

Issue No: 761

October 2014

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# The News Sheet

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## CHAIRMAN'S REPORT

I am more than pleased to say that the weather has really been good for this last month, thus allowing me to get in some serious running in on Wednesdays. My City has had a couple of minor problems but when these have been sorted she has run wonderfully. I like many others in the group have moved from using methylated spirits to ethyl alcohol, this we purchase from camping shops ('Go Outdoors') cost is comparable to meth's but it does not take up moisture from the air, it also seems to have a far higher calorific value, we have all noticed improvements in steaming, thanks must go to Patrick for putting us on to it.

The Garden rail section has started to put together some goods rolling stock as a club set, this will be looked after by Norman Back at "Goods Master". Norman has also started the job of designing and building the new station area, this will commence in earnest over the winter months, turning our G1 track from 'track' into a 'model railway'.

It has been a real pleasure to be at Tyttenhanger, the whole site looks wonderful, great work put in by Nigel, the two Johns etc. The garden rail track area is really beginning to look like a garden, I was even moved to get the new mower out and cut the grassed area's. Well done to Brian Looker and co who spent a day on site and laid the paved patio area to the side of the 'booth' this used up nearly all our existing slabs. Great though to sit there enjoying late summer sun watching loco's going around.

However, help in re-stocking was at hand thanks to Jeremy Lewis who organising 100 paving slabs for us at a very reasonable & generous price, lovely exposed York stone finish, we will be looking to get these, and many others, laid over the autumn/winter period (garden rail volunteers will be wanted for Saturday work parties) making more paths around the outside and inside of the track. During the winter months these areas can get rather muddy.

I believe Ted has his eyes on some to form the coping to the new tunnel portal ends, work on which will commence when financial and project approval has been obtained from the society's council to go ahead with this part of the tunnel project.

With regards to the tunnel project, before we can advance too far forward with it we need help from anyone out there who has the ability to supply us with

Front cover: Alan Marshall's brand new 7¼" loco (an 0-4-0 Feldbahn locomotive built by Station Road Steam) which he has called "Brenalan" – a combination of his and his wife Brenda's names. Ted Kitchener is looking on admiring the finish on the paintwork and lining.

Photo: Nigel Griffiths

structural calculations for the brick arch (or alternative) tunnel roof. These will support the club should there be an insurance claim at any time.

Thanks also to Malcolm Barnes for running the Mencap day (so ably organised by Robin) and all those members who appeared to steward and run loco's, although I was not able to attend it seems a great day was had by all with over 50 in attendance.

I also had the recent pleasure of visiting Jack Sanson who has been a member now for getting on for 50 years, we had a very interesting chat about old members and early times of the society. It was a pleasure to meet him.

Until next month, let me wish you all 'Happy modelling'.

*David Metcalf*

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## TREASURER'S REPORT

Having been away travelling in Europe since the end of August I having nothing to report, save that I hear that our two special Open Day events for visiting loco owners went off extremely well and that the 7th September Open Sunday was well attended in nice weather.

I intend to defer until next month announcing the names of those people who have resigned or not paid their subscriptions and thus are no longer members of the Society. A trickle of payments awaited me on my return to the UK.

However, in checking through the name and address list I pulled up some interesting information about early members.

Apart from the sons of some members at the time, who were obviously registered with the Society from birth, according to the old record cards, I am pleased to say that this year is the sixtieth anniversary of Honorary Member Dave Chisnall joining the Society in 1954. I sure we all offer him our congratulations on reaching such an enviable goal.

We will have to wait another four years before another member clocks up their sixtieth. So that they don't feel ignored, I would say that George Moon, recorded as joined 30/06/1947 and Bryan Luxford, joined 28/12/1950 being the sons of late members.

Enjoy the rest of the season and look forward to seeing some of you at the Sunday winter work parties at Colney Heath.

*Mike Foreman*

## **UPDATED STEWARDS ROTA PLEASE CHECK CAREFULLY FOR YOUR NAME**

Please remember if you are unable to do your duty, it **is up to you** to change with another member. Please then notify me of the change so it can be published in the next newsletter. If at short notice please let the Senior Steward for that day know.

Senior Stewards, if you are on emails It would really help me if you can let me know if there were any changes on your day and if any members didn't do it please let me know the reason if you are aware of it.

