried it all that way!





Thanks to the Wednesday Gauge One group for making my grandson welcome and putting on trains whilst Ernie viewed from the Gauge One Bridge across the tracks.

Last but nowhere near least, thanks and sorry to see you go, to Derek a great Editor who is putting the lid on his Editor's pen and passing it to Keith, well done Derek. Thanks to the new Editor Keith, I'm sure we will have a lot of fun in the coming years.

As ever in the muck.

Pete
G.L. Section Leader.

Grounds Maintenance Update

by Nigel G

As promised in last month's News Sheet here are the before and after pictures following the Maydencroft personnel cutting back the overhanging branches over the Narrow Gauge Railway. Now the light and sun allows the layout to be easily seen and John and Co. don't have quite the amount of debris to clear up before they can start running their loco's!

Nigel G
Grounds Maintenance Team Leader



Before ...



... and after

A query regarding vinegar.

Several members of this august Club have mentioned that they have heard that pouring a tablespoon of vinegar into the tender or side tank of their beloved locomotive is beneficial. No...not to make it taste better; fool! but to aid running of the locomotive in some way. I have not smelled the odour of fish and chips going on the track at Tyttenhanger in recent times and I wonder what the cognoscenti's views of this practice are?

A query regarding coal washing.

I know that there has been criticism of the hygiene at Tyttenhanger and that washing of hands is a good way of removing guilt but I have also heard that good folk have been known to wash their coal before bunging it into their fireboxes! I wonder why this is done? And do we do it with lifebuoy soap and do we use a deodorant? I wonder what the cognoscenti's think of this practice and why it is done. Not for cosmetic effects surely?

Ian J

The 14th Bob Todd Memorial Day

Wednesday 7th August saw the 14th Bob Todd Memorial LNER day at Tyttenhanger track.. Bob was the maker of many 8mm railway films, several depicting scenes near his home in Edmonton. Many of those films have been used in DVDs depicting London steam.

Shortly after Bob died, an initial Memorial event was held at the track within Audley End Hall, it was organised by Roger Bowring who had been a friend of Bob for many years. The event was very well supported and about 6 trains ran around the lovely Audley End track with a headboard "Bob Todd Memorial Train"



Since the initial event Roger Bowring and Ian MacCabe have organised memorial days once a year at Tyttenhanger.

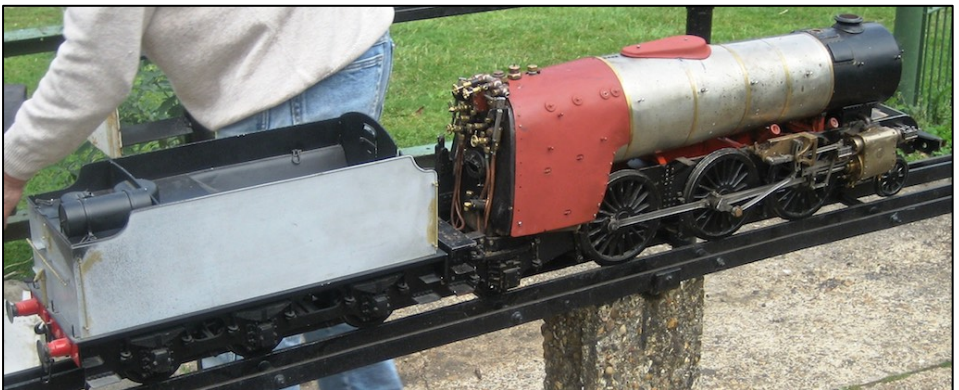
The Enfield Vintage Transport group have also supported these Memorial days, usually bringing along a fire engine and a couple of vintage cars. A marquee erected alongside the signal cabin has shown a collection of items and photographs including the nameplate from the original Gresley A1 Pacific "Robert The Devil" which was owned by Bob Todd.



The 2019 event saw locomotives arriving from 10am. First to arrive was a 5" Flying Scotsman in 1939 condition, not quite finished but beautifully built by Peter.



