

Want to see this
in full colour?
Then visit
www.nlsme.co.uk

This Month...



The News Sheet

Chairman's Comments, Treasurer's Report, Forthcoming General Meetings, Latest Track Stewards' Rota, SM45 Narrow Gauge Garden Railway News, Railway Safety Principals part 1, Visit to Fawley, Station, Bench repairs, Marine News, Guy's 100th Birthday, The April Workshop Meeting, Dates for your Diary, Society Contacts.



Chairman's Comments



Over the past year work has been in hand to update our Health and Safety Manual. It is necessary to keep abreast of these matters to ensure the manual covers what we do and how we manage our activities safely. In this News Sheet there is an article explaining the current H&S legal framework and how this applies to us. It has been necessary to conduct a root and branch review and several members have been involved in risk identification and consequent mitigations. The review has included our governance structure and, space permitting, that is also included in this issue. It may seem obvious but we have to be able to demonstrate that our H&S manual is appropriate to our activities. This current update, which includes running on the ground level railway, does that. Remember that in reality we are all responsible for safe operations so please take time to read the enclosed article.

Our HQ is long overdue some care and attention. Tyttenhanger has absorbed much expense and resource for many years and it is now time to address the problems with the HQ building. Significant problems are movement of the wall to left of entrance lobby and a collapsing floor at same end of the building. Fortunately one of our members is professionally qualified and experienced in subsidence issues and is giving us advice. Investigations into the collapsing floor indicate that, whilst its repair will be disruptive, it is within our members skill set to perform. Council will decide at next meeting on work to be carried out.

Cosmetically, a repaint of the external clad section is required. A date of Thursday 11th July, has been identified for that. Start time 10am. I hope that representatives from all sections will lend a hand. Remember this is your HQ.

A long standing member, also one time Treasurer Peter Precious, has bequeathed his workshop to NLSME. Items that we can use will be kept, the rest is to be auctioned at the July 5th general meeting scheduled for 7pm at the track. Please note this will be in addition to the scheduled BBQ.

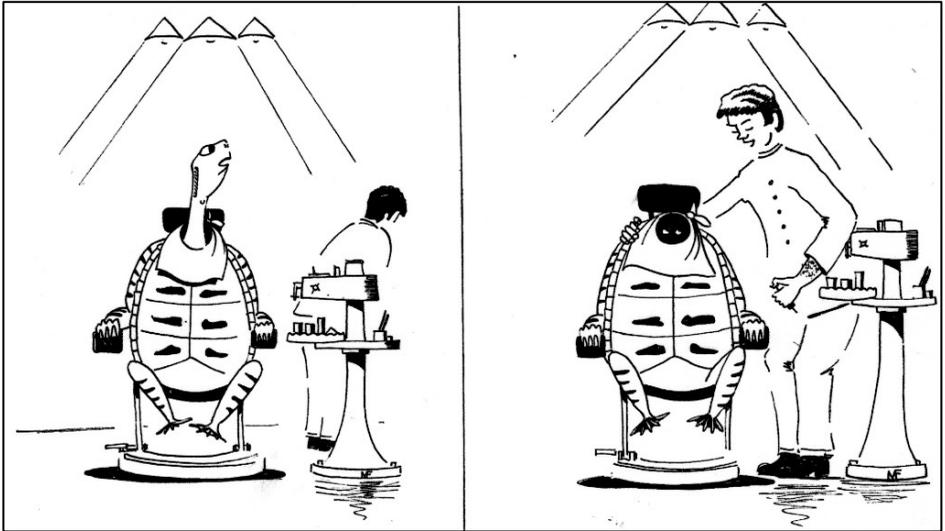
See you at track or HQ.

Les B, Chairman

3.1/2" Running Day

A quick heads up that the 3.1/2" gauge running day this year will be held on **Saturday the 7th of September**. So get that pride and joy of yours, be it steam or electric, into running order for some raised track action. If you can let me know of your intention to run so that I can get an idea of numbers.

