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*This Month...*



Issue No: 701 April 2009

# The News Sheet

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## FROM THE CHAIR

I was unable to be present at the March General Meeting, 'My First Project', as I was away in Derbyshire with my extended family. However, I do hear that it was a good meeting, well run by our Mike Chrisp, with contributions from several members.

I was able to join around 40 members and friends to hear Tony Dunbar and Rai Fenton give an account, with video and slides, of their 'boysie' holiday in the USA exploring both standard gauge and miniature gauge railways. It was obvious that a lot of planning and research had gone into this event, particularly getting permission to take photographs of the USA transport system without being thrown into jail as suspect terrorists!!! It was a most interesting evening and it gave us an insight into the American model railway scene. Well done Tony and Rai, with support from Dave Burman.

As I wrote my notes last month we were on the edge of winter, with snowy scenes of Colney Heath; now today, it is most spring like. The projects at Colney Heath are still being worked on; the anti-tip rail gang have almost completed their task, whilst the signal box is rapidly taking shape under the hands of Master Builder, Ted Kitchener, and Master Carpenter, Mike Dear. No doubt others, unnamed, are contributing, but I can sense the keenness in the air to get this project complete before the main running season. The ground level railway is certainly beginning to look more like a 'real' railway, with all its infrastructure, to be enjoyed by many. When I was there a day or so ago, Peter Weeks was well engrossed in painting the footbridge lattice work.

May I offer my thanks to all members and helpers who have worked hard throughout the winter months on new and maintenance projects at Colney Heath. At least we have a few more weeks left to clear up and make the site spick and span for the running season.

Turning to HQ, we have not heard from our landlords, Barnet Council, so we have not had to pay an increased rent so far. Conditions of the HQ building have, of course, improved. The roof is now watertight and the old library feels dry. Les Dobbs has undertaken to reinstall the ceiling and the lighting, although I did hear that he had had a slight problem with the electrics, now sorted.

**Cover picture: Toy Boat Regatta 2007 Photo: Trevor Smith**

**Right: Toy Boat Regatta 2008 Photo: Trevor Smith**

Both the Loco meeting (17th April) and General meeting (1st May) are trying to take a fresh look at our activities, examining the needs of our membership, and the impact of present day legislation on the Society in general. Do come to these meetings and make your contribution to these discussions.

*David Harris*

## **Treasurer's Report**

Enclosed with this News Sheet is a Membership Renewal form and a general questionnaire to assist the Council in keeping Society records up to date.

As First Capital Disconnect tell us commuters at least once in every journey... "Please take your time to familiarise yourself with the contents....." Seriously though, please complete the form as far as it applies to you and send it together with your payment, Membership Card and a stamped addressed envelope to me at the address given or see me at a Meeting. Let us see if this year we can get all the subscriptions in before the AGM, so that I don't have to spend valuable time in the summer sending out second or worse still, Final Reminders.

The March Council Meeting was a brief affair, but we were pleased to welcome into the Society one new member.

David Rose, Interests:- Locomotives, in particular 7.25" gauge.

Summer is round the corner and I have high hopes that at least two new engines will grace our superb facilities this year, who will make it a hat-trick?

*Mike Foreman*



## The March General Meeting My First Project

In the absence of both our official scribes, the following is offered as a brief record of a very enjoyable evening attended by just thirteen members.

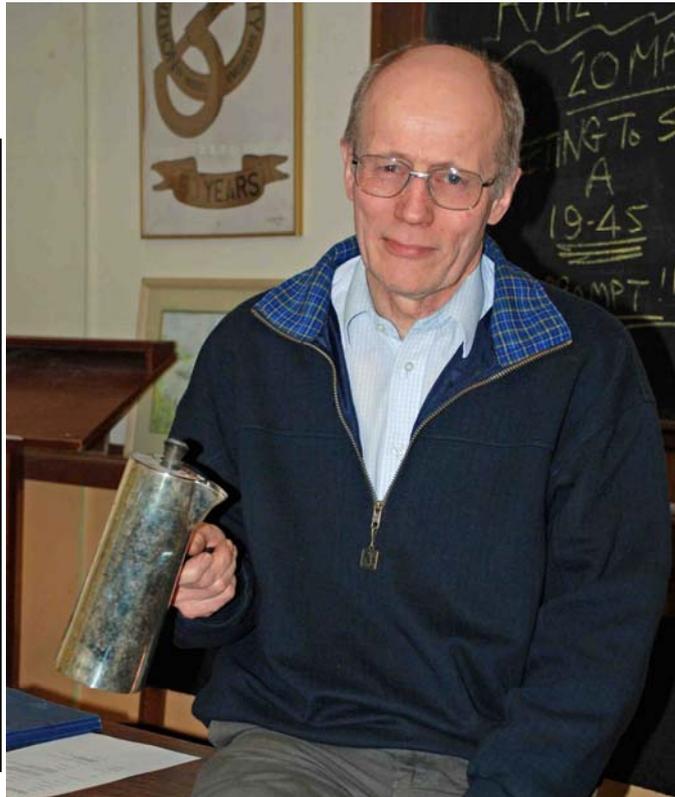
Following the usual preliminaries, Mike Chrisp explained that the idea behind this informal evening was to hear how members became involved in the hobby. Seven volunteers came forward to tell us about their introduction to what has become a lifetime's interest. We heard from Mike Foreman, Tony Dunbar, Bert Mead, Jim Macdonald, David Marsden and Peter Badger. Dave Lawrence rounded off the proceedings with a short film shot from his 'eye in the sky', a miniature camera mounted in a radio controlled model aircraft.

