

Issue No: 700 March 2009

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The News Sheet

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FROM THE CHAIR

February this year was famed for the deep snowfalls that covered most of the country. I have seen some delightful photographs of Colney Heath under snowy conditions, and the video of our Peter MacDonald having a go at snow clearance of the tracks using his locomotive. The general meeting, at which we were to have a speaker, was changed at the last minute, but 14 stalwart folk did enjoy a social evening together.

On Friday, 20 February, I replaced Mike Ruffell as Chairman for the Loco meeting as he was away on holiday. The meeting was well attended and discussed the signal box, ground level station, garden railway, as well as a proposed project review policy. I am pleased to report that the signal box project and the expansion of the garden railway were given the go-ahead to get the TSC approval. I have to say that I enjoyed the meeting's activities and am encouraged to view so much keenness for these projects.

I report that the Council is currently looking at our assets in order for their value to be covered by our insurance. The Council is also reviewing the Society's Constitution as it is considered that it does not totally reflect the activities of the Society at the present time, particularly the responsibilities of the Tyttenhanger Site Committee. You will be informed of proposed changes once the Council has drafted the proposed document.

Your officers of the Council are of course formally responsible for the welfare of the Society and its members, and I am pleased, and relieved, to report that our Dave Lapham has got the fire extinguishers up to date through one of his contacts. Some work still needs to be done, eg labels, but in essence, the work is complete. Our thanks to Dave for his efforts.

Time flies by, and we shall soon be at our AGM. In this issue you will find a calling notice for nominations to the Council. All positions on the Council, whether they be for the officers or members, are open for election. If you think that you would like to get involved in this aspect of our Society, why don't you put yourself forward for nomination?

Finally, we offer our best wishes to our Doctor, Ian Johnston, who is off to New Zealand to do a stint as a locum in the North Island. He will be away for around 10/12 weeks, so we shall miss him at the winter working parties and in particular with the anti-tiprail gang. Maybe we can look forward to some 'tall' stories of Ian's experiences in New Zealand, on his return to the UK!

David Harris

<p>Cover picture: Tyttenhanger in the snow Photo Jim McDonald Right: The bottom loop at Colney Heath. Photo Jim McDonald</p>
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Treasurer's Report

The end of the financial year is approaching and following further discussions at the last Council Meeting, it was agreed to recommend to the next General Meeting on the 6th March that subscriptions remain unchanged for the coming year, with the proviso that if and when negotiations with the London Borough of Barnet result in a rent increase for HQ that cannot be financed from existing funds then an EGM would be called to agree an additional levy to cover the increase. Before you all rush to send me your cheques, please write them out by all means, but hold off sending them to me until you receive your April News Sheet. This will contain a renewal form and questionnaire, which we would ask all members to complete as fully as possible, so that we might up date Society records. It will also contain all the information you will need if you wish to pay your subscription by Standing Order.

We were also pleased to welcome into the Society one new member.
Clifford Bicknell, Interest:- Slot Cars.

Springtime and Summer are approaching, so I hope you all have your models overhauled and ready to run. Lets make it a year to remember.

Mike Foreman



The February General Meeting by OMAH

Our speaker for the evening being snowed in, we were left to our own devices. Mike Chrisp greeted all 13 of us and congratulated us on our persistence in the face of adverse conditions. These sentiments were echoed by our Chairman David Harris. Mike mentioned that Laurie Jeffries wife, Muriel, had died recently, (see page 15) Jim Robson added that the funeral would be on the following Wednesday.

Mike said that, in view of the lack of a speaker, he thought we should have a social evening and he had brought along a DVD in case we ran out of things to chat about. Everyone agreed that the Ally Pally event had been enjoyable and that Ian Johnston and his merry men were to be congratulated on our stand. David Harris said that at one point a visitor asked if the Cheddar boilers on the adjacent stand really did run on cheese?! Dave Lapham has been busy updating our fire extinguishers, both at the track and at HQ. The track is complete and HQ will be by the time you read this.