Martin C



Open wide please ! by Michael Franklin



The Narrow Gauge Garden Railway

As mentioned last month the sm45 garden railway was taken over for the public running day on June 2nd by everything American. In May 1869 the central Pacific railroad building eastwards and the union Pacific pushing on westwards met at Promontory in Utah, thus creating the world's first trans continental railroad (can't get used to calling it railroad!) Of course there was a great celebration, loco's buffer to buffer, speeches given, and golden spikes hammered into polished sleepers. Photo's taken at the time showed some navvies with beer jugs held in the air, later during the prohibition period these were airbrushed out, fake news anyone? Anyway we used all this as a somewhat tenuous excuse to have the American day, so with the help of Richard and Cheryl T and John W who have some amazing loco's both electric and live steam, the public and our own members were treated to a fantastic cavalcade of sound and colour or should that be color..... In keeping with the original event we also had stars and stripes bunting strung up and American flags flying everywhere and I believe we put on a great show which was very much appreciated, I'm pretty certain it won't be the last.... Again many thanks to John, Richard and Cheryl for making it happen and I hope you enjoy the photos.

John D
Section Leader







LBSC Heilan Lassie.

Fancy a fling with a Heilan Lassie?

Dear Member,

I have a dislocated model of a 3 ½" gauge Heilan Lassie. Its history is unknown to me, other than I believe that it came out of a loft in Hillside Gardens Barnet. It seems that it was in the course of refurbishment which was not carried to conclusion for some reason or other.

I was given the locomotive by a lady



who clears houses because she thought that I might have the time to do something about it. But time is something that I don't have a lot of.

If anyone is interested in the model then they are welcome to take it and do as they please with it. Especially if they are building a similar model and wish to see how this model was constructed or use it as spares.

Cheers,

Ian J

The Railway Safety Principles Part 1

The modern approach to railway safety and application to NLSME Train Operations

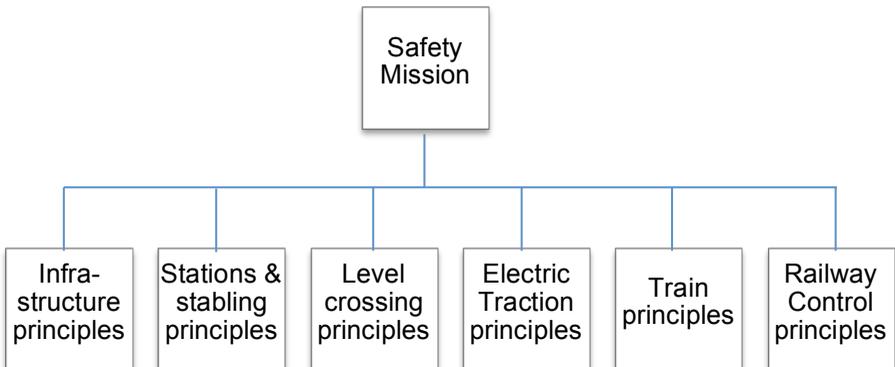
Due to the lack of headlines about railway accidents recently, you may not have consciously noticed there have been no deaths and fewer injuries to passengers and staff on the railways over the last few years. For that, we should all be grateful. The improvement of railway safety since the death of Husskinson at the grand opening of the Liverpool and Manchester has been painfully, and often tragically, won over the last 200 or more years.

At the time of “Privatisation” of the British Rail network in the mid 1990’s, Her Majesty’s Railway Inspectorate (HMRI now ORR) had to re-think its approach to how railway safety was to be regulated given that a single entity was no longer going to manage the UK mainline rail network.

HMRI came up with the concept of the “Railway Safety Principles” which it first published in 1996. There are 33 Principles in all, and in a series of articles over the next few News Sheets, I will list them both for your enlightenment (in the context of NLSME Operations) and general interest.

My engineering career in London Underground owes much to remembering *the concept* of the Principles (if not the detail) since every one of the 1600 + LU Technical Standards and umpteen hundred operating rules all related back to them. I couldn’t possibly know all of the Standards but it was easy to remember, *and apply*, the Principles.

