

Issue No. 821

April 2020

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The News Sheet

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Chairman's Comments



By the time this news sheet reaches you no doubt the CV 19 recommendations for social distancing will have moved on. Mindful that some of us are past the first blush of youth we need to take care in what we do. The council have considered this and a statement of restrictions on our activities is included in this news sheet. (Page 3)

Society activities will naturally be curtailed by your own decisions to act as best suits your individual circumstances. However, cancellation of general meetings at HQ and all public and event days at Tyttenhanger until such time as it is deemed safe to resume – though we have no idea at present

how the government will advise this - is also necessary. For those that have keys to HQ and Tyttenhanger and wish to continue to use the facilities I urge natural caution. Certainly, follow government guidelines.

The May AGM is also cancelled. Fortunately, existing council members had submitted nomination forms to stand again and whilst Tony was to have stood down, he is now prepared to continue. As there are no additional nominations, requiring an election, the society council recommend that they continue in post for another year and hold the next AGM in May 2021. I will produce a Chairman's report of 2020 and Mike will produce the financial statement. Both, together with the minutes of the 2019 AGM, will be published in the June news sheet. Accepting these are unusual actions in these unusual times I trust you agree there is no practical alternative.

On other matters I attended the Sothern Federation of Model Engineering Societies AGM on Saturday 14th March. Interesting to hear that the draft guide to passenger carrying miniature railways (HSG 216) is now accepted by the HSE and will be published in a few weeks. On conclusion of the proceedings a representative from our insurance brokers, Walter Midgely, made a few interesting comments regarding documentation and record keeping. Citing a Chinese proverb, "Weakest link is better than strongest memory", he reminded us all the need in this day and age to document and record actions and in particular log all inspections and repairs to rolling stock. The TSC have this in hand and better record keeping will be in place for 2020. Furthermore, he added his own proverb, "if it's not written down it didn't happen".

I hope that during the present difficulties you all keep well and healthy and with any luck get a bit of extra modelling time.

See you at track or HQ, CV 19 permitting!

Les B, Chairman

IMPORTANT NOTICE REGARDING NLSME ACTIVITIES RELATING TO CORONAVIRUS (COVID-19) PANDEMIC

This news sheet, being a monthly issue, can never provide members with up to date decisions on how the pandemic impacts on our club activities. It is therefore important that members always follow the latest government advice.

As of 20th March, Society officers and council members had discussed NLSME actions appropriate to our activities and advise that, consistent with government recommendations, advised by 20th March, the following restrictions are to be implemented.

Head Quarters

The April general meeting and May AGM are cancelled. Also cancelled are workshop meetings and slot car race events. Members use of the OO, HO, Gauge O and slot cars facilities is discouraged due to the difficulty of maintaining social separation in those rooms.

Tyttenhanger

All club organised social functions are cancelled until further notice. For your guidance, club organised social functions means public running Sundays, open days, toy boat invitation days, G1 club visits, public birthday parties and other club invitation days.

Tyttenhanger remains available for members use as it is an outside space. However social distancing should be maintained. The G1 bothy should not be used as a mess/meeting room, nor should the coach, workshop or sheds.

Council require that members who wish to bring family or friends onto the site for a private function or visit of any sort must follow the national government recommendations in place at that time. Such invitations and any adverse COVID-19 related consequences arising therefrom are the sole responsibility of the inviting member.

Fetes and Fairs

Fetes and Fairs activities are dependent on the host organisation continuing with the event. At present all events up to end of May have been cancelled. Nonetheless the near impossibility of compliance with social distancing whilst running the portable tracks and the consequent the risks between our members and with the public could not sensibly be overcome, even for outdoor

Treasurer's Report

With the current Corona Virus (Covid19) epidemic causing mayhem to all our activities, particularly at HQ where we have suspended meetings for the present and the situation will be reviewed as events unfold. The Tyttenhanger site because of its very open nature does allow a degree of freedom of movement, providing you do not congregate in confined spaces. (see page 3)



Meanwhile, life must move on and that includes dealing with your Membership Renewal for the forthcoming year. Enclosed with this issue of the News Sheet is the subscription renewal form, the rates have not been increased, so please give it your most immediate attention and forward your dues to me as soon as possible. This will make my life so much easier. Thank you. A special mention to those members who pay by Standing Order direct to the Society bank account, please check that the amount you are paying is the correct amount and quote your name & membership number. Whatever your subscription payment arrangements are, please send yellow form back to me filling in all the requested details.

