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*This Month...*



# The News Sheet

**Chairman's Thoughts, Treasurer's Report,  
Forthcoming General Meetings, Fareham visit, G1 visit  
to Hepworth, David Render RIP, '00' photos, Steward  
List, Marine News, Scribe's Scribbles, Port Alma, The  
Largest Crane, Diary Dates, Club Contacts.**



## The Thoughts of Chairman Ian

Greetings readers.

Firstly, I would like to pay a tribute to dear Robin who has been a very efficient Chairman of the club for some time. The life of the Club especially Tyttenhanger has been immeasurably improved with Robin's attention to detail and his concern for both members and the artefacts of the Club. We wish him well at his new dwelling when it appears and he must know full well that he is very welcome at all sites whenever he wishes.

Secondly, when visiting Tyttenhanger I realised what a wonderful inheritance Robin has left. On a sunny afternoon, everything was nifty. Members were getting steam up on the newly painted steaming bays, boats were being sailed on the crystal-clear waters of the pond, the ground level tracks looked immaculate. All was well with the world.

And thirdly I appreciated how lucky we members of the Club are to be able to enjoy the fruits of past labours and shrewd planning of those who have gone before us. We are indeed fortunate. And perhaps it would be opportune if I could mention something I said in my inaugural greeting at HQ, which was witnessed by about ten percent of the membership. To the remaining ninety percent, the message was that it would be fortuitous if more members could repay that immense good luck; not financially, but with voluntary deeds such as helping at Tyttenhanger or contributing to The News Sheet. Having said that, I'm pleased to see that several members have contributed some items of splendid quality to past editions of The News Sheet.

**Ian J. Chairman.**

**Cover photo.** NLSME Garden Rail (Gauge 1 Group) visit to Hepworth on 12th April 2017.

## Forthcoming General Meetings

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

For more information please ring me.

**Friday 2<sup>nd</sup> June. A visit to St. Albans signal box.** A treat for those who have been before and even more for those who are to be initiated. The signal box at St. Albans is one of the very few left in the hands of enthusiasts **that** has been successfully restored. Route and timing from our own Jim M.

**Friday 7<sup>th</sup> July. First Aid Evening at Colney Heath.** Now the evenings have drawn out again we hope to entertain Verity M at Colney Heath with our knowledge **of First Aid** and of course to be corrected by her expert opinions. Please make an effort to visit the track and see what goes on there. You never know when you will need that knowledge in an emergency; you could save a life!!

**Friday 4<sup>th</sup> August. BBQ at Colney Heath.** This year instead of tomato soup it is to be vegetable with sausages as before. Please come along and join in but try to let me know how many sausages you will need! Come for a nice sausage and soup and a chatter. Bring the missus to see what you get up to.

Ian J

## **The N.L.S.M.E. visit to Fareham M.E. Society.** **A change of date**

**Due to popular demand I have changed the date of our visit. The new date is the 19th of August 2017.**

I would be obliged if members intending to go would let me know so that Fareham can make the appropriate arrangements regarding catering etc.

Fareham have an excellent pond, a Gauge "0" track as well as the usual 3 1/2", 5" and 7 1/4" railways. To round the day off we usually gather at a local (Kings Langley) hostelry for a meal on the way home.

I can be contacted by telephone, e-mail, or at the usual meeting places. Thank you,

**Mick A.**



Flying Scotsman heads the 1Z72 KX to York leg of the Great Britain charter, approaching Oakleigh Park on the 29th April 2017.

**Photo Bill B.**



The happy crew. Our Gauge One Group visit to  
Hepworth. 12th April 2017.

## Garden Rail (Gauge 1) visit to Hepworth.

The Gauge 1 Group were invited to make a return visit to the East Anglia Group (EAG) headquarters in Norfolk. A group of members set out on 12<sup>th</sup> April this year for Hepworth, a small village between Bury St Edmunds and Diss. East Anglia Group track "Anglia Roads" is housed in an agricultural building which has been insulated making it ideal for winter running and when the weather is inclement. On arrival we were greeted with tea and coffee and chocolate biscuits and invited to book half hour track slots on the running board and in true Gauge 1 hospitality we were given priority over the track.