The Wednesday evening folk had problems with the fuses blowing recently which was traced to the old library light fittings. They have been disconnected and are being dealt with. We had a good turnout for the track run on the Sunday after Christmas. Unfortunately, no one turned off the water, with the usual dire consequences during the following frost.

Mike Foreman gave us some 'Tornado' passing times for the following day and some of its future happenings. Several brave souls ventured out to



various vantage points and gathered snaps, despite the train running late, their patience payed off. The loco is going to be based at King Cross for two weeks for trips in the London area. Two trips on Valentines Day, a trip from Victoria finishing off with a run from Kings Cross to York with an all Pullman train, (at £449 a head!). Details on The 'A1 Steam Locomotive Trust' website. (now to run on 18th April)

Mike Avery reported that the railway exhibition at Dartford was very good and the Society track ran well after an initial setback due to a dry joint that took a while to find. After tea Mike showed part of one of his DVDs from his NLSME archive entitled "Laurie Jefferies" showing Laurie lighting up his 'Bantam Cock', from LBSC's design. There were lots of familiar faces, somewhat younger than now, and some who are no longer with us. They included; Dave Chisnall, John Shaw, Tony Nixon, David Grant, Ron Price (on his unpainted A4), Geoff Wren, Bert Mead, Peter Waring, visitors Ken Edge, Brian Apthorpe and Ray Frohock.

Yet another example of what could have been a disastrous evening that turned out to be quite entertaining. I would have written more but was dragged off, kicking and screaming, to the 'Railway Bell'.



Left: Tornado approaching Potter's Bar **Photo** Nicholas Griffin

Above: Tornado passing through Finsbury Park **Photo** Nicholas Griffin

Steam on the Grand Union Canal

(Mike Chrisp enjoys an outing)

Roger Clark is landlord of The Boot, an excellent hostelry in Chipperfield, Hertfordshire. He pursues his model engineering interest with miniature road and rail vehicles and has a full size fire engine. He also owns *Swallow*, a steam canal boat. Running the pub leaves him little time to enjoy his boat but he makes a point of taking her out when he can and invited friends to join him one weekend last November. The trip involved travelling from *Swallow's* home mooring in Harefield marina to Toovey's Mill near Hemel Hempstead on Saturday, returning on Sunday. I accompanied him for the day on Saturday. We were six in total.

Tailor made

Swallow's oil fired vertical boiler was built in 1960 by Clarksons and was originally installed in a tailor's works in London's East End to provide steam for finishing clothes. The tubeless steel thimble boiler has a capacity of 80 gallons, runs at 120psi with a maximum steaming rate of 600lb./hr. and evaporates about 60 gallons on a day's run. Water is drawn from the canal, filtered and fed to the boiler. No water treatment is used. Fired on standard red diesel, the boiler is fuel hungry but alternatives are not practicable. *Swallow* carries enough for about 50 hours steaming.

Roger was concerned about a mud hole gasket but it got us through Saturday. He decided to replace it on Sunday morning but unable to find a new gasket he selected the best from his stock of used gaskets. With about 40psi. of residual steam, the boiler had to be drained. Refilling using the injector or mechanical water pump requires steam, and a hose takes a long time! Roger has since located a 12 volt electric pump capable of feeding against 160psi. Fortunately, the mud hole gasket seal was good and Sunday's crew left for the return journey without much delay.



Everything forward

Originally fitted with a steam turbine, *Swallow* was built in 1974/5 by Stowell Bros. of Chesterfield. The turbine was not a success and was replaced by the present engine - the high pressure cylinder (6in. bore x 6in. stroke) of a compound twin built in 1953 by Robey of Lincoln. A frustrated export order, Robeys gave the engine to Liverpool technical college which sold the engine in 1973/4 to Stowell Bros. It drives a 28 dia. x 32in. pitch propeller.

The builder kept meticulous notes, including indicator diagrams. Engine timing seemed to be his speciality. It is very well set up and will tick over at just 17rpm. During my trip I noticed the engine gently hunting across a dead centre on at least one occasion.