Thanks are due to those who entertained us and, as ever to Ron Thorogood for tea and biscuits and to Peter Davies for dealing with raffle tickets.

*Mike Chrisp.*

Mike Foreman explained that his first project in metal was a silver plated copper coffee pot made to placate his school craft teacher while his heart was really in the construction of his 3½" gauge *Rob Roy* locomotive which still performs well on the track.

**Photo M Chrisp**





David Marsden intrigued those present with his account of the purpose of the adjustable device he is seen holding. No-one guessed its true identity and David explained how it had been used as a bench mark during surveying work associated with a Thames Water project on which he had been working.

**Photo** M Chrisp

### **Marine Mumbles (Rides Again).**

Sorry about last months non-offering. In a nut shell it should have said "Nowt 'appening" pond frozen over. Troublesome trees cut down by the water board.

The launching pit has got a brand new wooden cover to stop anybody falling in. (Have you ever thought of "going" into garden decking Keith)?

The good news is that the pond is now ready for use. Dave Lawrence and yours truly went up to the track a couple of weeks ago and removed the nets. We got rid of a lot of leaves which had got down between the bank and net side (a thought for next year). Otherwise the nets did a brilliant job. Talking about brilliant jobs, the swimming pool dredging nets came into their own. Well done Dave, I knew you had it in you. Our main problem we think is going to be silt washing in during rainy season (all year). This can be overcome by getting swimming pool silt removal nets (finer mesh than leaf removal nets), or some "clever bod" inventing a pond Hoover. The challenge is yours. We are also looking into a filtered water feature stream. Not only would it aerate the water but be aesthetically (that's a good word) pleasing to the eye.

Now for something good. A trustee from the Mayor's Thames Festival came to the M.E. and wants the society to display some of our ships at the festival. I have telephoned the appropriate person for details. It would be a static display outside City Hall on the weekend of 12th & 13th September this year. The good lady I spoke to will keep me informed as more details emerge. Dave and I are very interested in doing it. Many thousands of people are expected to attend this event. It might be a good PR event for the society as well. If anybody is interested in bringing some model boats, and themselves, just let me know. Will keep you all updated as and when I hear more.

*Peter Stern*

## News from Otorohanga New Zealand

Thank you (David Harris) for your e-mail. Yes everything is going well but very hard work. Today Saturday is a half working day and muggins was on duty. As I approached the surgery a call came on the mobile that the ambulance was bringing in a chap who had misplaced his angle grinder while it was running at 3,000rpm (they have not gone metric yet!) and found it in his forearm while he was working under his car! He naturally had a rather large gash just below the elbow, right through the muscle. Once I had stopped the blood it was sewing time on my own (the surgery won't pay overtime for a nurse on Saturdays). It must be years since I did any suturing, needless to say I did not let on and it ended up being quite a pleasing darning job. He is to come back on Monday because it is a worry about the muscles and if they still don't function after the cobbling then either I will have to do it all again or refer on to the experts. The next patient was from Bristol UK on a MG rally wanting the morning after pill. Don't they get about! I found that they were rendezvousing (the cars that is and not the pills) at the Caves Hotel just down the road so after the surgery and a quick trip to see some sheep sheared and the feeding time at the local Kiwi house, the Caves Hotel got my custom. You've guessed it; the cars weren't from Bristol at all but the North Island NZ MG Club. There were at least forty cars with ones from the twenties through to quite recent jobs.

The glow worm caves will just have to wait for another day. The whole of the area is built on limestone and limestone spells many caves. They are thoroughly commercialised with options for black water rafting, abseiling, bungee jumping, going on your own in a lorry rubber inner tube all of course in the pitch dark. A sedate cruise in an electric boat to look at the glow worms will be my choice. The glow worms light up a number of caves by metabolising lumiferrin atoms to lumiferric atoms by an oxidation process and back by ATP. They are actually little grubs which catch unsuspecting flies that are swept into the caves by the river current. They put down long tubes (60cm {24"}) and trap the flies then gobble them all up and after about six months metamorphise into a little fly which goes off and has sex with another little fly of the opposite sex; (no gays allowed in these caves) two days later the little pregnant lady fly lays about two hundred little eggs on the roof of the cave and promptly dies. The eggs then hatch out into more glow worms. That seemed to be a mammoth amount of effort just to become a little fly for a couple of days but that is just the way it is out here, a bit rough. Just like the Secadas who spend seven years underground and come out to spend about a day to get married have eggs and attend a funeral ( their own). Not much of a life spending all your life with a miners helmet on just for a day of glory. The only thing is that they seem to make quite a bit of persistent noise about it; but what would you expect after seven years underground.

