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This Month...



The News Sheet

Chairman's Comments, Treasurer's Report, Raised Track Report, Forthcoming General Meetings, The October General Meeting, GLR News including the Epping and Ongar visit, The first 3.5" Gauge Running Day, SM45 Narrow Gauge Garden Railway News, The September Workshop Evening at HQ, Dates for your Diary, Society Contacts.



Chairman's Comments



How time flies, this is the last News Sheet for 2018. It's been an enjoyable year for me, I sincerely hope it has been so for you all.

As another year ends we must be grateful for the good health of the society. In particular to appreciate the many members who contribute time and effort at Colney Heath and HQ. I am reluctant to list those by name, simply because it would be a very long list and I would not wish to inadvertently miss any deserving member from such a list. Nonetheless on behalf of the council I thank you for all your efforts during the year. On that note I wish you all a very merry Christmas, a healthy and prosperous new year and look forward to sharing our modelling hobby with you all throughout 2019.

Les B. Chairman.

Cover photo. A busy scene of switching in McKeen with the recently installed road crossing flashing 'wigwags' prominent. Owen Chapman.

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 7th December. The Festive Gathering. Club Festive Gathering. THE Festive party for all sections. Please come along and have an evening of Festive fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings.

2019.

Friday 4th January. An evening of members Videos, Slides and Photographs. We all have slides taken years ago that we can talk about for a few minutes, so bring them along. Now that we are in the computer age, I think that we are able to scan those cherished photos to show on the silver screen so don't be reticent. Not too many slides of old flames please unless of course they happen to be of the steam powered variety!

Friday 1st February. Paul Godwin will give a fascinating talk with power point presentation regarding "**The development and history of Earls Court and Lillie Bridge**". It will cover the Earls Court regeneration area from the early canal to the future redevelopment. A mix of civil engineering, railways and public entertainment. Don't miss it.

Ian J
General Meetings Co-ordinator



G.L.R. News. December 2018.

Another year has almost gone and what a smasher it was, long gone are those hot sultry days where everyone at the track on Sunday running made for the shade or sat around the pond watching the becalmed boats. Record numbers of punters were pulled on Tyttenhanger light railway this year on those public days. Thanks to everyone who has given their time to steward and drive on the ground level all to swell the coffers and reinvest to make our club even better, I can't wait to do it all again next year, Merry Christmas to you all.

We recently had a visit from Epping and Ongar members, who arrived in force



under the wing of one of our long standing members Adam Gorski. We had discussed arranging a meet back in the spring; unfortunately I had forgotten our chat until Adam reminded me three weeks before the event. The reason behind the visit was to test out their Stafford on a continuous track giving all their drivers a chance to master the loco's controls and of course drive on one of the best tracks around. We fed and watered nearly everyone; some member's



children and grand children came along for rides on a sunny but fresh day, great fun was had by all. Thanks to Cookie who drove the barbecue and thanks to the crew who helped to run things on the day - Brian, Roy, George and my apologies to anyone I have forgotten.

Maintenance Working Parties.

At long last the crew have started to replace the rotten sleepers from the G.L. steaming area up to the main gate crossing, Brian and Roy being the chief knocker ousters and sleeper replacers. To date they have used 2800 screws in only two sessions, not an easy task to perform on your knees. Terry has set up a cutting jig in the old workshop where the sleepers are cut to length and jig drilled; this has proved to be very productive. New boy Paul J is looking to be a solid worker having helped on numerous occasions and still working for a living. The last working party (Saturday 17th) we remedied two faults found on the point in Smallford station hopefully locos will not derail there anymore?

Gerald M has set the benchmark by cleaning out the pits and turntable. Cookie has taken to laying down on the job and Badger in between bouts of drinking tea has been seen to be leaning on a shovel on more than one occasion. Even Jeff B is making a welcome appearance now he has more time on his hands. Well done boys I know it is hard work but if it was easy they would all be doing it!

Allan M has taken on a helper, namely Michael L, to install the signal treadles, (only 45 more to go) hopefully to finish by the new season, Thanks lads again not an easy task, all done on your knees.

Breaking wind.

I am having trouble recruiting two people or more to help erect the Green Wind Break that is to be affixed to the perimeter fence alongside the G.L. steaming bays, anyone interested don't be shy, just come along on Thursdays or Saturdays and you could have your very own project !

As ever in the muck.