The 33 Principles are arranged into a structure of 7 groups. These are:



In the HMRI publication every Principle has an associated number of “Factors to Consider” which enabled the Principles to be applied according to the railway in question. HMRI also produced guidance documents to support the Principles. These are a set of “deemed to satisfy” standards to accompany each principle but HMRI recognised that many of these are inappropriate to some railways. HMRI expected (and ORR still expect) railway infrastructure and operating companies to meet the Principles but ORR allow them to choose (and demonstrate Compliance) an appropriate way of doing so.

The suite of Principles and Guidance documents are known collectively as the ©RSPG (Railway Safety Principles and Guidance).

Application to Miniature Railways

You will understand that the RSPG can apply to *any* railway or guided *public* transport system and therefore apply to our two passenger carrying lines at Colney Heath *and* to our Portable Raised track operated by the Fetes & Fairs (F&F) team.

The Health and Safety Executive (HSE) followed the RSPG with a document specifically for Passenger Carrying Miniature railways. This was published in 2001 and is known as HSG 216. Amongst others, the Southern federation of Model Engineering Societies were a contributor.

HSG 216 is no longer supported by the HSE so, to fill the void, the Passenger Carrying Miniature Railway Safety Group (PCMRSG - of which the Southern Federation is a member) has published a draft replacement entitled “Managing Health and Safety at Passenger-Carrying Miniature Railways”. However, until the final edition has been published, HSG 216 remains the recommended benchmark standard.

So how does this relate to NLSME Operations at Colney Heath and F&F?

In accordance with HSG 216 or its successor, NLSME must identify and maintain its own solutions for meeting the Railway Safety Principles in a manner appropriate to its infrastructure and operations.

Our railways could cause harm to people if hazards manifest themselves. We are in the middle of the Public Running season and need to continue to effectively manage our operations to ensure we do not cause harm. On the whole we do this well but recent Risk Assessments show that NLSME can do better. We all have a duty and role to play in this regard. When operating our railways at Colney Heath, we can all remember this concept of “Principles” – and should be able to translate to actions that meet them.

In this article I will deal with the Principles that are most pertinent to our Operational activities at Colney Heath and at F&F. I will deal with other Principles (principally the remainder of the Infrastructure Principles) in another article.

So here we go:

Safety Mission

Principle 1: Safety Mission - The design and construction *and operation of railways* should, so far as reasonably practicable, ensure the safety of any people who may be affected.

Infrastructure Principles

Principle 2: Protection of the Railway - The railway should be protected against unwanted intrusion and unauthorised access.

Principle 9: Tunnels and similar structures - Tunnels and other enclosed spaces should provide a safe environment for people and safe evacuation.

Stations Principles

Principle 10: Stations safe for people - Stations should provide for the free and safe movement of people

Principle 11: Platforms safe for people - Platforms should allow for the safe waiting of people, their boarding and alighting from trains

Principle 12: Terminal Tracks - Where stations have terminal tracks, arrangements should be provided to arrest a train and protect people from the effects of an overrun

Principle 13: Control - Facilities should be provided for operational control of the station in co-ordination with the railway and with activities adjacent to the railway

Principle 14: Evacuation - The station and its control arrangements should allow for safe evacuation in an emergency

Principle 15: Fire precautions - Stations should have fire and fume protection and control measures commensurate with the fire risk and evacuation arrangements

Railway Control System Principles

Principle 20: Safe routing, spacing and control - The signalling system should provide for safe routing, spacing and control of trains

Principle 21: Degraded Conditions - The signalling system should continue to provide for the safe passage of trains permitted to run under degraded conditions

Principle 22: Safe operation and control - Sufficient facilities should be provided for the safe operation of the railway *and coordination with emergency services*

Level Crossings Principles

Principle 23: Safe for users and trains - Where a right of way crosses the railway at track level, appropriate arrangements should be provided to warn and protect level crossing users and safeguard the railway.