Like the shops closing on Saturday afternoons and all day on Sundays and getting about an inch of cream on the top of the milk and getting the petrol poured into the car by an attendant because there is no recorder in the station or leaving the front door unlocked when out.

Tomorrow, which is my only day off, it will be a trip to see the chaps at the Hamilton ME Society. They run for the public from 10am to 5pm. They have two ground level tracks each of 5" and 7¼" gauge of 1.75km (1.09 miles) each with tunnels and bridges all over the place and no signals; only a rule that no driver is allowed to go within 25 yards of the train in front. Last week they gave 1,300 rides! Then it is off to Te Awamuto where it is rumoured that at least eight locomotives are stored. If they can't be found then it will be to Cambridge for a cup of tea before returning to Harrodsville. That was what Otorohanga was called for some time when the Egyptian chappie who owns Harrods had a go at Mr Haddod also from Egypt for calling his store Haddod's Store which he had in fact done since 1936. In retaliation against the Brits everyone called their shops (all 20 of them) Harrods and the town Harrodsville! Mr Haddod incidentally still wraps his goods in brown paper.

Well as you may have gathered I've settled down here at Otorohanga in a rather nice new three bedroom bungalow with double garage with the only metal working equipment being a rather super vice. But don't worry I have no plans to settle here that is of course so long as they don't set a honey trap!

Please give my very best wishes to all the good burghers of the club.

Best wishes Ian Johnston

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## **Committee Meeting News**

### **Council Meeting 2nd Mar 2009**

The Colin Gent meeting that was postponed due to inclement weather will now be held as the November general meeting.

### **Tyttenhanger Site Committee Meeting 17th Mar 2009**

The anti-tip rail is on the last straight and should be completed by the time you read this.

The committee approved the construction of a new temporary station on the GLR inside the current fence next to the pond.

The Chrisp family has donated a ride on lawnmower to the section.

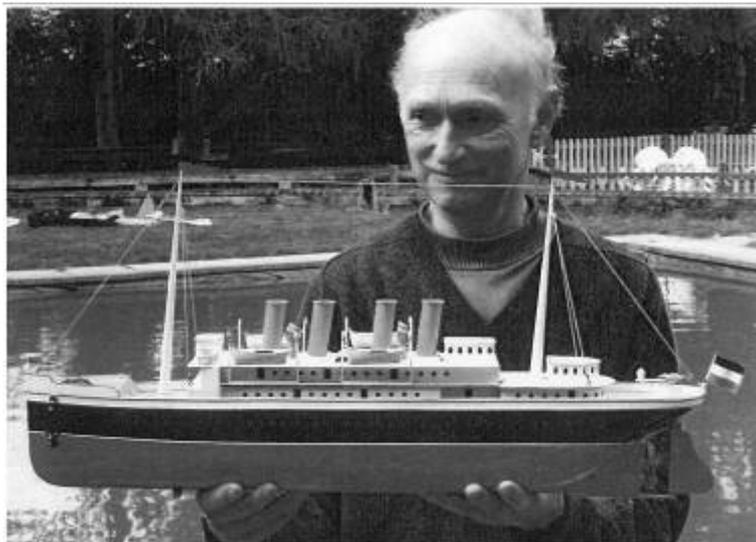
## Toy Boat Regatta

The annual Toy boat Regatta will be held at Colney Heath on 10th May and 19th July 2009. Below are some photos of previous regatta's.

**Right: Toy Boat Regatta 2008  
Photo: Trevor Smith**



**Above and below: Toy Boat Regatta 2007 Photo: Trevor Smith**



## GENERAL MEETINGS 2009 – FORTHCOMING PROGRAMME

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

**3 APRIL 2009**

### **ARCHIVE FILM EVENING**

Frank Banfield has been collecting industrial archive films since he was a lad and in answer to the question "*How many films have you collected?*" is very likely to reply "*Quite a few!*" He will show us a selection that may include anything from a film about a production process to one about transport. Almost certainly he will finish with a 'cops and robbers' chase to send us all home with smiles on our faces. Definitely not to be missed!

#### **1 MAY - WHAT LIES AHEAD?**

An opportunity to discuss the future of our Society.

#### **22 MAY - ANNUAL GENERAL MEETING**

All with an interest in Society affairs and their management should attend this meeting.

#### **5 JUNE – LOCK, STOCK & BARREL**

Ray Tuthill will present an illustrated talk about the Royal Small Arms Factory (1816-1987) in Enfield.

#### **3 JULY – WORKING MODELS**

An informal evening to bring and run something on air – or whatever.