At our last Council Meeting we were pleased to welcome and accept an application from Terry Summers, he is interested in Locomotives, O, OO and Marine.

The Southern Federation Insurance scheme is operated via Walker Midgley Ltd., and I will have a supply of Public Liability Certificates available to any paid-up members, who wish to have a copy for the year commencing 1st April 2020 for their own off-site activities. If you are interested in insurance cover for your own models or workshop equipment etc., relevant proposal forms are available from Walker Midgley Ltd., please ring them on 0114 250 2778. Finally, a reminder to all members who own and operate self-propelled road vehicles in any location to which the public has access, including roads, club sites, rally fields, parks, etc., they must have Model Road Vehicle Insurance. This cover is a LEGAL REQUIREMENT and an application form can be obtained from Walker Midgley Ltd., mentioning NLSME ref. SF540.

Despite all the problems caused by Covid 19 and weather, work has continued at Colney Heath on the various projects around the site. Moving quantities of granite chippings from A to B seems to be the order of the day. Other tasks such as putting windows, painting, erecting a wooden hut for housing the RTR signals and wagon, or just chopping off branches and trimming hedges have all been undertaken. All good healthy work in the fresh air. As restrictions on our

movement continue what are you achieving in your own workshops during your enforced confinement? Unless of course your good lady has already bought the tins of paint for decorating.....



As can be seen in this photo work on refitting container is progressing well

**Mike F.
Hon. Treasurer**



Compressor

For some time there has been a compressor stored, unused in the workshop at Colney Heath.

We would very much like to identify the owner. A member of the club has expressed a wish to purchase it if it is available.

The cylinder is blue and the mesh guard above red.

Please contact John W. if you know who owns it.



Forthcoming General Meetings

General Meetings at our Legion Way Headquarters in North Finchley

Friday April. 3rd. CANCELLED

Friday May. 1st. AGM. Annual General meeting. CANCELLED

The following two meetings are at present cancelled – Update next month if circumstances change

Friday June. 5th. First Aid at Colney Heath. Seven pm Start.

Friday July 3rd. BBQ at Colney Heath.

Any questions please ring, Ian Johnston on 020 8449 0693 or e-mail ian@jtc.me.uk

Ian J.
General Meetings Co-ordinator



Raised Track Driver Training and site familiarization course.

In view of the current situation please be advised that the proposed Training Day is cancelled.

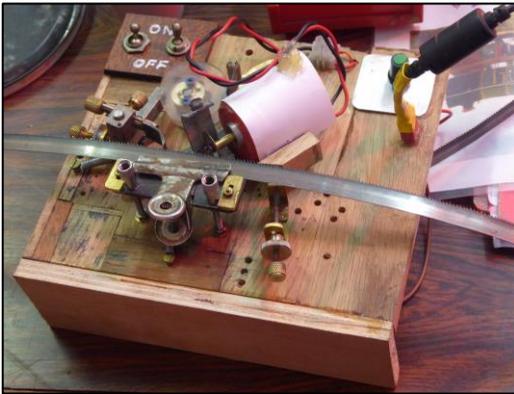
Although the numbers are still low the total gathering would have been about a dozen people.

Hopefully, we can reschedule when things return to normal.

Report of March 2020 General meeting. Work in Progress.

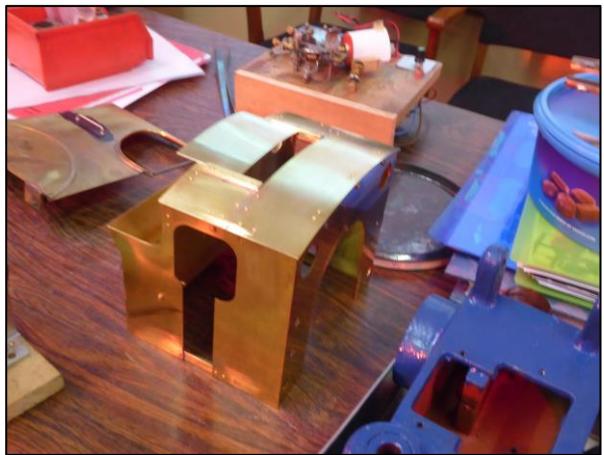
A goodly crowd of model engineers gathered at HQ. That was after mingling with the crowds of folk in the parking lot attending the devotions regarding the happy elephant that seems to reside under the magnolia tree. The tree that was our assembly point in case of a disaster occurring to our meeting room.

