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The News Sheet

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Month...*

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Chairman's Comments



Is it December already?

2019 has steamed past at great speed. If we had an aero section it might also have flown by.

Winter work parties at Colney Heath are now under way with several tasks already nearing completion at time of going to press.

The new post for the somersault signal (ex GNR) has been planted and the temporary fencing around the GLR steaming bays is being replaced.

Work scheduled for this year is primarily completion of existing projects and maintenance. Last month's news sheet contained list of activities so there is plenty to do. If you do not already have a job in hand speak to either Nigel Griffiths, Graham G. or Peter F. who will see your time is put to good use.

Near the end of the public running season a section of ground in the picnic area became noticeably water logged, a sign of a leak somewhere below. The inlet main was known to be in that area so with a fair degree of certainty a hole was dug to explore the problem. (See photo page 16) It was found there was a faulty joint in the pipe, dating from time of its installation in 1980s by contractors rebuilding the Tyttenhanger pumping station. It is a wonder that the leak had not developed earlier.



Whilst organized running at Tyttenhanger is reduced there is no let up for the Fetes and Fairs boys having had two events in November and another still to come before Christmas. Fetes and Fairs team raise more money for us than any other section so please consider helping them. (See dates for the diary page). Contact Jim MacD.

The HQ meeting room is looking much improved after the refurbishment. Many of the pictures we had hanging on, over the years, relegated to shelves, are to be replaced. But in addition, we want to showcase the whole gamut of NLSME activities past and present. So, all members are asked to review their photographic collections for suitable images. It is possible that we can find funds to have negatives professionally enlarged to make a better display. Please let me have your suggestions.

Martin C. has advised me that he wishes to stand down from the role of RT section leader. He will continue his active involvement in the club. I wish to thank Martin for what he has done during his time as section leader.

As Christmas will soon be upon us, I sincerely wish you and your families have a happy Christmas and look forward to another good year sharing our mutual interest and all facilities the NLSME has to offer.

See you at track or HQ.

Les B, Chairman

Front cover photo

Grandad (Paul J.) taking instruction from his grandson Teddy on how the whistle works. Perhaps that's what the club needs, more drivers of the correct scale for the loco.

A Conundrum

Three NLSME members visited the recent Midlands model engineering show. They wanted to stay at a local hotel overnight. The plan was to share a room and cut the costs of the trip. Amazingly they found a cheap hotel for £30 per night.

When they had booked in and paid, they went up to their room. Shortly afterwards the receptionist realised there had been a mistake the room rate for that night should only have been £25.

So, the bell boy is called and after explaining the situation the receptionist gave him the £5 and instructed him to go up to the room to pay them back.

On the way upstairs he realises it will be difficult to split the £5 three ways so he decides to give them just £3 back.

The question is; if each of them got £1 back that means they paid £27 for the room. The bell boy kept the other £2 for himself. So that adds up to £29.

So, what happened to the other £1?

Treasurer's Report

By Mike F.



With this issue of the News Sheet, we enclose a copy of the new Name and Address list of Society members. This is a confidential document for use by members to enable them to make contact with other members and must not be disclosed in whole or part to any third parties.

We are pleased to welcome two new members, who were accepted at the last Council Meeting: -

Gregory Howard, [REDACTED]

[REDACTED] and Stephen Howard, Junior Member, interested in everything.

At the same meeting approval was also given to finance two new projects: -

Replacing the steps across the Raised Track Railway beside the Steaming Bays with new purpose made steps, wider in tread and uniform in step height to the minimum clearance, rail-head to tread (17") to assist drivers getting on and off driving cars on the RTR and most importantly to enable Gauge One members to get across to the Gauge One layout within the bottom loop.

The GLR Section have also put forward a plan to enclose the roofed, but open sided engine steaming pit, erected many years ago, with an attractive design to most importantly stop the prevailing wind from howling through the fence into the whole steaming bay area.

At HQ the redecoration of the main hall has reached a stage where we can take breath, all much improved as all who come to the Xmas Social on the 6th December will see. A canopy has been put up over the entrance door, we are now spared having to stand in the rain whilst locking and unlocking the door, not to mention keeping the rain off the door and surrounding area.

Because the decision was taken to start work immediately on the Raised Track maintenance, it is unlikely that the New Year's Day RTR Steam-up will place, unless members wish to top and tail trains from the Station to the bridge and back. The Cuckoo line will be available though.

Hope to see many of you on the 6th December at HQ at HQ for our Xmas Social, but in the meantime, I would like to take this opportunity to wish everybody a Happy Christmas and Best Wishes for the New Year.

Mike F. Hon. Treasurer

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, Ian

Friday 4th December. The Festive Gathering. Club Festive Gathering. **THE Festive party** for all sections. Please come along and have an evening of Festive fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings.

January 2020

Friday January 3rd **An evening of members Videos, Slides and Photographs.** We all have slides taken years ago that we can talk about for a few minutes, so bring them along.