## **SITE MANAGER'S REPORT MARCH 2009**

### **TOP PRIORITY**

1. Access to the pond still needs to be completed before the summer season. **OUTSTANDING**
2. Station Canopy. The felting needs to be replaced in the warmer/drier weather to prevent further deterioration. **OUTSTANDING**
3. Fill in the pot holes and level off the lane roadway. **OUTSTANDING**

### **MEDIUM PRIORITY**

1. The drive-way (narrows) is being rebuilt with road scrapings, but due to lack of labour to level the material, it has not yet been completed. **IN HAND (ish)**

### **LOWEST PRIORITY**

1. The small shed window still needs replacing. **OUTSTANDING**
2. The rubbish behind the workshop, near the garage and in the salt container still needs clearing. **OUTSTANDING**
3. The new land is being landscaped by two chaps and is now well in hand. **IN HAND**
4. The Workshop still needs a massive clearout and the new compressor needs installing. **OUTSTANDING**

**Preparation of the grass areas of the car park for seeding/re-seeding will take place in April, as the site begins to dry out and the weather will hopefully be warmer. Meanwhile, I encourage all users of the Colney Heath site to stay off these areas to allow the grass to recover, and the newly sown areas to consolidate.**

Once the running season is underway, and most of this winter's projects have been completed, I will carry out another survey of the site.

*David Harris*

### **Traction Engine Boiler Tests 2009**

Boiler tests are to be held on Sunday 5th April 2009 beginning at 10am at Colney Heath. Please contact web master.

**NORTH LONDON SOCIETY OF MODEL  
ENGINEERS**

**OPERATING PROCEDURES FOR THE  
COLNEY HEATH SITE**

**2008**

These procedures are intended to be a commonsense approach to the operation of the Colney Heath Site, ensuring as far as is possible, the safety of all persons visiting the Site and the security of its assets.

Section 1 - General.

Section 2 - Steam Models.

Section 3 - Passenger Carrying.

Section 4 - Track Stewards.

Section 5 - Radio Controlled Models.

Section 6 - Marine.

Section 7 - Garden Railway.

Section 8 - Stationary Steam.

## **SECTION 1 - GENERAL**

The Colney Heath Site is available for use by all members and their friends at any time. However, care must be taken at all times to ensure the safety of all persons and the security of the buildings and facilities.

However, when present on an informal visit:

1. Members must close the Main Gate after entering the site and must close and lock it on departure.
2. Members are strongly advised to have at least one competent person with them to provide assistance if required.
3. Members are to open only the premises needed, and must ensure that they have replaced any equipment used and locked the premises before departure
4. Members and visitors must make an entry in the Track Running Book of the date and time of attendance.
5. Members must take special care when there is a fire risk.

When members of the public are on site, track stewards and members must ensure that:

6. All vehicles are parked in the allocated parking areas, and are not taken beyond the steaming bays, except in exceptional circumstances.
7. Cycling is not permitted beyond the steaming bay area.
8. Visitors do not enter the steaming bays, nor pass the 'out of bounds' notices.
9. Visitors keep their children under control
10. All dogs are kept on a leash.
11. No unsupervised ball games to take place.

## **SECTION 2 – STEAM, ELECTRIC or I/C MODELS**

1. All steam operated models must have an appropriate current Boiler Test Certificate, and where necessary, a valid fuel tank Certificate.
2. All solid fuel fired steam operated passenger hauling models must be fitted with a spark arrestor and an ash pan.
3. All models must be in a sound mechanical condition and all safety fittings must be operational.
4. All drivers of any locomotive or traction engine etc., and those operating grass cutting equipment, must sign the Track Running Book prior to operations, noting any restrictions.

## **SECTION 3 - PASSENGER CARRYING**

1. When a train comprises more than one passenger car, a guard must be carried at the rear of the train and have access to the car braking system. A coupling shroud must be fitted between passenger cars.
2. All trains must be operated in a safe manner, and at a safe speed.
3. Drivers under the age of 16 may drive and haul Society members whilst under the supervision of a Society member who has experience of driving a locomotive and also the NLSME track signalling system. The supervising member must be present with the vehicle and driver, however the driver under supervision may not drive public carrying vehicles under any circumstances.
4. The normal direction of running on the Raised Track is anticlockwise. On the main loop of the Ground Level Railway, the direction of travel is clockwise.
5. All drivers must obey all signals. In the event that a signal is not operating, safe visual distances must be kept between trains.

## **SECTION 4 - TRACK STEWARDS**

1. Track Stewards will be appointed for all Public events, and are responsible for the control of all locomotive movements and general site safety whilst on duty.
2. It is strongly recommended that all Track Stewards should wear a HiViS jacket so that they can be identified as such.
3. All Track Stewards must be conversant with their duties.

## **SECTION 5 - RADIO CONTROLLED MODELS**

Frequency peg-boards for all legal UK model transmitter bands must be used when any radio controlled model is in use.

## **SECTION 6 - MARINE**

The Marine Section Leader may appoint a member to take charge of activities on the Boating Lake. All activities at the Boating Lake must be in accordance with the Section rules.

## **SECTION 7 - GARDEN RAILWAY**

The Garden Railway Section Leader may appoint a member to take charge of activities at the Garden Railway. All activities at the Garden Railway must be in accordance with the Section Rules.

## **SECTION 8 - STATIONARY STEAM**

The Stationary Steam Section Leader may appoint a member to take charge of activities when stationary engines and model road vehicles are being operated. All activities of the Stationary Steam Section shall be in accordance with Section Rules, and the UK Road Traffic Acts.