Ian Johnston welcomed all, especially when in other areas ME Groups were abandoning meetings due to the viral flu infection. Safety instructions were given, the raffle prizes announced, so it was on with the show. . . . Work in Progress.



First off was David L. Demonstrating a band-saw blade sharpening device. He had constructed it using scrap from his copious store of 'It might come in useful' items. The whole set up looked distinctly *Heat Robinson*, but by gum it worked like a wizard! The contraption functioned automatically and could sharpen a band-saw blade in less than three minutes saving both money and Earth resources. Sorry Amazon.

David H. then mounted the podium to introduce the group to the cab of Rob Roy. David had acquired the incomplete model years ago. It appeared to have had several builders in the past whose skills were varied. The building of the cab had not been attempted. David decided to include the 'middle man', in fact it turned out to be several 'middle men' ending up with a well-known firm of model engineering factors. When David received the brass sheet it had been cut precisely to the nearest thou. So much so in fact that there was no room for mistakes and each piece of



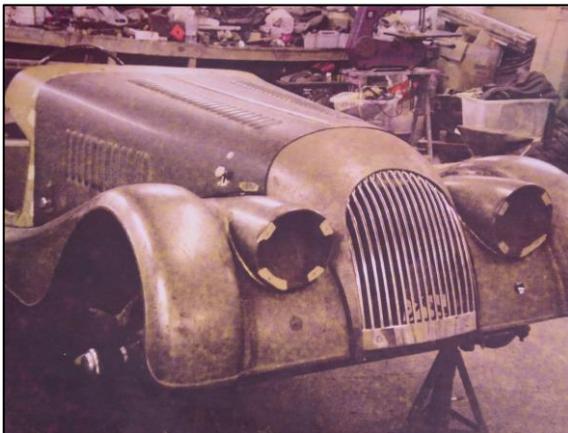
thou. So much so in fact that there was no room for mistakes and each piece of

the kit fitted exactly in with the others. So much so in fact that one half a thou had to be taken off the cab sliding roof to ensure that it could slide in the runways.

Jonathan A. was the next presenter, (a bit like Master Chef). Jonathan had been given a commission to build a train of coaches for the Morecombe and Heysham to Lancaster Line. At nine miles in length was the first electric railway to be powered by high tension A.C. current. From overhead wires the supplied current of 6,600 volts' single phase 25cps was drawn down by bow collectors and later pantographs. Each motor coach had only one driving compartment. The coaches were 60 feet in length and 9 feet wide with seating for 72 passengers. Jonathan did a marvellous job reproducing immaculate models using many techniques of modern etching and three-D- printing.

Peter B. had brought with him the head of a Warco pedestal drilling machine that he had bought at an auction in Cornwall. It was a wreck but Peter thought that as the table was not covered in careless holes that it either had done little work or had been used by a very skilled craftsman. The covering of rust concealed quite a bit from peter's astute eyes. It was a wreck. But with Peter's ingenuity a breath of a new life had been given to one of Mr Warco's early drills that was once the casting sand had been rinsed off!

Mike H. was in the terminal stages of restoring his Morgan car. It was and is a Morgan 10, '64 and had been in Aden for some time. Those ex-mariners will remember how the sand can get into every crevice even the rather personal ones.



Mike car was returned to the UK complete with quite a quantity of sand. He has settled down to a complete restoration and has got as far as the doors. (The scribe notices that Mike's model gets anything upwards from £30,000 in the E&M). Mike described in detail the peening of the edge metal for the doors which looked as though they will certainly be a credit to the next owner of the car. Mike could have carried

on for the rest of the evening, but David announced that the tea break was about to take place, so reluctantly the group gathered round the artefacts to wonder at and to drink tea.

The tea break was soon over. Mike F had to make a statutory announcement regarding the fees for the forthcoming year. The group agreed unanimously that they should stay the same. The raffle was drawn and the gathering settled down



to listen to Gerry A. He presented models of three oscillating engines. Ian Johnston had seen one at the St Albans ME Show. It was designed and built by Malcolm B, who is also a member of the NLSME. The model is fairly unique in the manner that steam gets into the cylinders and the arrangement of the cranks.