The track is built on modular boards on folding legs which means it can be configured in different ways to suit the venue it is being used in. The East Anglia group have a trailer which has been fitted out to contain the track and scenic units allowing it to be taken to model railway and model engineering shows to promote Gauge 1.

The erected track forms a kidney shaped oval with three running lines, the inner and middle tracks are used for steam running and the outer track is reserved for electrically powered locomotives.



Each of the curved section at the ends of the track has its own scenic board, which include a pig farm, canal scene, scrapyard and even a model engineering club with smart club house and ground level track, although being a weekday, nothing was running at the club!

Steaming bays and stock sidings are located within the track circuits which makes running look a little daunting but with the help of a resident track marshal all engine movements and stock marshalling proceeded smoothly. At exhibitions things are done a little more correctly using a station pilot to marshal trains and deliver them to the correct station platform.

Club days are more relaxed and stock may be shunted by hand to the platform! Running was soon underway on both steam lines, I did not keep a record of runners but as far as I am aware we all had good runs.

Whilst not running our members were perusing the impressive library of railway books maintained by EAG and talking shop with the local group members.

At the end of the day we thanked our hosts, for a most enjoyable day, invited them back to Colney Heath later in the year and made our way home to reflect on a very successful visit.

**David W**

## Captain David Render RIP. 1924-2017.

Keith B introduced me to David several years ago. Keith said that he could give a good lecture on various subjects and by gum Keith was quite correct. But David could give far more to us than a good lecture and I was saddened when his batman phoned me to say that this great man had died peacefully of the 'old man's friend'; pneumonia.

I say that David was a great man because he was. He came to lecture to us on several occasions about his war experiences, his exploits earning a crust from the manufacture of concrete forms and from car racing.



The reason that he came to talk was to give us an opportunity to contribute to the war widows of the Sherwood Ranger Yeomanry. The losses after D Day with the Sherman Tanks were tremendous. Many men had married just before embarkation and tragically left numerous widows back at home. David was a raw nineteen-year-old graduate from Sandhurst when he took over the command of a group of Sherman tanks which were manned by battle hardened men put into the front line fresh from fighting in North Africa. He, with some trepidation achieved their confidence and extreme loyalty. With skills that they all acquired David managed to get his troop without loss of life right to the

Russian Zone and back. His WWII exploits are well described in his book published last year. (D. Render Tank Action. London 2016)

David was appointed to the Legion d'honneur in 1916. He showed it to us and said that it was not for him but for the valour of his men between 1939 to 1945.

When David was demobbed he used his business acumen to make his way in a concrete fabrication business. He integrated it from supplying his own ballast to his own plant and to delivering his finished products with his own transport. David continued with that happy knack of getting loyalty from his men by fare dealing and rewarding their work.

For recreation car racing attracted him and in one of David's talks he described the embryonic stages of motorcar racing. Apparently on occasions he had his Jaguar car transported to Chicago to cruise along Route 66 to Los Angeles.

David Render led a very full life and we will all miss him but we won't forget the courageous examples he left behind for us.

**Ian J**

## Photos from Geoff H, '00' Section



**A brace of LMS Beyer Garratt 2-6-0-0-6-2 locomotives on shed await their next turn of duty.**



**Between the Garratts is the diminutive 'Wickham Inspection Trolley' preparing to depart the shed on a track inspection run.**



**D11 'Butler Henderson' gets the right of way to depart from Midsomer.**



**Robert Stephens & Hawthorn '14' 0-4-0 Saddle Tank arrives at Midsomer with a local trip working bringing coal for the local merchants.**

## New Worktop and Dishwasher in the Coach at Colney Heath



The new worktop and dishwasher installed at the Colney Heath coach. Only the new larder fridge to purchase and install now.

**Photo Mike F.**

## Marine News

**Hi there shipmates,**

With no input received from anyone there is not a lot I can say that you have not all heard before. Water is wet , Lake is clear. Open for business. I attend most Sundays 11:00 to 15:00. Its good to see one or two others also making use of the lake during the weekdays so I know all the hard work is not in vain.

Vintage Model Yacht Group joined us for the first of three planned toy boat regattas on Sunday 14<sup>th</sup> May. A very enjoyable event was had by all sailing and socialising in a very relaxed environment.

