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The News Sheet

This Month...

Tyttenhanger (page 10)



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FROM THE CHAIR

As I write this note during the Easter weekend, the AGM has not yet taken place; hence I am unable to comment on the proceedings at the AGM. However, I wish to thank the Council Officers and members for their support during the year, a year which has seen considerable changes at Colney Heath. I also wish to thank Dave Lapham for his contribution throughout his time on the Council, as he is not standing for re-election this year.

I also wish to thank Mike Ruffell for his contribution to the Society in the Locomotive Section Leader role which he has carried out for many years. He has been responsible for setting up the Loco Section evening meetings, the track steward rota, and chairing the TSC meetings. We shall miss his support with these functions. At the same time, Roger Bell, who has been the Secretary to the TSC meeting for many years, has also decided to retire from that position. I would like to thank him for his long-standing contribution to the TSC Committee. As far as I know at the present time, there are no volunteers for these vacant positions. A lot of time and unseen effort goes into carrying out these voluntary roles, and we, as a Society, benefit from all the hard work which is carried out 'behind the scenes' by willing members of our Society.

At the time of writing, we have no formal response from the London Borough of Barnet regarding a possible increase in the rent at HQ. Until the Society has received the formal notice, it will not be worthwhile discussing this matter further.

David Harris

INVITATION

The Society has received an invitation from the Vale of Aylesbury MES, located at Quanton, to join them at their Miniature Railway Gala on Saturday and Sunday, 4/5 June.

Contact the webmaster.

(D Harris has more details).

Front cover: Progress on the bridge over the GLR Photo: Geoff Burton

TREASURER'S REPORT

The last Council Meeting of the current Council was pleased to accept two people into the Society. Both are familiar faces at Colney Heath, one is rejoining after a break of a number of years and the other has joined his son, Martin in our ranks.

Welcome to:-

Peter Moore, Interested in Locos and Ground Level Railway.

Douglas Kennedy, Interested in Locos, General Engineering, Traction Engines and OO.

Renewal subscriptions and donations have been coming in at a fairly steady rate but we are now nearly a month into the new Club year and only just over half of the membership have paid their subs. Don't leave it until the last minute before the AGM next month.

Mike Foreman



ex Works Polish O149-59 2-6-2 at Lezno prior to 09.25 dep. to Zbaszynek, 47 miles, with an all NLSME crew, me driving and Bill Bass firing.
Photo: M Foreman

Marine Mumbles (Rides Again)

Photo by Peter Stern

Good (insert the time of day you read this) every one. Who wants to know what Dave and I got up to at the pond this month? Right, in that case I will tell what went on at the Marine Section Meeting instead. We had quite a good turnout considering there were apologies for non attendance from some of our noble band. The evening “kicked off” with yours truly talking about the building and painting/weathering of a British 12lb naval cannon, I had just built. This was a 1980's wood and brass kit that needed quite a bit of reworking to make it look more authentic (see attached pretty picture). I think the company who marketed it used a bit of artistic licence to make it look more pleasing to the eye. Odd pieces of non correct brass strip were added to the cannon truck and wheels. The cannon body required machining to the correct profile. The bit I liked most was the half dozen 5mm ball bearings thrown in for good luck, to replicate (must use that word again) cannon shot. Not used!! A discussion followed, by those who were still awake, on how these cannons were loaded and used in combat.



Young Lawrence showed us the film shot by his miniature camera attached to the front of a “00” gauge loco. There is a common misconception that he was holding the camera at the time of photographing, which I am happy to dispel. It was quite scary (the film, not the thought of Dave holding the camera). Now I

know what a small furry animal would see and feel like if it were run down on the "00" boys track.

Dave was thinking of a section/society project for us all. How about the man powered water seed record? He has got some really good ideas as he put to us. More of this as ideas mature, just like cheese.

So what are we left with to entice you to all things marine? Well on Sunday 15th May is the first of the two Toy Boat Regattas from 9.00am at the pond in Colney Heath. Definitely worth seeing. Summer sailing for the Marine Section starts on Friday 13th May (sorry about the date) at around 6.30pm, at our pond as usual. This will be held monthly during the summer, instead of going to Finchley HQ. For those still wondering, or even slightly interested in the first sentence of this write up. Dave and I shifted the nets and lost the leaves. I'm sure you all feel better for knowing that. See you at the pond on 13th.