Swallow was sold in the early '90s to Vernon Smith, a driver on the North Yorkshire Moors Railway and owner of a Sentinel steam wagon. Via ebay in 2003 he sold *Swallow* to Roger, her third owner, to finance the purchase of a 1920s charabanc that has since been combined with the Sentinel wagon to create a steam charabanc for rides along Whitby seafront.



Lifting and shifting

When purchased, *Swallow* had been out of the water for about five years at Thorne, near Doncaster. Roger had the choice of transporting her by road or sailing her home. The road option required two 80 tonne cranes - one each end - plus the cost of a trailer. Although *Swallow* only weighs about 22 tonnes, British Waterways Board will not permit cranes close to canal edges, so any lift has to be done at a reach and requires a substantial crane. Roger had to get *Swallow* into the water at Thorne and shared the cost with others who needed the use of a crane at the same location and time.

The alternative was to find out about *Swallow* by sailing her south via the Trent and Grand Union Canal. Familiar with canals and steam propulsion, Roger said his first view into *Swallow's* engine room convinced him that he had to learn very quickly under Vernon's guidance. So *Swallow* came to Harefield during the hot summer of 2003. The exhausting journey took 13 days, covered 189 miles, negotiated 229 locks and consumed 2300 litres of diesel! Roger was accompanied throughout the journey, first by Vernon then by a succession of volunteers! Vernon spent most of his time in the engine room keeping the engine running that had lain idle for five years. So, soon after setting off, Roger had to cope with everything else and to come to terms with *Swallow's* quirks and foibles.

Most of the problems experienced on the journey were fuel related. The original fuel supply system relied on an engine driven mechanical fuel pump to feed the burner. A cold boiler provides no steam to drive the engine, to operate the fuel pump, to feed the burners, to heat the boiler, to raise steam. Oil had then to be pumped manually for about an hour to bring the boiler to a point where the blower could be used. Fuel oil was filtered before being fed to the burners and because, as he discovered later, the fuel tank was full of sludge, countless filters were used on the journey. In the end, unfiltered oil was fed to the burners that had to be regularly removed and cleaned.

One of the first tasks when *Swallow* was settled at her new berth was to clean the 1250 litre fuel tank. The 1000 litre water tank was also cleaned and resealed.

An interesting effect of the mechanically pumped fuel system was that no fuel was fed to the burners when the engine is stationary. Thus, when negotiating locks, it was necessary to manoeuvre the boat backwards and forwards, simply to keep the fuel pump working. As soon as he could, Roger replaced the mechanical pump with a 12 volt electric pump and fan. A long steam-raising chimney remains on the cabin roof and the original mechanical system stands by in case the electrical system fails.

Homeward bound

Navigation on the tidal river Trent requires up-to-date charts, navigation lights and a proper anchor. That said, provided they kept to the deeper waters at the outside of the bends and avoided the sandbanks, the experience was marginally less exciting than when they strayed from the river's navigable channel. With a draft of about 30-32in. and unballasted, *Swallow* is quite lively in the water.

Vernon left the boat at Leicester and Roger was then supported by a succession of other friends. The weather was lovely and, had the journey been more leisurely it would have been very enjoyable. On the final day of the adventure they set off from Berkhamsted at 6.30am to arrive at Harefield marina at 10pm.



Swallow spent Saturday night moored at Toovey's Mill near Hemel Hempstead. **Photo:** Mike Chrisp

Checks and tests

Swallow was sold with full certification. Annual steam tests are required however, so Roger soon had to locate a boiler inspector. Initial investigation prompted a chemical descaling and fitting enlarged mud hole studs. As a member of the Steam Boat Association of Great Britain Roger uses their annual inspection scheme. His first SBA boiler inspector drives one of the big engines at Kew and had been involved with marine plant - mainly steam - all his working life. He carried out thorough visual and ultrasonic tests and found no problems.

Over the years the boiler fittings have been removed, dismantled, cleaned and inspected. A water level switch triggers a buzzer when the boiler water level falls below the bottom nut. With the electronic burner control system now fitted to *Swallow's* boiler this level switch can be linked into an automatic system. Boiler water feed and burner can be controlled using level and steam pressure monitors. Automation would allow Roger to relax and enjoy the trip! Apparently someone uses a radio controlled automatic system so comprehensive that his boat can be operated single handed - he can step off to operate locks and uses his radio to control the engine and steering.