The meeting will include two films taken by the late Geoffrey Cashmore. These are of historic interest to NLSME commencing with shots of our first permanent track at Arkley, Colney Heath during 60s and 70s and including the LBSC centennial rally we held in 1982".

Friday February 7th **An evening for open discussion** on Colney Heath matters and HQ matters. Given that Tyttenhanger is now a multi activity site it will be informative to have views from members of all sections that enjoy the facilities. The topics to be as members wish to raise. These are expected to cover updates on agreed projects under way, ideas for new projects, feedback from recent years' experience of public running, review of stewarding resourcing, rotas and duties etc. The meeting is for members to comment on activities at Colney Heath and Head Quarters to provide input for future development-operation. Les will chair the meeting and asks that to assist planning the agenda members email him **beforehand, phone or raise in person topic items** they wish to be discussed.

Friday March. 6th **Work in Progress. Work in Progress.** Your chance to show us what you were up to. So, if you were not ready last November, now is the time to show the Club your prowess and progress. Bits of Locomotives please but this is a General Meeting, so any general engineering is most welcome.

Ian J. – General Meetings Co-ordinator



Narrow Gauge Garden Railway

By John D.

The Tyttenhanger Light Railway – A brief history
(Or is it a Christmas fairy story?)

At this time of year this is best read in a comfy armchair by a blazing log fire with a glass of Macallan near to hand....

Now we're sitting comfortably, let's begin.....

As I'm sure your aware the narrow-gauge garden railway at Colney Heath was inspired by the Tyttenhanger light railway. It was a mineral and passenger three-foot gauge light railway which existed for a comparatively short time before closing in the early 1920's and now very little evidence of it remains.

I have been busy on the internet and have found scant information and just a few photographs of the history of the line but I am able to bring this little line's history to you for some light holiday period reading.

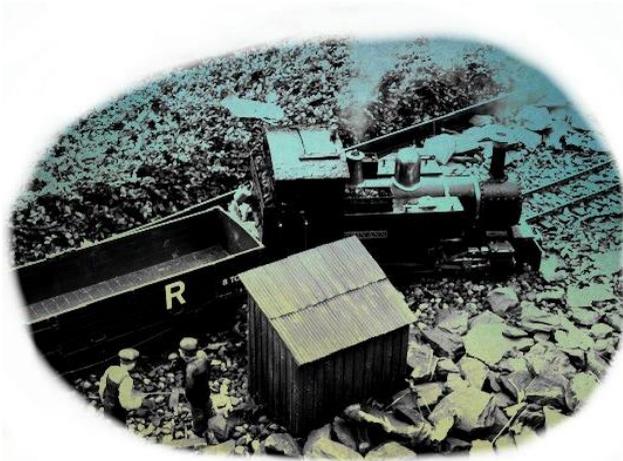


Our story begins in the early 1890's, across the Chiltern area there were in the past extensive lime workings mainly through mining, I'm sure your aware of sink holes suddenly appearing on news reports, these are invariably due to long forgotten excavations. And our region was no exception, there were extensive mines between Ridge and Shenley and to expand and make a healthier profit Lord Salisbury of

Hatfield house who of course owns all the land in the area constructed a light railway from the workings to the Great Northern station at Welham green. Here there were exchange sidings for onward working of the chalk to processing plants.

The line was fairly tortuous to avoid steep gradients and also to avoid the sink holes at Water End, in fact a long stretch of the line is actually where the modern

A1M now exists, it was during the construction of the line that more chalk of fine quality along with the remains of what was South Mimms castle a 12th century massive motte and bailey were discovered . So, another chalk working was opened and indeed because this was the nearest point to South Mymms village a small halt was opened named Castle Halt this allowed villagers a chance to access the GNR as a small bay platform was added at Welham Green.



And so, the North Mymms light railway as it was then called continued till the turn of the century when large gravel deposits were discovered around the Tyttenhanger village area. These deposits were left by the proto river Thames which used to flow though the Vale of St Albans on its way to Clacton until the Anglian ice

age diverted it on its present course many years ago flowing around Maidenhead.

However never shy of wanting to make more profits Lord Salisbury then invested heavily in the expansion of what became the TLR a junction was built at what became Water End station and the new line crossed through North Mymms Park, With Lord Mucke, who owned the house and park quickly negotiating a percentage fee of goods carried.

The line continued over Coursers road adjacent to the windmill on the edge of Colney Heath, it then skirted to the south of the actual heath and it actually ran parallel to where our long stretch of raised track now exists then onward to where the present gravel workings are and finally to Tyttenhanger village itself.

It wasn't long before the mineral traffic was added to by passenger trains and stations were built at Tyttenhanger, Colney heath by the windmill, and Lord Mucke of course wanted a station in north Mymms Park for his own personal use! So as you can see despite it being such a small line it eventually boasted no less than six stations!

Colney Heath itself had in the past been popular for large public events such as prize fighting presumably because it was just out of reach of the metropolitan

police and because it is common land there are some very peculiar bye laws which almost encourage wayward behaviour! It would appear that just prior to

World War 1 for some reason the Heath became again very popular with Londoners for a “day out in the country” and so at weekends and bank holidays extra passenger trains were put on and I believe one of the photos shows one of these bank holiday specials.