Gerry's model had life breathed into it from a small compressor and started immediately. The trials and tribulations of drilling lengthy holes in the delivery shaft by the 'Ackroyd method received nods of approval from the cognoscenti among the audience.

The treasure Mike F. presented on the desk a super-heater from his almost newly constructed B1 locomotive. The super-heater had been tested to an unmentionable pressure some time ago but recently had failed. Even though it had not been used. The super heater failed in several places. The audience suggested that it could be flux that has failed or sand. They then suggested that porridge or Radweld might do the trick! Not appreciated by Mike who decided to re silver solder the failed parts.

"The D class locomotive was a Harry Wainwright design of the South Eastern and Chatham Railway. Detail work was devised by R Surtees and gave the satisfactory graceful lines to the very acceptable appearance an engine that steamed well. It is easy to understand why Les B. has laboured for what seems like years and is in fact years, creating a 5" gauge model that would do justice to Wainwright's and Surtees vision of locomotive elegance. Les brought the splashers which he had to construct to the Surtees design and not to Maunsel's D1 locomotive which is the well-known model, Maid of Kent. Les made templates and was able to reproduce aesthetically similar splashers that both Les and Surtees would have been proud of.

The presentation a cylinder block from Peter's creation of an A3 Pacific was the final demonstration of the evening. The mind boggles at the extent of Peter's research not only into the original construction of the locomotive but into other model engineer's depictions of the A1. Model engineer designers such as Moonie, Wilson, Greenly the scribe thinks were considered. Don Young being eventually plumbed as the most appropriate for his purposes. It was a design that

was near the prototype as possible with accurate drawings, practical applications and nearest to the original plans at York. That was the modus operandi in everything Peter did or planned from choosing the casting agents and materials to the machining of the castings and their quality. Printouts of his work were distributed to the group regarding the construction of the one superb cylinder resident on the bench. This ended an outstanding evening with a wonderful variation of work on show from gauge 00 to 5" with lots of stops between. This left the scribe the pleasant task of thanking all the participants for their presentations, thanking David and Peter for the teas and raffle and thanking the members for participating in such a glorious evening.

Ian J.

TRACK STEWARDS ROTA Information Pull-out

For the last few years before the start of the running season at Colney Heath we have issued a Track Stewards Information Pull-out in the middle of the News Sheet to act as an aid-memoire for stewards. This year we find ourselves in very unusual and difficult circumstances as a result of the Covid-19 virus.

Our Chairman, Les Brimson, will have detailed elsewhere in the News Sheet what actions the Tyttenhanger Site Committee and Society Council have decided we will be taking to protect our members and the public from the virus in regard to club organised social functions.

Although this year is different from previous ones, the Track Steward Duties Information Pull-out had recently been updated to reflect some changes in locomotive operation on the tracks at Colney Heath. This is now Issue 4 and can be found on the following pages. Although public running will be suspended for the foreseeable future there is always the hope that 'normal service' may be possible later in the year.

So, please pull out the centre pages and store them for future reference.

Nigel G.
On behalf of the TSC & Council.

NLSME STEWARDS DUTIES. Issue 4 - April 2020 [Pull out 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 the 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. The 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 and chase the changeover activities to see they occur promptly. 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 TSC and Council where anything is referred to him 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 STEWARDS.

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. Sometimes even the adults might need a word too if they enter areas not intended to be accessible to the public.

A general duty that is important to other stewards and drivers is to ensure they are supplied with refreshment during their stints by delivering teas to them. Bearing in mind the coach staff may be very busy and they may appreciate the steward making as well as delivering the teas. It is important to remember that all stewards are 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 and dealing with their car parking arrangements (always a sensitive issue for some of the public), 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 arrangement's stewards have to ensure the steaming bay is managed efficiently with its attendant paperwork and need for passenger cars and getting locomotives on and off the track with the minimum of disruption to running trains. To organise all this Council, appoint senior stewards, each allocated to manage a team of stewards on the day. The senior steward 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 as well as ensuring before the day he/she has a full complement by emailing or ringing them.

NLSME STEWARDS DUTIES. Issue 4 - April 2020 [Pull out Page 2]**GATE STEWARDS.**

Note: - The gate steward must be in possession of a 2-way radio in order to maintain communication as is necessary with the Station Master at Smallford Station.

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 numbers involved we cannot accommodate all the visitors' cars on site and 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 in the lane. 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 provide advice to drivers as to available space in the lane or if none is available to direct them 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 steward at the gate 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 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 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 ensure they 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 at least to prevent any late comers parking on the site and to control the Ground level rail crossing.