**SENIOR STEWARD NEEDED FOR 19<sup>th</sup> OCTOBER. Please volunteer NOW**

Please email the webmaster

Thanks, Sue Rose

**5 October 2014**

**Ian Johnson - Senior Steward**

Dave Chisnall  
Peter Cook  
Mathew Davies  
Micheal Gibbs  
Mike Franklin  
Bryn Morgan  
Lawrence Steers  
Peter Stern  
Keith Wakefield  
Tim Watson

**19 October 2014**

**TO BE ADVISED**

Robin Barfoot  
Peter Fox.  
Susie Frith  
Dave Lawrence  
Alan Loosley  
Ian MacCabe  
Colin Rouse.  
Nigel Kerr  
Peter Smith  
Ron Todd.

### **Ground Level Railway buffer and coupling dimensions for passenger hauling.**

**ALL BUFFERS**

Max Height from the rail when vehicle is unloaded 5¼" (133 mm)  
Buffer Centres 8 5/8" (219 mm)  
And of sufficient diameter as to prevent buffer locking.

**COUPLINGS**

Max Height from rail when vehicle is unloaded 5¼" (133 mm)  
Min Height from rail when vehicle is fully loaded 4¼" (108 mm)

## September General Meeting

### The return of 'Edward the Compressor'

By Derek Smith

Ian Johnston opened the meeting (photo below) and welcomed the many who had come to Finchley. Ian made a few general announcements; items of possible interest to those present, including information about future club meetings, their dates and topics. Peter Davies sold lots of raffle tickets.



Many engines of various types had been brought to the clubhouse for the evening and so Edward was destined to be fairly busy puffing and blowing for a couple of hours.

The first engine to be connected to Edward's air supply was a gauge one 'Great Central Railway' locomotive (photo left). Ian acquired this loco from a

friend. The loco needs a bit of time spending on it to bring it up to scratch but will make an interesting project for the coming winter months.



Dave Lawrence brought a small marine engine. The engine happily ticked over on just a couple of pounds of air pressure to the delight of the audience. (photo left)

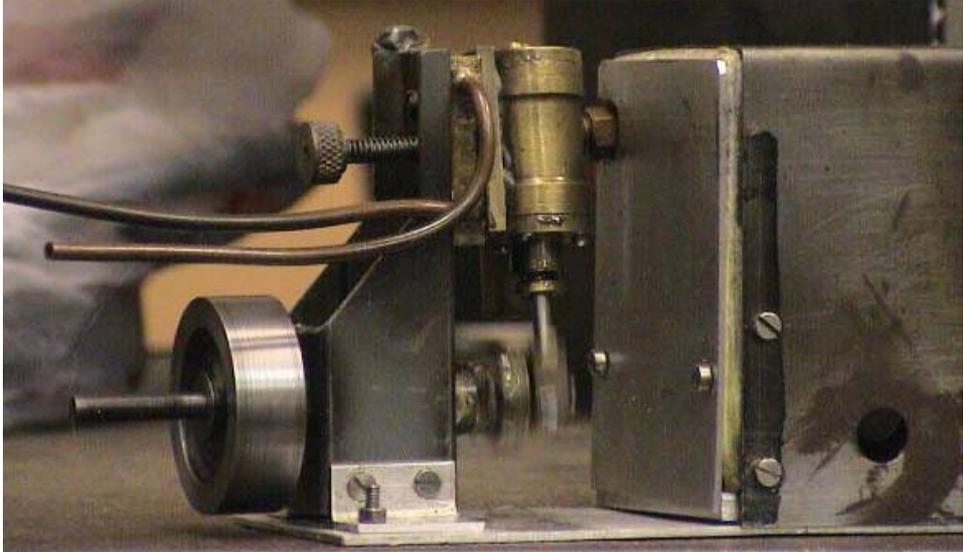
Mike Hodgson showed a model air (CO<sub>2</sub>) driven aero engine (photo below). Although once popular, now superseded by the modern efficient electric motors of course.



Mike also showed a small air powered tool that he was delighted to have purchased recently and has used a number of times since acquiring, currently fitted with a two and a quarter inch disc. Mike's hand shows a comparison of size of the tool. (photo below)



Ian Johnston has been given an engine and boiler by a friend. A type suited to marine use. The engine is not quite complete as there is no safety valve yet or burner. Ian said he knows where he can get a boat hull for the engine and so the boat may be on our pond next summer. (photo below)



At this point we had a break for tea and biscuits, kindly provided by Dave Lawrence. Then the raffle was drawn and various prizes claimed.