Then came the dark days of the great war, passenger traffic disappeared and motor traffic replaced the trains for the transportation of the minerals, eventually the inevitable happened and the line closed without any fanfare in 1922 although it's hard to find an exact date for closure.

I hope you've enjoyed this brief look at the TLR the photos I managed to find show not only the bank holiday special but some mineral workings , the derailment photo is of interest as apparently the line was closed for upwards of a week when a freight train derailed at Water End and because they had no heavy lifting equipment and lord Salisbury was loathe to pay for the hire of some it took some time to rerailed the loco, hardly helping the dire straits the railway was in at the time, this became known as the “the derailment that closed our railway” in the local press.

Finally, of course I have to admit that nearly all of this is just fictional nonsense (get away!) however there are a few interesting real facts hidden in there, spotted them? I'll let you know next year....

Happy Christmas everyone, and wishing you a successful and happy modelling/engineering 2020!

John D, Section Leader



G.L.R. News. December 2019.

By Peter F.

Merry Christmas and a Happy New Year to one and all.

What an interesting year we have had and where did it go? Here is a clue.

Last December the crew were fully engaged in breaking wind by putting up green netting We built a turntable, we had a massive clear out of unwanted items, built a crossing to the loo's, purchased two new ROR passenger cars, and have fenced off the G.L. steaming bays. All this in-between public passenger hauling and private parties, not forgetting one notable 100-year-old celebration party. We also concreted space number six between the containers ready to be made into a fitter's shop. I'm exhausted just thinking about last year's activities. I am indebted to all the folks who helped on the G.L. throughout the year. Thank you one and all for all your efforts.

We have recently acquired two new active guys on the Ground Level Harvey and Michael who I know will be asset's as they have seamlessly joined in with the crew and have been made very welcome by all.

Once again, I will ask that if any member is interested in helping out and learning how the G.L. runs the crew will be more that delighted to see you. Come along to the track on any Thursday or Saturday for a go at driving Alban the club loco and or helping with the maintenance jobs through winter all good fun to be had.

This month I am pleased to say that the crew are chomping at the bit and have already started to erect the fence around the G.L. steaming bay.



Don't be shy come along on Thursdays or Saturdays and you can join in, maybe even find you have your own project to do for the G.L.

Jobs to do at the track – Continue fencing up to Henley Halt – Track ballasting – Overhaul of St Alban – G.L. Steaming Bay Shed refurb – Rebuild G.L. ballast wagon – Anything you fancy doing?

Last month I reported in newsletter a list of winter works to be attempted and am pleased to say that the completion of the pit shed project is to go ahead, below is a photo shop impression of the finished article.



Photo supplied by Jeff Bolton.

Ron T. has now put the footings in for the brick skirt around the pit shed project and the brickwork was completed during November.

Now that the summer season is over for touring, I have found more time to concentrate on the pleasures of life and stripped the old girl down (Maid Marion that is not the wife) in preparation for spraying and putting the first coat of paint on the chassis.

I deburred all 200 holes on both sides of the frames, many of these are hand drilled in situ. The job was easily done with the use of a small battery drill and countersink.

What I was not prepared for is the amount of room needed to store all the bits that came off the loco frames! Chimney stack, smoke box, cylinders, motion, boiler, cladding, axles, the list goes on and once polished or painted they needed to be put out of harm's way for reassembly later.

Standing room only in the workshop at the moment must not complain though as I am very near to bringing the chassis up the track for final assembly.

The dream is still alive, ten years from the start of boiler building not bad for a guesser, and the next overhaul in sight will be me as I am starting to feel my age!



As ever in the muck.

Peter F. G.L.R. Section Leader.

Gauge 1 Group report

by David M.



Photo by Owen

There has been a major change to the G1 group recently. After quite a few years at the helm David West has stepped down from the post of Section Leader, David has run our section ever since the new track came into commission, times have not always been easy or smooth running, however David calm voice and assured leadership manner has always steered us onto a level and amicable path forward, helping the society towards one of the best run G1 tracks there is.

Although David has vacated the post, thankfully he is not leaving us, he will as usual still be with us most weeks running his GWR loco's, at last without too many interruptions. I am sure I speak on behalf of all our section/society members in sincerely thanking him for doing such a good job over the years.

Therefore, at a recent section meeting we elected a new section leader, this will be Geoff H. who having constructed his first Gauge One loco over 40 years ago – a Project. In the intervening period others have been constructed, including a beautifully running coal fired LBSCR 'Atlantic' Although not a society member for long,

Geoff is a very well-known and much respected figure within the world of G1, always seen helping at exhibitions, he has also served on the G1MRA Committee for a significant number of years, we all know Geoff well and we could not have a better member leading us.

Geoff said "I consider it a challenge to succeed David. The group has achieved much under his leadership which appears to have been completed effortlessly on his part. The group works well together. Long may it continue with David amongst us."

