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# The News Sheet

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Month...*

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## Chairman's Comments



Well I hope you all had a good Christmas break and managed to fit in some modelling time, I made some progress with my SE&CR Class L.

I attended the HO and OO Christmas running at HQ and very much enjoyed seeing both layouts in operation. It is always a pleasure to see members enjoying our facilities.

Unfortunately, I was unable to attend the new year day run at Tyttenhanger which I understand was most successful apart from an incident resulting in damage to a member's locomotive. I hesitate to start the year with an admonition, but members must accept responsibility for their own actions and that includes keeping a good look out for the train in front of them!

Sunday winter work parties at Tyttenhanger are under way with plenty of maintenance tasks to get you out in the open air and keep you busy. If you do nothing else but chat you will still get a cup of tea.

The January film evening was most enjoyable, reported elsewhere in this issue. One aspect of Tyttenhanger that did strike me was the lushness on the grounds and undergrowth that we have somewhat lost since the 1970s. It shows that the moratorium we have on new projects is a sensible decision, giving the site some time to recover.

The availability of passenger carriages has been limited in recent years. Two new ones, from same supplier as existing carriages, have been purchased for the ground level railway and we are in process of sourcing for four new ones for the raised track. The new RT carriages will be to same design as the existing which has been proved robust and suitable for our needs. Commonality of design will also ease future maintenance.

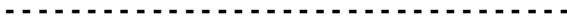
The February general meeting will soon be upon us. This is your opportunity to discuss HQ and Tyttenhanger. A necessary topic is the steaming bay project. As we rush toward completion of it in readiness for the year 2000 (the completion date for the first plan) I am aware from discussion with members that there are divergent and sometimes contradictory understandings of what we are doing. Hence this is a good time to bring us all up to date with the current plan and agree it is what we still need or amend it accordingly.

Another potentially thorny issue will be who should drive passenger trains on our public days (12 Sundays each year). I hesitate even to think about it as my background is firmly rooted in our custom and practice of allowing any member

who wished to passenger haul to do so. However, the modern world impedes and the accident on GL track last year has brought the issue to the forefront. TSC discussed it without reaching a conclusion and asked for the councils' opinion. This was discussed in our December meeting with the conclusion that, in principal, the NLSME should have some assessment/approval procedure in place. This is where you all come in, what should any such procedure comprise and how do we implement it? My personal view is that all existing members who passenger haul should continue doing so. But perhaps new members should be assessed by the relevant section leader, as Peter F. recently did for a new driver on the GLR. To my mind the assessment should simply be observing that the driver is familiar with our operating rules and procedures. What is your view? (To that end I might add that another training day for the RT is under consideration for this year. The GLR offer to train anyone on Saturdays throughout the year.)

See you at track or HQ.

**Les B, Chairman**



## Treasurer's Report

Having got over the Christmas festivities, I'd like to wish all members a Happy New Year. There was no Council Meeting in January, and things on the financial front are ticking over nicely.



Having issued with the December News Sheet, the new Name and Address list to all members, the usual gremlins have crept in and I would ask all members to update their lists as follows: -

Our Secretary Malcolm Barnes email address should read: - .....

David Harris email address should read: - .....

Michael L. has advised us that he has moved from London Colney to a new home in Suffolk: -

His email and telephone number remain as published.

Further to the items of machinery offered for sale, as illustrated in the December issue on pages 28, 29 & 30, I'm pleased to say that we have accepted an offer for the Centec 2 mill, but if you are still toying with the idea of bidding for the

Myford lathe or the engraver don't hang about as we are going to advertise them outside the Society.

At Colney Heath the maintenance work on the Raised Track did not after all hinder our New Year's Day run, which was enjoyed by all who attended and those who ran their engines in the customary New Year's Day reverse direction. It is a testing track whichever way you drive around it, requiring extreme vigilance on the part of all drivers.

Having completed the RTR Main Beam and track survey for 2019/20 I'm pleased to advise that only one beam requires immediate replacement, although we might possibly attend to another one adjacent to it. The raised track is now closed until further notice to allow repairs to be undertaken.