The next engine was Ian's. He produced a box of bits and pieces. Not that the engine was incomplete but rather that the engine was a versatile model which could be assembled in different ways. The box that contained the engine parts can be seen in the opening photo, under Ian's right hand. The next five photos show the engine being assembled in various configurations.

Photo bottom previous page. Assembled in the vertical position, drive power being taken off of the flywheel shaft via a belt.



Photo above. Ian assembling the engine. Photo below. A set of wheels were inside the box. The engine can be assembled horizontally with wheels and become a self-propelled traction engine.



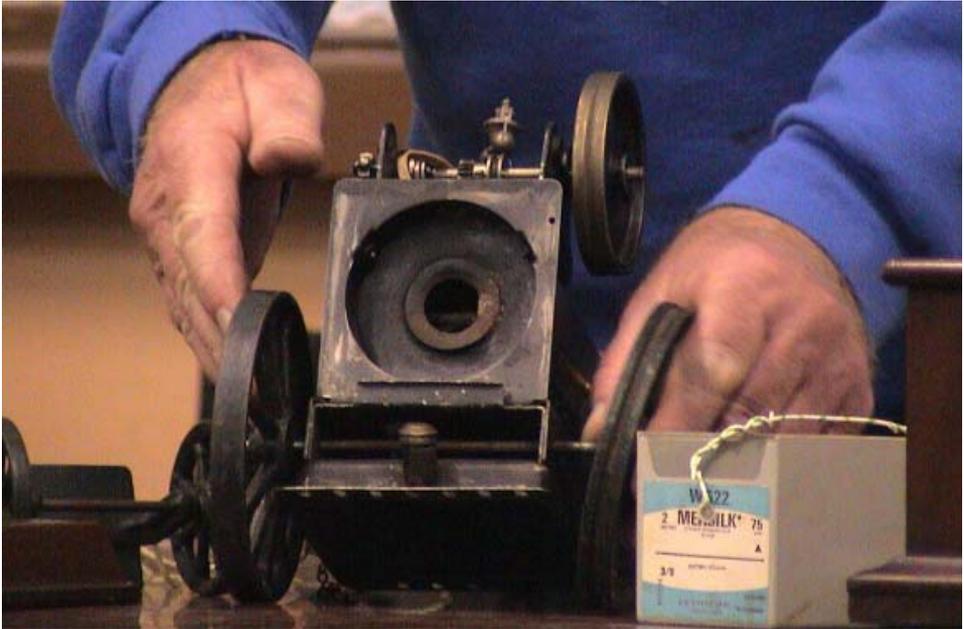
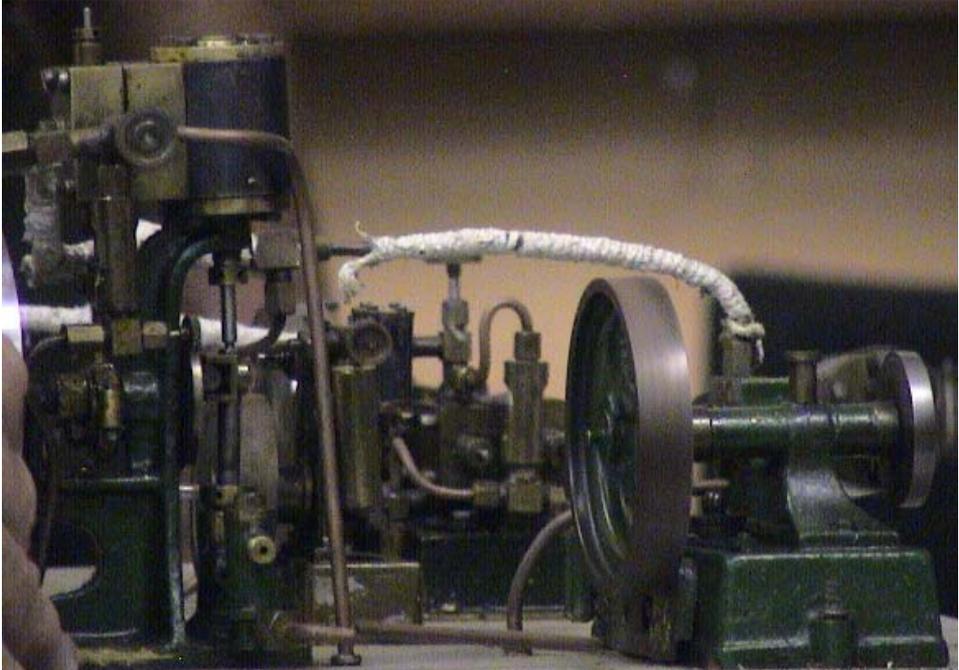