Pete, G.L. R. Section Leader

Photos on previous pages kindly supplied by Adam Gorski -

1. NLSME member Paul preparing his loco for a run.
2. EOMRG members being 'taken for a ride' by fellow EOMRG member, Steven Willingale.
3. Andy Butler awaits clear path whilst driving Jeff Bolton's shunter, as Wayne Stalley steams past with EOMRG member's train hauled by their Stafford loco.

3.5 inch Gauge Running Day 15th September 2018 at Colney Heath A Special Event organised by Martin C

On the afternoon of Saturday the 15th of September a number of society members gathered at the Colney Heath raised track for the inaugural running of an event exclusively for 3.1/2" gauge locomotives. Here are some photos taken at the event kindly supplied by Mike Chrisp.

4-4-2 Great Northern Atlantic built to the LBSC *Maisie* design owned by our Vice Chairman Ian J. As Ian was unable to attend this event in person he very kindly offered the loco to another member who could, step in fellow society member



Jeremy L, who's own 3.1/2" loco is out of action at the present time. Jeremy's firing and driving skills were tested to the max on an unfamiliar loco, but a total of five laps were completed.



Britannia 4-6-2 Pacific named *SOLWAY FIRTH* and driven by Mike and Jonathan A. I'm informed that this locomotive was built by Ian Murray a former member of our society. After a good showing out on track *SOLWAY FIRTH'S* run was cut short due to temperamental steam injectors, think we've all been there!



Juliet 0-4-0T owned by our Chairman Les B and built by him many years ago. At first things looked good out on track in the safe hands of Les's son Robbie, unfortunately a recalcitrant cylinder drain cock forced the *Juliet* into an early retirement from the afternoons proceedings.

Rob Roy 0-6-0T a Martin Evans design owned and built by our Treasurer Mike

F. Mike started the build of *Rob Roy* in 1960 when the construction details were



first shown in the *Model Engineer*, finally finishing the model in 1976, the loco has run many miles and been overhauled a number of times since then and was re-tubed in the 1980's.

Mike entered it in IMLEC 2003 and LittleLEC a few times, much travelled in the UK and Germany. *Rob Roy* performed well, hauling Mike, his better half and their

young grandson on many laps of the raised track.

4-6-0 *Black Five* to the LBSC *Doris* design owned by Chris V. This locomotive was built by Mac Gower another former member of our society. Unfortunately Chris's loco didn't make it out of the steaming bay due to crud (and that's a technical term) in the blowdown valve.



2-8-2 LNER P3 *Mikado* owned by Paul G. The powers that be tell me that this a fictional P3, like the LNER P1 but with a V2 style cab and over 60 years old, all that I can tell you is that it's a black one.

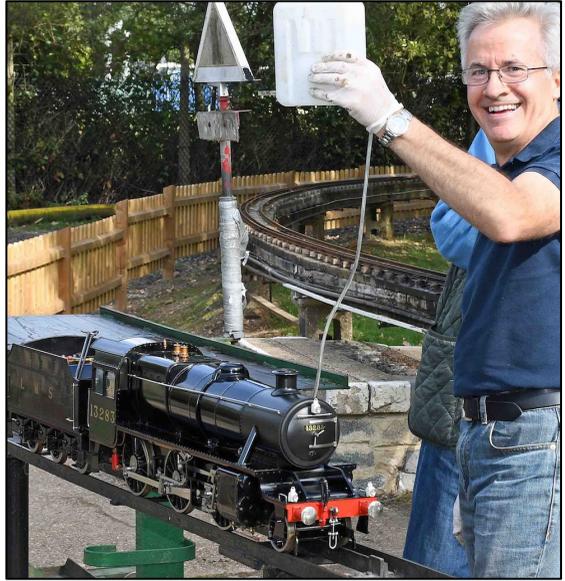


0-4-0ST *Sweet Violet* owned by Waz G, said by Phil Owens of Blackgates to be the only *Sweet Violet* they know that runs. Mind you Waz's run was cut short when he lost a connecting rod strap out on track. But all was not lost when Jeremy L found said strap still with the bolts in place out on track and returned it to its grateful owner.

2-6-0 Stanier *Mogul* (photo right and below) built to the LBSC *Princess Marina* design and owned by myself. I acquired this locomotive from its builder, Joe Middleton, a few years ago, Joe is another former member of our society and he won the Curly Bowl was this loco back in the mid 90's when it was held at the Colney Heath track.

0-4-2 *Titfield Thunderbolt* a rolling chassis on display in the steaming bay, this is another LBSC design and was built by Mike Chrisp about 65 years ago, much of the work was carried out using only basic workshop facilities.