Next to arrive was Mike's V2 which is much more complete than when he showed it last at Finchley. He has been building it since 1976 so there is no immediate rush to finish it. Mikes model will feature outside steam pipes and as such will not have the monoblock cylinder casting.



The next arrival was an intruder (unless you allow for the 1948 loco exchanges and even that is stretching belief). A GWR 4-6-0 7830 Woolston Manor owned and run by a member from the Colchester Club.



Now back to Gresley a K3 61815 unloaded mightily, apparently an East Ridings engine used on fish trains to London. Its owner being Brian.

At the same time a WD Austerity 2-8-0 was unloaded onto the steaming bay, this is also owned by a member of the Colchester Club.



The last locomotive was Roger's B1 "Klipspringer" which has made many appearances at Tyttenhanger. All four steam runners performed magnificently, quiet, no black smoke, a bit of blowing off and a joy to watch.

Thanks to Ian and Roger for organising.

Geoff

Photos by Geoff Burton and Ian MacCabe.

The July General Meeting at Colney Heath. BBQ and Auction

Friday evening of the 5th of July 2019 was warm and sunny; a perfect dusk for a BBQ and an Auction, especially at Tyttenhanger. The Scribe and his accomplice (Gerald) arrived early to get the oven heated and sterilized ready for the addition of Iceland's best sausages with sprayed sunflower oil. The Knorr soup would be heated on the hot plate ready to serve to hungry punters with buttered Tiger Bread both during and after the auction.

Mike C (The Chief Auctioneer) shown below, with his band of helpers had also arrived early to display the many items to be sold. For the objects consisted of quantities of metalwork tools all-in first-class order, together with a large amount



of useful metals. Mike and Jonathan played a significant and vital part in the proceedings displaying each item for sale and then handed them over to the highest bidder. Geoff had a special table erected for his exclusive use and a

live electrical connection installed; not for telephone bids, but to record the sums bid for items and also to record when the accounts had been settled.

The late Peter Precious had left his workshop to the Club and this sale was to prosecute his wish. As folk will perhaps remember Peter was for several years ago our hardworking Treasurer and an ardent member of the film and video section as well as working 'up at the track' during his more mobile era. So, it was in keeping with our memories and Peter's wishes that we should auction his equipment at Tyttenhanger; an area that he liked so significantly.

Only four members had requested sausages and they had been prepared and served with Tiger Bread and vegetable soup; all done by remote control via Brian L from a beach in Turkey where he was on vacation. Very soon all the sausages (60) were devoured together with the Tiger Bread and Soup. Although only eight sausages were requested, sixty were quickly consumed, then leaving the Scribe time to clean the decks ready for the next time and while the Auction Party cleared away the unsold items.



Roll up, roll up take your pick; cremated sausages or cremated sausages and a bun or a bun!

Soon it was time for the members present to take their purchases home to their workshops; having had both a satisfying BBQ and a fulfilling Auction, visually, materially and gastronomically.

The photo on the previous page shows Mike expertly auctioning the goods. Mike is a very good auctioneer frequently persuading the gathered to buy things that they don't really need! but it's all for a good cause, and we had an enjoyable time too.

The photo is a wonderful example of a *What's It*.

Buyer David :- What size is it?

Auctioneer:- What size would you like?

Brian's Visitor Day

Saturday August the 3rd was the day this year for the annual gathering of engines and friends who had originally met during the running of the model makers events held by Pontins Holiday camp at Brean. Each year brings several regular and other associated friends and their engines to Colney Heath to run and swap stories and methods or perhaps a new model with each other, organised by Brian. Some bring family members with them and much time is spent enjoying each other's company with refreshments provided by Sue.

This year people started to arrive around ten o'clock in glorious summer sun. All admired Peter's exquisitely detailed build of A1 Flying Scotsman in 1930's condition (and 5 inch gauge) displayed on the workshop lead track in the steaming bay and then set about running their chosen engines.

The track was busy all day from about 11 o'clock but not so busy as to be crowded with some coming off and others coming back on continuously during the day until late in the afternoon, even when the clouds had rolled in – mercifully without sending any rain.