We must also pass on our very best wished to two of our regular runners, to Norman B, hoping his treatment all goes well and he is soon back running his lovely scratch loco's and rolling stock, again our best wishes go out to Jack Jacobs, who is not too well at the moment, we all hope you get well soon, we all look forward to seeing you both in the near future.

David M



A new member of NLSME

By Harvey

As some of you know, I'm classed as disabled now after having a stroke at 49 years old.

I had to learn to talk again, walk again and my right arm/ hand doesn't work now.

It also left me with Aphasia, and I don't know people's names now, so if I call you "mate" it's because I genuinely don't know.

I have made some good friends here at NLSME, and I feel it will keep growing.

I would like to thank you all for the warm welcome you have all given me, and those that have helped me.

I jumped straight in and bought myself a Sweet-Pea, not really taking into account the only one hand thing, but with help getting it out of my van, and on to a steaming bay it's all good. I have done four laps (so far) on the raised level track, and with help from Paul it worked well.

It will take some getting used to having shovel coal and using the regulator as well, the next challenge is GL with the Sweet-Pea.

I have recently got the go-ahead for pulling passengers on GL driving Alban.

Please come and say hello, if you see me around, I talk slowly and can't often get words out (aphasia) but I need to try, so just let me find the words (I will ask for help if I just can't find the words).

Regards Harv

The November General Meeting

By Les B.

A most informative presentation was given by Paul G. to the November general meeting. **Entitled; Rail Accidents and Safety.**

Paul took us through the history and development of safety measures and how they are now encapsulated in the 33 Railway Safety Principals outlined in the July and August issues of the news sheet.

Paul commenced by outlining the applicable current legislation and procedures. These included summary of significant game changers. The Health and Safety at Work Act of 1974, the 1988 Piper Alpha North Sea Rig disaster (which resulted in requirement for safety cases), the privatisation of British Rail in 1993 and the Railway Safety Case regulations 1994 which really pushed the railways into wholesale adoption of Risk Assessment as the basis for safety management.

The development of safety related regulations results from accidents. One feature of the talk was how Paul outlined the notable accidents and cross referred them to the 33 Railway Safety Principals that now apply. Starting with two very significant and well-known accidents Armagh and Quintishill.

June 1889, Armagh Rail Disaster.

The Armagh rail disaster happened on 12 June 1889 near Armagh, Ulster, Ireland, when a crowded Sunday school excursion train had to negotiate a steep incline; the steam locomotive was unable to complete the climb and the train stalled.

The train crew decided to divide the train and take forward the front portion, leaving the rear portion on the running line. The rear portion was inadequately braked and ran back down the gradient, colliding with a following train.

Eighty people were killed and 260 injured, about a third of them children. It was the worst rail disaster in the UK in the nineteenth century, and remains Ireland's worst railway disaster ever.

To this day, it is the fourth worst railway accident in the United Kingdom. At the time it was the worst rail disaster in Europe and led directly to the Regulation of Railways Act 1889 which requires, interlocking of points and signals, adoption of the block system of signalling on any passenger railway and continuous brakes on passenger trains

Armagh violated but illustrates the following Safety Principles:

Principle 20 – Signalling, Safe Routing, Spacing & Control

Principle 22 – Control, Facilities for safe operation

Principle 29 – Trains, Speed regulation & braking

22 May 1915. Multi-train collision outside Quintishill Signal Box near Gretna Green.

Another game changer, over 200 died. Mostly troops.

The signalman was overwhelmed with the number of train movements and events simply forgot about a down train parked on the up line and gave line clear to another train which ran at speed into the standing train. Had not been implemented as required in the rule book. Rule 55 required that, if a train was brought to a stand at a signal, within three minutes in clear weather or immediately in rain, snow, or fog, the driver of the train must dispatch his fireman, guard or any shunter riding on the train, to the signal box to ensure that the signalman was aware of the presence of the train, and that all safeguards to protect it, such as slides or collars on the signal levers, were in place, the crewman was then required to sign the train register to confirm this. At Quintishill, the fireman of the standing train signed the register but did not ensure that the signalman had put the necessary safeguards in place.

Quintishill violated but illustrates the following Safety Principles

Principal 20: Safe Routing, spacing & Control

Principal 24: Structural Integrity of trains

Principal 27: Communications

Example followed example.

Principal 20 speed regulation; -

An unfitted freight train run away at Picketts Lock 1960.

Principal 24 the range and compatibility of coupling devices;

A run away engineer's train on Northern Line from East Finchley to Warren Street 2010.

Principal 7 earthworks and structures

The Tay Bridge Disaster 1879.

Principal 15 fire precautions;

Kings Cross tube station 1987.

Principal 23 level crossings,

Hixon level crossing 1968. Other illustrated examples included Clapham 1988 and Ladbroke Grove 1999.

Paul described more examples than your scribe can capture. Along the way Paul managed to include information on moving blocks (new to me) catch points, facing points, wide to gauge points (another one new to me), Automatic rain Control, Human Factors and Safety Critical Activities.