NLSME STEWARDS DUTIES. Issue 4 - April 2020 [Pull out 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 has to sign the running book, usually kept on the lectern in the workshop 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 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 spark arrester is in position. Another important question for the steward to ask is does the loco have an ash pan fitted. 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 steaming, the main raised track 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 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 should be enlisted to hot foot it up to the station to obtain the carriage. Awareness is required of trains already on the track and the traverser must only be used when the raised traverser warning signal is silent and its wigwag lights off.

Likewise getting loco's off the track requires similar assistance.

With running from Smallford Station planned to continue in 2020 the same rules apply to loco's running on the Ground Level Railway 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 railways. Generally members are well organised and polite but occasionally a car may be left blocking the steaming 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.

NLSME STEWARDS DUTIES. Issue 4 - April 2020 [Pull out Page 4]**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 GLR 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 following 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). 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.

G.L.R. 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 GLR 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.



Narrow Gauge Garden Railway

By John D.

STOP PRESS!!! I've just found out the National Garden Railway Show will now be held on Saturday 14th Nov.

This month to be honest I don't have much in the way of narrow-gauge news to write about so I'm hoping with your indulgence I may wander off piste so to speak.

Recently myself and Mrs. Narrow-Gauge celebrated our ruby wedding anniversary, that's 40 years!! Yeah, I know, you get less for murder! Anyway, to celebrate, we booked

a holiday to New York, somewhere we had been wanting to visit for a years. We originally were going to go a few years ago then I had my accident and that was the end of that... with the latest travel restrictions, we were lucky to get there and back this time!



Apart from the usual places that I thought were essential to see, the Empire State, Central Park, statue of liberty, 9/11 memorial etc I really wanted to visit Grand Central station, or as I found out later not station but terminal. By a stroke of good fortune our hotel was literally over the road from the terminal so to accompany my photos which to be honest don't really capture its majesty here is a brief history.

Located on 42nd street and Park Avenue it's the 3rd busiest station in North America even though it now only handles local commuter trains, during the rush

hour a train arrives every 58 seconds and serves some 67 million passengers a year. Intercity trains were moved in 1991 to nearby Penn station. It was opened in 1913 on the site of two previous stations with similar names, its architectural style is known as "beaux arts" and it covers an incredible 48 acres with 44 platforms more than any other station in the world. At the moment



another 8 platforms are being constructed so expanding its capacity even more. Ironically you can't see any trains from the concourse or the adjoining corridors and side halls so no good for copping numbers! The main concourse has a



beautiful vaulted ceiling with a painted mural of over 2,500 stars depicting the constellations it contains lots of astronomical errors but these have never been corrected in subsequent refurbishments. There are 10 enormous chandeliers each containing 110 bulbs again in the beaux art style. In the centre there is the famous information booth, apparently, they field over a 1000 queries an hour! On top of the booth are the

iconic clock faces each 2ft face is made from opal glass, local legend has it that they are made from actual opal and has been valued by Sotheby's at between 10 and 20 million dollars.... they were first stopped for repairs in 1954 some 41 years after being installed, amazing...

The side halls and corridors are as impressive as the concourse and are mainly shopping malls and there is even a quality food market with prices to match their grand location of course! It has been designated a National Historic Landmark and is a major tourist attraction in its own right and receives over 21 million visitors a year, in fact when we there a wedding party was present and having their photos



done with the concourse as the backdrop, can you see that happening in Kings Cross! Hope you enjoyed my little diversion from all things narrow gauge, I was hoping next month to have a report on the Ally Pally model railway and the Peterborough garden railway shows, however with the current crisis one is cancelled and I expect the other to follow suit, so that's put the end to that!

Finally, please take care of yourselves and your loved ones and let's hope it won't be too long before we can all get out there and get chuffing again.

John D, Section Leader



G.L.R. News. March 2020.

Hi gang,
What a difference a month makes!!

Due to the ongoing problems I expect projects at the track to slow down maybe even stop. Some members have been in touch with me stating that they will be staying away for the foreseeable they have my blessing on that one and I wish them well.

I personally will still go until I am told NOT too by the powers that be. I will keep my distance from the few dogged

Tyttenhanger crew that insist on their weekly injection of live steam and all that goes with it (maybe they keep coming because they love me so much).



