

Want to see this  
in full colour?  
Then visit  
[www.nlsme.co.uk](http://www.nlsme.co.uk)

*This Month...*



# The News Sheet

**Chairman's Comments, Treasurer's Notes, Forthcoming General Meetings, Minutes of the 2018 AGM, Nominations received for 2019, New Track Stewards' Rota, The February General Meeting, GLR News, SM45 Narrow Gauge Garden Railway News, Revised Track Steward Duty notification, Dates for your Diary, Society Contacts.**



## Chairman's Comments



April is upon us and public running at Colney Heath commences next month. How quickly that comes around!

The main building at HQ now has its replacement roof. We are fortunate to have accumulated sufficient financial reserves to undertake such work without delay. Substantial sums come from membership fees, fetes and fairs revenue and donations from running at Colney Heath. Which brings me to my next point.

Successful operation of the Colney Heath site requires stewarding. In this issue of your News Sheet you will find the 2019 stewards rosta. It is necessary to call on all society members to steward on one occasion during the year. After taking out members who for one reason or another have valid exemptions, we only just have sufficient members to provide a full compliment. I can remind you that it is a condition of our membership to perform steward duties but, more importantly, I ask you to note that the donations public running generates are essential for the societies wellbeing, enabling us to run both HQ and Colney Heath. Consequently all members are included in the rosta regardless of their section specific interests. Please note the requirements for notification of change if you cannot do your allotted turn.

Now, spring is traditionally a time for cleaning, this year we are having a determined **SPRING CLEARING** at Colney Heath. I have asked the TSC and Section Leaders to, during the first week in May, using their judgement and knowledge, place in a skip everything they decide is not required or worth keeping. In addition to the general rubbish, the site and buildings contain "useful items" that we will never use. Over the years we have accumulated items and equipment, often from members, for club use but which have never been or will be installed or put into use. If they are unused and we don't see a future need for them, it's time to clear them out.

We do not want to discard inadvertently any personal possessions but everything that does not have a known owner will be assumed as NLSME property and kept or disposed as the TSC and Section Leaders see fit. Consequently members are asked to assist by identifying their property, or removing it, before the end of April.

In the past the urge to hold onto something “just in case/that will be useful sometime” has defeated attempts to clear the site. Fortunately we are not in a parlous state with our finances and if in future we are short of bits and pieces to run our activities we can purchase them when they are required. So, we are having a long overdue spring clearing and THIS TIME WE MEAN IT!

Finally, please note that the running books at Colney Heath for 2019 season now include a column for boiler certificate expiry date.

See you at track or HQ.

**Les B  
Chairman**

-----

## Samuel Ryder returns!

On Thursday 4th April 2019, 60 (5/6 year old) children, from Samuel Ryder Academy, will be visiting the Colney Heath site. This year we will have a class arriving at around 10:30 & the second class arriving at 12:30.

Their topic is Our School & Local Area and we need your support please with the following:-

Boats & their controllers  
Static trains & their owners  
Garden railway & their owners  
Ground level trains & drivers  
Raised track trains & drivers AND Stewards

Many thanks in advance of an exciting day to come.  
Please let me know if you can help.

Tracey

## Forthcoming General Meetings

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

### **Friday 5<sup>th</sup> April. Isambard Kingdom Brunel and the GWR.**

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

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

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

**Ian**  
General Meetings Co-ordinator

### **TRACK STEWARDS ROTA 2019**

The track steward's rota for 2019 is shown below. Please make every effort to attend on the date you are allocated. Being a member of the North London Society of Model Engineers you commit to do at least one rota duty when you join or re-join each year (confirmed on your membership form). If, however, you are unable to perform the duty on the date shown it is your responsibility to arrange a swap with another member and to advise the two Senior Stewards of the change.

Some days when we will be running trains for the public we are short of the 11 stewards required. So if you have been left off the list and are able, or wish to do a second duty, please volunteer to the Senior Steward either before or on the day or let me know in advance so it can be published in the News Sheet.

Successful public running days at the Colney Heath track gains valuable income for the whole of the society for use in improving or maintaining our facilities not only at the track but also at Headquarters.