If it sounds like an all-encompassing talk that is precisely what Paul delivered!

His final slide emphasised what we should learn from the foregoing years of painful accumulated experience. It is repeated below.

So, what should we learn?

- *Accidents are always waiting to happen. But they needn't.*
- *We can anticipate them through looking ahead by RISK ASSESSMENT*
- *We can avoid them by paying heed to Risk Assessments and the operating rules that emanate from them*
- *We all know how to avoid risks but sometimes don't bother*
- *We should not be completely risk averse but should exercise reasonable caution*
- *Its easier to overlook risks when you are in a group or crowd – there is a latent assumption that someone else is managing the risk*

Sage words of advice for this day and age. Illustrated with 149 slides Paul provided us with a fascinating and wide-ranging talk.

Those who missed it missed a treat.

Les B.

Sunday Working parties at Colney Heath

Normal service returns on the first Sunday winter workday at Colney Heath. Repairing Mains Water Pipe with one person working and seven spectating or is it advising.....maybe eight if you include the photographer John P.





The building of a A3

By Peter

Part 1 – Introduction

I have kindly been asked to share some details on my 5-inch gauge model which some of you would have seen at the track in recent years.

First, a little history on the model and then as the model progresses for future articles, I will give a general update and perhaps a little more detail concentrating on a particular part of the model's build. Please feel free to suggest a part that you wish me to cover in more detail.

I'll start with; why build a model of the famous Gresley pacific 'Flying Scotsman'?



The reason for building 4472 is because she was my late grandfather's favourite locomotive, he was an avid LNER model railway fan and thus from a very young age I also learnt to admire this beautiful locomotive and steam in general.

Model engineering is new to me, I began this project in earnest in 2010 and thus knew little of the designs available. I guess you could call me a 'rivet counter'. I just love fine detail, after all it was my daily job in Film/TV to make things look real. I hasten to add that I only count my own rivets, not others.

When looking for drawings they had to be as close to the prototype as possible. Don Young's 'Doncaster' fits that bill perfectly, I cross reference major parts and can say that Don's accuracy is superb and any parts that lack detail I modify to match the prototype as she was in the late 30's.

An example of how close Don's drawings are in the following two photos'



1470 Great Northern during construction at Doncaster works



my model at a similar stage.

Why this era? Purely as I think she looks best in the final years leading up to the war, her livery is unusual, polished wheel rims, brass trims on her splashers and she's still in top condition.

This is the model as she was, August this year



My goal is to have as close a working model of the prototype as physics will allow. Everything will be working bar the carriage heating, the gauge though, will be working.

The back-head will be to scale including all of its fittings. The one exception is the height of the water gauge glass, the fitting itself will be to scale but the glass tube will be a little higher for obvious reasons. The manifold will be to scale with all valves connected and working, as will the steam valves although it's undecided just yet whether to include the clacks or to have them separate, inline under the cab floor, some R&D will be required first.

I have made one cosmetic change. The tender is the high sided version which is very close to the one paired with 4472 in 1938 which was a streamlined tender, they however very similar. The reason for this is twofold, first I didn't like the plain side sheets of the streamlined version, it doesn't match the cab. Second and more importantly I needed to consider the height of the front coal wall for operating the model. The tender is fully detailed which requires the wall to be fixed, as this tender doesn't have the higher front wall or the fairing attached this gives me enough room to operate the model.

More soon.

Pete

London

Exhibition

January

2020

**THE SOUTH'S MAJOR SHOWCASE OF
MODEL ENGINEERING & MODELLING**

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MODEL
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Featuring the Past, Present and Future of Modelling

A GREAT DAY OUT FOR ALL AGES

**FRIDAY 17th to
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Alexandra Palace, London, N22 7AY
10am - 5pm Friday & Saturday, 10am - 4.30pm Sunday

Unusual workings on the Hertford Loop – By Bill B.



The end of the line for class 313's; On the 23rd October Gerry's 313 Farewell approaches Winchmore Hill with 313064 + 313134. This was the final tour of the 313 units which have done sterling work on the GN suburban lines since 1976. By mid-November all of these will have been transferred to scrap yards at Booths near Rotherham or Newport in Wales.



In October 56091 leads a mix of JRA, KEA and JNA wagons on a 6X56 Chaddesden (near Derby) to Angerstein Wharf move approaching Winchmore Hill. There have been several of these workings involving Class 56s in recent weeks.

LBSC Archive

Members will be aware that we now own LBSC's personal papers, donated to us by Mavis Harriot who inherited them from LBSC.

Council have decided that a list of these should be published in our newsheet to enable any members with a valid interest to understand what we have and, if further interested, to read them.