All too soon the afternoons running came to a close and I think we can be considered it a resounding success.



Now to the future, I want to turn this into an annual society event but obviously I can only do this with your support, so have a look into those dark corners of your workshop to

see if there are any 3.1/2" locos lurking there that can be dust off and put back into running order or maybe that project you started years ago but never finished. I've already booked the track for Saturday the 14th September next year so put that in your diary and start getting those locos ready. Mike F is

already threatening to have his 3.1/2" V2 in running order which he started back in 1976!

I would like to thank all those members that turned up with or without locos to support this year's event, thanks to George C for supplying refreshments during the afternoon, Mike Chrisp for the photos and to John W for helping out at short notice with a loco that had a steam issue.

Photos –

1. Jeremy L prepares the Vice Chairman's *Maisie*.
2. Mike and Jonathan A with Brit *Solway Firth*.
3. Robbie B and *Juliet*.
4. Mike F and *Rob Roy*.
5. Chris V and his *Black Five*.
6. Paul G and his *P3*.
7. Waz G and *Sweet Violet*.
8. *Princess Marina* receives vital fluids.
9. Martin C and *Princess Marina*.

Martin C

Woodside Union Terminal

By David M

Answers to last month's U.S. loco manufacturers quiz.

Angus - the Canadian Pacific Railroad Angus Shops in Montreal.

Baldwin - Locomotive Works of Eddystone, Pennsylvania.

Cooke – part of ALCO (American Locomotive Co.

Erie – was the works of Fairbanks Morse whose line of diesel locos was not very successful!

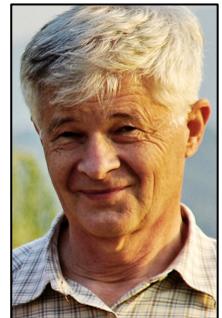
Lima – of Lima, Ohio, merged with Baldwin.

Logging – several companies built logging locos, Shay, Heisler, Climax.

McKeen - Motor Car Company of Omaha, Nebraska, built a range of self propelled passenger cars in the early 20th century.

Rogers - of Paterson, New Jersey, became part of Alco.

Umgawa – the name of the elephant who used to switch (shunt) the main sidings. Don't ask, pure fiction!





The SM45 Narrow Gauge Garden Railway

Winter drawers on.... and as it does we are attempting to make the layout as winter proof as possible. All layout support battens have had at least one coat of a preservative. Some areas have had two where it was apparent the elements had been at work. The colour used was green, whereas previously brown was used.

Green was chosen this time, the idea being that this would create at least the illusion of there being a landscape.

The actual track bed will hopefully soon get a coat of a clear preservative, the running rails of course being cleaned but all else being weather proofed. One project that has been finished this year is the fitting of edge strips to all the battens. I think that this has really made the layout look smart and finished.

You may have noticed that on the scenic side the battens between the tracks have started to have felt affixed. This is then painted and scenic scatter materials applied with shrubs etc. glued down. Then as long as there is a reasonable time of drying weather it seems to stay put! Still a long way to go with the scenic work, but as they say a model railway is never finished; what would you do with yourself if it was anyway!



Bert and Fred about to start clearing leaves off the line.

Another aspect of creating an interesting scene is the use of buildings. There is a station platform with canopy, seats and other platform furniture which are of laser cut wood. Other buildings include a signal box, water tower, goods platform, coal office with hopefully more to come. The majority of these are resin castings which to be honest put themselves together as you tip them out of the packing, the PW hut is in fact in one piece! So no great skill required in making them, but I do spend some time painting and weathering (probably not necessary!) I use acrylic paint for them which once dry is permanent, they are put away at the end of a running session but could live outside quite happily. One PW hut is left out all the time along with Bert and Fred the gangers and they are all as good as new. The latest addition is quite a large two storey warehouse; this was from a company called Modeltown, like most of the buildings are. I find them a pleasure to make and they look realistic. Parked alongside is a suitable scale (1:19) Ford pick up which gives a splash of colour. This was acquired from, as they say, a well known auction website, eBay to you and me! Very reasonable too....



The Tyttenhanger Light Railway goods depot at Welham Green.

Finally may I wish everyone a happy Christmas and a chuffing new year and that hopefully Santa brings you the tool/model/kit you've been dropping hints about for the last couple of months.

