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*This Month...*



# The News Sheet

**Chairman's Comments, Treasurer's Report,  
Forthcoming General Meetings, Butch steams again,  
Stewards' Rota, Marine News, Charity visit, GLR News,  
Slip Carriages, LBSC Curly, Correspondence Received,  
Photos from Bill Bass, Dates for your Diary, Society  
Contacts.**



## Chairman's Comments



What glorious summer weather we have to date. Days at the track have been wonderfully warm. Whilst the grass is largely dry we have not had any fire incidents. The requirement for spark arrestors and properly fitting grates, plus the considerable work put in by those cutting the grass, has significantly reduced the risk. Nonetheless members should be wary of the potential fire hazard. Hoses are laid out around the track for prompt action should any be required. In past years we have had to stop running steam locomotives until rainfall restored the site to its normal verdant condition, hopefully that will not be required this year.

On a different matter it is sometimes the case that in our familiarity with Colney Heath and HQ facilities we overlook the fact that new members have not acquired that understanding and consequently on occasion are unsure what actions are required or appropriate. It is here that proposer and seconders of new members perform a valuable function introducing the new members to the society as a whole, that includes activities at HQ and Colney Heath. Mentoring new members in our ways, rules and traditions is an important welcoming role. In similar vein another training day is proposed for Colney Heath, date to be advised. This will encompass operation of and driving on the Ground level and raised track railways.

The first day of operation of a new track in Cornwall, built by the Mount Edgecumbe Railway and Model Society (MERMS), has taken place. Most members will know of their Chairman and long time NLSME member Bryan. Bryan has been spotted driving a locomotive, *Dottie*, (also familiar to many of us) at the new track. Congratulations to this new society on their achievement, particularly having built the railway in little more than five months.

Our club 5 inch gauge locomotive *Butch*, built and donated by the late Arthur Marsh, has been re-boilered and is now available for members use. This has involved Mike F in significant and time consuming work. I trust members will consequently treat this locomotive with care it, and indeed all club property, deserves.

See you at track or HQ.

**Les B.  
Chairman.**

## 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 3<sup>rd</sup> August.** Chairman of the North British Society **Ken Livermore**, will give a slide show of **Great Eastern Lines 1954-1962** before the tea and then **engines of the North British Loco Co** with his own slides after the tea.

**Friday 7<sup>th</sup> September. Work in Progress.** Your chance to show us what you were up to in the winter. So if you were not ready in 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.

**Friday 5<sup>th</sup> October. An evening for open discussion on Colney Heath matters as prelude to the 2019 running season.** 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 provide input to future development-operation. Les B 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.

**Ian J**  
General Meetings Co-ordinator

## Our Club Loco 'Butch' Back in Service



NLSME Club loco "*Butch*" on first run after significant repair undertaken by Mike F. Loco features a new copper (welded) boiler, grate and ash pan.

Mike attended to a myriad other jobs befitting a general overhaul including fixing loose wheel and smoke box repairs. This loco built by the late Arthur Marsh is once again available for members use.

Les B

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1925 Exchange Trials by Michael Franklin

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## Marine News



Along with other users of the lake I spend most of the time cursing the trees that surround us for not allowing a decent breeze to blow for the sail boats. In this spell of hot weather the sun passes round about midday and the trees give a welcome shade to the main area forming a perfect sanctuary for members to rest in shade.

Still does not help the sailing though. As a result there have been more electric powered boats on-site. Some like the 500 class expertly driven by Martin C are a pleasure to watch and others like the large yellow boat that thinks it's on a fairground dodgem circuit in the hands (I wont say control) of John D give us all something to watch and chat over. Better be quick if you want to see that one though as I don't think it will survive for long. Must get it a bigger lake..