On behalf of NLSME Geoff B. will manage access to these documents. Any enquiries should be addressed to him. The archive comprises:

NLSME Small filing cabinet – LBSC “Curly” contents as donated by Mavis Harriot June 2018	
1951 To 2008	Pink Ring Binder. Copyright letters re articles for many magazines. Sale of signal at 123 Grange Road. Copy of will of Mabel Laurence. Agreements (or otherwise) with Percival Marshall & Co. Requests for payment of royalties
1972	Beige file. Two pages of Curly's Girly poems. Geoff Cashmore's letters re valuation of locomotives left to Mavis.
1935 To 2004	Paper by Pollard and Johnson re early life of Curly, MS1&2 of Children's Own locomotive. MS of Stephenson Locomotive Works. Two copies of Polar Rose construction. Copy letter G Cashmore to MAP re LBSC Rally and Bowl
1923 To 1963	Black ring binder “1”. Personal letters. Includes Germany, Greenly, ME Postbag.
1939 To 1958	Black ring binder “2” Lots of letters to/from editor of ME Limited correspondence with “practical Mechanics” and “Model Maker”
1959	Black ring binder “3” Whole file concerned with Curly's resignation from writing for ME. Many sympathetic letters from ME readers bemoaning lack of Curly articles
1935 To 1969	Black ring binder “4” Polar Route. Numerous letters of condolence to Mabel following Curly's death Black ring binder “5” Whole file is of photographs including a formal photo of Curly in a suit (Looks to be aged about 19) Mainly Curly built locos, but includes customers-built locos
1908 To 1960's	Black ring binder “6” Whole file (About 16 sheets) is of commercial postcards showing locomotives
1907 To 1938	Black ring binder “7” Receipts for buying furniture etc. Receipt for subscription to Institute of Loco Engineers. Car invoices, Paying

	rates. Buying coal. Buying 121 Grange Road and its subsequent decoration. Envelope of Photographs
1943 To 1945	Desk diary. Mostly work achievements plus household jobs Desk diary. Mostly work achievements plus household jobs
1946	Desk diary. Mostly work achievements plus household jobs. List of coal received Dec45 to Nov46 List of steam and electric Pullman cars
1947	Desk Diary Mostly work achievements. Also, coal received. Also, days when in pain.
1948	Desk Diary Mostly work achievements. Also, coal received. Also, Easter Monday in pain., remedy lies on floor.
1949	Desk diary. Mostly work achievements plus household jobs Also, coal deliveries and cost
1950	Desk diary. Mostly work achievements plus household jobs Also, coal deliveries and cost. Personal health problems noted
1951	Desk diary. Mostly work achievements plus household jobs Also, coal deliveries and cost. Personal health problems noted
1953	Desk diary. Mostly work achievements plus household jobs Also, coal deliveries and cost. Personal health problems noted
1954	Desk diary. Mostly work achievements plus household jobs Also, coal deliveries and cost. Personal health problems noted. Comments on Mabel, health and shopping
1955	Desk diary. Mostly work achievements plus household jobs Also coal deliveries and cost. Personal health problems, more frequent noted. Comments on Mabel, health and shopping. Weather notes
1956	Desk diary. Mostly work achievements plus household jobs Fewer health problems, more weather recording. Less Mabel issues Coal still recorded
1957	Desk diary. Mostly work achievements. Health problems reoccur. Frequent weather records Coal still recorded
1958	Desk diary. Mostly work achievements. Daily weather record Continued health problems Coal deliveries
1959	Desk diary. Mainly work achievements. Coal deliveries Mabel doing a lot of shopping. Daily weather records Many wrist and finger pains.
1960	Desk diary. Mainly work achievements. Coal deliveries Mabel doing a lot of shopping. Daily weather records. Many wrist and finger pains
1961	Desk diary. Mainly work achievements. Coal deliveries Mabel doing a lot of shopping. Daily weather records. Many wrist and finger pains
1962	Desk diary. Mainly work achievements. Coal deliveries Mabel doing a lot of shopping. Daily weather records. Many wrist and finger pains
1963	Desk diary. Mainly work achievements. Coal deliveries Mabel doing a lot of shopping. Daily weather records Many wrist and finger pains. Also leg and ankle pains. Index has list of female names.

1964	Desk diary. Mainly work achievements. Coal deliveries Mabel doing a lot of shopping. Daily weather records Many wrist and finger pains. Also leg and ankle pains.
1965	Desk diary. Mainly work achievements. Coal deliveries Mabel doing a lot of shopping. Daily weather records Many wrist and finger pains. Also leg and ankle pains.
1966	Desk diary. Mainly work achievements. Coal deliveries Mabel doing a lot of shopping. Daily weather records Many wrist and finger pains. Also leg and ankle pains. 28 Dec Collapsed to Mayday hospital
1967	Desk Diary Mostly work achievements. Only 3 coal deliveries. 11Jan returned from hospital.15Aug Still bad breathing. Filled signal lamp and put new wick in. Last Entry.
1905 To 1967	Marriage Cert, Death Cert. Driving License. Photo of Mabel
	Typescripts "Recollections of the LBSCR" written for Bluebell Railway magazine
	Typescripts Misc article and Lobby chats part 1
	Typescripts Misc article and Lobby chats part 2
	Typescript "Betty" Construction series Typescript "Mona" Construction series
1955	Typescript "Hall" Construction series
1956	Typescript "Virginia" Construction series
1957	Typescript "Rose" Construction series
1957	Typescript "Zoe" Construction series
1958	Typescript "Pansy" Construction series
1959	Typescript "Duchess of Swindon" Construction series
1966	Typescript "Mabel" Construction series
1937 To 1966	Edition of ME including Jan 1966 "Curly Returns". Several copies of 1930s ME
1937 To 1966	Edition of ME including Jan 1966 "Curly Returns". Several copies of 1930s ME
2006	ME October 2006 Page 432 Sunderland LBSC Memorial Bowl
2007	ME March 2007 Page 203 Ayesha Battle of the Boilers
1909	Magazine Model Railway and Locomotives March 1909
1925	Magazine Model railway News June 1925 Page 162 photo of Curly
1949 To 1952	Typescript Charismas Stories.
1932	Southern Railway booklet "Over the points"
1950	Buenos Aries Testimonial