I am pleased that the GLR project to enclose the engine steaming pit is progressing so well. The whole concept of the window design and their manufacture plus the cladding is very pleasing to the eye.

In addition to this work many other tasks are being progressed by many smaller groups, some as small as one, covering many aspects of the site from roofing, fencing, leaf clearance, RTR fishplate greasing and track alignment, also storage facilities for the future.



*Picture taken on 12<sup>th</sup> Dec inside Container 7 of the new 5" and 3 1/2" loco storage facility showing progress.*

Erection of the racking is proceeding; the double tier transporter frame is installed onto the hydraulic trolley and are in their final position mounted on the rails across the container.

Progress would be faster if a few more people could lend a hand, painting even would help.

Feeling bored on a Thursday, Saturday or Sunday, needing to work off a few extra pounds after Xmas, then try visiting Colney Heath for a workout.

See you there.

**Mike F. Hon. Treasurer**

## TRACK STEWARDS ROTA

### LOOKING FORWARD TO THE 2020 RUNNING SEASON.

In the November News Sheet, I wrote a short review of the track steward attendance for the 2019 public running season. I also wrote that it was my intention to issue a draft Track Stewards Rota in the February issue of the News Sheet, and here it is.

The basis I have used is that stewards will be able to do their duty on the same 1<sup>st</sup> or 3<sup>rd</sup> weekend of the month as they did in 2019. I have had requests from a few members who know that they will not be available this year so I have moved them to another Sunday, and this is reflected in the rota.

Please look through the rota set out on the following pages and note when your duty is. If this is likely to cause a problem it is up to you to swap your duty date with another member and then let me know, preferably by email. My address on the back of this News Sheet. If you are not on email then please telephone me with the details of who you have swapped with. Again, my number is on the back of the News Sheet.

All members are reminded that being a member of the North London Society of Model Engineers requires you to commit to do at least one-track steward rota duty when you join or re-join each year. If, however, you are unable to perform the duty on the date published **it is your responsibility** to arrange a swap with another member and to advise the two Senior Stewards involved of the change. A phone call or email allows the Senior Stewards to plan for the number of stewards who will be there

When drawing up the rota we have taken into consideration country membership, distance from the site, advancing years, fitness and members of the Gauge 1 Group who, in 2020, are continuing to do Sunday tea duties, so not every member of the society is listed.

As well as providing a lot of pleasure to parents and children who come along on the public running days at Colney Heath it also gains valuable income for the whole of the society for use in improving and/or maintaining our facilities not only at the track but also at Headquarters.

**Nigel G. (On behalf of the Council and TSC)**  
**February 2020**









## 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, Ian

**Friday February. 7<sup>th</sup>. An evening for open discussion** on Colney Heath matters and HQ matters. 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 Head Quarters to provide input for 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.

**Friday March. 6<sup>th</sup>. Work in Progress.** Your chance to show us what you were up to. So, if you were not ready last 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 April. 3<sup>rd</sup>. A fantastic journey to the Dorset Steam Festival** from St Albans by miniature traction engine by Professor Timothy Watson. An epic journey by miniature traction engine from St Albans to the Dorset Steam Fair. Taking three days with lots of thrills if not spills; the talk will be augmented with video recordings in sound and colour!

**Friday May. 1<sup>st</sup>. AGM. 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 please.**

**Friday June. 5<sup>th</sup>. 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 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. (There will also have the opportunity for you to inspect the site).

**Friday July 3<sup>rd</sup>. BBQ at Colney Heath.** This year instead of vegetable soup it is to be tomato again by popular demand, with sausages as before. Please come along and join in but try to let me know how many sausages you will need! Come for a nice sausage and soup and a chatter. And bring the missus to see what you get up to. Seven PM Start.

**Ian**

General Meetings Co-ordinator

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## December General Meeting.

### The Festive Party at HQ with a short historical note.

It is not generally known that the origin of the NLSME Festive Party goes back to the Stone Age. In fact, so far into that murky past that it has been discovered by archaeologists that the party was held originally for the celebration of the invention of the wheel by a Stone Age Model Engineer. At intervals those model engineers would meet for a party in the festive season to devise methods by which they could replicate the wheels exactly and get them to run concentrically. Many of our members have whole sets of wheels that the model engineer druids had condemned. There are ad hoc gatherings right up to this day which are now concentrated on quartering of the wheels.