Topped up the water just in time for the July Toy boat regatta. I suspect the garden maintenance crew stole the water for the flowers but I cant prove it. Anyway we had quite a reasonable attendance with a variety of craft displayed on the bank and water most of which started to leave early due to wilting in the heat but not before natter and chatter with many ideas and tips swapped between cups of tea ably supplied by Steve C.

What always amazes me on these days is the mix of build and power types that appear some of which without stopping to look closer would just blend into the background unseen. I have included photos showing various sail boats together and also some tin, clockwork and rubber band powered. There was a really old Tri-ang boat that did not make it on the day but I have seen since that dates way back to Nigel G's childhood and you never know he may just send a picture with article for future issue if we prod him.

We have not forgotten the boiler test problems for older steam boats and the Boiler Testers meeting that I have been invited to attend is scheduled for 26<sup>th</sup> July where we hope to learn more. Watch this space for updates soon...

Time to splice the main brace....

**George**  
**Marine section leader**





Photo next page – Members enjoying themselves at the track on a lovely sunny day. Photo taken on 28th June 2018 by Keith Hughes.





These two photos from Owen Chapman taken on 3rd June 2018





## G.L.R. News. August 2018

We are so fortunate to have some very knowledgeable old boys in the club and when I want to find out how to perform a difficult or never before attempted process, that I need to do, to build the next bit of my loco, I seem to pick on mainly one of three members. Ron, Derek, and the not so old Peter (are they lucky or not). This is just a thank you boys for all the help and patience you have tried to impart on me over the years in an effort to get my loco up and running. There are other members and ex members who I must not forget who also helped. For

now though the latest bit to be attempted was the flared brass dome cladding, this task of explaining how to do it fell to the effervescent Mr Price, who without much effort in getting his point across, educated me in one go! The outcome can be seen in the picture below.



Thanks lads I could not have done it without you. The next bit will be for Mr Brewster who already early on worked out my valve gear parameters stating "if you build it to these sizes it will work", and it did. His next task will be to instil in my noodle the operation of making a pair of safety valves, and I have no doubt that if I do it to his instructions these two will work as they should.

Work continues on Smallford Station erecting the new fence to allow the safe flow of passengers, and as soon as it gets a bit cooler we will be concreting the number two space ready to take the club's passenger carriages. Three track panels have been made ready to be installed once the cement has set.

Please come and see what we are doing, anybody is welcome on Thursdays, Saturdays, and Sundays. You never know you may even get a drive of a loco, you may even like it enough to join our group !

As ever in the muck.

Pete. G.L.R. Section Leader

## NLSME.

# Slip Carriages.

by Ian J.

Definition: - "Coaches that are designed to be detached from the rear of a train in motion to serve intermediate stations". (Professor Jack Simmons. Oxford. *Oxford Companion to British Railway History*. 2001 p454.

### The Cornish Riviera.

A little while ago I was reading W. A. Tuplin's fascinating book called *British Steam Since 1900*; when I stumbled on a 1924 account of the work done by a then new *Castle*. The journey was the nonstop run of over 200 miles from Paddington to Plymouth (The Cornish Riviera).

The run was witnessed by C.J. Allen on the footplate and the account was published in the October 1924 edition of the *Railways Magazine*. The locomotive was 4079 *Pendennis Castle* which is now preserved at Didcot.

4079 left Paddington with fourteen carriages weighing an estimated 530 tons to steam at the highest standard of British rail performance non-stop to Plymouth. She covered the first seventy miles in 74 minutes with a gain in height of 420 feet and burning coal at 55 lbs a minute. Westbury was gained one hundred miles from Paddington in one hundred minutes where **two coaches were slipped**.

A further **two coaches were slipped** at Taunton with the train now weighing 385 tons. **Three more coaches were slipped** for Kingswear with the train weighing 275 tons. 4079 romped into Plymouth three minutes early covering the 226 miles in 244 minutes burning 3½ tons of coal in the doing. By gum that fireman will have slept well in the hostel that night! Especially as GWR practice was apparently to pull up the flap plate after each shovelful of coal!