(a factor in meeting this Principle should include the protection of a level crossing by the signalling system)

Trains Principles

Principle 26: Access and egress - Trains should have a safe means of access, egress and retention of people and goods carried

Principle 27: Communications - There should be an effective means of communicating safety messages to, from and within a train

Principle 29: Speed regulation - The speed regulation system (*includes humans*) of the train should meet operational requirements of the railway without endangering people and goods carried

Principle 30: Running gear - The running gear should guide the train safely along the track

Principle 31: Compatibility with the signalling - The train should be compatible with the signalling system

Principle 32: Compatibility with the infrastructure - The train should be dimensionally compatible with the infrastructure

So, what have we learned?

Having read these Principles, you would be excused from thinking “well, that’s obvious isn’t it”!

That, dear reader, is the whole point. When considering any operation, action, activity, provision of infrastructure or rolling stock, just think *how* these principles might apply and it will inform you of how safety provisions should be approached. If you are a Council Member, TSC Member, Loco Owner, Train Driver, Guard, Steward or just an member in attendance – think “Principles” and you may spot a safety improvement to suggest or immediate action you can take to remove the likelihood of someone being harmed.

Next Time I will cover the rest of the Infrastructure Principles (also very relevant to NLSME) and others that apply to the Public Networks, if not ours.

Further Reading:

https://webarchive.nationalarchives.gov.uk/20081108014827/http://www.rail-reg.gov.uk/upload/pdf/rspg_part1.pdf

©RSPG are Crown copyright. The RSPG publication is permitted to be freely reproduced, except for advertising, endorsement or commercial purposes. First published 3/96. Web version published 2005. The source is HSE.

Paul G
27 May 2019

NLSME.

A Visit to Sir William McAlpine's Railway and Museum at Fawley.

Ian J.

Sunday the 26th of May 2019 was a day to remember by the lucky group from the NLSME. For it was the day that Nigel G had arranged for us to visit the celebrated Railway and Museum at Fawley.

The scribe drove along the M25, M40 and finally along the A4155 from Marlow. Finally, the *Toad Hall Garden Centre* was identified and soon the private Railway and Museum accessed. For we were the guests of Lady Judy McAlpine who had reopened the area to visitors a little while after Sir William's death. Sir William is reported to have lived to an unofficial motto of 'Life is not a rehearsal'. Something we should all take on board.

After a soothing cup of tea served by some delightful volunteer waitresses, the steam train was approached for a trip. The scribe was able to ride in the Guards Brake Van (photo right). Built in 1926 and restored on site by volunteers. The journey down the 1:13 slope was thrilling but not nearly as exhilarating as the return journey up the slope. The lucky passengers in the open wagon were showered by cinders ejected by the locomotive as it 'barked' its way up the bank at a rate of knots. Fortunately, goggles were supplied to the passengers. The truck was No 36. A 12-ton 5 plank wagon built 1913 and restored at Fawley. After that excitement it was time for a cup of tea. The tea was consumed accompanied by a bully of a rather fat and small pug dog who did not seem to have an owner. He or she was skilled in demanding



The view from the brake van, approaching the halfway point at the bottom of the dip.

as it 'barked' its way up the bank at a rate of knots. Fortunately, goggles were supplied to the passengers. The truck was No 36. A 12-ton 5 plank wagon built 1913 and restored at Fawley. After that excitement it was time for a cup of tea. The tea was consumed accompanied by a bully of a rather fat and small pug dog who did not seem to have an owner. He or she was skilled in demanding

bits of cake from patrons and patrolled under the row of tables with bad tempered immunity.

The next attraction was the display of cars proudly owned by the Armstrong Siddeley Owners Club. By gum Armstrong must have been the Branson of his



age there are so many enterprises connected with his name. These splendid cars and their owners were a pleasant introduction to the adjacent Sir William's Railway Museum.



