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*This Month...*



# The News Sheet

**Chairman's Thoughts, Treasurer's Report,  
Forthcoming General Meetings, The March General  
Meeting, Marine News, Nominations for Council, AGM  
Agenda, Minutes of the 2017 AGM, Stewards' Rota,  
Easter Egg Special, Dates for your Diary, Society  
Contacts.**



## The Thoughts of Chairman Ian



Now that winters gone! I bet not! We are not out of the frost zone yet. The members can hopefully settle down to active fellowship within the North London Club.

The members at Tyttenhanger are like a band of coiled springs just waiting for the word to spiral into action making and mending ready for the next season. Not that folk have been idle at the track, a significant amount of work has been done, that has not been weather dependant. But hopefully by the time you read this, concrete mixing will be on the menu. The pond has remained remarkably clear due to the astute

husbandry of the Marine members.

Work at Head Quarters seems to be proceeding confidently especially Gauge-0 Section where there are remarkable changes since Christmas. The slot car section seems to be consolidating the scene, but I hear; would like to start on a new more sophisticated track. The 0-0 and H-0 seemed to be in the throes of a severe spring clean or a rebuild.

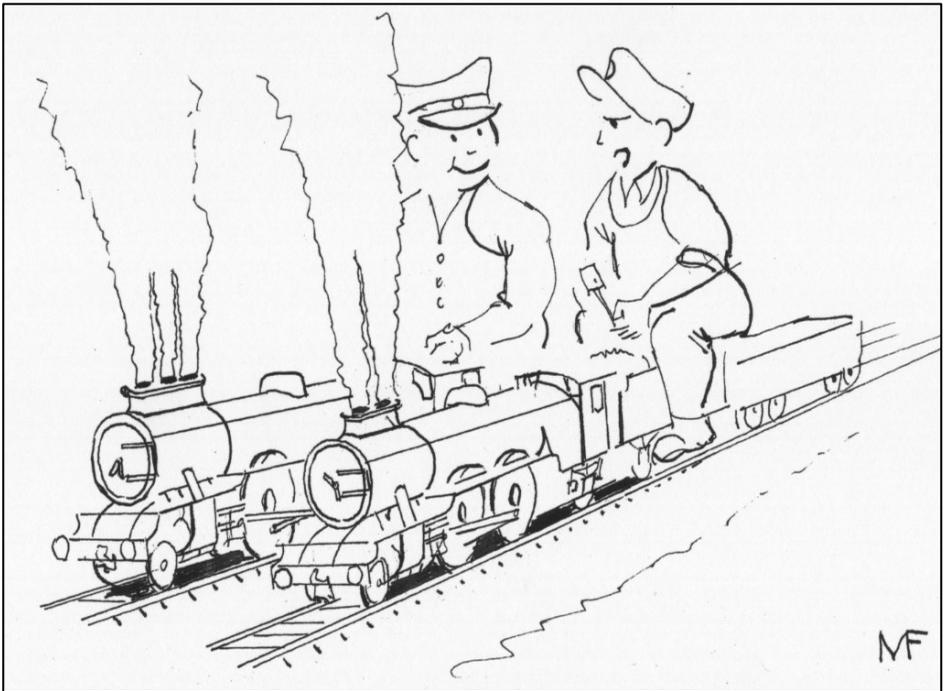
With anticipation of steaming in the better weather members are dusting off their locomotive and discovering that their boilers need steam and perhaps hydraulic certificates. Perchance when you have chosen your boiler test chap you could do him the courtesy of phoning him before hand and asking if he is willing to help; instead of casually asking him 'up at the track' when he may have been looking forward to an afternoon of uninterrupted pleasure.

With spring and the vernal equinox, usually on 20<sup>th</sup> March we look for later sunsets. At the vernal equinox the sun rises at six-o'clock solar time due East and sets at six-o'clock due West. So perhaps after the AGM we can look for some nice spring weather.

The AGM will soon be upon us and I do hope that the present team will stand again. Why? Because I have been extraordinarily fortunate with having such sound mature members on the council. I do hope that they all wish to represent the Club next year. BUT it would also be pleasant to see newer and younger members being proposed to join your team to help run the Club.