Although only one means of feeding water into the boiler is required, *Swallow* has both an injector and a feed pump. Roger also fancies fitting a donkey pump but hasn't yet found one of a suitable size. *Swallow* is fitted

with a whistle that had once been a knocking off hooter at a Lancashire cotton mill. Roger has other whistles including a three-tone chime and a siren but has not yet been able to fit them.

What's in store?

So what's next? Due to a misunderstanding when the boat was surveyed for insurance purposes, the assessor expected the original hull to have been fabricated from 10mm plate and found it to be some 4-5mm thick. Subsequent enquiries revealed that *Swallow's* hull would have been welded up from 6mm plate but by then the paperwork had gone through so the work will have to be done anyway.

A few minor mechanical matters require attention and in due course Roger would like to smarten *Swallow* with a lick of paint and to tidy the interior. Realising she will never be a really clean boat, any internal upgrade will have to accept the limitations of living on a steam boat. He would also like to spruce up the engine room and paint the engine.

Roger bought *Swallow* because he enjoys steam and messing about in boats. He also thought he might hire her to fellow enthusiasts but, realising there's far too much to learn, has abandoned the idea. *Swallow* requires a crew of at least two and preferably three to sail her so he can't take her out on his own. That said, he can arrange trips for friends to enjoy, just like our weekend outing last November. There are limits, though, and when asked to participate in a local canal festival, had to decline because it would entail a week away from work and burning 1000 litres of diesel.

My trip on *Swallow* was made the more pleasurable by the sound of the exhaust from the steam engine and the smoothness of our progress. I soon got to take the rudder while Roger attended to the engine. We were greeted by practically everyone we passed along the canal. Roger organised hot meat pies to sustain us, and liquid refreshment to offset the effects of dehydration during the day. We had an expert tea and coffee maker and all took a hand at operating the locks.

Sailing upstream and finding most of the locks set against us, it was well after dark before we arrived at Toovey's Mill. My wife had come to meet us. She remarked that her wait concluded first with the gentle sound of the steam engine, then glimpses of the headlight's glow and a plume of steam, and finally the sight of *Swallow* as we came into view and approached our destination.

My thanks to Roger and *Swallow* for a marvellous day out (and a very good night's sleep afterwards!)

Mike's Musings

Last Saturday I made my annual visit to the Brighton ModelWorld Exhibition. Big mistake as with all the various Underground closures for engineering work and the ongoing engineering work on the mainline, I had a journey time of just on 4 hours. These weekend closures have been going on for years; who knows what they are doing. In the good old days of steam they would have built a complete line to Brighton by now.

What was interesting however was at Littlehampton. I noticed that they still use semaphore signals at the entrance/exit to the station.

The exhibition seems to have more or less become just a plain model and toy exhibition. Very few Model Engineering clubs bothered to attend this year and the Model Engineering trade have decided to give it a miss.

Forthcoming Loco Section Meetings.

- Friday March 20th:** - Talk by Tony Dunbar – Railtrek 2008, a journey along the west coast of America with Rai Fenton and Dave Burman. The trip included a visit to Train Mountain.
- Friday April 17th:** - Meeting to discuss the consequences of public access to the Tyttenhanger site with an emphasis on stewarding levels.
- Friday May 15th:** - Work in progress. There should be lots to look at on the table, as this is the first Loco Section work in progress meeting for over 12 months.
- Friday June 19th:** - 1st BBQ of the summer at the track.
- Friday July 17th:** - BBQ at the track.
- Friday August 14th:** - Last BBQ of the season at the track.

Track Stewards Rota.

To be published at a latter date.

Mike Ruffell.
Loco Section Leader

GENERAL MEETINGS 2009 – FORTHCOMING PROGRAMME

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

Inclement weather conditions prevented Colin Gent from attending our General Meeting on 6 February 2009. However, Colin has kindly rescheduled his talk for 6 November – an evening to look forward to.