This year's meeting got off to a shaky start. The MC; a past editor of *Model Engineer* was unable to attend. His orthopaedic guru had advised him to stay away from the unruly mob behaviour of his clan. So instead of the ceremonial Christmas Tree of old; the group had to make do with a free hand drawing of a tree. Incidentally the ceremonial tree is thought to have been grown from a cutting from a Christmas Tree found growing in a village of Bethlehem in Mesopotamia at about BC 500. The time-honoured music box was also absent so instead of ancient pop songs the group had to make do with the Bee Gees and the Grimethorpe Brass Band.

Soon the food was on view and the hungry group made preparations to partake but not before the immaculate hall was remarked upon. The meeting room had been completely refurbished, walls and ceiling repaired and painted in the old colours, which the scribe suspects were of Great Western origin by inspired by our worthy past Chairman Bert Mead. A great deal of hard work had been put into the restoration; the gang who achieved it are to be congratulated.



Chicken Balti and rice or Balti Chicken and rice depending on the diner's proclivities was on offer to be followed by pork pies, sandwiches and crisps then sweets of various styles and of course laced with *Iron Brew*, lemonade and *Sprite* with beer and wine for the non-drivers.

Jim MacD. supplied and conducted a quiz about railways which was much appreciated by all, mainly because many questions were easily answerable so giving a competitive interest to all and sundry. The scribe thinks that Jim won mainly because he set the questions in the first place!

Mike Foreman showed a film related to casting brass which was made on a very miserable and wet night some years ago at Tyttenhanger. The long film ended at the conclusion of the evening. A cast was made of an inscribed plate but not of a Stone Age Wheel which would have rounded the evening off perfectly. Oh well, they all can't be won!

So, all that remained was to thank the members who attended and enjoyed the meeting, to clear up and, then have safe journeys home.

**Ian J.**  
General Meetings Co-ordinator

## January 2020 General meeting.

### The Cashmore Archive including films.

The first meeting of the decade was greeted with a wonderful group of members waiting expectantly and pensively in the newly decorated meeting room at Headquarters in Summers Lane.

Ian Johnston opened the meeting with greetings for the New Year and to congratulate the many and responsible few who had worked so hard in the decoration and restoration of the Headquarters building both inside and outside. It was a pleasure to walk from the vehicles to the building with the way illuminated by time switched lights without stumbling into puddles of indeterminate depth. And to see the library sheltering in at the back of the hall the alcove on its own.

For those members of the club who are recent arrivals, Geoff Cashmore, whose Archive was the subject of the meeting will be no more than a historic name. The scribe has been a member of the Society for quite a few years and unfortunately did not move in the senior circles that Geoff moved in so, that the scribe did not fully appreciate the undoubted model engineering and photographic skills that he had; even though his 'mother' lived in Barnet.

Geoff was the son of F Milton Cashmore who was a F.R.I.B.A and was a fine artist and architect. Milton was architect and responsible for the *Shell Mex House* and *Britannic House* he also produced some very fine water colours one of which hangs in the scribe's house. Years ago, Geoff recounted to the Club at a General Meeting the scary times he had working inside the lift shafts of his father's *Britannic House*.

Les then took over and introduced Terry Summers who is a member of the St Albans club and who was Geoff Cashmore's son in law. He had possession of the Cashmore Archive which consisted of film and many black and white photographs and albums. He had magnanimously had the super eight film 'digitally' transferred to the computer. This meant that the 'film' could be easily be shown by the flick of a switch. . . . But wait!

The pensive audience waited while the computer was connected up to the projector but it only produced 'stills' so another computer was connected up and that was a little more successful in that the 'film' ran for a few minutes and then froze! Eventually about the fourth laptop was connected up and Bingo! It worked! The computer belonged to Liz, wife of Les. Without her contribution we would still be sitting at HQ quietly talking to each other!