Peter Stern



Roys engineers train bringing a wagon load of spoil from the car park to make the new embankment. Photo: Geoff Burton

April Loco Section Meeting

By Roger Bell

Mike Ruffell opened the meeting and announced that 'Bittern' was due out of Kings Cross and through Potters Bar the following day. The next loco meeting is a photographic presentation by Owen Chapman. As we know Owen is a superb photographer, so please do come to the meeting.

Our speaker for the evening was Bill Davies who gave us a talk many years ago. This one was titled 'On and off the footplate'. Bill started on the railway in 1964 which was a bad time to start as steam was going out and diesels were coming in. He was at Nottingham up to 1970 where he had a great variety of work. Tank trains would go into petrol depots; one had to give up cigarettes and any batteries to be allowed in.

One of his last steam locos was a semi fast out of Manchester Central over the Peaks to Derby; a diesel had failed and was replaced with a Black Five. He made good progress despite the steepest gradient being 1 in 57. The view from the cab made the job; Leeds at night with its coal mines and industry was described as like Dante's Inferno, absolutely fascinating.

Loco sheds were being run down at the end of steam, one photograph was of a round house without roof and most of the brick walls were demolished as they fell down or were knocked down by locos. One driver retiring after 52 years service was upset at the usual lack of recognition of service, just finish and go home, in disgust he threw his hat on the top of a new pile of bricks as he left. Returning the next morning to receive his pension papers he was told the hat was spotted and it was thought he must be under the bricks. A group of men frantically moved them as quick as they could; bricks had never been moved so quick.

A photograph of 45110 at Manchester Central was a reminder of this loco at Liverpool Lime Street at the end of steam. Crews were standing around at the end of their run, a fireman decided to climb up on the tender to check the water level, as he did so they all shouted together, the fireman stopped just short of the overhead wires. He was a very lucky man.

There were canteens all over the place, a throw back to the war and rations, where men could get some nourishment.

A move to Kings Cross coincided with the dawn of the Deltic era. The Deltics were overhauled at Doncaster, the engines and bogies were replaced, electrical wiring, a lot of work and three days later it was back out, they would arrive at King Cross with the paint still wet, the yellow banding having gone black with muck stuck on it. It was soon re painted over.

The hot summer of 1976 saw him out of Charing Cross and through Kent, enjoying visits to Margate and Ramsgate.

Whilst he was not involved in any fatalities himself, he did recount his experiences where individuals may have been attempting suicide. He regarded himself as being extremely lucky.

A photograph of a class 40 at Hunt Valley was a reminder of working paper trains to York, crew on these were always well versed in the latest news.

He started at Totham as the new 47 class arrived, they were told no one can go into the shed and see them. Eventually a key was organised and a group of drivers went in for a look, the engine room on the loco was very small and one guy got stuck, trying to get out and getting hot he became completely jammed in. The fire brigade were sent for who could not wait to try out their new cutting gear and suggested cutting a hole in the side of this brand new loco. Two sheets of hardboard were eventually used. Slid either side of the casualty and lubricated with water.

One driver of a DMU would request any passengers in the first row of seats behind him to move as they were reserved for young maidens, to whom he would enjoy pointing out all the sights on route.

Nearing Kings Cross a passenger on the train collapsed so he stopped, this held up the Eurostar and another train, for every train delayed the company would have to pay £180.

At Kings Cross with a new lady driver, wishing to impress, Bill asked a blind person with a guide dog where she was going as they were going the same way he offered to walk with her. She replied that she could see and was training the guide dog.

Walking from Kings Cross to St. Pancras one Saturday night, everyone was out enjoying themselves, a driver coming with him as far as Luton was moaning all the time, moan, moan, moan, punctuated with an irritating sniff. Bill was not looking forward to listening to this. Suddenly a lady of the night emerged from the darkness and asked him if he would like a good time. His response was 'do you think I am not having one'.

Bill loved his job and said that it was a hobby that he got paid for. For the last two years he worked for Capital Connect, one disadvantage with privatisation was that whoever took over your depot, you worked for them. So there was no more freight or different routes to vary the work.

Having been retired now for four years he has visited the Panama Canal, he chose to go on a container ship. Large ships are guided through with electric

mules and tugs, with less than a foot clear each side. He decided to go for a walk along the canal taking photographs and found himself at the back of a prison. An attempt to assure the armed guard that he was not trying to break in was not successful and the Panama Canal police arrived. Bill managed to change the topic of conversation to the Manchester United Football Club and they drove him back in a 4 x 4 on the road a route of about ten miles. In 1989 a chap was arrested in the same place.