6 MARCH 2009

MY FIRST PROJECT

This evening provides us with an opportunity to reminisce about whatever it was that aroused our interest in the hobby. It would be great if some of our very first efforts appeared on the table at this meeting, but it may be that they have been passed on or are perhaps now long gone. Nevertheless, an interesting evening will be enjoyed by all, even if we only get to hear about your first model engineering project. Please let me know if you plan to bring something along.

3 APRIL - FRANK BANFIELD: ARCHIVE FILM EVENING

Frank Banfield will show another selection from his extensive and varied archive of 16mm films.

1 MAY - WHAT LIES AHEAD?

An opportunity to discuss the future of our Society.

22 MAY - ANNUAL GENERAL MEETING

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

5 JUNE – LOCK, STOCK & BARREL

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

AGM Nominations 2009

Nominations are invited from members for the elected positions on the Society's Council to be elected at the forthcoming AGM in May 2009.

The elected positions are: Chairman, Vice Chairman, Treasurer, Secretary, and five Committee members.

Nominations are to be submitted in writing by **17th April 2009** to the Secretary whose address is listed on the News Sheet back page. Nominations received after this date will not be considered.

Submitted Nominations should include the Nominee's name and signature together with the names and signatures of a Proposer and Secunder and the position for which election is sought. A convenient form is shown below. The form should be accompanied by a brief statement describing the Nominee, his/her model engineering interests, reasons for standing and vision for the future of the Society.

Candidates' nomination and statements will be circulated to all members in the April News Sheet.

**Nomination deadline: Received by the Secretary
by 10.00pm 17th April**

Nomination form

Candidate's name: _____ (block capitals)

Position: _____

Candidate's signature: _____

Proposer's name: _____ (block capitals)

Proposer's signature: _____

Secunder's name: _____ (block capitals)

Secunder's signature: _____

Attach Candidate's Statement

The Council

Club Loco 'Butch' (Photos by Owen Chapman)



Butch as it was at the end of the 2007 season. Operable but needing a new coat of paint and some TLC.

Degreasing and pressure washing was undertaken at the track.

The old paint was removed using paint stripper



Next the loco was primed ready for the top coat.

The tanks and cab painted and lined



The loco finished and awaiting a few minor jobs prior to hydraulic testing and re-entry into service at Colney Heath.



In Memoriam Muriel

I don't suppose that there will be all that many folk who will remember Muriel Jefferies but those who do will recall a pleasant and helpful lady, always cheerful and ready to help out, especially on Open Days, she was a great cake maker. She was a very tactile person and always greeted me with "come on Jim, I must have a cuddle", I should add that the greeting was not restricted to me. She was involved in several hobbies, including quilting, but her particular favourite was lace making, together with Ruth Luxford. Back when our Open Days were more successful than of late we used to have a display of the Ladies hobbies and Muriel, Ruth and Julie could show off their skills. Her husband, Laurie, was a very active member for many years and used to be tea boy on Sunday mornings during the Winter season. On the Sunday before Christmas Muriel always appeared with a plentiful supply of mince pies and sausage rolls.

Sadly, Laurie has been suffering from Alzheimer's, a terrible thing for one whom was so skilled in the workshop. Fortunately, when Muriel died, peacefully in her sleep, Laurie was on a respite at a local home to give Muriel a rest.

The funeral was very tasteful and among those present were; her son Martin and daughter Deborah together with their children, many of her friends, including Sue and Brian Apthorpe and Julie and myself.

Jim Robson

Advertisement

Free to a good home, A0 drawing board on stand. Complete with drafting machine. Ex aircraft design office. Needs new rules, otherwise in good condition.

Please contact the webmaster

Slot Racing by John Roche

The North London Club hosted the first meeting of this years retro slot racing calendar on January 25th when we held the first round of the "Something for the weekend Sir?" series for cars of the type described last month. Entrants came from around the country but honours went to home drivers who took first place in both the Can Am sports cars and Formula 1 classes and in concourse. The next round is in Wellingborough on March 22nd.