### The last slip coach?

That epic daily journey jogged my memory because years ago when I was studying in London I used to get the **slip coach** to Banbury. The expresses', two-hour non-stop run to Birmingham slipped a coach at Bicester which was then trundled off to Banbury by a ubiquitous pannier 0-6-0. We had started the journey behind a *King*.

At Paddington we were guided by our personal guard into the slip coach because the absent minded could well end up in Brum if not pushed into the last coach of the train. There was an absence of a connecting corridor. The *King* started immaculately as always in GWR with no slipping and soon gained speed to dash through London's unattractive North-West suburbs.

Soon Princess Risborough was passed at speed which did not slacken until shortly before Bicester, the mile a minute speed became a mile in two minutes. A short whistle was heard from the *King* and a clunk felt as our guard pulled a lever to release ourselves from the train. Our guard shone a light to let the driver know that the coach had been successfully released. An acknowledging whistle was heard with locomotive's deep throated four-cylinder strokes accelerating on into the night and to Birmingham.

The coach became silent as it freewheeled into Bicester with our guard applying the brake to stop us at the Platform. Soon the Pannier tank coupled up to us and we were taken swiftly to Banbury for our weekend in the country. This was routine for me in those days and I thought no more about it until I read Tuplin's account of the Riviera Express. Later I learnt that the slip coach service had been stopped in 1960 so I must have experienced the last few of carriage slips ever.

#### A first unofficial slip truck?

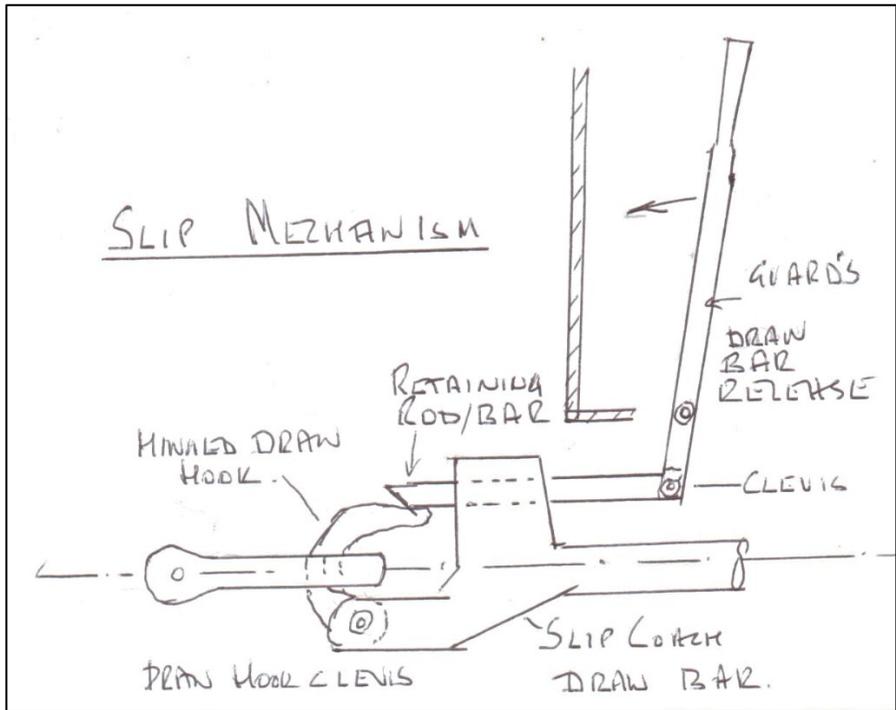
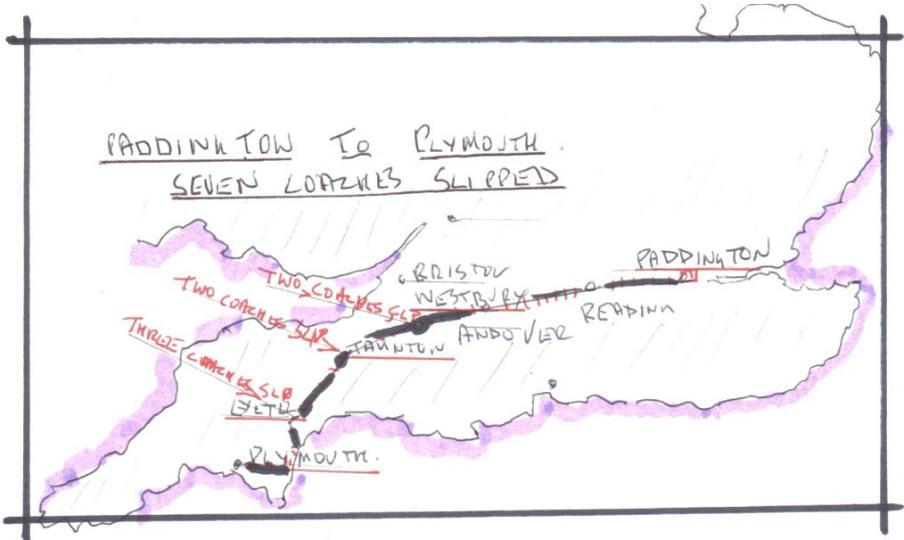
Perhaps the first slip coach was completely unofficial. In 1838 one, Herbert Spencer was given the task of surveying the new station at Wolverton. His lodgings were in Wembley and the train he wished to catch was the last train of the day but ran non-stop to Euston after a stop at Watford. Herbert thought that he could save the journey from Euston back to Wembley by the means of using a 'slip truck'!!