The films were well worth waiting for and depicted scenes from Arkley, Colney Heath, Great Cockrow Railway before it became the GCR and Witney and West Oxford Club to name but a few. It was in the bygone days when the NLSME made numerous visits to other Club sites each year. Geoff's locomotives

especially LNWR King George V class featured widely. Events at Colney Heath were depicted such as the LBSC Centenary and a celebration of Curley's locomotives where a vast number of his creations working or otherwise were on display mostly owned by Club members. In the middle of this plethora of model's time was given for a tea break and a distribution of the raffle prizes.

Several members had brought material to show and David B. won the day with a short series of photographs taken locally.



First off was a beautiful lower quadrant GWR signal post and still in working order in Greenford.

Next was a photograph of a Great Central Railway footbridge which was transplanted to North London and now still in use on the West Finchley Station and used by the Northern Line. Again, an artefact of distinction because the bridge was redundant on the CGR and moved by LNER when the GNR ran on those rails.



Photographs of manholes which would have serviced the underground feeds for the London Trams were viewed. The trams were not fed from catenaries but by a central rail below the tracks.



Lastly David showed a photograph of a cast iron notice saying 'Track MW' still to be found in Golders Green; he thought that it was also related to a tram track of yesteryear.

If you have any idea what MW stands for David would like to hear from you.

These photographs stimulated a great deal of thought, wonder and speculation on sites which were so near to home.

It was a rather special and memorable General Meeting. David was thanked for the teas, Peter for the raffle, the technicians, and Terry for the display and for making it all possible.

In addition to the films shown there was a collection of photographs. Some taken 50 years ago! The intention is to publish two or three each month. They highlight just how much things have changed. The dress code for drivers has certainly

become a little more informal! If you can add any details to the pictures below your editor would be pleased to hear from you.



*White trousers on a working day!  
Can you identify these two? Answer is on page 22*



*Taken in 1970 the shed has certainly lasted well.*

*Another picture of a time gone by.*

*Tom on the right but who are the other two and what was the occasion?*



*Fetes & Fairs circa 1970 The locomotive featured in many of Geoff Cashmore's films shown but who is the driver? Another almost identical shot shows a very young Tom Luxford.*

If you know who is in these two pictures and have any idea of where and when they were taken. Let the editor know. Answers hopefully in the March newsletter.

**Ian J.**  
General Meetings Co-ordinator





## Narrow Gauge Garden Railway

By John D.

Welcome to the first newsletter of 2020, scary isn't it! Where are the years going? Mind you I think it's a sign that we're making good use of our time, nothing drags more than doing nothing!

Just before Christmas we had a running session on the NGGR (narrow gauge garden railway) and courtesy of Michael, Helen their family and friends we had a mini German Christmas fair, mulled wine, Stollen, ginger cake, in fact the works! So many thanks to them and also a big thank you to the ground level boys who laid on trains for all to enjoy a ride, and not forgetting a special thank you to Peter for his roast spuds in rosemary...delicious!

We have plans for the NGGR this year to possibly extend the running capabilities but will wait for the worst of the winter to pass before we start the planning and execution of our ideas, and of course after getting planning permission! In the meantime, the usual maintenance continues, considering how exposed Colney Heath is the layout does seem to be holding up well.

We are now well into the model railway/engineering show season and here are some photos taken at some recent ones. A contingent of narrow gauge railway enthusiasts attended the Bedfordshire 16mm group show near Dunstable in November, thanks to Richard and Cheryl for the photos,



I wasn't able to be there myself but the feedback was generally positive, it was also a chance to spend some cash and an opportunity to purchase your early

Christmas present to yourself (we all do it, can't trust others to get what you really want!).

There are also some photo from the Chiltern model railway assoc. show at Stevenage in January. There was a good turnout of members from our club, not



as good as previous years I thought but still enough quality layouts to make it a worthwhile trip (they do a great steak bake too!).

*Two photo's which ably demonstrate there is always enough space for a railway! G scale on 9mm track.*



And in mid-January, we've had the Model Engineering show at Ally Pally which saw a good few of our members there too. (Not a bad steak pie there either.... hmmm... can sense a bit of a theme here!)