D Harris  
11th Nov. 2008

## **G.L.R. News**

The green shoots of spring are here at last and boy are they welcome; a theme that seems to be catching on in the shape of the G.L. Signal Box. This seems to have sprung up in no time at all. Ted Kitchener who is building the Box phoned me up 7:30am one morning to discuss a small detail that had been on his mind since 2am that morning! After answering his query Ted apologised for phoning so early, I retorted by explaining that he was not the only person who liked to talk shop that early in the morning, a certain bridge builder often phones me at 7am to organise the days work ahead; such dedication deserves to be recognised and applauded (it's a good job that I am usually awake at first light) and please keep phoning.

Peter Weeks is doing a splendid job of putting paint on the bridge and lattice work that when finally assembled is going to look spot on. Thanks also to John Mills for knocking off the rust and red oxide from the old elevated track (flat rail) used to make the lattice work; a dirty and tiring job.

Saturday just passed saw the arrival of the final diamond; this will complete the cuckoo line down link and of which the crew have been patently waiting for. This last bit must be fitted together with the other two points thus ensuring perfect alignment. As of today Thursday the 26<sup>th</sup>, one point and the diamond have been cut into the up and down lines respectively (an interesting exercise), can't wait for Saturday to fit the rest. Once this is completed it will open up a whole new way of operating the G.L.R., hopefully relieving congestion at Henley Halt.

A temporary station is to be constructed on the Cuckoo Line near the power box. This it is hoped will make passenger pulling less complicated and in conjunction with the new pathway/access to the pond will be built at the same time. Both Peter Stern & David Lawrence (marine section leaders) have been involved and are in agreement as to where the crossing will be positioned for ease of access to the pond.

A busy time ahead for the crew and I know they just cannot wait to start running and enjoy the fruits of their labour. Thanks to every one who is making it happen; we are nearly there.

As ever in the muck

***P. Funk***

G.L.R. Section Leader

<b>Track Stewards Rota 2009</b>				
<b>Date</b>	<b>Senior Steward</b>	<b>Track Steward</b>	<b>Track Steward</b>	<b>Track Steward</b>
03-May	Brian Apthorpe	David Jones	Robert Johns	Peter Brown
10-May	Ron Price	Maurice Cummins	Graham Price	Jack Edwards
17-May	Graham Ainge	Peter Foreman	John Johnston	Nicholas Bone
24-May	Nigel Griffiths	Reg Piper	Mark Braley	Alan Marshall
31-May	Richard Castle	Frank Adams	Peter Prior	John Sandwell
07-Jun	Les Brimson	Roy Hall	Roger Brown	Derek Eldridge
14-Jun	Keith Hughs	Victor Burgess	Phillip Rowe	Keith Bartrop
21-Jun	Jim Robson	Derek Smith	John Riches	Peter Fraser
28-Jun	Peter Funk	Edward Kitchener	John L Morgan	Naughton Morgan
05-Jul	Mike Avery	Geoffrey Burton	Johnathan Avery	Nick Rudoe
12-Jul	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
19-Jul	Ian Clift	Peter Lancaster	John West	Bob Gamble
26-Jul	Owen Chapman	Keith Bartlam	Gerald Moore	Frank Adams
02-Aug	Mike Chrisp	Ian Reddish	Alex Chapman	David Foster
09-Aug	Mike Ruffell	Brian Baker	Peter MacDonald	Brian Kennedy
16-Aug	Graham Gardner	Peter Precious	Mike Franklin	David Broom
23-Aug	Donal Corcoran	Lawrence Steers	Richard Deal	R Thompson
30-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Malcolm Barnes
06-Sep	Brendan Corcoran	Peter Davies	Michael Gibbs	Peter Badcock
13-Sep	Jim MacDonald	Chris Reynolds	David Marsden	Peter Brewster
20-Sep	Adrian Reddish	Dave Green	John Firth	Martin Ginger
27-Sep	Kieran Corcoran	Roger Bell	Paul Lacey	Barrie Davies
04-Oct	Dick Payne	Gavin Lang	John Mills	Richard Hesketh
11-Oct	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
18-Oct	David Harris	Peter Fox	Tony Guerrier	Harry Henderson
25-Oct	Terry Baxter	Peter Weeks	Ian Buswell	Roger Clarke

## Mike's Musings

No doubt you have all been wondering about the track stewards roster for this year, fear not below is the provisional roster. Obviously some of you will not be able to steward on the date that I have chosen for you, if that is the case and you are unable to do a swap with another member please let me know. In any case if you do make a swap please inform me so as I can keep the roster up-to-date. If I have left anyone off the list, or you fancy a second go please let me know.