Bill has a terrific sense of humour and he tells yarns in an amusing manner. Mike thanked Bill for a superb evening and said that it was one of the best evenings we have ever had.



Peter Badger presented a very informative and highly entertaining evening when he talked about his beloved Levant mine engine at the April general meeting. Seen here pointing out a geological detail in a lump of ore from the mine, Peter also brought his model engine and several items of relevant and associated hardware. During his presentation he answered a number of questions from the fascinated members present and, quite by chance, his model engine which had been running continuously throughout the evening came to a stand at exactly 10pm. Those present expressed their appreciation in an enthusiastic fashion. Photo: Mike Chrisp

GENERAL MEETINGS 2010 – 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.

Suggestions (and volunteers) for suitable General Meetings topics are always welcome.

6 MAY 2011 ANNUAL GENERAL MEETING

All members with an interest in Society affairs and their management are urged to attend this meeting.

3 JUNE 2011 – DAVE METCALFE – WHITEMETAL CASTING

A knowledgeable creator of working model boats and miniature locomotives, our Dave has developed the process of whitemetal casting to suit his own applications. This evening will be an opportunity to learn about his model engineering activities as well as the art, craft and practice of his casting technique.

1 JULY – WORKING MODELS

Mike Hodgson and Edward (the Compressor) provide us with an informal evening to bring and run something on air – or whatever.

5 AUGUST – FORUM & DISCUSSION

An opportunity to explore hints, tips and techniques related to our model engineering activities. Hardware is particularly welcome!

Tyttenhanger

This winters working parties at Tyttenhanger site have seen some massive soil removal and all sorts of varied types of construction and re-siting of various buildings and demolition on a scale that makes the widening of the M1 look like a window box make-over, but several important jobs have been done off site. The work on passenger cars, this group of workers have put in many hours of work on the car's braking gear, and sorted out the seating etc. All the activity that you see done at the track site is not the total, as I know that these guys have been making and assembling components in their workshops and travelling to each others houses to sort the results of their labour.

The club loco which my old friend Arthur Marsh built and has done sterling service for the society over some years, but has been going down hill for some time and was in need of some repair and general tidying up. Thanks must be given to our newish young member Martin who took "Butch" home at the end of last season, and has made a very nice job of the re-furb plus a very nice paint job, he is proud of his efforts and I appeal to any member who uses "Butch" this coming season to give a little thought to the efforts of this young man who is a good member of our Society. Just a foot-note to his efforts his Mum didn't like the smell of the paint in the dining room!

My group of 4 has been busy as you might have noticed moving the garage up to its final position "WE HOPE". What a task as we are all over the hill when it comes to heavy tasks and thanks must go to the Dad and Son who moved every panel and roof beams on their own in 4 hours on a Sunday morning. The garage has now been decorated and mains power installed thanks again to the Sparks and Painter. Our program for next winter is to move the workshop and get the new steaming bays under way so, we have been to see some set-ups of steaming bays and have collected quite a lot of info and video and photo's to try and get a decent job at the end. Drawings are the next major task for the project.

All the work that has gone on this winter may I say to all users of the site this summer "PLEASE GIVE SOME T.L.C." to the efforts and there will be some more work done this Summer, so watch this space.

Derek Perham.

MIKE'S MUSINGS

Photographs by Mike Ruffell & Princess Cruises.

After leaving our friends in Florida we boarded the Coral Princess for the next stage of our journey, the highlight being a full transit of the Panama Canal. Our ship weighing in at 91.6 k tons and 964 ft long is the largest cruise ship that can enter the Canal and is known as a Panamax ship.

However the ship can not transit the locks without the help of a few rail locomotives, in fact 8 in our case. They are known as "mules", named after the animals traditionally used to pull barges. The mules are attached by cables, 2 on the port and 2 on the starboard bow and similarly at the stern. Their function is for side-to-side and braking control of the ship rather than tow the ship through the lock (the ship provides its own propulsion power). When the ship arrives at the lock she is attached to the mules alongside the guide wall, which is an extension of the centre wall of the locks. Under the control of these mules the ship moves forward into the lock and lines are taken to the mules on the other wall.