Couple of pictures provided by Steve C who assisted greatly in the event running. Before during and clearing up after.



Slight nudge to John D for an article please as I know you can tell a tale or two over the boat you were sailing and its family connection.

Small schooner with its newly made sails somehow managed to sail in a straight line without any modern radio control and considering the varied cross winds or lack of that we normally have it proved a success for him.





Letter received from Geoffrey Turner VMYG Treasurer,

First of all - a really big thank you to you and all your colleagues who once again made our VMYG visit on Sunday such a wonderful event. Just a shame that the VMYG contingent was a little thin on the ground. Once again the weather favoured us but the "highlight of the day" was (to paraphrase the great Winston Churchill) " never in the field of human conflict has so much tea been delivered to so many by so few"

Many thanks, once again,  
Geoffrey

Future dates for Toy Boat Regatta 2017 - 9<sup>th</sup> July & 10<sup>th</sup> September.  
See you soon.

**George C  
Marine Section Leader.**

## Scribes Scribbles

Just a few things to start off our new year:

Some, if not many of you will know that the document “ Passenger-carrying miniature railways, Guidance on safe practice” more commonly known by its H&S government document number HSG216 has not been available for some 4 years now. This document is used by us to establish our safe working practices at Colney Heath. The Southern Federation of Model Engineers has now issued the following notice to explain the plan for taking the document into the future:

***The document Passenger Carrying Miniature Railways, Guidance on safe practice, (HSG 216) is no longer part of HSE's guidance suite. It was withdrawn around 4 years ago during the HSE's review of all of its guidance. It is no longer supported or available from HSE. The reason it was withdrawn was because it was due for review and it did not fit the criteria to remain part of HSE's guidance suite. The resource was therefore not made available to do the work and it was withdrawn. Consequently it was handed to ORR who had a peripheral interest but they finally chose not to update it either. As a result a new group, Passenger Carrying Miniature Railway Safety Group (PCMRSG), has been established with the objective of drafting a new guide for the safe operation of passenger carrying miniature railways. This group presently includes 10¼” Gauge Railway Society, 7¼” Gauge Society, Midland Federation of Model Engineers, Southern Federation of Model Engineering Societies, Northern Association of Model Engineers, Britain's Great Little Railways and manufacturers/suppliers of passenger carrying miniature railway equipment. For further information please contact one of the above organisations.***

Next, the TSC (Tyttenhanger Site Committee) is looking for a volunteer, no don't stop reading, The TSC has a Society member on the committee designated as the Site Manager whose task is to monitor the Colney Heath infrastructure other than the railways themselves, so that's the buildings, toilet crossing bridge, coach, toilets, workshop and containers, fencing and the like and to arrange for repairs and maintenance to be carried out as and when necessary and hopefully be involved in the work as well although this is not mandatory if the Site Manager can persuade volunteers to carry out the work. The position was last filled by Robin AKA, Mr Grumpy, so have a chat to him if you want to know more about how he went about the task. If you want to volunteer please let me or Peter B (TSC Chairman) know.

Lastly, for now, just an update on the steaming bay project that seemingly goes on forever.

Space two (between containers 1 and 3) is being fitted out with a ceiling and concrete floor in preparation for the eventual fitting of three tracks for GLR storage and three tracks at Raised track height for the planned new raised track passenger cars.

Space 4 has already been fitted out for GLR storage.

The extended base behind the workshop is to be used for a machine shop housing the donated lathe mill and other machinery etc. The TSC are slowly working their way to getting acceptable quotes for a building to suit the function. Hopefully we shall see some progress during the summer months. This building will not be a general "dirty" workshop and facilities will be made available for general drilling, welding, vice work etc. in either the current garage workshop or space 6 of the container suit with the latter being the preferred option at the moment as this space will also house the compressor and battery/12V supply for blowers for the steaming bay.

The new raised track traverser being built by Keith and Jack is to have its base assembled alongside the garage workshop, that's what the poles are for in case you wondered.

**Alan M (Secretary)**



This is a model of the crane featured on pages 22 and 23 of this News Sheet.

Photo kindly supplied by Paul G.