A most important part of 'my thoughts' is a request that as many of you as can, try to be present at the AGM, to see how the Society is being run, to review the progress we have made in the past year and to take part in the plans for the forthcoming year.

**Ian J. Chairman.**



**You always have to go one better !**

**Front cover photo.** The self-drive four seater rail car, Rail Cruisers. See Ian's report on page 5.

## Forthcoming General Meetings

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

For more information please ring me.

**Friday 6<sup>th</sup> April Adrian Garner, Monorails in the twentieth century.** Adrian Garner has written a sequel to his previous book on mono-railways bringing it all up to date. The author will make the evening a one to remember.

**Friday 4<sup>th</sup> May Annual General Meeting.** The Annual General Meeting. This is a most important meeting where we summarize what great progress the Club has achieved in the past year. Where we plan for the future of the Club and where we elect members to take up various offices to run the Society for the forthcoming year. **Members only.**

**Friday 1<sup>st</sup> June. First Aid at Colney Heath.** First Aid at Colney Heath and the World. **Seven pm Start.** Now that the evenings are getting longer, this is an opportunity to have a much needed talk about First Aid, including the new AED machine. All members and interested parties are very welcome. Members from the HQ that don't often venture into the countryside will have an interesting and useful time listening to information and advice on First Aid relevant to our hobby. (They will also have the opportunity to inspect the site) Verity will lead us through the mysteries of resuscitation. Remember the compelling talk and demonstration Verity gave at Headquarters last year?

**Ian J**  
General Meetings Co-ordinator

NLSME 'Work In Progress'.  
March 2018.  
Is this the future of model engineering?  
By Ian J.

The March General Meeting was abandoned due to inclement weather; minus seven degrees Centigrade with snow and high winds . . .Remember it?

The topic for the evening was Work in Progress. This is one of the most popular evenings on the calendar. So, the scribe has been robbed of the opportunity of writing up the minutes of that meeting and those worthy individuals who would have put their heads above the parapet have been deprived of their moments of glory.

There is still an opportunity to demonstrate the item of work that a member wished to talk about by putting pen to paper or finger to keypad and let the editor know what they wished to expound.

Ian J was going to talk about a railway in New Zealand that he had visited and show the research he needed to complete an article about it. It would be in the News Sheet as an example of Work in Progress. Instead, the scribe is going to write an account on paper to inform members of the Society who have perhaps read thus far! With commitments at home he has had little time to get into the workshop to produce a metal work in progress. Anyway, it is too cold.

The title of his talk was to be *Serendipity* because the railway was just 'stumbled' upon while travelling north from Rotorua to Otorohanga. He was casually looking for a logging tramway on a road parallel to the State Highway 5 when it appeared.

The railway line 'stumbled' upon was the Putarura to Rotorua Branch Line built in 1894 by the Thames Valley and Rotorua Railway Companies to the three-foot six-inch gauge. It completed the railway from Auckland to Rotorua. New Zealand Railways now Kiwi Rail realised the value of such a line and used it for the prestigious Rotorua Express from Auckland to Rotorua which carried tourists and ran daily. It was the first railway in the world to use locomotives of the 4-6-2 wheel arrangement. They were designed by the Kiwi Chief Mechanical Engineer A. L. Beatie and built in the United States by the Baldwin Company then shipped to New Zealand across the Pacific Ocean. . .Hence the name Pacific which has stuck ever since. The trailing pony allowed the

locomotive to have a larger and longer fire box so that poorer fuels from the Huntly mines could be used. Once again New Zealand had showed the way; the rest of the world followed.

The Rotorua Express survived until 1959 as the only remaining steam express but passenger numbers had dwindled and a replacement 88 seat Fiat diesel car was introduced to perform a twice daily service between Rotorua and Auckland and called the Geyserland Express; it could have been very popular but a combination of poor marketing and poor mechanics dealt a fatal blow and it ceased to run in 2004. After 2004 the line was used by infrequent steam excursions.