At Watford Herbert 'borrowed' a truck and attached it to the back of the train; unfortunately, the truck did not have brakes that were accessible. The train for Euston left Watford on time with our Herbert in the truck. He had 'calculated' that he would 'slip' at Harrow and then coast to Wembley stopping at the platform and get assistance to push the truck out of the way.

Unfortunately, when Herbert slipped the coupling the truck stayed at the rear of the train and did not fall back! The gradient was down towards Euston! And poor Herbert sailed through Wembley at a good rate of knots. Fortunately, the truck did come to a stand just before a level crossing at Brent where the gates had been closed to rail traffic for the night. Herbert roused the crossing keeper and together they pushed the truck onto a siding. Herbert then walked home to Wembley. So, ending an unintended adventure. This account came from the *Locomotive Magazine* of years ago which I had intended to keep but offered it to be sold on the counter at that wonderful exhibition we held at Barnet College some years ago. I think that the slip truck account was published posthumously but I will never know.

Sketches on next page. The map is 'The approximate route of the *Cornish Riviera* from Paddington to Plymouth 226 miles in 244 minutes with seven coaches slipped.'

'The slip coach mechanism. The guard pushes the lever forward and releases his slip coach'.



## LBSC Curly

By Geoff B

The NLSME was presented with Curly's artefacts by Mavis, his former neighbour, in June 2018. Alan asked me to compile an archive of these papers.

Curly was a complex and private person. He was a brilliant engineer who could translate his deeds into words which laymen understood.

A couple of books have been written about Curly, a 1980's one by Brian Hollingsworth and a 1997 Oakwood Press one by Klaus Marx. Additionally two gentlemen did an Ancestry or

Genealogy search on Curly earlier this century, which seems to have thrown up a considerable amount of information