## **Port Alma, Queensland, Australia. From TSMV *Agamemnon* 1959 by Ian J.**

Shortly before Christmas 2016 I was recruiting members to contribute to the General Meeting titled 'Visual Aids' which was to take place on the first Friday of January when I remembered Gerry M.

Some time ago I had 'bumped' into Gerry and by chance we talked about voyages we had made to the Antipodes. I found that we had both visited Port Alma several times; Gerry to discharge steel for the erection of an oil terminal and me to load Wedel frozen beef for Singapore. Gerry was an engineer with Shaw Saville and Albion Shipping Company and I was a mate on board *Agamemnon*, a Blue Funnel Line ship. It transpired that we had both taken photographs of the three foot six inch gauge locomotive that brought the wharfies, their cooks and the frozen meat cargo for loading from Rockhampton which was some forty miles away across the desert.

We had decided to show the slides of Port Alma at the January meeting but unfortunately the weather was against Gerry and he was unable to attend. Then there was an absolute cornucopia of visual material presented so my slides were not needed anyway.

Port Alma was and still is up a creek in Queensland Australia. The creek was off the Fitzroy River, which was off the Great Barrier Reef Passage and was deserted apart from a wharf with a canteen for the wharfies, a Post Office/Customs house, a single track railway line and a planning office for the future oil terminal. Our engineers made friends with the postmaster and 'borrowed' his Holden Special car. Unfortunately on their way back from Rockhampton full of Aussie beer they ran off the causeway causing quite a bit of damage to the car. However, being engineers they were able to repair the car which actually performed in a manner superior to that which it was able before the crash. The wharfies were nourished with beef stakes cooked by the girls in the dining accommodation which they seemed to obtain at any hour of the day.

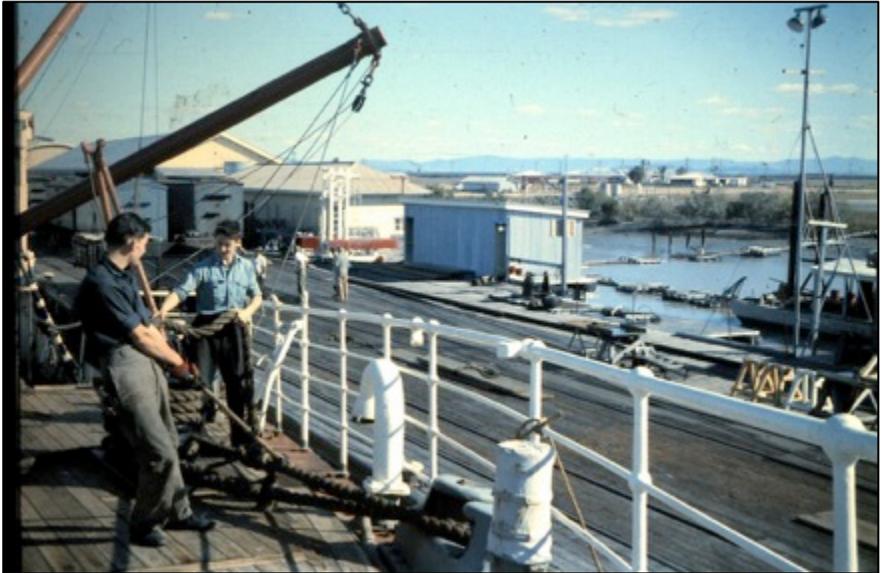
We spent about three days loading beef and on one occasion spent Christmas there. A wow!! No Christmas parties with the nurses from the local nurses home at that port with forty miles on a unmetalled desert road between us and civilization!

Subconsciously I was compiling a photographic record of the ports visited on the voyage the ship made every three months. Our journeys were from Penang

(In Malaya) to Adelaide (In South Australia) and back. We carried rubber, timber, sago, rice and general cargo to Australia and flour, frozen beef and lamb cars, steel, wool, condensed milk and plywood North to Malaya and Indonesia. I said subconsciously, because I used the material that I gathered for a dissertation when studying for a MA in Maritime History when I retired from doctoring. I could not have known about the degree at that time because I thought that I would stay at sea for the rest of my life. After all, what more did I need, a lovely old diesel ship with a work shop with lathe, a drilling machine/mill and all found except the Aussie beer which was easy enough to find ashore; except in Port Alma that is. I served onboard that ship for two years and gathered up enough sea-time to study for my Master Mariners Certificate and Extra Master Certificate.