When the scribe stumbled upon the line it was being used for self-drive four seater rail cars, Rail Cruisers (see front cover and photo below). These were hybrid vehicles and could be driven by the hirer. They were built and designed by Kiwis. On that early morning the hybrids were being pushed out of their sheds and fettled up ready for a busy day. The scribe noticed that the main line was not broken and that the 'switches' were placed over the line and by ramps allowed the Rail Cruiser to travel easily onto the track ready for the day's work. So presumably a steam excursion could work to Rotorua with no alteration of the self-drive set up.



Once a brief introduction was given, it was off down the track. The gradient was down for 10k to the terminal point where the cars were turned round.



Control was in the hands of the nominated driver although a celestial power supervised; that of GPS and an echo warning device that prevented one car shunting another. There was a fascinating commentary telling the lucky travellers about the local flora and fauna. At level crossings the speed was reduced, and warning bells rung to let the cows and sheep know that danger was at hand.

Arriving at the terminus the cars were turned and the small petrol engines started ready for the climb back up to Mamaku Station where it all had started. All in all a wonderful experience with Kiwi ingenuity at the forefront.

A welcome cup of coffee was given to the lucky drivers and with a farewell to Mamaku Station the scribe departed in search of the bush tramway. Luckily, he eventually found the remains of it in the form of an old Commer Articulated Lorry, which had been 'adapted' for work on the tramway. Someone with appreciation of the NZ inventive and creative nature; gave the truck a shelter and a fence round it to prevent vandalism. The chain driven adaptation was

crude but obviously worked well up to 1980. It was the last remaining logging 'locomotive' in New Zealand and had displaced the Company's Heisler which was beyond repair.

The scribe then joined state highway 5 and called in on the town of Putaruru for a traditional tasty meat pie before searching for the Orakau which was the site of the battle of that name in 1864 where trenches were used by the Maoris; perhaps copied by the Tommies in WWI? Then it was time to drive to the township of Otorohanga to settle in for the night after a fulfilled day.



## Marine News

Seems a long time since I asked why not a day for members to enjoy?

To explain simply, Whilst sat on-site in the pond area I witness the incredible enjoyment given to the public on open days due both by members on the day and many more in the background working to keep the site running safe throughout the week.

Dispersed amongst the queues are members visiting with family who sometimes are not always given the time or respect a fellow member should be given as there identity is lost in the crowds. Mainly from the slot car and HQ smaller gauge sections who may not be recognised by those of us who frequent Tyttenhanger only.



So I thought whilst I know any member can visit any day, it's not very often all the lines are running other than public days so how about we run a day for members and their guests along the lines of a public open day but without the general public. So best I step up to the plate and sort it.

The council has allowed me to reserve the date, which I have set at **Bank Holiday Monday 28<sup>th</sup> May**, 13:00 to 17:00 ish. I have assurance from Raised and Ground level drivers and even the Boating lake which is normally out of bounds on public days. Also hope to see the Garden Rail running.

The club owned boats and locos will be available for any to drive or control so if any members or guests want to drive them I will happily sort for the young or old to do that.

It would be especially good to see traction engine, slot cars, video / photography and any other sections not normally at Tyttenhanger involved if possible. Maybe a trestle table or two. ( I am working on it )

It wont need full blown stewarding as per public days but anyone willing to assist general site safety i.e. gates on and off the tracks please let me know.

Bring a picnic if you so desire and enjoy what in essence is our private park

whilst mixing with fellow members having time and fun for each other.

No money needs to change hands for all rides, tea, coffee, and squash throughout. It's a party not a fund raiser. (Defibrillator unit on-site for Treasurer).

Still have a couple of months to finesse the details and will publish more next month if needed.

Also in the mean time don't forget **the first Toy Boat Regatta for 2018 is on 13<sup>th</sup> May.**

**George C  
Marine Section Leader.**

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## For Sale: Reg Piper's 5" gauge locomotives

As many of you will know Reg had a number of loco's some of which are in as new condition. The family wish to give club members the opportunity to purchase these before they are advertised elsewhere.