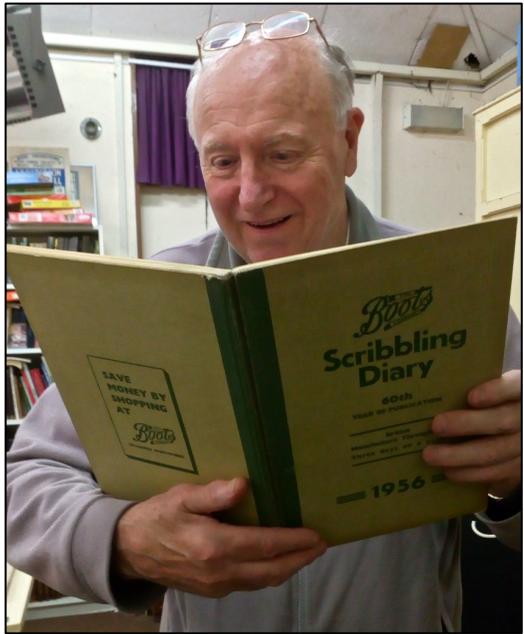
Curly is best known for the series of articles he wrote for Model Engineer. Amusingly he hated the word "model". He built a large number of locomotives from Gauge 0 to 3.5 inch, most of which performed far better than expectations of a small locomotive.

In the early 1930's he bought a house at 121 Grange Road, Purley Oaks which backed onto the old Brighton line; In 1935 he bought the surplus land behind four of the houses and built an oval shaped running track.

The papers we received cover many walks of life. He kept a day diary, we have most copies post WW2. We have several of the original articles he wrote for magazines. We have copies of the postbag he received in feedback from his articles and his sometimes pithy replies.

Letters in the collection show he could be very argumentative and very uncompromising. He disliked the sub editors of most of the magazines he wrote for because they altered his articles. He was forever chasing up late payments of his writing fees and later royalties.

The diary entries reveal a man, who was very concerned with his health, particularly from 1959 onward. He also began recording the daily weather as well as the day's achievements, which often included taking Mabel shopping.



Curly was born in Mile End. He had a good, but brief, education, being particularly proficient in geometry, maths and English. He started work at the LBSCR shed at New Cross (Now the site of Sainsburys at New Cross Gate) as a cleaner. He progressed to being a passed cleaner and did some firing work. The pay was poor and he left to become a driver on the London Underground, however health problems surfaced and he moved again to become a tram driver. A further change to becoming a bus driver. Another move saw him working for Daimler in Coventry and commuting there every day. During WW1 he worked in a munitions factory and also in a factory producing aircraft components, where he made some jigs to aid production. He also earned some money by repairing various mechanical devices and building small scale locomotives.

Curly and Mabel lived in rented accommodation around Peckham until the early 1930's when they bought 121 Grange Road. You can easily find a photo of this house on Google Maps and there is a blue plaque prominently displayed on the front wall stating that LBSC lived there.

Manufacturing and repairing locomotives, as well as writing about their building techniques was now Curly's income. He owned a car and a piano. In 1935 he bought the surplus land behind the four terraced houses where he lived from the Southern Railway. He built a continuous track which was properly signalled and was multi-gauged. His own preferences were 2.5" and 3.5". Visitors to his track included the well known main line drivers Laurie Earl and Norman McKillop (Toram Beg). The archive contains correspondence with G. J. Churchward and R. A. Riddles. Amusingly Curly had built a 3.5" Britannia before the BR one was finished; Riddles had sent him drawings.

Curly's well known construction articles continued in various magazines almost to the time of his death. He also wrote some amusing futuristic articles at Christmas time. One of the articles features a spoof of the Great Train Robbery, but with a very different outcome. Another article features an enormous Southern Railway locomotive which not only took the Golden Arrow to Dover in under an hour but also broke Mallard's speed record. He also predicted that the railways would be privatised, he was just a few years premature in that prediction.

Curly had a great affection for the Bluebell Railway. He believed the line should never have been closed as it provided an alternative route to Brighton and Eastbourne.

The NLSME is fortunate to be trusted to look after such an interesting archive.