Photo above. Fitting the wheels. Photo below. The engine in horizontal mode, and about to receive some wind from Edward.





The above photo shows a collection of engines mounted on a board. Each engine had air supply piping and all are connected to a central feed point via valves. The setup allows each individual engine to be run as required at an exhibition for demonstration purposes, (or pleasure). The assembly has been left to the society by a deceased member. It was said that this item had been exhibited at Barnet college about 20 years ago.

Time was against us but Mike connected air to our resident club beam engine. The engine ran beautifully without any assistance. It was a pleasure to watch it in action. (photo right).

Another interesting evening of hissing and wheezing. No, not from the audience but from the various contrivances connected to Edward's air supply. Ian thanked the members for bringing their engines along, thanked all for attending the meeting and thanked Mike for bringing Edward too. Very enjoyable, I look forward to the next time.

## Forthcoming General Meetings 2014

Unless otherwise indicated General Meetings are held at 8-10pm at our Legion Way Headquarters in North Finchley. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support our speakers. Please remember that many of the meetings depend on the Club to provide the catalyst for a stupendous evening. For information email the webmaster.

### **Friday Oct 3<sup>rd</sup> 2014. General Meeting.** **Auction 'bring and buy'**

At Headquarters as well as tons of metal and tooling for the model engineer. Please come along and buy a few bargains or just come to be entertained and leave with regrets that you did not bid for that mystery tool box.

**Friday November 7<sup>th</sup>** How Barnet got its Railways. A talk by a railway historian from Barnet Museum. Listen and learn with fascination concerning the machinations that took place before High Barnet Station was finally established.

**Friday December 4<sup>th</sup>** THE Christmas party for all sections. Please come along and have an evening of Christmas fun. New cuisine this year and meet folk you do not usually see in convivial surroundings.



## **Peter Alan Weeks RIP.**

17<sup>th</sup> June 1944 - 9<sup>th</sup> August 2014

On the 9th of August Peter passed away after suffering from a mesothelioma. He is a great loss to his family, the Club and to the wider society. Why? Because Peter was such a great guy. He always had a pleasant smile on his face and I never heard him say a harsh word about anyone. If there was anything or anybody needing help then Peter was your man. He was well known at Colney Heath on those winter Sunday morning working parties and would turn up to help at the most unsuspecting places; like Alexandra Palace model engineering exhibition at 'set up' or 'break down' when his willing hands were most needed.

Peter was a highly skilled technician and was always in demand and was still hard at work when the disease struck. Personally, when I had a particularly complicated plumbing job to do he would say in his easy style "I won't do it, but I will talk you through it" and he did, so giving confidence for the next job. For several years in succession he ran his locomotives in our garden for a charity and brought his grandson Joseph who, under Peter's influential spell became addicted to steam locomotives.

Peter's funeral was held at the Garston Crematorium. I don't think that I should say it, but it was actually very enjoyable and as a service of rejoicing; very memorable. A colourful order of service with a photo of Peter working at Colney Heath welcomed us into the church as did music played by the fine violinist, Rachel Somerset.

Canon Michael Burns from King Charles the Martyr gave the large congregation a warm welcome and conducted the service.

Suzanne (Peter's daughter) read an esoteric poem about an express train travelling from Kings Cross to York (like life) written by Peter. Family tributes were given by Juanita, Mark and Michael all with that touch of humour that identifies us all with Peter. After the service and several rousing hymns white doves were released and with them the gathered throng departed for Colney Heath.