Finally, you may remember that the bit of local history nonsense I wrote for the December newsletter (fooled some of you! Well, not for long....) did have some truth in it, so here we go;

One of the lost and forgotten industries were the lime workings which were once scattered all over the Chilterns, near to Shenley are the remains of mines which were in use for over a hundred years until 1902, they can still be accessed via shafts but kept fairly secret as they are a hibernacula for bats, they're also used by emergency services for training purposes. In fact, the caverns are so large they are reputedly the largest unsupported chalk caves in the world! Worth a search on the internet. Try Shenley chalk caves.

South Mimms really did have a castle it was a considerable sized motte and bailey built circa 1141 by Geoffrey de Mandeville although within a few years of completion it was destroyed during a period known as the "anarchy". Although it is on private land, I had a recent sneak around it and there are still some impressive banks and ditches remaining not bad for over 800 years later.

Just behind the castle there was once another lime quarry known as Castle Lime quarry which was worked until the 1960's I believe, this is now a site of special scientific interest (SSSI) because it has the finest example in England of clay filled pipes in the chalk karst (no, me neither) of course this is all part of the local geology which includes the swallow holes at Water end.

Colney heath was considered a lawless place particularly in the mid-18<sup>th</sup> and 19<sup>th</sup> centuries, renowned for prize fighting, cock fighting, card gamblers and highwaymen. Some of the prize fights were particularly nasty lasting many hours and brutal beyond our modern-day sensibilities. Even fatal in one particular fight, but this didn't stop gentlemen from London to join the locals who had assembled in their thousands to enjoy the spectacle and to place a wager on their favourite.

You may have noticed the white coal duty posts on the common, these are 1861 boundary posts which mark amongst other things the extent of the Metropolitan police authority, hence to avoid their officers best be the other side of the boundary!

And lastly, yes, the river Thames did flow through our site once upon a time; of course, the evidence is still there hence all the gravel extraction still going on nearby. Interestingly enough a couple of our members say they remember as children a small quarry roughly where the A1M is now near to North Mymms and it had a small narrow-gauge railway, only human powered and a couple of wagons at the most but perhaps my story had a grain of truth after all!

**John D, Section Leader**

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## G.L.R. News.      January 2020.



Happy New Year to all,

Here comes the roaring twenties a year full of hope and expectations on the Ground Level. With a few more locos, some new faces all moving in the right direction I feel it may be a year to savour.

Special thanks to the hard work put in by all involved building the Pit Shed Project through November and over the December period, as you can see in the picture below things have come on quite well.



I knew there was some knowledge in the G.L. gang but none as vast as the wealth of tradesmen amongst us as they are proving to be with their woodworking, metalworking, bricklaying, and painting skills. The bespoke windows will be the icing on the proverbial soon to be erected in their final positions once cleaned up, undercoated and glazed.

Start the New Year with a moan.

Brian and Paul in a quiet moment have replaced the long drive chain to Alban as this is the clubs loco and was due to be done some time this winter but events have overtaken things and it was felt the change should be done sooner rather

than later, the reason being that something is catching Allan M. yellow micro switch boxes that lay in-between the rails and operate the signalling system this replacement will rule out Alban as the culprit! All other rolling stock at the track is or will have been checked by the time this newsletter comes out, so please can anyone who has or will be running their own stock on G.L. and not having had their locos checked and recorded in the book check their locos and rolling stock for bits of suspension, carriage pins, etc to possibly stop wrecking the track as is evident in the past. And once checked and entered in the book will initially be ruled out. As soon as time allows, I will be discussing the G.L. loading gauge to form part of the rules at the T S C.

Whilst on the subject someone has been running on or about Boxing Day as you did not sign the running book this date is an approximation. You used the new G.L. carriages unfortunately you forgot to put them back as you found them as both vacuum boxes were not put back on charge being left connected to the carriages and switched on to flatten, not a crime but it would be nice to follow the club rules and leave things as you found them for the next person to use. This is one more reason to have driver training put on the agenda?

Many thanks to George C. for readying the lovely Clyde Puffer a club boat for use, that Allan Marshall gave to the club as a kit, that David C. built up to a fine finish, and that my grandson Ernie had an enjoyable time with on Monday the 23<sup>rd</sup>. It was a sunny but cold day and took Erne three hours from playing to wanting to go home.