1975	Book: MAP LBSC Famous 4-4-0 "Virginia" Live steam loco construction. book falling apart due to bad binding.
1950	Book "The Live Steam Book" by LBSC
1966	Book "The trains we loved" by C Hamilton Ellis Inside cover "From Curly Christmas 1966"
1933	Book "British locomotives Illustrated" by WJ Bell Published by A&C Black.
1958	Book "Twenty Locomotive Men" C Hamilton Ellis Published by Ian Allan
1924	Book "Model Electric locomotives and railways" by Henry Greenly Published by Cassell. Book previously owned by G Lack of North Common Ealing
1939	Book "Speeding North with the Royal Scot" by Laurie Earl Published by Oxford University Press. Inside cover marked "From Curly Jan 1967"
1950	Book "The Live Steam Book" by LBSC published by Percival Marshall Water Damaged
1969	Book "LBSC's Shop Shed and Road" By LBSC Published by MAP. 3 rd Edition (Luxury) Formerly owned by G A Gillett of Chaldon
1969	Book "LBSC's Shop Shed and Road" By LBSC Published by MAP. 3 rd Edition (Luxury)
1929	Book "shop Shed and Road" by LBSC published by Percival Marshall 1 st Edition Previous Owners 1930 Chancel 1967 Spalding 2006 Gillett
1927	Book "The locomotive of Today" Loco Publishing Company 8 th Edition
1948	Book "The locomotives of the LNWR" by HFF Livesey published by Railway Publishing Co.
	Book "The Model Steam Engine" by Steady Stoker Published Houston & Wright. Stamped Apps Opticians the Strand
1928	Book "Locomotives of the LBSCR 1903-1923 by JN Maskelyne published by Loco Publishing Co
1957	Book "top Link Locomotives2 by Norman McKillop Published by Nelson
1925 To 1935	Packet of 6 editions of "The Model Railway News" Published by Percival Marshall
1935	Book "Psychic Reminiscences" written and published by Charles E King Copy No 64 Signed by the author
1996	Book "LBSC Footplate Experiences: Reminiscences at New Cross" By Curly Compiled by Klaus Marx Oakwood Press
NL10	

1935-6 Argument with Henry Greenly. 1939 letters Autogenwerk Sirius. Undated replies to ME Postbag .1963 Letters to Dennis Verne, Ian Allan, 1953-7. Letters to Sheppard, Andrew K, Myford, Hyphen, 951-4. Letters from Lamp Mining Co.,
Otago Model Engineers, O'Neil Irwin, Cherry's, Hope Johnstone, Letter from R Riddles re Britannia. Letter from Bill Hockings. Letter from R Riddles re Britannia chimney. Letter from Albert Newbury. 1949 Letter from Basset-Lowke.
1947 Letter from Percival Aircraft offering Life Hon Membership of Percival Model Engineering. 1945 letters from Raymond and Lake re META. 1925 Letter from CB Collett re "Princess Mary" 1928 Letter from CB Collett re valve gear and giving an engine pass for return journey to Birmingham.1954-7 Letters re petrol rationing, income tax, car heaters, Letter to Daily Express supporting HF Hanks as chairman of Brit Transport Commission. Freemasons letter from 87 Station Road Barnet
NL13
Copy of 30/7/42 article on making the elevated track. Croydon MRC turns down opportunity to run LBSC track. Curly buys signal post and excess land behind house. Letter from G Cashmore re stored drawings
List of drawings made by Curly. Letters to/from C Moore of Myford. Letter from G Cashmore to Fred re "Olga". Letter re "Rola". Long letter from R Hanks re "Mabel" and "Betty"
Letter from Ray Donaldson re "Swanhilda" and "Mabel". Letters to/from Jack Love re South Africa. Letters from MAP. Lots of condolence letters
NL14
Sepia photo of "Grosvenor", Formal photo of Curly. Photos of Curly as both tram and bus driver Photo of Mabel in August 1929. Photos of Laurie Earl and Norman McKillop driving Curly locos Photo of "Gladstone" probably in Clapham museum
Photo of Buneas Aries built Britannia. Photo of "Maisie" in 1957. Photos of Tom Horne's "Lion". Photos of Longmoor Military Rly1 Photos of Onward Motor Cycle works (Purley??)
NL17
Group photo is of L-R Brian Hollingsworth, Mavis Harriott, Geoff Cashmore. Photo of Mavis with Titch was taken by G Calderbank
NL43
Various articles: Cross Drive valve Gears; Automatic Train control; Ye Olde Lobby; Tugboat Annie valve gear; Easy Does It; Beginners Corner; lobby Chat; Nice Work; Hackworth Valve gear; Information Bureau; Walschaerts Valve gear;
Locomotive Commentary (Britannia); Nilsen Loco Feed pump; Cutting Expense (early tools); Tricks of the trade; Ancient History; Berkeley Castle;