The mules run on rack tracks to which they are geared. Each mule is equipped with a winch which is operated by the driver who either pays out or takes in the line attached to the ship this is to hold her central in the lock whilst moving from chamber to chamber. With a ship the size of Coral Princess this takes considerable skill as the lock chamber is only 4 ft wider than the ship! (See picture 1)

Stepping back in time the first mules were built by General Electric in Schenectady, New York in 1914 and operated at the Gatun, Pedro Miguel and Miraflores lock stations. They had dual electrical

and mechanical controls enabling them to be operated from either end and were equipped with 220 volt 25 cycle three-phase motors. These original mules did sterling duty until being replaced in 1964 by a fleet of much larger (55 tons as opposed to 42 tons) and more powerful mules, the supplier this time being Mitsubishi. (Picture 2 shows the 1st and 2nd generation mules)



In 1997 Mitsubishi were once again successful in being awarded the contract for replacement mules (picture 3) which started to go into service in 1999 and are the ones that you see today.

Turning to Society matters, we still need a loco section leader. It's a doddle really, great company, a nice pint after the committee meeting and all you need to do to enjoy all these wonderful benefits is to – well it's not that onerous! Seriously this is a very important job and we are a very large Society should be able to muster at least one volunteer, so please come forward at the AGM and offer your services, thanks.

The updated public day steward's rota is published below and as can be seen there are a couple of gaps; volunteers please. This is followed by the non public day steward's rota.



Forthcoming Loco Section Meetings.

Friday May 20th:-

Tonight Owen Chapman has very kindly offered to give us a picture presentation on the Ffestiniog/Welsh Highland Railways. Owen's pictures are of a very high standard and I'm sure we will have a very enjoyable evening.

Mike Ruffell.
Loco Section Leader

Date.	Stewards Name.		Date	Stewards Name.
1st May.	Brian Apthorpe.		15th May.	Ron Price.
	Derek Perham.			Maurice Cummins.
	David Jones.			Graham Price.
	Peter Brewster.			Jack Edwards.
	Peter Brown.			Alan Crittenden.
	Peter Weeks.			Steve Jones.
	Mike Hodgson.			Rai Fenton.
	Peter Badger.			Keith Bartlam.
	John Beesley.			Jeffrey Bolton.
	Peter Lancaster.			Lesley Dobbs.
	John West.			Ian Buswell.

Date.	Stewards Name.		Date	Stewards Name.
5th June.	Nigel Griffiths.		19th June.	Peter Funk.
	John Johnston.			Reg Piper.
	John Mills			Mark Braley.
	Ashton Miles.			Alan Marshall.
	Keith Hughs.			Jim Robson.
	John L Morgan.			Derek Smith.
	Naughton Morgan.			John Riches.
	Dave Rose.			Peter Fraser.
	John Morgan.			Richard Cross.
	Steve Coffill.			Paul Godin.
	David Dunlop.			Nicholas Griffin.

Date.	Stewards Name.		Date	Stewards Name.
3 rd July.	Edward Kitchener.		17 th July.	Mike Forman.
	Roy Hall.			Peter Prior.
	Roger Brown.			Alex Chapman.
	Derek Eldridge.			Michael Dear.
	Michael Smith.			David Foster.
	Graham Gardner.			Nicholas Gear.
	Mervyn Smith.			Robert Hatton.
	Owen Chapman.			Brian Lees.
	Graham Ainge.			Peter MacDonald.
				Bill Bass.
	Robert Ambler.			Andy Benstead,

Date.	Stewards Name.		Date	Stewards Name.
7 th Aug.	Mike Avery.		21 st Aug.	Roy Chapman.
	Victor Burgess.			Peter Brewster.
	Keith Bartrop.			Geoffrey Burton.
	Derrick Franklin.			Dave Snellgrove.
	Paul Godwin.			R. Lidzey.
	David Broom.			David Lapham.
	Mike Franklin.			George Case.
	Aaron Brady.			Ian Johnston.
	Lawrence Steers.			David Burman.
	Johnathan Avery.			David Morgan.
	R. Thompson.			Barrie Luckhurst.