NLSME members are also currently organising the Sunchaser proxy race series for thingies. The series as the name suggests starts here with another round in Wellingborough. The cars are then sent to America, east coast first before ending up down under. Entries are coming from all over the world. The hosting raceways will provide the drivers.

Thingies are in the style of the mad days of the 60's when the cars appearance was gradually stretched in the search for performance (a wider, longer car has a lower centre of gravity thus better cornering). Finally Thingie racers abandoned all pretence of resemblance to 1:1 scale cars. This series is an affectionate tribute to those days. Concourse with outlandish colour schemes are a big part of the proceedings.



On February 8th NLSME members braved their way through the snow up to Wolverhampton for the Early Birds meeting for true scale 1/32 pre 1961 Grand Prix cars. This meeting had an international flavour with one entrant flying over from America, another from Greece. The emphasis of this meeting is as much about the appearance of these cars as the performance. This doesn't prevent them from lapping the track quickly. Despite the competitive nature of slot racing this meeting is renowned for its relaxed and laid back atmosphere with plenty of socialising.



Above: Concourse at Wolverhampton **Photo:** John Roche

Left: Phil's Thingie **Photo:** John Roche

Well that's it for this month. I'd just like to repeat our invitation that if you're in the area and would like to give slot racing a go pop in and see us. It's very different to the Scalextric you remember.

RAILTREK 2008

An abbreviated description of a 21 day road and rail trek up the West Coast of the USA from Los Angeles to Portland and then by train from Portland to Seattle and Chicago by three of your intrepid members, Dave Burman, Rai Fenton and me, Tony Dunbar.

You will see some spectacular prototype railroad operations, four 7½" gauge railroads and visit some well known tourist attractions - all by coming along to the next Loco Meeting on Friday, 20th March commencing promptly at 7.45pm.

I believe that there will be something of interest to all members and guests. See you on the 20th

Rai Fenton & Tony Dunbar

The February Loco Section Meeting

By Roger Bell

The topic for the evening was entitled 'Discussion of Colney Heath Developments', the developments were a new signal box, a new ground level railway station, an extension to the raised track and the change of location for the garden railway.

David Harris explained the 'Project Approval Policy' through which all minor and major projects pass through. Having thought of an idea the major proposals are published in the News Sheet with the date of the meeting at which it is to be discussed. The proposal is either rejected or amended or passed for approval to the Tyttenhanger Site Committee Meeting. After TSC approval the proposal then goes to the Council Meeting for approval, then work can commence. Minor proposals just pass through the TSC meeting before work commences. This policy was written down on a flow chart for us to follow. David clarified that within the club there is no section membership, we are all members of the Society and can attend any meeting and have our say.

The signal box proposal was presented by Jim Macdonald; its purpose would be to store the GLR signals (initial signals will be automatic), it's a place for the Stewards to go, and it would be a first aid station (as opposed to treating cut fingers in the tea queue). It would house a security and monitoring camera system and GLR driver communications. There would be a telephone system linking all stations. Mains electricity and extra low voltage would be available. Mains water and a tank fitted. It would be 9 feet long plus 4 feet for dummy steps by 6 feet wide. A frame was made up and sited in the proposed position, in a track triangle near the boating lake next to the cuckoo line steaming bays, to simulate its size. It was thought to be a bit high so its height will be reduced by 8 inches and the box will be 8 inches below ground level. Flooding has been thought of. It will be modelled on Tenderton Town box with windows both sides. The overall height is 10 feet. Signals and levers are available or we could make our own. A stove would be fitted. The preparation and groundwork could be completed by March, brickwork by April, woodwork by May and painted by June. The master builders are Ted Kitchener, Mike Dear, Grahame Gardner, Peter Weeks, Peter Funk and Jim Macdonald. Work can start as soon as possible. Entrance to the pond would be changed to clear the steps to the box. Standing inside the box one will be able to see out of the 'upstairs windows'.