Suction fan for steam raising; Wheels and Cylinders; Modernisation and electricity; Gooch Valve gear
Pansy with Baker valve gear; Experience Teaches; Steam Mice; Lynton and Barnstable; Correspondents Answers; Shop Chat; Facts about Superheating; Locomotive nicknames 'Pardon my interrupting-chimneys; Latest Tich variation
Facts are Cheels that Winna Ding; Stanley Steam car; Early motoring recollections; Simple Locos for 0 gauge; Cylinders for 2.5-inch gauge; Cylinders for 1.75-inch gauge; Half size Pansy; Question of £, s, d: Christmas Ghost Story
Super Schools Designed by Mr Holcroft
NL44
Various Articles: Speeding up production; Setting Em Aight; Those were the days; Automatic Signalling; Purley locomotive Depot; Giesel for Swanhilda; 1967 New Year shop chat; It didn't come off; Circular Giesel Ejector; looking Backward
Vertical Boilers; pertinent paragraph Injectors; Swat that Hackfly; Polly o Flynn; Why not a Steam car; Lobby Chat-failure locos; Ideal Locomotives; 3.5" Southern Schools; Steam v Diesel; Tich Topics – Stephenson Link motion; Tich Topics
Memory Lane; Shop chat; Lobby chat Gooch; Efficiency trials; Tich trailer wagon; Tich experiments; Information Bureau; lobby chat-List of Curly built locos; Facts about Valve gear; Small Nasmyth Steam hammer; Purley Locomotive Works
Grosvenor: Christmas chat re 1896lobbychat -Postbag; Vertical Injector; Ways and means; Cylinders for 3.52 Wordsdell compound; Eaton Hall railway; Story of Helen Long; Battle of the Boilers; Equipment needed to build Locomotives
Tom Averill-Greenly-Harris; Outside Link Motion; Facts about Railway Traction; Formulae, Fallacy and Fact; Memories of the Bluebell line; Her second time on earth

Items for Sale

The following items are offered for sale to the membership. All three are owned by NLSME and available for inspection at Tyttenhanger.

Members may make an offer for one, two or all machines. The guide prices below are those the trade (Home and Workshop Machinery) advise if they were selling these machines themselves.

As NLSME are owner and beneficiary of the sale offers can be by phone, email or letter to Mike F. Closing date and last date for bids is 1st January 2020.



Myford ML7 Tri lever lathe. Guide price £500



Engraving machine. Guide price £150



Centec 2 horizontal milling machine including vertical head attachment.

Guide price £200

Dates for your Diary

DECEMBER	2019
Fri 1 st Dec	Working party at Colney Heath 9.00 to 12.30
Tue 3 rd Dec	Council meeting 8pm at HQ
Fri 6 th Dec	General meeting – Festive gathering 8pm at HQ
Sat 7 th Dec	Fetes & Fairs – Bricket Wood Community Centre 10 – 1pm
Sun 8 th Dec	Working party at Colney Heath 9.00 to 12.30
Sun 15 th Dec	Working party at Colney Heath 9.00 to 12.30
Tue 17 th Dec	TSC meeting 8pm St Marks Church centre
Sun 22 nd Dec	Working party at Colney Heath 9.00 to 12.30
Sat 28 th Dec	HO Section Christmas meeting 14.00
Ground Level Rly	Working party at Colney Heath every Thursday & Saturday
	<i>There is no January News Sheet</i>
JANUARY	2020
Wed 1 st Jan	New Year's Day Limited running on Raised Track (See Treasurers Report)
Fri 3 rd Jan	General meeting – 8pm at HQ
Sun 5 th Jan	Working party at Colney Heath 9.00 to 12.30
Tue 7 th Jan	Council meeting 8pm at HQ
Fri 10 th Jan	General meeting – 8pm at HQ
Sun 12 th Jan	Working party at Colney Heath 9.00 to 12.30
Sun 19 th Jan	<i>Deadline for copy to Editor for February News Sheet</i>
Sun 19 th Jan	Working party at Colney Heath 9.00 to 12.30
Tue 21 st Jan	TSC meeting 8pm St Marks Church centre
Sun 26 th Jan	Working party at Colney Heath 9.00 to 12.30
Ground Level Rly	Working party at Colney Heath every Thursday & Saturday

NB. Please notify our Secretary Malcolm Barnes 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.