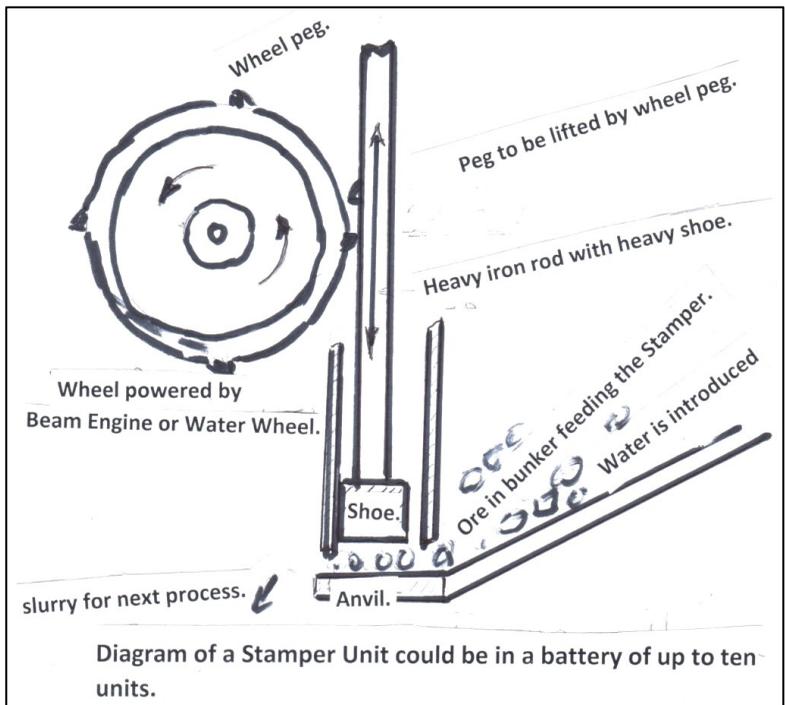
John D
SM45 Section Leader

NLSME. Workshop Evening.

On the 28th September 2018 a group of enthusiasts gathered at HQ to discuss informally their successes and perhaps their tribulations in the realms of the workshop.

Mike H was fresh from a visit to Manchester to see his baby. The Manchester Baby; no, Mike was not the father and no, it was not a baby. It was the World's first electric stored programme computer. Babbage had made a mechanical computer in 1830 and that computer resides in the London Science Museum. But this device resides in the Museum of Science and Industry in Manchester. The Baby had a 32-bit word length and a memory of 32 words (1 kilobit). If that means anything to the reader. But it was able to find the largest number that could be divided into 2 to the power of 18 which was 131.072!! After a few tweaks it was morphed into the Ferranti Mark One which became the world's first available commercial general-purpose computer. Incidentally he met Turing's sister in law on the way.

Peter B gave a wonderful description of the stamping machines he had seen in Cornwall. Not the very annoyed variety but stone crushing machines that pulverised rock to facilitate the extraction



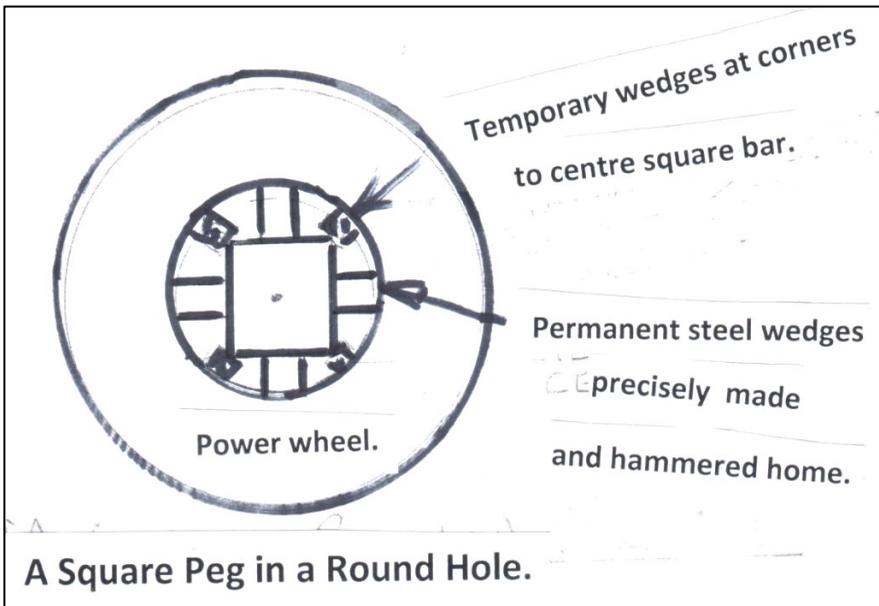
of tin or other metals. The stamper was a long iron rod shod at the lower end with a cast iron boot. The rod had a peg on its shaft that was lifted by a powered peg on a drum that escaped to allow the stamp to fall onto the stones. Water was irrigated into the pile of stones which were ready to fill the gap left by the pulverised rock so creating a slurry.