The new ground level station Plan 'A' was presented by Peter Funk. Its purpose would be to reduce the number of track stewards needed by combining the passenger alighting position for both raised and GLR. The

GLR station would be a dead end with trains reversing. Doubt was raised on the safety of this, but it is a practice routinely carried out at Fetes. Signals will control movements.

Plan 'B' was similar to plan 'A', but was parallel to the ground level inside the existing fence. It would require no extra space. It would create a separate station and would require trains to reverse whilst loaded.

Nick Griffin presented a further proposal using a scale survey of the site taken twenty years ago. The move of the garden railway releases land that could be used to accommodate the raised track which could be moved over and run between the trees. There may be problems with tree roots, the carriage shed would need to be repositioned possibly to the new steaming bays area. The plan would be to combine the raised and GLR stations with a 'Y' shaped station, on the basis that we are all one club and this would do away with any 'them and us' situation by providing one central amenity. Passengers would form one queue and decide at the head of the queue whether to ride on the raised or GLR. The GLR station would contain a loop to allow continuous running whilst passenger trains loaded. The plan would entail running the other way round the cuckoo line creating one possible visibility problem; four points would have to be remade as the offset between the gauges is on the other side. The entrance to the pond would move and there would be one track to cross. This plan would do away with the dead end tracks. Nick stressed the importance of reducing the number of stewards required.

The proposal for a new garden railway – paper 2 was presented by Geoff Mogg; he had distributed a leaflet describing the main points with a map of the extreme boundary. The minimum distance from this extreme boundary to their track would be eighteen feet. Geoff explained that the move to the workshop loop is to provide space for a larger radii track to accommodate larger engines. The 'Design Proposals for a New Gauge 1 Railway at Colney Heath' dated 12 November have been submitted to the Tyttenhanger Site Committee meeting on 24 November where Proposal 'B' was accepted in principle subject to aspects concerning access and compatibility with public viewing.

A lot of thought has been put into this and it includes input from the TSC. The proposals are pretty comprehensive and Geoff explained that he had tried to follow our project approval policy which had given this proposal a lot of transparency. (In fact it was Geoff's querying what our procedure was that led to David Harris producing the document).

This railway has proved very popular with thirty people present in the summer and can get a bit crushed. Access to the area on their normal running day of

Wednesday is over the raised track. No public would be there. On Sunday when few run, access would be as it is at present. No detail design had been done as they were waiting for approval before starting this. The land would need to be levelled and the layout would have the appearance of a proper railway with signal boxes and stations which would be removable. The seating and tables would be moved from the existing area.

With regard to the public attempting to access the area, it is a similar problem to the boating lake. Signs may be needed to protect ourselves as much as anything, or a fence between the raised track and the new railway to deter anyone from thinking about climbing over the raised track. Shrubs were proposed like a hedge cut down to see the trains but deter access by any public, but they primarily run on Wednesday with no public present.

Voting then took place and no one at all was against the proposal so the garden railway was approved for submission back to the TSC for final approval.

Voting then took place for the signal box where again no one at all was against the proposal so that was approved for submission back to the TSC for final approval.

The other proposals were left for further planning and discussion.

Committee Meeting News

Council Meeting 9th Feb 2009

Thanks were extended to Ian Johnston for organising a successful exhibition stand at the Alexandra Palace where the Society was placed 2nd in the Club Stand competition.

The Southern Federation Notice of AGM has been received and Council agreed that our Vice Chairman should be nominated for a Committee member post.

Tyttenhanger Site Committee Meeting 16th Feb 2009

A discussion took place re club locos being available for Sunday Public running sessions as there was an issue last October where no member or club locos were available.

G.L.R. News

Not much new to report on this month. The weather has as you may have noticed been a bit on the cold side & true to form February has done what it is well known for; delivering snow & ice! So I took the opportunity to take some video footage of the white stuff at the track and whilst walking along looking through the view finder I inadvertently found the bottom of the link around the hump, being full of snow I didn't see it and fell head first into the trench ouch! No harm done I stood up, brushed myself off and continued to film the rabbits who seemed, despite the cold, to be grinning broadly? This year the ground has been frozen and hard to dig. The pond was also frozen to quite a thickness but still the team managed to turn up and find something to work on; mainly ballasting and elevating the existing track. The landscaping is continuing a pace and looks smashing on the new land.