I would also like to remind those folk attending the Tyttenhanger site not to park their cars on the newly grassed areas, please park either on the circular track within the site or alternatively in the lane. If we all adhere to this

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
03-May	Derek Perham	Mark James	Mrs Apthorpe	William Mason
10-May	Adrian Newson	Steve Jones	<b>Rai Fenton</b>	<b>Mrs Betty Fenton</b>
17-May	Frank Hills	Ashton Miles	Ron Thorogood	Mrs Thorogood
24-May	David Spencer	Patrick O'Donnell	Mrs Griffiths	Mrs Marshall
31-May	Michael Dear	Robert James	Nicholas Gear	Robert Hatton
07-Jun	John Bainbridge		Mervyn Smith	
14-Jun	Derrick Franklin	Paul Godwin	Frank Inman	
21-Jun	Richard Cross		Nicholas Griffin	R Lidsey
28-Jun	Geoffrey Mogg		John Morgan (M)	Mrs J Morgan
05-Jul	Dave Snellgrove	David West	David Lapham	George Case
12-Jul	John Beesley		Mrs Badger	
19-Jul	Gregory Metcalf		Mrs Clift	
26-Jul	Jeffrey Bolton		Rachel Chapman	David Metcalf
02-Aug	Rob Brook	Michael Woolsey	Chris Dean	R Lidzey
09-Aug	Norman Back		Ian Johnston	Val Johnston
16-Aug	<b>Rai Fenton</b>		Raymond Gillings	
23-Aug	David Burman		David Morgan	Dave Laurance
30-Aug	Bryn Morgan		Peter Gooch	
06-Sep	Ron Peirce		Mrs P Corcoran	
13-Sep	Michael Smith	Peter Sheen	Mrs MacDonald	
20-Sep	Adam Gorski		Paul Godin	
27-Sep	Peter Stern		<b>Rai Fenton</b>	<b>Mrs Betty Fenton</b>
04-Oct	Paul Bexfield	Guy Ellerby	Mrs Smith	
11-Oct	Tim Clementson		Richard Hall	
18-Oct	L Brooks		Mathew Stallard	Mrs Harris
25-Oct	David Dunlop		Mrs Baxter	Jenny Baxter

request then the grass will have a chance to recover.

In this edition of the News Sheet you will find a removable copy of the operating procedures for the Colney Heath Site. I think you will agree that they present a much simpler and a more commonsense approach to the operation of the site. My thanks to David Harris for his work in producing these procedures.

**Forthcoming Loco Section Meeting.**

- Friday April 17<sup>th</sup>:** - Meeting to discuss the consequences of public access to the Tyttenhanger site with an emphasis on stewarding levels.
- Friday May 15<sup>th</sup>:** - Work in progress. Should be lots to look at on the table, as this is the first Loco Section work in progress meeting for over 12 months.
- Friday June 19<sup>th</sup>:** - 1<sup>st</sup> BBQ of the summer at the track.
- Friday July 17<sup>th</sup>:** - BBQ at the track.
- Friday August 14<sup>th</sup>:** - Last BBQ of the season at the track.

***Mike Ruffell.***  
***Loco Section Leader***

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## **Help! My Clearances are Unclear**

May I ask one kind Club member to help me understand something which has puzzled me for the past 60 years. It all came back as I was reaching for my latest acquisition - "The Hubback Collection" - when my eye was caught by Cecil J Alien's "The 1948 Locomotive Exchanges"

These LMS-arranged exchanges, which I remember well, promised to be so exciting with hopes of seeing perhaps "Flying Scotsman" or a Duchess steaming into Cardiff. Alas the nearest real 'foreign' working into South Wales was an LNER O1 which chugged out of the Severn Tunnel, turned around then headed back to Acton sidings.

The locomotives chosen to take part in these trials were so LMS-biased as to be of little value. These included an outdated Royal Scot but excluded Peppercorn's exceptional pacifics. Bulleid's advanced pacifics gave outstanding displays but were immediately scorned for using too much coal when compared with the sluggish performance of the Duchesses driven for economy on schedules which made no mention of time keeping.

But what puzzled me - and still does - was the refusal to allow the Hall-class entrant to work out of St Pancras or over any part of the Scottish system. (Similarly why the "King " was banned from Euston and Waterloo. Both Star and Castle -class engines

have worked out of Euston and as far North as Carlisle while SR H15 engines with 21 inch cylinders commonly used Waterloo.

Three two-cylinder mixed traffic types and one three-cylinder pacific took part in some, or all, the trials. Comparable dimensions are set out in the following table.

Type	Wheel Dia.	Cylinder Dia	Coupled Wheel Centres	Overall Wheel Centres	Overall Length
Hall	6-0ft	18 ½ in.	14ft-9in	27 ft-1 in.	63ft.
Class 5	6-0ft	18 ½ in.	15ft	27ft-2in.	63ft-7in.
B1	6ft-2in.	20 in.	16ft.-3in	28ft.	61ft-8in.
WC	6ft.2in	16¾ in.	14ft-9in.	35ft-6in	67ft-4in.

The Hall dates from 1928, Class 5 from 1934, the B1 from 1942, the West Country (WC) from 1945

The lateral distance between cylinder centre lines depends on two dimensions - driving wheel width and crankpin dimensions. All engines listed had connecting rods (in line with cylinder centres) positioned outside of the side rods. Is it reasonable to assume that those two salient dimensions would be very similar for all listed classes (of 4-6-0's)

Overall cylinder dimensions would depend on the cylinder bore and casting thickness and even insulation. Walschaerts valve gear pushes the valve centreline further outboard than is the case with Halls where the piston valves are mounted well inboard giving the cylinder block a pear-shaped outline.