**Nigel G (On behalf of the Council and TSC)**

### **Message from Derek P**

Can I say thank you for all the good friends who sent their condolences and attended the funeral of Angela, it was very moving to all my family the number of NLSME members whom remembered her in days of happy afternoons and times spent with the Society.

Thank you.

Derek

## NLSME General Meeting Held on 1st February 2019

### The Development and History of Earls Court and Lillie Bridge. A Presentation by Paul G.



This report kindly supplied by George C.

On a cold and blowy 1st February evening at 8pm 17 members good and true with snow on their boots assembled at the Legion way HQ. The purpose was for a talk by Paul G on "The Bermuda Triangle of west London, also known as Earls Court including the Lillie Bridge area of railways and depots".

Paul then displayed a map of the 23 rivers of London including the one that eventually turned into the "West London Railway" the Counters Creek which rose in the Kensal Rise area and flowed north to south through to the Thames near the old Lots road power Station. Paul continued to then show how a compilation of early railway companies joined forces to build a railway on what was left of the counters creek river by infilling and followed the route of the river including meanders.

This railway is what we all know is the West London Line today and its purpose was to move coal from the North to areas South of the Thames and move other goods from the south to the north .

Paul then moved on to a later time in the 1860's when the Metropolitan District Railway built lines east west through the Earls Court area going from the city to branches to Wimbledon. Hounslow and towards Kensington Addison road to join other routes to form what was the outer circle and inner one. Paul then stated that the operating agreement the District had with its partner came to an end relating to locos and rolling stock provision. The District had to purchase locos and carriages and also had to have a service depot for these items, this is where Lillie Bridge comes in as the District built the shed and workshops to the west of WLER lines just north of what is today Lillie Road and West Brompton Station. Paul then showed images of these locos and carriages at this depot.

Paul then progressed to the late 1880's when the first exhibition site was proposed and when built it had to keep within the constrictions of the triangle

that all the railways there had formed and how over time the owners of that exhibition site had to be very ingenious in how to expand and build on the Lillie bridge site avoiding all the railway lines in all directions.

Paul went on to inform the room that when the District railway electrified around 1905, the depot at Lillie Bridge lost its function as a steam loco depot and engineers took over on track and point making also a stores depot keeping just a few locos for shunting duties. Paul displayed several aerial photos of the area showing highlighted areas of interest and the complete triangle the railways formed and how the exhibition site owners had to go to great lengths to overcome the railways with huge beams to support the new Earls Court halls. Paul showed photos of the great Ferris wheel that had huge rectangular cabins and also images of Wild Bill Hickok's showground and cast of the show including native American Indians that also performed.

We moved onto the 1930's and to the use of battery locos at Lillie bridge depot for the movement of engineers trains and the last remaining steam locos.

Ian J then took to the floor to announce that tea and biscuits were to be kindly provided with great appreciation by David L. Following this interlude the raffle was drawn and the 3 winning ticket holders selected their prizes which included 2 books and 1 puzzle.

Paul continued his talk talking us up to the 1970's when steam ceased on LT and also how all engineers working were transferred away from Lillie Bridge to Ruislip depot and that the facilities at Lillie Bridge were only used for Battery loco lead acid battery maintenance wash-outs.

The timespan then progressed onto the latest period when the redevelopment of the whole area including a housing estate on a former goods at the rear of the site. This so far has not progressed due to political reasons both local and national only the demolition of the 2 halls so far, that needed a mammoth of a crane to be erected in the centre of the largest hall on a semi circular track to remove the multitude of concrete beams that supported the floor above all the railway tracks underneath the site. Paul then spoke of his involvement in the planned installation of a rolling stock depot in a undercroft on the site and that failed due to the lack of size made available by the property developer. We were shown an artist's impression of then the proposed site and area which is to provide 4 new village sites but as a born Londoner myself I know of only 2, Highgate and Dulwich.

The WLR is now used by TFL Overground and Southern services and is as busy as ever with freight.

Being then just after 10pm Ian J called the evening to an end and those present gave a round of appreciation to Paul and we then made our chilly way home.