The Museum was positioned on two floors and very adequately supplied with well informed volunteers who were able to show the vast collection that Sir William had collected or had made

especially for display. It was almost impossible to take the whole museum in in one bite. We all suffered from overload and had to leave, and get our breath to regain energy before another gallery was attempted. Every aspect of rail-work was on display from the history of railwayman's caps to the transport of sewage waste and all points between. The railway modeller was not ignored with locomotives and layouts of all gauges from 'n' to the gauge of one foot; with splendid models from the 5" 14XX to a very special locomotive in 10 ¼" gauge elevated in a glass case. Even on show was a full-size compound vertical steam engine which could well have powered a steam trawler.



The resident locomotive No 31 built in 1912 and in the McAlpine family ever since. She is storming up the 1:13 incline with a 'bark' that can be heard miles away.

All too soon it was time to wend a weary way home to North London waving thanks to all the sincere volunteers at Fawley Hill and murmuring our copious appreciations to Nigel and Helen for devising, setting up of the day and of course letting us all enjoy such a splendid excursion in the shadow of Sir William McAlpine Bt FRSE.

Thank you, Nigel and Helen.

Refurbishment of the Station Benches

I would like to make a belated big Thank-You to Jonathan A, Chris V and David H. Their hard work and team work in repairing, stripping, sanding and painting these three benches during their restoration was greatly appreciated.

These benches originally came from Finsbury Park Station although underneath they are marked with G.N.R., which I understand was amalgamated with L.N.E.R. in 1922. Their longevity is a tribute to the original makers and I hope in some way we have contributed to the further enhancement of our wonderful site at Tyttenhanger.

Peter J B

Photo right. One of the benches undergoing repairs.

Front cover photo. The newly refurbished benches at Colney Heath.





Marine News from George C

I know those that know me will find this hard to believe but I have run out of things to say. Especially when it comes to the “lake” and its use at Colney Heath.

It gets a bit repetitive month on month, year on year when nothing changes. So probably for a last time.

The water is wet. We try to be on site with boats most Sundays May through to Nov 11:00 to 15:00 at least and we run three Toy Boat Regattas which are the 3rd Sunday in May, July and Sept open to any visitor and many come from quite a distance with some amazing older boats, clockwork, steam and sail. Well worth a visit if not to see then just for the social aspect of getting together.

We thank Marcin L, a new member, mainly on the ground level but found enough to keep his camera lens busy at the last regatta and a few shown on this months news.

I have been busy fixing the club locos with urgent repairs for their requirement at the many functions and parties so have not really been on the water much myself but have seen quite a few others especially with sailing boats lately. Its unusual for us to get the breeze when it is dry but for those who have had time to attend then so far this year it has been a good sailing season.

You know where I am at least twice a week so just catch me if there is any input you have for a newsletter or any further requirements around the lake.

Catch you on the dockside.

George C

Marine Section Leader (summer job)



Guy Celebrates his 100th Birthday.



The Birthday Cake.

“Guy celebrated his 100th year at the Redbourn Golf Club on Saturday. I was privileged to attend the party with the family.” Ian J.

“I would like to thank Derek P and all those who helped to make it a fabulous afternoon at Colney Heath to celebrate my 100th Birthday. I cannot thank you enough for a wonderful afternoon”

Guy Ellerby

Holes Filled In at Colney Heath

On Thursday 30th May a select band of (fool?) hardy members filled in the large number of potholes in the lane leading to the Tyttenhanger Site. Road scalplings supplied by Herts. County Council were used following the lane having recently being designated a Public Bridleway.

Written into the legal agreement for the Bridleway is our continuing access to the site, but we are not obliged to maintain it, although it makes sense to do so considering the damage which could be caused to our vehicles and our models.

Not too much of the scalplings were used to fill in the potholes but it is inevitable that more will appear over time considering the number of users of the lane. So, if you happen to hit a particularly bad pothole when arriving at site grab a shovel and fill it in thereby benefitting not only yourself but other members as well.

Nigel G



NLSME.

The April 2019 Workshop Meeting.

A small but select band of model engineers gathered at HQ to listen to Mike H (The Prof.) and involve themselves with the workshop meeting.