At Colney Heath a large buffet was set up on the station platform which had been organised by relatives. Members of the Club had three locomotive ready to take mourners round the raised and ground level tracks. The first commission was for Juanita to travel by train to lay a wreath on the bridge at the far end of the site; an area worked by Peter in the past. Club members made sure that relatives and friends enjoyed plenty of rides on both levels. Soon Peter's grandson (Joseph) was driving Peter's locomotive *Planet* round the track and proved himself to be a well taught driver, by Peter, of course.

All too soon it was time to prepare to depart, the drivers were thanked and the food praised. So ending a really memorable and momentous occasion.

**Thank you Peter, we will all miss you so much.**

*Ian Johnston*



## Marine Mumbles (Rides Again)

Just for a change I'm going to tell you all about the pond. Are you all sitting comfortably? Then I'll begin. Dave and I got out another five barrow loads of, what could be loosely described as, deposit. Are you sure none of you lot are putting any this 'back in' after we have gone home. 'Cos I'm sure whatever it is in there is breeding. Mr. Lawrence and I will not be beaten! I think we can honestly say there has been a removal of two years of silt in one year. This will continue over the winter and next year after those (insert own swear word) trees have deposited their thingies into the water. And they all lived happily ever after. THE END.

On a more joyful note, the last of this season's Toy Boat Regatta was held at the pond. The weather was really good, considering I was there. OK it did 'spit' with rain once, but we'll forget that bit. The turnout was excellent, with everybody having a great time. Rather than ramble on about it, pretty pictures have been included. The boat that interested me most was one powered by a hot air engine. You can't miss it on the pictures as the vertical "beer can" gives



it away. Just to make the day complete our very own Brian Looker went round with the tea at lunch time. Cheers Brian. I am already sorting dates for next years' fun and frivolity with all concerned.

The last little bit from me, is to thank all those who offered, submitted their little gems and manned the NLSME stand at the St. Albans Model Show. I promised to look after them all. Even Ron Price's steam engines (I still can't get the 'hang' of what each one is, Ron). Thanks everybody for your support.

*Peter Stern*



Various boats from the toy boat regatta  
Photos: Peter Stern



# The September Loco Section Meeting

By Roger Bell

Tony opened the meeting which was entitled 'Railway adventure US style', covering a 21 day vacation that he made with two work colleagues Bryan Clarke and Ray Fenton to Eastern USA in 1966.

Tony had prepared the talk himself; the basis of it was from an article he wrote entitled 'A Tale of Ten Cities' published in the Roundhouse Journal which is the British region of the National Model Railway Association in America. The talk was supported by films.

Air travel was expensive in those days but being employed by British Railways meant that he could travel free as the concession had an international agreement. To plan they used the 'Official Guide of the Railways' which was published monthly and contained all the train times in the USA. Tony bought the December 1965 edition along to the meeting for us to see.

They travelled on the overnight sleeper from Euston to Glasgow and arrived at 7am in pouring rain. They left Prestwick for Montréal on a BOAC Boeing 707, the take-off run was on film and once over Iceland they were invited to the flight deck where more film was taken. Moving on from there to Toronto where they had a date with CN's divisional engineer. They travelled on the new subway system and of course streetcars, both were to an odd gauge of 4ft 10 5/8" which have been adopted to prevent mainline rolling stock operating over the public streets.

The Fort West subway was in the course of being extended and they were taken down into the tunnel workings at short notice by a representative of the Toronto Transit Authority. At the tunnel face he had the curious feeling of being back home in the tunnel workings for the Victoria line, for not only were the construction methods the same, but the men were also great muscular Irish navvies, quite a home from home.

Arriving at the CN offices early the next day they were taken to the new Toronto marshalling yards, this was to be their first taste of the vastness of North American Railway Operations. The yard was designed to handle 5000 cars a day and was equipped with twin humps and automatic radar controlled retarders. It was quite a sight to see a train going over the hump with the enormous cars being switched into one of the 40 or so mile long sorting sidings by a huge hump engine.

They had mentioned to their host that they would like to visit Niagara Falls and were told to be at the office the next day and they would see what could be

done. A private train had been arranged, which was a Chevrolet station wagon fitted with adjustable flanged wheels. So from the garage under the office they drove to a suburban station and having received their orders from the dispatcher, the car was driven on to the track at a grade crossing, the wheels were dropped, flags put up and they became 'Extra 27 West'. They proceeded down the double track mainline to Niagara Falls station where the process was reversed and carried on down to the falls by road.