## G.L.R. News. April 2019.

In like a lion out like a lamb, March has been a challenging month to say the least, never to dampen the spirits of the G.L. boys though. This month we have been busy refurbishing Smallford's turntable structure itself, Jeff and Paul after taking great care to align the newly fabricated wheel sets asked me to stick them on! Their wish is my command, delicately tack welding them on at first and after checking the alignment I was given the nod and we laid on a nice heavy bead of weld, once fixed a member of the crew scooted the turntable round saying look at this, it reminded me of my younger days spent over the park scooting the roundabout round and getting dizzy, some of us never grew up did I.



'look away' - welding the hand rail

Next part to be assembled were the upright handrail bearers and the hand rails themselves, feeling my age I had to sit down for this one to steady my hand and wishing I was still over the park! Never the less we decided that it was much

easier to weld the fittings than thread them together and once fettled and painted know one will ever know.

Photo right - nearing completion.

The crew have also been busy clearing the car park of old ballast and rubbish that seems to just appear, the old ballast has been put to good use in blinding out the space number six ready for concreting that will eventually become the clubs Fitting/Welding and fabrication area, the rubbish has been relocated awaiting its final resting place? Please feel free to take some home.



Nigel our intrepid rabbit deterrent has said he will burn the boards that the ballast was laid on and once they are removed from the car park we will have gained many more car parking places instead of piles of building materials and RUBBISH hooray.

### **On-going works.**

Refurbishment of the club's petrol loco, we need to fix a loose point blade by the signal box, more track ballasting, the concreting of space 6 and setting up the Fitters workshop /welding bay area etc., and track signal installations. Still plenty to keep us occupied until the open season that's not so far away now.

### Saturday the 16<sup>th</sup> Blowing a gale.

Six of the crew still managed to turn out to help ballast the track up to Henley Halt, fortunately I was rebuilding *Alban* under the covered steaming bay (bit of luck that) even Jeremy who was at the track waiting for a friend to go and see Wales play rugby lent a hand shovelling the pink stuff "nice one" every little helps, your reward was the final score.

Paul and Brian had got *Alban* out by the time I arrived and had started to button the old boy up, Brian had made and fitted an extension to the choke mechanism on the carburettor, Paul took the hand brake apart and fixed the loose handle, adjusted the brake cable and when put back on incorporated a pull off spring to the calliper. The body was lifted up and bolted on, time now to try the newly fitted pull start and kill switch! Two pulls and away the engine went with its re routed exhaust it was a pleasure to take it around the track for a test run. *Alban*

is now once again ready for the new season and any competent member who would like to drive it please see one of the G.L. crew and they will show you how to start and run the old boy.

Earlier in the month Jeff and Paul put the finishing touch to the turntable by adding the decking boards and as the photo below shows not a bad effort.



Jeff has promised me he will be fitting a better locking mechanism to the table and once the structure is painted it will look pucker; it might even see me out! We have been blessed with the presence of Mr Badger over the last few weeks a very obliging sort of chap who it seems is getting nicely over being under the surgeon's knife. At teatime we enquired how everything was down there! And within a flash, down came the kecks to reveal the resultant scar, (put me off me hot dog a bit). Mrs Badger you have my sympathy.

Good to see Derek P up the track today after his sad loss I hope the new season brings better times for you and us all.

As ever in the muck,

**Pete. G.L. Section Leader.**



## The Narrow Gauge Garden Railway

by John D

I'm pretty certain that for quite a few of us our first introduction to live steam was through tinkering with a Mamod; my own stationary engine still comes out now and again to amuse the grandchildren (that's my story and I'm sticking with it!). They still make all the old favourites, the fire engine, road roller etc. and a good few years ago now introduced a narrow gauge outline loco

and rolling stock which has allowed many people to get an economical introduction to steam in the garden. Already owning a roundhouse and an Accucraft steam loco I was looking for something to run whilst awaiting steam to reach pressure, a battery radio control loco would be ideal, guess who now manufactures a couple of suitable locos, that's right, surprisingly it's Mamod! One is a tram outline which if you saw last month's News Sheet I already have, not the Mamod one but one quite similar so I had a close look at their other one. Apparently it's based on a loco which worked the Newcastle dockyard, all reviews were positive, a few videos on YouTube were perused, one in particular



compared it to a similar Roundhouse loco and it compared very well indeed and considerably cheaper too! Dream steam, a garden railway dealer in Kent had them in stock, ordered one day delivered the next Incredible! I can confirm that it's a fine robust little engine. I opted for the radio control version where I can sound a guards whistle, toot the horn and turn on and off

the realistic engine sound, great fun! I also ordered from SLR models their 3d printed upgrade kit for the loco so now it boasts cab steps and axle leaf springs, which lifts the otherwise plain chassis, very well recommended.