## Running 3.5" Gauge Locos at Colney Heath

I think it's time we had an event solely for the running of 3.5" gauge locos, so with this in mind I've booked Colney Heath for the afternoon of Saturday the 15th of September for this purpose. It would be interesting to see how many 3.5" gauge locos we can get out on the track in the afternoon and maybe see some locos that don't come out too often. So dust off that pride and joy of yours and head up to the track.

See you there.

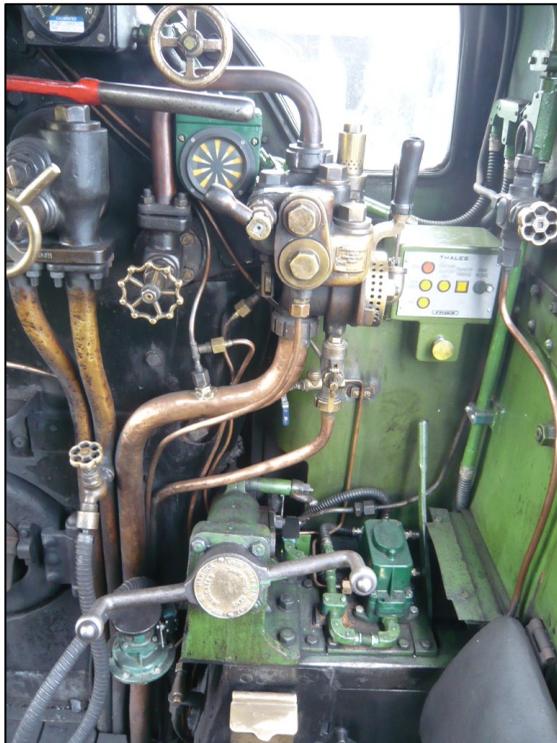
If you are interested in running could you let me know so I can get an idea of numbers, my contact details are listed below.

Martin C



The Fetes and Fairs team would like some more members to help with their busy programme.

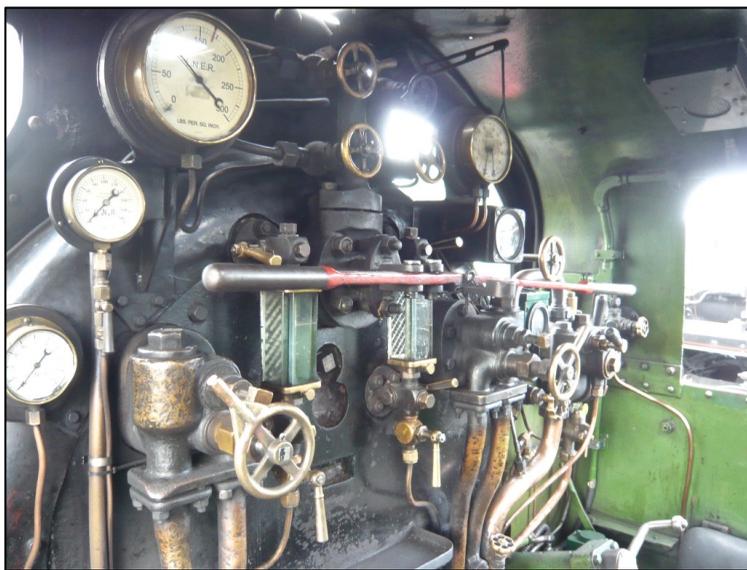
If you would like to try a day with the team please contact Jim to discuss what is involved.



## The Gresley Society N2

Two photos of just part of the new electronic gismos installed on the Gresley Society N2 to enable it to run on the Mainline, initially Sheringham to Cromer.

Mike F



## Correspondence Received

Dear Editor,

I hope all the stuff I sent you didn't make too much of a mouthful! I was interested to see that Ron P still has the photo I took in November 1966 of the 'Tunnel Gang' during a break in work. For anyone interested, from left to right they are Roger (can't remember his surname but he had a 5" gauge 'Netta'), Ted M, Tom L on tunnel, Bryan L beneath with his sister Tina, who was then about twelve, and Ron P. Behind Bryan can be seen the gaps, later bricked in,



where he and I found some different-section shelter pieces and thought they would make a refuge for filming trains coming up the bank. I expect H&S might disapprove of such things these days!