Glühwein, Stollen, Jacket Spuds and carrot cake.

Two Weeks before Christmas John D. {narrow gauge garden railway} asked if the G.L. could cover a friend's visit and provide trains for a small do, we were only too pleased to help giving the assembled party trips around the new land and back, stopping for lunch the drivers, guards and guests were treated to a pre-Christmas feast of hot wine, Stollen, jacket spuds, and carrot cake! Please John can you ask your friends to come back this year as the lads enjoyed the convivial atmosphere so much that I have already booked more drivers and guards than needed to do it all again.

Winter Works

George C. and the boys have completed the fencing off of the G.L. Steaming bays and very nice and practical it looks too, not to be outdone Michael S. has come up with a design and costing of the angle iron and wire fence that if agreed will go between Smallford and the main gate crossing on up to Henley Halt. George K. will be starting to erect the replacement new paling fence from Henley Halt to the G.L. Bridge

On the home front.



Good job Marian I could not have done it without you, a picture says a thousand words.



What a lump the boiler is quite heavy also.

As ever in the muck

Peter F.  
G.L. Section Leader.

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Answer to photo on page 15;  
Mike Chrisp & Ron Price constructing the new raised track in 1970

## Gauge 1 Group report - January 2020

By David M.

May I wish all society members a Happy new year from all us in the G1 group.



It is with particular sadness that we have to report the passing of our friend Jack Jacobs. Jack was born on the 13th December 1948 and sadly died of Leukaemia on the 28th November last year (aged 70). He was a British Airways aircraft engineer for 48 years, and worked on a variety of aircraft including Boeing 747 jumbo jets. Jack was happily married for 41 years and had 2 children. When he retired in 2013, Jack joined the North London SME for Gauge 1 and spent many happy hours building and running his model

locomotives and rolling stock, namely an Aster Castle class and a Barrett Prairie.

Jack always liked to run on the outer track, he was a good modeller and his loco's were well built and maintained, this meant they always ran well, often with his scratch-built rake of coaches. He was a nice man, had a droll sense of humour and was good company, we will all miss him.

As with all end of year activities we had our annual 'Fish & Chips' bash on the last Wednesday before Christmas day, this year we had 19 in attendance, we all managed to squeeze into the 'booth' there were plenty of mince pies and chocolate biscuits, not to mention a "dram" of whisky or sherry to those who fancied it.

For us regular Wednesday running started on the 2<sup>nd</sup>. Wednesday in January, quite a good turnout of loco's, nice to get back running, my Patriot certainly enjoyed a good run. I would remind all society members that we do run every Wednesday throughout the year, metal models are waterproof, although perhaps some of us are not so.

I've had a good couple of chats recently with Norman Back, his treatments are progressing well, only snag is they all seem to pop up on a Wednesday, but he assures us he will be back as soon as he possibly can, we all wish Norman the best and look forward to seeing him soon.

Until next time, keep on modelling.

David M.

# Modelling an Alternative Railway History.

By Paul G.

## Introduction

Many of you will know me for steaming or dieseling around the Colney Heath track during the summer or leading the Gauge 0 team at Finchley on Wednesday evenings. However, you might not know my true calling which is modelling the railways of East Anglia in 4mm scale.

My layout is housed in my 14' x 8' man cave at home. Locos and rolling stock are a mixture of kit built, kit bashed, modified or standard proprietary models. Other than trial running out of the box, nothing runs without at least a modicum of weathering, detailing or embellishment of some sort. Track, structures and scenery are modified proprietary, kit or hand built as required and appropriate for the layout setting.

## Layout location and real history

You can blame John D. for the corruption of history to justify a model railway layout in his amusing article in the December News Sheet.

Stansted, in Essex, first saw an airfield in 1942. It was built for the war effort for use by USAAF heavy bombers. After ceasing military use the airstrip was opened as a commercial airport in 1966 and massively expanded from 1986 to the airport we know, and probably use, as Stansted Airport today.

A new railway branch off the Liverpool Street to Cambridge line was opened in 1992 to serve the expanded airport. A triangular junction was built giving the airport access to the north and west via Stanstead North junction and to London via Stanstead South junction.