Mike has puttied the last pane of glass in. Well done Mike your Indentures are on the way, the best puttier upper I know, in fact the only one I know so as a bonus you get to take home the empty putty tubs.

Last month I asked for help with some light work and was rewarded when Georg C. stepped up to the plate, he has now installed some new LED lights inside over the new arched windows and will be swapping the single fluorescent fitting for a double. This will further enhance the look of the tea room oops I mean the pit shed. There is talk of making and fitting a door to the side as we have some spare

wood left over from the pit shed build. As so much stuff from the site goes missing please do not use the wood in space six until G.L. decide either to panel the inside of the shed or make a door.

Last month a section of the new iron post and wire fence was erected running from bottom shed to the main crossing and unless you really look it is almost invisible perhaps that is why there has been no comment on it from members. This will now be the next project to finish; all the posts and sockets have been cut. I have yet to source the wire to go between the posts but this should not be a problem.

Track ballasting ongoing a thankless task and very physically demanding BUT A FREE WORK OUT to all who want to come along and help.



The crew have been busy reducing the two piles of pink and black stuff at breakneck speed (not much black left must be easier than the pink) and already feels safer for the effort, Great work lads we will get there in the end.

As a bit of fun, I asked the lads if we could tow MAID MARIAN around to see how she sat on the rails.



We did one complete circuit without too much problem but I had forgotten to do one important job that was to grind out the rear bogie arches (It didn't like some of the tight corners) so that is the next thing to do on the chassis, and as there is no public running this year I will not be having my private party so no pressure to finish Maid Marian for that run.

How we use our site this year is unpredictable. Hopefully we will be over the worst in the next few months so I hope you all keep "fit and well" quoting one of our more colourful members Mr Badger take care Pete.

As ever in the muck

Peter F. – G.L. Section Leader.

Useful supplier contacts.

A conversation in March came up with the idea of developing a list of useful suppliers. Within all sections of the society someone knows where you can get that item you were after. So, if you would like to email the editor with any suppliers you have used which may be helpful for others then please do. We will then publish a list every so often in the New Sheet.

Here's a few to be going on with;

For Brass Hex etc

<https://www.aluminiumwarehouse.co.uk/>

Ferrous and Non-Ferrous

<https://www.mkmetals.co.uk/>

Gauge 1 Group report - April 2020

By David M.

March started off with not being a bad month for running however as we all know 'coronavirus' has raised its head (makes a change from Brexit!) this has made us all consider our imminent use of the track on Wednesdays.

Our leader Geoff Hammond has put together a few ideas for our future running the basis of which I repeat here.

The weather was kind to us at Colney Heath in March. Six of us considered the risk and we all had a run. There was plenty of space for us to keep a distance from each other and no one sat in the Bothy! I fully understand that there are a significant number amongst us that are considered high risk and quite rightly, they should take heed of the advice to self-isolate. (See page 3 for guidance). This is something each of us should consider. But please remember it is self-isolation that is advised, not Self confine or self-imprison. So please don't lock yourselves away and do get out and get some fresh air and exercise each day. Keep active, even movement and activity at home is a lot better than just sitting around all day. Standing at your work bench is better than sitting all day.



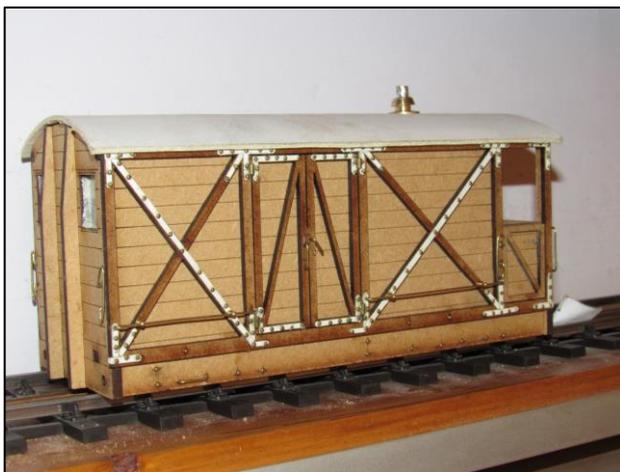
As all G1 runners will know, the spring meet at Shepshed has been cancelled.

Still being cold does make for good running as the steam does show well. Here we have Malcolm R. giving his impersonation of Father Christmas, the loco is a GWR 4-6-0 modified 'Hall' the model was built by the late Tom Barrett and is named "STEDHAM HALL" No. 6961. As with most of Malcolm's loco's it is a good runner.