Peter then talked about the Keat's or faceplate 'V' block. He had made a set to encompass all diameters from 1/4" to three inches. (L.H. Sparey said that they were the most useful tools that the amateur can possess).

Finally, the problem of putting a square peg in a round hole was approached. Peter knew all about it from his apprenticeship. The four corners were first wedged into the round hole so that the rod 'ran true' then specific wedges were precisely made to secure the faces in the hole, the corner wedges were then discarded.



Peter's home made Keat's Block.



Gerry A then posed the problem he had completing his Bond's 2½" Black Five locomotive. The swan necked cover castings carrying the steam pipes to the cylinders were appearing to be very difficult to machine. The conclusion the team came to was that they were indeed very difficult to machine and that a well-aimed file was probably the best option, that is, apart from facing the pipe flanges in the Keats Clamp!



One of the steam pipe castings.

Ian J was up next. His problem was that drones were invading his air space in Barnet. They were flying over at great speeds and sometimes hovering to the prodigious annoyance of the residents. The team thought there was no way of interfering with their signals by any means other than a blunderbuss, so zapping them with his TV controller is out.

Mike H could not let the evening pass without a mention of his fast drive lead screw for his Myford Lathe.

A little late after ten the satisfied thankful occupants of HQ left to seek substance elsewhere.



Gerry A discussing the steam pipes.

Having already enjoyed a delicious cup of breakfast tea brewed by David L.

Ian J

Paul Bexfield. RIP

Memories of Paul by Owen Chapman

Paul passed away in late August 2018. I had known and photographed him and his engines since 2003. A member of Bedford and North London clubs, he was responsible for three locos to my knowledge, a 3 1/2 Duchess of Atholl, a Western Maryland 4-8-4 and 5 inch B1 Impala which he built with his good friend Mike G after work in the Vauxhall plant at Luton. The loco was entered in IMLEC gaining a credible place. Always interesting to talk to and a loyal supporter of the parties I ran at Colney Heath for many years and rarely missed a public running day up until his health prevented it late last year.



Dates for your Diary

| DECEMBER | 2018 |
|----------------------------|---|
| Sat 1st Dec | F & F at St. Andrews School, Enfield |
| Sun 2nd Dec | Working party at CH 9:00 to 12:30 |
| Tues 4th Dec | Council Meeting at HQ, 8pm |
| Fri 7th Dec | General Meeting at HQ, 8pm. Xmas party for all sections |
| Sat 8th Dec | F & F at Victoria School, Berkhamsted |
| Sun 9th Dec | Working party at CH 9:00 to 12:30 |
| Sun 9th Dec | F & F at Abby Line Santa Special, Bricket Wood |
| Sun 16th Dec | Working party at CH 9:00 to 12:30 |
| Tues 18th Dec | TSC meeting at St. Marks Church Centre, 8pm |
| Sun 23rd Dec | Working party at CH 9:00 to 12:30 |
| Thur 27th Dec | GL section Christmas Run |
| Sat 29th Dec | H0 section Christmas Meeting contact Rai F |
| | |
| JANUARY | 2019 |
| Tues 1st Jan | New year 'Steam Up' at the track from 10:00 am |
| Thur 3rd Jan | Raised Track closes until further notice for maintenance, |
| Fri 4th Jan | General Meeting at HQ, 8pm. |
| Sun 6th Jan | Working party at CH 9:00 to 12:30 |
| Sun 13th Jan | Working party at CH 9:00 to 12:30 |
| <i>Fri 18th Jan</i> | <i>Deadline for copy to Editor for February News Sheet</i> |
| Sun 20th Jan | Working party at CH 9:00 to 12:30 |
| Fri 25th Jan | Workshop evening with Mike H. 8pm HQ |
| Sun 27th Jan | Working party at CH 9:00 to 12:30 |
| | |

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.

Captions for photos on previous page .

Top. Paul and his 3 1/2 Western Maryland 4-8-4 steaming up on 2nd July 2016.
 Bottom. Paul drives *Impala* with Gerry M and Rai F towards Camps Cairn on 19th May 2013. Photos by Owen Chapman.