Date.	Stewards Name.		Date	Stewards Name.
4th Sept.	Mike Chrisp.		18th Sept.	Dick Payne.
	Jim MacDonald.			Peter Davies
	Dave Laurance.			Michael Gibbs.
	Colin Thompson.			Roy Mears.
	Anthony Mason.			Mike Woolsey.
	Bryn Morgan.			Peter Precious.
	Peter Gooch.			David Marsden.
	John Firth.			Mike Franklin.
	Martin Ginger.			Roy E Tyler.
	Adam Gorski.			Dave Laurance
	Richard Hall.			Dave Green.

Date.	Stewards Name.		Date	Stewards Name.
2nd Oct.	Brian Baker.		16th Oct.	Terry Baxter.
	Dave Chisnall.			Tony Dunbar.
				Graham Brown.
	Roger Bell.			Ron Todd.
	Paul Lacey.			Colin Rouse.
	Barrie Davies.			Tim Clementson.
	Peter Stern.			David Harris.
	Gavin Lang.			Peter Fox.
	Tim Watson.			Harry Henderson.
	Richard Hesketh.			Peter Smith.
	Paul Bexfield.			Peter Sheen.

Track Stewards for none public Sundays.

8th May	Roger Bell		22th May	David Harris
	Dave Laurance			Graham Brown
29th May	Mike Chrisp			
	Jim MacDonald			

12th June	Little LEC		26th June	Dick Payne
	Little LEC			Mike Woolesey

10th July	Peter Davies		24th July	Lawrence Steers
	Mike Avery			
31st July	Steve Jones			
	Jeffrey Bolton			

14th Aug	Mike Hodgson		28th Aug	John West
	Peter Weeks			Peter Badger

11th Sept	Alan Marshall		25th Sept	Keith Hughs
	Peter Funk			John Mills

9th Oct	Mike Foreman		23rd Oct	Derek Eldridge
	Dave Rose			Edward Kitchener
30th Oct	Owen Chapman			
	Graham Gardner			



Above: A4 Bittern following unexpected transformation into LNER Blue with Valences, and running with the name and number of 4492 Dominion of New Zealand (a sight not seen on the ECML since about 1940) between Welham Green and Hatfield April 19th.
Below: The creator of Dobwalls starts the Bigboy away. Many youngsters memories were made of this. Photo: Owen Chapman



📖 Dates for your Diary 📖

Friday 6 May	8.00pm General Meeting ; Annual General Meeting; HQ, Legion Way, Nth Finchley
Saturday 7 May	Birthday Party (Rob Brook, member)
Monday 9 May	8.00pm Tyttenhanger Meeting St. Marks Church Centre, Colney Heath
Tuesday 10 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 13 May	6.30pm Marine Section; Colney Heath
Saturday 14 May	Birthday Party (Anna Holden)
Sunday 15 May	9.00am Toy Boat Regatta; Colney Heath
Friday 20 May	8.00pm Loco Section, Owen Chapman, Photographic presentation on Welsh Highland/Ffestiniog Railway; HQ, Legion Way, Nth Finchley
Saturday 21 May	Fetes & Fair section at St Andrew's Church, Enfield Contact J McDonald
Monday 23 May	<i>Deadline for copy to Editor for June News Sheet</i>
Saturday 28 May	Birthday Party (Chris Dalton)
Friday 3 June	8.00pm General Meeting ; Dave Metcalfe - Whitmetal Casting; HQ, Legion Way, Nth Finchley
Saturday 4 June	Birthday Party (Mrs Holm)
Sat/Sun 4/5 June	Fetes & Fair section at Oaklands at St Albans, Contact J McDonald
Friday 10 June	6.30pm Marine Section; Colney Heath
Saturday 11 June	Fetes & Fair section at Church Fair, Berkhamsted, Contact M Avery
Sat/Sun 11/12 June	LittleLec at Colney Heath.
Friday 17 June	8.00pm Loco Section TBC
Saturday 18 June	NLSME invited to Chelmsford Model Engineers Open Day,
Saturday 18 June	Fetes & Fair section at Hertingfordbury, Contact M Chrisp
Monday 20 June	<i>Deadline for copy to Editor for July News Sheet</i>
Saturday 25 June	Birthday Party (Sarah Smith)
Sunday 26 June	Fetes & Fair section at Victoria Park, St Albans, Contact J McDonald
Friday 1 July	8.00pm General Meeting ; Working Models with Mike Hodgson and Edward (the Compressor) HQ, Legion Way, Nth Finchley
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 Saturday	Morning working party on GLR including junior section.
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.