This picture shows some of the variety of running we get at the track, seen passing Robins 1419, a gas fired Bowande 14XX, is Mikes electric class 66 with a load of mixed intermodals, also waiting to be steamed is Robins Aster 9F.

One of the nice parts of our gauge is it's a decent size to make rolling stock, John D. has sent me a photo and write up for his latest build, John is a good model loco builder (one of his models I'll cover in a later write-up). As you can see, he is also a pretty good hand at building rolling stock. So how does he do it? I'll let him explain.



This picture gives you a good idea of what I have been up to.

As it was Geoff's suggestion it had to be LBSC, the picture above shows the body of a LBSC 15T brake-van. As you can see there is rather a lot of strapping, which is made out of individually cut out pieces of card and a lot of Brass rivets. As usual, I have done things in a more complicated way than is really necessary and it probably won't look any better than just punching out the rivets with an old nail, but it is quite satisfying to see it in its present state. It has reached the point where I need to learn how to do 3D drawing and then printing in order to create appropriate buffer stocks and axle-box covers, so you may not see any further progress for some time. But this won't matter, as it will also be some years before I have built the appropriate loco (E4) to go with it.

That's it for this month, hopefully will see some of you soon

Be Sensible and be safe"

David M.

Losing Track

By Ian J.

Recently I was privileged to attend the Metropolitan University for talk by John Nelson regarding the state of the British Railways in recent times. It was under the auspices of the *Rail Study Group*, *The Institute of Transport* and was the Vernon Murphy Memorial Lecture.

The talk was semiautobiographical (pew a 20 letter word!). John started work as a graduate in 1968 with British Rail, so by the time *Rail Track PLC* came onto the scene in 1994 he had a thorough grounding in nationalized rail operations. John was not enamoured with privatisation but he went on with it and seemed to be appalled by the way it was run. *Rail Track* had little regard for its customers which were the railways, their passengers and their freight. Southall and Ladbroke Grove crashes alerted the public but the Hatfield crash in 2000 caused a furore and exposed a lack of expertise in safety, engineering and a sheer dereliction of duty which caused *Rail Track* to go into administration but not before paying the shareholders a dividend from a sub given to *Rail Track* by the Government. This scandal resulted in the formation of the nationalised organisation *Network Rail*.

Network Rail has performed well as a nationalised organisation but it is not vertically integrated like, for example the Vestey organisation where Vestey cattle farms supplied Vestey abattoirs, (Fray Bentos) which supplied Vestey freezer ships, (Blue Star Line) which then supplied Vestey cold stores which supplied Vestey, (Dewhurst) butcher's shops. *Network Rail* only looks after the rail and infrastructure and is not responsible for running the trains. Mr Nelson stated that this is not the most efficient way to run a railway and that vertical integration is what is required.

The organisation known as the Governance for Railway Investment Projects (GRIP) is going some way towards vertical integration but it is trying to integrate private franchises with a nationalised organisation.

When Nelson joined B.R. he was not at all enamoured with privatisation of railways but changed his mind and became a skilled entrepreneur himself, co-founding *Hull Trains*. After a shaky start due to the distractions of the incompetence of *Rail Track*. *Hull Trains* are now a reliable and well-founded company with new rolling stock. Nelson did the same for *Chiltern Rail* which is now a very successful enterprise with new stations and rolling stock.

That was not the case with other privatisations where some franchisees had to refer to Berlin before any action could be taken. Or where it transpired that the franchisee had only experience of running a small branch railway in France before

trying to run a very large concern indeed. What the future holds is; we hope a better and more astute choice of appropriate franchisees and further integration. The meeting was then completed with several rather challenging questions which were easily dealt with by a chap who really knows his onions. Mr John Nelson is now heading the consultancy firm *Flash Forward*.

References: - John Nelson lecture 13/02.20.
Losing Track by John Nelson, published London,2019.
 Conversation with Brian (ex *Rail-Track*) from Bristol at the Gauge 3 show, Flitwick 28/02/20.

Ian J.

Dates for your Diary

The current government restrictions resulting from the COV-19 virus has resulted in all NLSME organised events being cancelled
 Please refer to page 3 of this News Sheet

APRIL		2020
Sun 19th April		<i>Deadline for copy to Editor for May News Sheet</i>

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.

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