Three very large trees were taken down by our landlords; one close to the tunnel and two through the narrows towards the new land. The deal was so as to reduce the costs, we the club would help by disposing of the cut wood. Many thanks to all who helped including Ground level & Raised track boys.

The first panel of trellis for the bridge has been made out of the old track flat section. We had a trial fitting and all present agreed how nice it looked. The regulation 100mm (4 inches old money) diamond shaped holes on the panel look quite adequate to stop little Billy getting his head stuck fast.

As a result of the last loco section meeting of the alterative proposals presented our plan B seemed most favoured, as this did not impinge on the existing raised track station or picnic area. Taking into account the overwhelming support for the signal box we agree to re site the pond access to avoid the proposed platforms and will prepare details for the Tyttenhanger committee's decision.

We also will be asking the Tyttenhanger committee for permission to place a temporary station on the curve by the cuckoo line for this summer, as mentioned in the February News letter. This will comprise a gate, some fencing & paving, all easily removed at a later date.

As ever in the muck

P. Funk

G.L.R. Section Leader

Letter



My grandfather, William Calf, was born in 1893, and died at Oakenshaw, Bradford, in 1964. Together with my father, Ronald Calf, born 1922, died 1996, they built a working model of the Flying Scotsman locomotive, pictured above. I believe that it was built to run on 3.5" track.

The model was built with the intention that it would be handed on to me. Unfortunately, when my grandfather died, his widow, who was his second wife, sold the engine without any consultation with my father. It will have been sold in 1964, or shortly after.

I do not know whether or not my father was given details of the new owner of the engine, before his unexpected death, but I have no knowledge of the present whereabouts of the engine.

As far as I am aware, this is the only photograph of the locomotive. The engine and tender are bolted to their own sections of track, which form the bases of the carrying cases, and the tops can be seen in the background.

I would be very grateful of any information regarding the present location of the engine.

Many Thanks,
John M Calf (send replies to webmaster)

Dates for your Diary

Monday 2 March	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 6 March	8.00pm General Meeting; My first project; HQ, Legion Way, North Finchley
Tuesday 17 March	8.00pm Tyttenhanger Site Committee meeting; St Mark's Church Centre, Colney Heath
Friday 20 March	8.00pm Loco Section meeting; talk by Tony Dunbar, Railtrek a trip to Train Mountain; HQ, Legion Way, North Finchley
Mon 23 March	<i>Deadline for copy to Editor for April News Sheet</i>
Friday 27 March	8.00pm Workshop Evening; HQ Legion Way, North Finchley
Friday 3 April	8.00pm General Meeting; talk by Frank Banfield Archive film evening ; HQ, Legion Way, North Finchley
Monday 6 April	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 17 April	8.00pm Loco Section meeting; Discussion of stewarding at Colney Heath; HQ, Legion Way, North Finchley
Saturday 18 April	HO section to exhibit at John Keble Church Hall (HA8 9NS)
Monday 20 April	8.00pm Tyttenhanger Site Committee meeting; the coach at Colney Heath
Monday 20 April	<i>Deadline for copy to Editor for May News Sheet</i>
Friday 24 April	8.00pm Workshop Evening; HQ Legion Way, North Finchley
Saturday 25 April	Fareham Club visiting Colney Heath
Sunday 26 April	Birthday Party (Fuller)
Friday 1 May	8.00pm General Meeting; What lies ahead? An opportunity to discuss the future of our Society ; HQ, Legion Way, Nth Finchley
Monday 11 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 15 May	8.00pm Loco Section meeting; Work in progress ; HQ, Legion Way, North Finchley
Monday 18 May	8.00pm Tyttenhanger Site Committee meeting; St Mark's Church Centre, Colney Heath
Friday 22 May	8.00pm AGM; HQ, Legion Way, North Finchley
Mon 25 May	<i>Deadline for copy to Editor for June News Sheet</i>
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Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

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