When I had passed my Extra Master Mariners Certificate in just a few months the Blue Funnel Line and the Merchant Navy had changed dramatically and the life at sea had changed forever with the coming of the Container Revolution.

Photos I took in 1959 at Port Alma, Queensland.-



The tidal range in Port Alma was large so the mooring ropes needed adjusting frequently, in this shot two midshipmen are adjusting the mooring ropes so that the ship does not get 'hung up' on the wharf or drift off it.



**Above.** The sign for Port Alma on the planning office wall for the future oil terminal. We jokingly said it was for tanker men so that they could tell where they were.



**Right.** Me as a poser on the Massey Ferguson tractor on the wharf with our ship in the background. The Massey was used to 'shunt' the refrigerated waggons on the wharf.



The catering staff. The cook with her box Brownie and two delightful Aboriginal waitresses who could prepare a large T-bone steak whenever you wanted one.



The wharfies loading frozen beef carcasses into a net from the rail wagon to be hoisted on board into our freezer compartments.

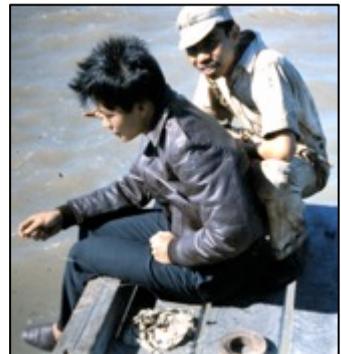


The foundations for Gerry's embryo tank farm.

**Right.** Our engineer cadets fishing. They were from Djakarta (Java, Indonesia).



**Left.** The railway to Rockhampton





**Above.** The mates and engineers 'testing' a 00 railway after dinner in the evening. (Oil and water mixing!). But dear Peter Kearnon would dispute that. (God bless his soul)

**Below.** What it was all about! The locomotive that both Gerry and I photographed and the catalyst for this item.



## The Largest Land Crane at Earls Court, London.

Pictured is the largest land crane on earth. 2000 ton capacity. It is currently located at Earls Court and is removing concrete portal beams which once supported the exhibition centre over the District lines to West Brompton and West Kensington.



It is featured here in this video.  
<https://vimeo.com/211690822/2f22e480a5>

The crane can be seen easily from outside West Brompton station.



There is a picture of a model of this crane on page 16.

## Dates for your Diary

<b>JUNE</b>		<b>2017</b>
Fri 2nd June		A visit to St. Albans Signal Box, contact Jim M.
Sat 3rd June		Visit by Peterborough club, contact Mike R.
3rd/4th June		Fetes & Fairs at Herts Steam Rally, Oaklands
Sun 4th June		Public Running at Colney Heath
Tues 6th June		Council Meeting. 8pm at HQ.
Sun 11th June		Fetes & Fairs at Oaklands Summer Fair, St. Albans
<b>Fri 16th June</b>		<b><i>Deadline for copy to Editor for July News Sheet</i></b>
Sat 17th June		Fetes & Fairs at Hertingfordbury.
Sun 18th June		Public Running at Colney Heath
Tues 20th June		TSC Meeting at St Mark's Church Centre. 8pm
<b>JULY</b>		<b>2017</b>
Sat 1st July		Private party Derek P. at CH, 2pm to 5pm
Sat 1st July		Fetes & Fairs at Broxbourne.
Sun 2nd July		Public Running at Colney Heath
Sun 2nd July		Fetes & Fairs at Larks in the Park, St. Albans.
Tues 4th July		Council Meeting. 8pm at HQ.
Sat 8th July		'H0' section at Colney Heath
Sat 8th July		Fetes & Fairs at Slip End, Hemel Hempstead.
Sun 9th July		Toy Boat Regatta at CH
Sat 15th July		MG Club visit, Martin C.
Sun 16th July		Public Running at Colney Heath
Tues 18th July		TSC Meeting at St Mark's Church Centre. 8pm
<b>Fri 21st July</b>		<b><i>Deadline for copy to Editor for August News Sheet</i></b>
Sat 22nd July		Party, G. Gardner