- Silver Crest – LMS Jubilee "Galatea" in crimson lake livery in as new condition.  
Un-steamed – with manufactures documentation.

There are two other models which are best described as projects.

- LMS Jubilee – not running.
- Large Prairie – not running, T Shortland design. In good external condition requires repair to cab roof and other fittings.

## FOR SALE

Property of our late member Reg Piper. Two British Railways Mk 1 5" gauge passenger carriages. A Brake corridor composite carriage and an Open composite carriage both in Chocolate and Cream livery.



## FOR SALE

LBSC Britannia 3 1/2" gauge 4-6-2 Pacific built by our late member Bob Roberts, partly at St Albans College in the 1970s. It has been a mantle-piece exhibit for the last twenty years and is seeking a new home hopefully back in the Society.



## Easter Egg Special 1947 April

Rowntrees factory in York suffered a major breakdown in March 1947, the recent bad weather had caused multiple machine failures. The result being that Rowntrees were very short of Easter Eggs to send to their retailers. A secret deal was made by Rowntrees with Cadburys to supply eggs without the Cadbury logo stamped on them.

Cadburys were in a good position to supply extra eggs; their workforce predominately lived locally and were keen to earn some overtime. Transport would not be a big problem as both Cadburys and Rowntrees were rail connected. . One problem was that Rowntress did not want Cadbury badged vans in the train delivering the eggs. Cadburys would therefore have to hire a fleet of unmarked vans to form the train. Generally Cadburys had a got some good advertising from their marked fleet of vans as their trains trundled around Britain.

A deal was done with AngloNordic fishing, they ran a daily train from Hull to London which ran back as empties having unloaded the fish at Billingsgate. Obviously the smell of fish had to be mitigated so Cadburys agreed to double wrap the cartons of eggs and it was up to Rowntrees to dispose of the smelly outer packaging.

Several of Cadburys staff were sworn to secrecy about the deal, the logo machine was taken out of action for "essential repairs". The production staff, getting paid time and a half, worked hard to produce over four million extra eggs. The Rowntrees eggs were packaged in their standard Cadburys boxes and then a stout layer of outer packaging was applied. Just over 200 cartons per wagon were loaded and 16 fish vans were filled.

The LMS shed at Boureville was used to receiving requests for locomotives to haul extra Cadburys trains. A spare 2P 4-4-0 passenger loco had been prepared for the run to Sheffield where an LNER loco would take over the train for the rest of the journey to York. Crew wise the Bourneville driver and fireman would work to Sheffield, as would the guard.

The empty fish vans left London on the North London line and travelled via Victoria Park, Canonbury and Camden Road. Here the train took the Chalk Farm line and was shortly puffing its way up the old LNWR main line towards Birmingham. Devons Road shed had provided one of Staniers Black 5's for the empties and it rattled along at a good pace to reach Saltley just after 4pm. A quick reversal and taking a pilot allowed the train to reach Bourneville just after 5pm.

The Cadburys transport staff worked tirelessly to fill up the 16 vans and by 9 pm the train was ready to leave. The 2P driver was Arthur Longbottom, he was an ex Midland Railway man so he knew the road to Sheffield having driven many passenger trains that way before.

Setting off via Kings Heath, the 2P was quickly into its stride; fireman Sid Shortacre liked the 2P's for their free steaming despite the narrow firebox. Passing Birmingham City's St Andrews Ground and the Met Cammel works on their right, the train eased through Saltley again before swinging right towards Castle Bromwich. They were now on the main line of the West to North expresses and could afford to gain speed. WaterOrton, Kingsbury and Wilncote flashed by before the high level crossing of the old LNWR mainline at Tamworth. This was the site where mail trains used to swap bags for London and Manchester. Carrying on in an almost due north direction, the countryside was peaceful as one would expect. A speed restriction board heralded the approach to Burton on Trent, this was certainly a town that did not sleep: tower lights smoke and the overwhelming smell of malt made Burton unmistakable. Numerous private railways ran around the town linking up with the LMS, they were all brewery railways; Bass was the largest with a fleet of well kept saddle tank engines. The other breweries Marstons, Worthington and IndCoope contributed to the atmosphere. Having observed the speed restriction through the station, Arthur opened up the 2P again and Derby was quickly reached. Water was taken which would last to Sheffield.