Hall cylinder bores are horizontal. Both other 4-6-0's have inclined cylinder bores. Clearly I have failed to understand some vital measurement. Easy to follow answers requested. Do not quote cryptic gauging formulae or anything which requires a degree to understand.

As a footnote may I reprint a few lines from Mr Cox's splendid "Locomotive Panorama" page 109. Mr Stanier's first LMS design was a mogul with horizontal 18½ in. cylinders. From the Civil Engineers, more used to the steeply inclined cylinder layout of the Horwich "Crabs", came 21 pages of track restrictions for this new design blaming excessive cylinder dimensions for imagined fouling of platform edges.

Stanier conducted trials using engines fitted with lead fingers to simulate the outline of new design. Most of the complaints were proved to be groundless and *with a negligible amount of setting back of platform coping stones* Stanier's new design went into virtually unrestricted general use. Of course feeble Hawksworth can not be compared with exceptional Stanier.

*Peter Kearon*

## **The March Loco Section Meeting**

### **By Roger Bell**

Mike Ruffell opened the meeting with a request that we park our cars off the grass at the track, park on the metalled areas or in the lane, in order to give the grass a chance to establish itself.

Next months meeting will be an opportunity for members to vote and decide whether we continue to allow the public access to our track or not, if we do continue to allow them access then stewarding will have to be discussed. The reason this issue has come about is due to our liabilities under the Health and Safety Legislation towards the visiting public and also that our Stewards often do not turn up for duty. Mike stressed that it is not his meeting, it is yours and what you decide will happen.

Our speakers for the evening were Tony Dunbar and Dave Burman who with Rai Fenton went on holiday to the western side of the USA in July 2008. Planning started in 2006 when they decided which places to visit, it soon became apparent that their trip would be a long one and extended to twenty five days involving flying out to Los Angeles then 2,900 miles driving and 2,400 miles of rail travel before flying home from Chicago. They named their talk Railtrek 2008 which was accompanied with Video and still pictures.

Having arrived at Los Angeles they visited the joint 'Burlington Northern Santa Fe and Union Pacific Los Angeles Area Control Centre, which is located in San Bernadino. Permission to photograph trains from the trackside was authorised in the UK before departure, it involved providing ones car details, a detailed itinerary and a photograph of oneself. Union Pacific train crews report suspicious people to their own 3,000 strong police force, who use unmarked cars. Burlington Northern uses rail fans as extra eyes and ears and has run a programme for 16,000 people. Eighty to one hundred trains every day leave or arrive at San Bernadino Station, the length of train can be one and a quarter miles.

Los Angeles is ringed by a series of mountain ranges over which the railroads and latterly the highways have to climb, between the San Bernadino and San Gabriel ranges involves the railroad climbing 1 in 45 and 1 in 33 for some 25 miles to reach the 3,822 ft summit. The infamous Cajon Pass has been triple tracked over its entire length. An additional line built by Southern Pacific in the 70's now means that there are four tracks in use. Four locomotives each of 4300 HP hauled the trains.

The two mile Riverside Live Steamers track, near Los Angeles is 7 ½" gauge and has no diesels, all steam. The locos are oil fired and air braked; they do

not use coal, possibly due to the fire risk. They have 400 members and membership is 50 dollars a year, loco storage is one dollar per foot per year. These loco's and the steaming bays were impressive, being 4-8-4 with a tender they were massive. The large traverser had a mechanical bell on it which rang when it moved. Air braking on trains was provided by a battery driven compressor in the first car. The West of USA uses 7 ½" gauge whilst the East uses 7 ¼".

In order to maintain a reasonable gradient out of the San Joaquin valley and to make use of the Tehachapi Pass, the Tehachapi loop was built which gained 77 ft in height and maintained the 1 in 45 gradient. Video recorded an amazing sight, the complete 1 ¼ mile length of the train was in view around its circle route, the locomotive had passed the rear of the train running on a parallel curve at a different height. Four locos again at 4,300 HP were hauling the train, they have computers on board to fault find any problem although one loco can be shut down and the other three left to do the work. The Festiniog Railway had made use of the Tehachapi Pass technique when building the 'deviation line' in North Wales.

Roaring Camp and Big Trees 3 ft gauge tourist operation railway showed how the logs were brought down from the forest to the saw mill by rail before the internal combustion engine took over. Its Shay locomotive hauled eight cars passed the 200 ft high trees; it was nice and cool in the shade.

San Francisco is well served by public transport; there are trams, trolley buses, buses and BART an equivalent of our underground system. The trams or street cars as they are called are pulled by a street cable driven by a central, electrically powered engine house at a steady 7 to 8 mph. The cars have a grip man and a conductor. The grip man works the gripper which grabs the moving cable and releases it when the car is to stop. Street Car Line F is the newest street car route and uses rebuilt cars from the 1930's; they are painted in the liveries of the cities that used to run them. A bit like Blackpool trams.