Arriving at Dearborn station Chicago, it was now Saturday and they were met by members of Chicago's well known 'Mango Lines Club' they were taken to their hotel in a suburb of Chicago called Oak Park. They travelled into mid-Chicago in about 20 min. The modern two-car trains were air-conditioned and had astonishing acceleration. The line was un-signalled and the drivers relied on their eyesight to prevent rear end crashes, amazingly they have not been one for years. One unusual feature of the line was the continuous platforms running from station to station so that if one missed the train one could always walk.

Having heard of a steam excursion the next day, they caught a Burlington suburban train to La Grange about 12 miles away and watched the trains pass through on the three track mainline. There were about 1000 people on the platform of whom 300 climbed aboard the already full steam loco number 4960, a 2-8-2. It was quite a sight to see the locomotive on a class one road. They did not have a chance of getting on it, but did the next best thing by photographing it. Later that day they were guests of the Mango Lines at a special club meeting, where they operated their layout situated in the basement of the home of one of their members.

On the Monday they headed north on the CNW for Milwaukee, the station at the time was the newest passenger station in the States. When a train approaches a terminal it stops, the locomotive runs around the train, and the locomotive backs the train in.

One diesel loco had steam coming from the locomotive; this was because the train was steam heated from a boiler fired by diesel oil.

They went to the top of the Washington Monument in a slow lift which also brainwashed customers on 'how great American is', and had views of the Pentagon and all round. They visited the usual tourist attractions. The temperature was in the 80s and humidity was 88%.

They left for Baltimore on the 17.05 B&O RDC. This is one of three trains that comprise the rush-hour service, Tony was fortunate in being able to persuade the engineer to let him ride in the cab which proved to be most exciting as there were no seats provided in the cabs so that the crews had to carry their own

stools with them. He was obliged to hang on and film at the same time while the RDC hit its maximum of 70 mile an hour around tortuous reverse curves. They reached Baltimore and terminated at Camden station.

The following day they were guests of the B&O where they met the chief engineer and were treated to a tour of the city which of course included all the B&O installations, including the site of the new coal hoist being constructed on the waterfront. After lunch they were taken on a tour of the B&O Museum where they viewed the magnificent collection of historical equipment. The exhibits were very well laid out in the old roundhouse but it was too dark for photography. Exhibits ranged from a Western Maryland No.6 (a three truck Shay) to ancient 4-4-0's and an even older 'Grasshopper' engine and back to the CNJ's first diesel.

Back in New York and ex-London transport RT bus was filmed in service.

Day 19 saw their departure for the Nelson Blounts Museum of Steam at Steamstown. As they arrived Blount's ex CN 2-6-0 appeared from behind some buildings in steam and set off for Riverside station. Here it picked up some cars for the excursion trip to Chester. Naturally they chased it and arrived at Riverside in time to see it arrive and assemble its bright yellow train. As this was the only morning train Ray and Tony decided to ride on it, while Brian chased in the car and photographed them en route. It was great to ride again behind steam and they recalled that it had been some 18 months since they were in the UK.

They next motored to Springfield, Massachusetts and onto Montréal by rail over the St. Lawrence Seaway.

All too soon it was time to say farewell to their hosts and they were soon winging their way homewards. The end of a tale of Ten Cities, they had seen much, they had missed much, but they agreed it had been very well worth every minute of it.

They left Montréal airport for Glasgow.

We thanked Tony for an enjoyable evening

Above right A shay locomotive from Brian Apthorpe's Invitation Day 2014.  
Photo Owen Chapman



## FOR SALE



Part of the estate of George Case, it is approximately 52" long, and appears complete except for a battery and radio transmitter. It is available for viewing in the waiting room on the platform at Colney Heath. Further photographs are available on request.