On the layout side of things the "country" loop has now been fully scened, I was going to leave the back side of it adjacent to the raised track just as was originally built, but Waz insisted that it would be much better if the scenic section went all the way round, glad he made me do it now, I also wasn't going

to bother with a tunnel but Nigel twisted my arm, again it worked out well and it has created a nice visual break.

To give a sense of identity I had a custom made station sign made which now lives on the freshly repainted access bridge. The next main project is some improvements to the track layout, all points and relevant parts are on order and hopefully will be completed ready for the spring and then we can get some trains running! Further to my comments last month, the work the ground level boys continues to impress, that ballast is a really fetching shade of pink! And the sleeper replacement programme on the raised track has again been very impressive. Incidentally if you want to see more pictures and videos of the garden railway and Colney Heath running days you can view them on my Instagram account (that's on the t'internet grandad!) search for the midland yvvern.



## Revised Track Steward Duties

Enclosed with this edition of your News Sheet you will find an update (issue 3) to the Track Stewards Duties at the Tyttenhanger Site. With the Ground Level Railway running from Smallford Station (the station in the car park) the text has been amended now that automatic wig-wag signals will operate when a train approaches the level crossing at the entrance to the site. In addition a small number of amendments have been made based on experience.

Please take the time to read through the update, and hold onto it for future reference when it is your turn to be a steward this running season. If you have any queries on the content of the document please feel free to discuss them with the appointed Senior Steward who will be contacting you before the date of your duty to confirm you will be attending, and if not, who you have managed to swap your duty with.

**Nigel G (On behalf of the Council and TSC)**

- - - - -

## LittleLEC2019

Preparations are now in hand for this year's LittleLEC competition which is being held at the Bracknell Railway Society over the week-end of 15th and 16th June. Closing date for applications is 30th April.

<http://www.bracknellrailwaysociety.co.uk.gridhosted.co.uk/live-steam-at-jocks-lane-miniature-railway-bracknell/915-2/>

Please pass this information to any of your fellow society members who may be interested in taking part in the competition.

Regards,  
Bryan, GMES Secretary, and LittleLEC Co-ordinator

- - - - -

## Dates for your Diary

<b>APRIL</b>	<b>2019</b>
Tue 2nd April	Council Meeting at HQ, 8pm
Thur 4th April	Tracey's school visit to Colney Heath
Fri 5th April	General Meeting at HQ, 8pm.
Sun 7th April	Working party at CH 9:00 to 12:30
Wed 10th April	G1 section visit East Anglia
Sun 14th April	Working party at CH 9:00 to 12:30
Tue 16th April	TSC Meeting at St. Mark's Church Centre, 8pm
<b><i>Fri 19th April</i></b>	<b><i>Deadline for copy to Editor for May News Sheet</i></b>
Sun 21st April	Working party at CH 9:00 to 12:30
Fri 26th April	Workshop evening with Mike H. 8pm HQ
<b>MAY</b>	<b>2019</b>
Fri 3rd May	General Meeting at HQ, 8pm. <b>AGM</b>
Sun 5th May	Public running at Colney Heath 2pm – 5pm
Tues 7th May	Council Meeting at HQ, 8pm
<b><i>Fri 17th May</i></b>	<b><i>Deadline for copy to Editor for June News Sheet</i></b>
Sun 19th May	Public running at Colney Heath 2pm – 5pm
Sat 25th May	Pete F. Party

NB. Please notify Alan M (Secretary) of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.

-----

## Steam Oil and Lubricating Oil for Sale

A new supply of Steam Oil 460 Grade and lubricating oil, is now available for members to purchase. Contact the Treasurer at Colney Heath on Thursdays or Sunday mornings, or by arrangement.