Routed via Belper, Ambergate and Clay Cross the 2P kept time easily. Chesterfield's twisted spire looked strange in the dark clear sky, the moon providing enough light to observe the town. Dronfield and Dore junction came and went until arrival at Sheffield Millhouses shed. It was now 11.35pm. Arthur and Sid took their locomotive into the shed for servicing whilst they retired to the barracks for some rest.

The LNER had unofficial running rights from Sheffield Central to Millhouse and around 11pm, a D11 Director "Gerard Powys Dewhurst" had backed down from Darnall shed ready to take the special to York. Driver Fred o'Toole and his fireman Andy were familiar with most Yorkshire tracks. On the stroke of mid night they set off and negotiated the numerous curves and junctions around Sheffield before moving onto the Rotherham Central track. Rawmarsh steelworks was, as usual, a colourful sight at night with flames leaping into the sky. Swinton and Mexborough were passed before joining the Doncaster avoiding line. After a short journey along this cut off, the LNER main line was reached via a left turn and downhill switch. Once on the mainline, the Director showed its paces with such a light train, the small wayside stations seemed to rattle as the train roared through. It seemed to be no time at all that Selby's

Spire was seen and steam shut off for the river crossing on the old swing bridge. Once over the bridge speed was rapidly regained on the flat land, three more tiny stations were passed in the moonlight before slowing for Challanors Whin junction.

From here on the going was moderate. Despite the time, traffic was heavy with freight trains going in all directions. A brief stop was made in York station to pick up a pilot for the final run into Rowntree's siding near Burton Lane junction. 10 minutes later at 2.55am on the first day in April, the special arrived at its destination. The Director uncoupled and made its way back to York South shed, whilst the delighted Rowntree's staff unwrapped their Easter present.

**Anon**

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**The Raised Track undergoing repairs, March 2018.**

## Dates for your Diary

<b>APRIL</b>	<b>2018</b>
Sun 1st April	Working party at CH. 9:00 – 12:30
Tue 3rd April	Council Meeting at HQ, 8pm
Fri 6th April	General Meeting at HQ, 8pm
Sun 8th April	Working party at CH. 9:00 – 12:30
Sun 15th April	Working party at CH. 9:00 – 12:30
Tue 17th April	TSC meeting at St. Mark's Church Centre, 8pm
<b><i>Fri 20th April</i></b>	<b><i>Deadline for copy to Editor for May News Sheet</i></b>
Sat 21st April	Fetes & Fairs, St. George's Day, contact Jim M
Sun 22nd April	Working party at CH. 9:00 – 12:30
Fri 27th April	Workshop evening with Mike H. Tooling. 8pm HQ
<b>MAY</b>	<b>2018</b>
Tue 1st May	Council Meeting at HQ, 8pm
Thur 3rd May	Fetes & Fairs, Abby Line, contact Jim M
Fri 4th May	General Meeting at HQ, 8pm. <b>AGM</b>
5th and 6th May	Fetes & Fairs at Baldock Beer Festival
Sun 6th May	First Public Running at Colney Heath. 2pm to 5pm
Mon 7th May	Fetes & Fairs at The Green, Southgate
Wed 9th May	Gauge One section visit to Hepworth
Sat 12th May	Fetes & Fairs at Welwyn Food Festival
Sun 13th May	Toy Boat Regatta at Colney Heath (George C)
Tue 15th May	TSC meeting at St. Mark's Church Centre, 8pm
<b><i>Fri 18th May</i></b>	<b><i>Deadline for copy to Editor for June News Sheet</i></b>
Sun 20th May	Public Running at Colney Heath. 2pm to 5pm
Sat 26th May	P. Funk family party
Mon 28th May	NLSME Members' Day at Colney Heath

NB. Please notify Alan M (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.