Offers email the webmaster

## GLR News

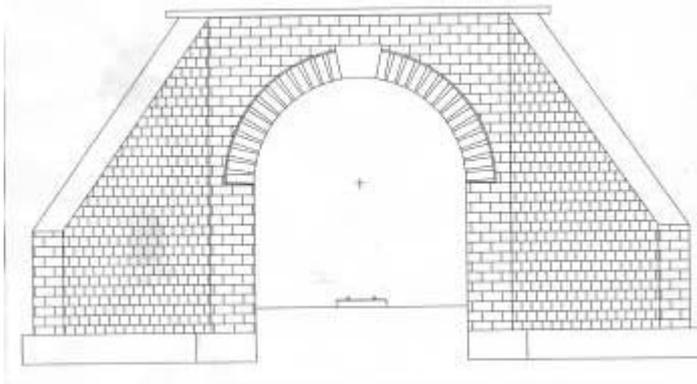
Hi gang,

Not a lot to say this month other than I am still thinking about Peter Weeks and his sudden demise and consequent funeral. There was a decent number of North London boys present at the crematorium who paid their last respects and after a most beautiful service attended the wake held at Colney Heath. Trains were laid on both raised and ground level tracks to give rides to the mourners. I think Peter would have been proud of his send off and I thank all the guy's that helped to lay on and run the trains.

Mencap. It must give members a great feeling when doing their bit for this most worthy cause, as again this year a last minute call went out for volunteers who were needed to run trains and steward proceedings and as ever the call was well answered. Unfortunately I was on holiday by then but was reliably told a great day was had by all. Well done to all who helped (smiley faces to all) can we book you all (drivers and stewards) for next year's run?

### Tunnel Project

At last month's Tyttenhanger committee meeting I am glad to say the Tunnel project was re-affirmed and a start will be made on the portals. Hopefully by the time you read this Mr Kitchener (your club needs you) will have some sample bricks for us to play with, maybe we can agree without too much of a punch up on the colour and way to proceed with the build. Brian Baker has said we can use the gazebo that he donated for a cover, please note you fair weather brickies, rained off is not an option. At the meeting we discussed building into the portals a fancy keystone; perhaps with the date of build on it. We will not be using the suggestion IN and OUT.



As an afterthought could I suggest we (the club) incorporate a time capsule as well to be put behind the Keystone any thoughts welcome on the contents of the capsule (printable only) please let me know.

Last thank you goes to Philip for persevering with the block work to number one space ground level storage. I will be back helping you shortly.

As ever in the muck

P Funk  
G.L.R. Section Leader.



## **Loco Section Meetings**

Held at HQ, Finchley starting at 8.00pm.

17th October - John Polley, Modelling the Underground and '3D' printing

21st November - Work in Progress

19th December - Members Film Evening. All types catered for!

16th January - Roger Elkin on 'London Railways Then and Now'.

As usual I'm short of ideas, let alone speakers. Please help!!!!

Tony Dunbar



Above Ian MaCabe cheerily driving his green B1  
Below and previous page Michael Franklin's Crab  
Photo: O Chapman



## 📖 Dates for your Diary 📖

Sat/Sun 27/28 Sept	St. Albans Model Show. Contact Peter Stern
Friday 3 Oct	8.00pm General Meeting; Bring and Buy Auction; HQ; Legion Way, Nth Finchley
Sunday 5 Oct	2.00pm Sunday Public running
Tuesday 7 Oct	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 17 Oct	8.00pm Loco section meeting; John Polley, 'Modelling the Underground and '3D' printing'; HQ, Legion Way, North Finchley
Sunday 19 Oct	2.00pm Sunday Public running
Tuesday 21 Oct	8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
Friday 24 Oct	8.00pm Workshop meeting; HQ, Legion Way, North Finchley
<b>Friday 24 Oct</b>	<b>Deadline for copy to Editor for November News Sheet</b>
Tuesday 4 Nov	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 7 Nov	8.00pm General Meeting; 'How Barnet got its Railways'; HQ; Legion Way, Nth Finchley
Tuesday 18 Nov	8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
Friday 21 Nov	8.00pm Loco section meeting; Work in Progress; HQ, Legion Way, North Finchley
<b>Friday 21 Nov</b>	<b>Deadline for copy to Editor for December News Sheet</b>
Friday 28 Nov	8.00pm Workshop meeting; HQ, Legion Way, North Finchley
Tuesday 2 Dec	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 5 Dec	8.00pm General Meeting; The Christmas Party for all sections; HQ; Legion Way, Nth Finchley

Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); O, OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	GLR working parties at Colney Heath (all day); Slot Cars Section at HQ (evening)
Every Saturday	Working parties on GLR including junior section (all day)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

**NB. Please notify Malcolm Barnes (Secretary) 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.**