The running began with the ungainly appearance of a member of Bulleid's Q1 0-6-0 austerity design (above) with its angular boiler cladding. Shortly followed by a BR black Q6 0-8-0 that had travelled down from the Ryedale club in Yorkshire. This contrasted with the North Eastern apple green T2, showing this same locomotive design as they would have started and finished their long

careers (though without the dirty patina). Two pre-grouping 4-4-0 designs were featured. The exquisite and immaculate SE&CR D I described after its last visit a couple of years ago, and one of the Great Central Director class from the batch build by Gresley as D11 type and allocated to Scotland. This engine also has a typically long name, Lord James of Douglas. BR standard designs featured next with examples of class 2 2-6-0 and Britannia classes taking to the rails.



Not everything goes to plan and so this day when the Q6, carrying family members, broke a valve gear pin near Dingley Dell, the piston rod disconnecting from the crosshead. Ingenuity followed as the tender and passenger car were pushed back to base, the locomotive was lifted onto a short passenger car frame (above) and pulled back to safety by the T2.



Lunch was fast approaching, and I was honoured to be asked to look after the D class whilst owner, Andrew, went in search of food (photo bottom of previous page). Chairman Les was then seen delivering tea to others at the station. More engines joined the running with Martin and Tom P from Maidstone running their Duchess and V1 respectively for the entertainment of many, including Tom's two daughters.

Some modern traction appeared with examples of English Electric shunters running on the ground level railway, one in 5 inch and the other 7 ¼. A blue class 37 and right up to date a DBS class 67 running on the raised track. Mike C, keeping company on the Tom Luxford bench remarked how perfect and enjoyable it was.



As many were starting to head home still more locomotives began running in the late afternoon. A Pansy pannier tank (above) from Maidstone and Sue's bright red Juliet "Jack" running on the Cuckoo line, ably driven by both her grand-daughters. The visitors finally all left shortly after 6pm. A long and happy day had by all.

New Trains in Service



The 717 EMU class photos, above and left, were taken at Finsbury Park Station on the 17th April 2019.

The pictures on the next page were taken at Leeds Station, on 27th July 2019, of a new LNER Azuma train now operating out of Kings Cross on East Coast services mainly at the moment on Leeds services.

Dudley



Dates for your Diary

SEPTEMBER	2019
Sun 1st Sept	Fetes & Fairs at Capel Manor. 10am – 5pm
Sun 1st Sept	Public running at Colney Heath 2pm – 5pm
Tues 3rd Sept	Council Meeting at HQ, 8pm
Fri 6th Sept	General Meeting at HQ. CANCELLED
Sat 7th Sept	3.5” Running Day at CH, 1pm to 5pm, Martin C
Sun 8th Sept	Toy Boat Regatta, contact George C
Sat 14th Sept	Birthday Party, Owen C. Help needed please
Sun 15th Sept	Public running at Colney Heath 2pm – 5pm
Tues 17th Sept	TSC Meeting at St. Mark’s Church Centre, 8pm
<i>Fri 20th Sept</i>	<i>Deadline for copy to Editor for October News Sheet</i>
Sat 21st Sept	Members’ Day, bring your own food if required, Charcoal will be available for the BBQ
21st & 22nd Sep	Fetes & Fairs at Heritage weekend
Wed 25th Sept	Visit to St Albans South signal box. Jim M
OCTOBER	2019
Tues 1st Oct	Council Meeting at HQ, 8pm
Fri 4th Oct	General Meeting at HQ.
Sun 6th Oct	Public running at Colney Heath 2pm – 5pm
Sat 12th Oct	Private party, Nigel G
Tues 15th Oct	TSC Meeting at St. Mark’s Church Centre, 8pm
<i>Fri 18th Oct</i>	<i>Deadline for copy to Editor for November News Sheet</i>
Sun 20th Oct	Last Public running at Colney Heath 2pm – 5pm

NB. 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 and/or the Tyttenhanger Site Committee.