I can recognise some faces in the 2018 photo (see next page). The two-piece 'London & North Eastern Railway' enamel signs came off a large wooden poster board formerly situated in Mill Lane, Woodford Green, which had been disused since the Central Line took over from BR in 1949, and which I obtained via the PRO at Liverpool Street. We had a couple of similar one-piece signs, one of which went onto the board, which was on the wall in the original carriage shed until damaged by fire in 1981. That cedar wood station hut set the NLSME back £140 in 1964 so its paid for itself many times over!

With best wishes to all, George



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## NBL Preservation Group Ltd.

Our next slideshow is due to take place in the North London Society of Model Engineers meeting rooms in Summers Lane, Finchley on Friday 3rd August 2018.

The topic will be 'Great Eastern Lines, 1956 to 1962' and there will be plenty of North British steam and diesel locomotives in the mix. Start time is 7-30pm for 8-00pm.

Ken Livermore

## Recent Photos from Bill Bass



47815 leads a Lincoln to Finsbury Park 'football special' which was played at the Arsenal, 37884 tails the back of the train. The location is near to Potters Bar Golf Club. Recently 37884 was involved in a low speed shunting accident at Barrington which needed repairs at Eastleigh, the loco is now back in service.



## Dates for your Diary

| <b>AUGUST</b>                 | <b>2018</b>  |
|-------------------------------|--|
| Wed 1st Aug                   | Bob Todd Memorial event at CH                                      |
| Fri 3rd Aug                   | General Meeting at HQ, 8pm, Guest Ken Livermore                    |
| Sat 4th Aug                   | Brian's Visitor Day  |
| Sun 5th Aug                   | Public Running at Colney Heath. 2pm to 5pm                         |
| Tues 7th Aug                  | Council Meeting at HQ, 8pm   |
| Tues 14th Aug                 | TSC meeting at St. Marks Church Centre, 8pm                        |
| Wed 15th Aug                  | East Anglian G1 visit to NLSME                                     |
| <b><i>Fri 17th August</i></b> | <b><i>Deadline for copy to Editor for September News Sheet</i></b> |
| 17th/18th/19th                | Fetes & Fairs at Flamstead Scarecrow Festival                      |
| Sun 19th Aug                  | Public Running at Colney Heath. 2pm to 5pm                         |
| Sat 25th Aug                  | Visit by Fareham & Chelmsford MESS                                 |
| Mon 26th Aug                  | Private party at CH  |
|                               |  |
| <b>SEPT</b>                   | <b>2018</b>  |
| Sat 1st Sept                  | Birthday party at CH   |
| Sun 2nd Sept                  | Public Running at Colney Heath. 2pm to 5pm                         |
| Sun 2nd Sept                  | F & F at Plough weekend and Capel Manor                            |
| Tues 4th Sept                 | Council Meeting at HQ, 8pm   |
| Sat 8th Sept                  | ADD-Vance charity event at CH                                      |
| Sat 8th Sept                  | F & F at Bricket Wood Rail Group                                   |
| Sun 9th Sept                  | Toy Boat Regatta   |
| Sun 9th Sept                  | F & F at Ashley Rd church  |
| Sat 15th Sept                 | 3.5 inch running day, 1pm to 5pm                                   |
| 15th/16th Sept                | F & F Heritage weekend   |
| Sun 16th Sept                 | Public Running at Colney Heath. 2pm to 5pm                         |
| Tues 18th Sept                | TSC meeting at St. Marks Church Centre, 8pm                        |
| <b><i>Fri 21st Sept</i></b>   | <b><i>Deadline for copy to Editor for October News Sheet</i></b>   |
|                               |  |

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.