Golden Gate Live Steamers was founded in 1936 and was not yet open to the public after track alterations, Tony and his friends were allowed to travel on a test train. The 4 ¾" and 7 ½" gauge tracks are about the same length as ours. Again the locos are enormous; one train had a box car with a lid that lifted, underneath the lid was a kitchen roll, and inside it was full of tools.

The visit to Jack London Square in Oakland was quite an eye opener, here freight and passenger trains ran down the main street, the cars just drove out of their way.

Trains were watched at Roseville Yard, a major freight yard at Sacramento, it was a nice old depot with long freight trains and switching.

The museum at Sacramento was also a nice place. Sacramento is the starting point of the Central Pacific Railroad in the West, Union Pacific started from Omaha; together they formed the First Transcontinental Railroad, completed in 1869. In Sacramento some buildings had been rebuilt in their original style.

Medford Railroad track is in this small city in Oregon and is home to a Ground Level 7 ½" gauge railway, HO scale, A full size Shay under restoration, A Morse telegraph society and a Garden Railway Trains Club. Their visit here was not planned, they just turned up one Saturday afternoon, fortunately their President of the group was on site and they were offered a ride on the one mile 7 ½" gauge line, Tony was then offered a drive so he took the throttle of this SD40 a petrol loco with simple controls.

Train Mountain is actually a private club with a world wide reputation and miles of track, the main line is 13 miles in length and they were doing a 'short' extension of 4 miles during the summer with piles of track panels already alongside the present route. On arrival the club had laid a train on for them, complete with engineer, his wife and a conductor. At 10.30am they set off complete with water supply, the route was difficult to follow on a map but they did reach the most Northerly point, the Elizabeth River Loop and reached their lunch stop at about 1pm on a corner of the site which is open to the public. After lunch and another hour of running they were shown the workshops for track building and rolling stock maintenance. It was noted that the aluminium rail is being replaced with steel, same as ours. The Triennial Rally is being held this year and 300 visiting trains are expected. Members would visit from a distance and park their camper van next to a siding; their loco would then be positioned in the siding next to their van, (bit like en suite). One couple who have moved into a house near to the line are having their own siding built for access to the railway.

Crater Lake was then visited which is an extinct volcano and covered in snow in June, it had 500 inches of snow last year. Then on to the full size Portland and Brooklyn Roundhouse, to see a couple of Southern Pacific 4-8-4's both owned by the city. One was in light steam and being prepared for use the next day, 140 lbs on the clock and oil fired. It was built by Baldwin in 1938 and had 6' 5" drivers. The other was used a few weeks before and was resplendent in daylight colours; Rai was in Seventh Heaven being able to climb all over her and sit in the Engineers seat.

They then caught the Talgo train to Seattle, then on to Chicago for the flight home.

Tony thanked us for coming and hoped that we had enjoyed the evening, from the applause it was certain everyone had.

## 📖 Dates for your Diary 📖

Friday 3 April	8.00pm General Meeting; talk by Frank Banfield Archive film evening ; HQ, Legion Way, North Finchley
Sunday 5 April	10.00am Traction Engine boiler tests; Colney Heath
Monday 6 April	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 17 April	8.00pm Loco Section meeting; Discussion of stewarding at Colney Heath; HQ, Legion Way, North Finchley
Saturday 18 April	HO section to exhibit at John Keble Church Hall (HA8 9NS)
Monday 20 April	8.00pm Tyttenhanger Site Committee meeting; the coach at Colney Heath
<b>Monday 20 April</b>	<b><i>Deadline for copy to Editor for May News Sheet</i></b>
Friday 24 April	8.00pm Workshop Evening; HQ Legion Way, North Finchley
Saturday 25 April	Fareham Club visiting Colney Heath
Sunday 26 April	Birthday Party (Fuller)
Friday 1 May	8.00pm General Meeting; What lies ahead? An opportunity to discuss the future of our Society ; HQ, Legion Way, Nth Finchley
Saturday 2 May	Birthday Party (Selby)
Sunday 10 May	Toy Boat Regatta
Monday 11 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 15 May	8.00pm Loco Section meeting; Work in progress ; HQ, Legion Way, North Finchley
Monday 18 May	8.00pm Tyttenhanger Site Committee meeting; St Mark's Church Centre, Colney Heath
Friday 22 May	8.00pm AGM; HQ, Legion Way, North Finchley
Saturday 23 May	Colney Heath visit (St Albans Womens Group)
<b>Mon 25 May</b>	<b><i>Deadline for copy to Editor for June News Sheet</i></b>
Friday 5 June	8.00pm General Meeting; Lock, Stock & Barrell. Ray Tuthill's talk about the Royal Small Arms Factory (1816-1987) in Enfield; HQ, Legion Way, Nth Finchley
Saturday 6 June	Birthday Party (Smith)
Monday 15 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley ☺☺☺
Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

**NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.**



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The views expressed in this News Sheet are not necessarily those of the  
Chairman or Council of the NLSME.