On arrival at HQ the meeting room was already crowded with very friendly Scots Slot Car Racers busily maintaining their slot cars. On further enquiry it transpired that they had just arrived from the Black Isle to challenge our boys to a race, in fact several races! It was quite refreshing to hear the very broad Moray Coast dialects again, years after attending the Sea School at Burghead. They politely tiptoed away for a meal while Mike got on with the meeting.

First off was Gerry A who had a fistful of model engineering plans inherited from a brother-in law. They were to be deposited in the library. Plans included



Maisie, a Self-propelled Steam Crane and many Four Stroke Petrol Engines amongst other interesting plans.

Mike discussed milling work including clamping with special reference to his novel clamping device which had been the subject of a workshop project. A finisher was on display, but the talk was mainly concerned with its capacitor.

Mike explained the usefulness of three phase motor control and that it was not necessary to dig up the road and take three phases from the main supply but simply to employ a three-phase inverter. These devices can be obtained cheaply; not from Mothercare but from car boot and second hand machinery sales. The control and speed of his powered lead screw device was one illustration of the application.



Mike's motor speed controller



Judicious use of glues to retain chunks of metal on the face plate completed the meeting which had a grateful rest period courtesy of David L and his exemplarily tea making skills at half time.

Ian J.

Items to be Auctioned on the 5th July 2019

Items from the late Peter Precious' workshop for auction on 5th July 7pm at track include:

- A Belt and disc sander
- Bench grinder
- Oxford welding set
- Selection of hammers/hand tools
- Measuring/marking out equipment
- Toolmakers clamps
- Small draw cabinet with selection BA nuts and bolts
- Drills, including complete imperial set
- ME taps and dies 3/16 to 1/2 * 32 TPI (Unused)
- ME taps and dies 3/16 to 1/2 * 40 TPI (Unused)
- Spanners, screwdrivers, hand files etc.
- Some non ferrous bar and sheet material
- Wood vice
- Micrometers and verniers
- DTIs
- A Myford Wood Planner
- Propane bottle and Sievert burner
- Fire bricks
- Silver solder
- "Lucky dip" boxes
- Other useful bits and pieces!

Note, machinery in our possession but not included in the auction are the Myford lathe plus tooling, VMC milling machine plus its tooling, Warco bandsaw and a workbench.

Dates for your Diary

JULY	2019
Tues 2nd July	Council Meeting at HQ, 8pm
Fri 5th July	General Meeting BBQ & Auction at Colney Heath, 7pm
Sat 6th July	Birthday Party, Sally D
Sat 6th July	Fetes & Fairs at Slip End
Sun 7th July	Public running at Colney Heath 2pm – 5pm
Wed 10th July	G1 visit by Kent group
Sat 13th July	H0 Model Railway section visit Colney Heath
Sun 14th July	Toy Boat Regatta at CH contact George C
Tues 16th July	TSC Meeting at St. Mark's Church Centre, 8pm
<i>Fri 19th July</i>	<i>Deadline for copy to Editor for August News Sheet</i>
Sun 21st July	Public running at Colney Heath 2pm – 5pm
Fri 26th to Sun 28th July	Fetes & Fairs at Decorum Steam Rally
AUGUST	2019
Fri 2nd Aug	General Meeting at HQ, 8pm. 'Edward the Compressor'.
Sat 3rd Aug	Brian A's visitor day
Sun 4th Aug	Public running at Colney Heath 2pm – 5pm
Tues 6th Aug	Council Meeting at HQ, 8pm
Wed 7th Aug	Bob Todd Memorial Day contact Ian M
<i>Fri 16th Aug</i>	<i>Deadline for copy to Editor for September News Sheet</i>
Fri 16th Aug to Sun 18th Aug	Fetes & Fairs at Flamstead Scarecrow Rally
Sun 18th Aug	Public running at Colney Heath 2pm – 5pm
Tues 20th Aug	TSC Meeting at St. Mark's Church Centre, 8pm
Wed 21st Aug	G1 visit by East Anglia Group
Sat 24th Aug	Visit to C. Heath by Fareham MES contact Mike C
Mon 26th Aug	Fetes & Fairs at Essendon