*Class J15 65445 arrives at Tye Green with a local from Dumow to Great Easton. The modelled scene here is less than 12" wide but careful use of a photographic backscene widens the scene immensely.*



Great Easton was, and remains, a sleepy Essex Village located about 2 miles to the north east of the airport. Tye Green is an equally sleepy village to the west of the airport. Before the provision of the airport line, the nearest stations to these villages were Stansted Mountfitchet on the Cambridge mainline and Takeley on the now closed Bishops Stortford, Dunmow and Braintree line.

### An alternative history.

But what if Stansted Junction had been built 120 years earlier to serve the local community? In this alternative history, both Great Easton and Tye Green villages were connected to the expanding rail network and Great Easton, in particular, grew accordingly.



*Ready to depart: Class B2 61615 Culford Hall waits for the Great Easton starter signal with a semi-fast to Peterborough. The K1 62033 will follow it to Stansted junction with the return local to Bishops Stortford.*

The line from London to Bishops Stortford was built by the Northern & Eastern Railway. The Eastern Counties Railway took it over to extend onwards to Cambridge, The ECR, supported by local landowners, saw the potential of developing Great Easton village as a local hub of agriculture and industry in an otherwise rural area. So, when the ECR built the line between Bishops Stortford and Cambridge, it included a branch from Stansted Junction to Great Easton. Stansted junction was laid out as a triangular junction to give both north and south facing links to the mainline. Later, the GER saw fit to create a further link, via Tye Green, towards Takeley giving direct routing opportunities via the Dunmow, Braintree & Witham branch to the GE mainline at Witham and onwards to Maldon on the coast.

Great Easton town was further developed as a town during WW2 when the RAF created, and the USAAF operated, one of the longest runways in the country. The line from Stansted Junction was doubled during the war. After the war, and due to good rail links, Great Easton was further developed as an “overspill” town to house the displaced population following the blitz.

The airfield continued as a military base but was later converted for commercial use, particularly for freight since it could handle heavy aircraft needing a long runway. A station with freight handling facilities serving the airport was added to the branch as a result. Trains from Great Easton could directly serve destinations to the north, south and east and became an important station for marshalling secondary services without blocking the direct Cambridge line.

A small locomotive shed (30G) was established by the LNER to service, mainly visiting, locos when traffic developed due to the airport.

In the British Railways era, the service pattern settled down to the following basic passenger services:

- Local trains from Bishops Stortford to Cambridge, reversing at Great Easton.
- Through semi-fast services from Liverpool St, stopping at Bishops Stortford, Stansted Mountfitchet reversing at Great Easton and continuing via Elsenham, Newport, Audley End (for Saffron Walden) and Great Chesterford to Cambridge.
- A semi- fast service to Peterborough via Cambridge and Ely. (This service started during the war for the military and has continued).
- Excursion trains to the Essex and Suffolk Coasts.
- Branch services to Takeley & Great Dunmow.
- Freight services - towards both Bishops Stortford and March with some coal and grain to and from Tye Green and milk traffic from near Takeley.

You can decide for yourselves whether Stanstead Airport would have been developed as London’s 3<sup>rd</sup> airport had Great Easton actually expanded as envisaged!

### The Model

The former Great Eastern system from Liverpool Street has two main faces – urban and country. The layout described here depicts the country face of the former GE. There is a sister layout too – “Bow Locks” which depicts the London East End scene. This might be covered by another article.

Both layouts are built to 4mm scale “00” gauge and are set in the “transition period” during which diesels started to take over from steam traction but the traditional, and rather leisurely, ways of operating remained intact.

This model features passenger, parcels and freight trains which depict the train services described above.

Fellow modellers from the local model railway community join me from time to time to operate the layout which features bell code signalling, remote point operations and the usual banter that is such an important part of our hobby.

Paul G.



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## Raised Track Driver Training and familiarization course.

The club will be running a Raised Track familiarization and Driving Course sometime in May this year. The one-day course will cover how to use the facilities, carriage loading/unloading, signals etc. and preparation and driving of steam locomotives on the raised track. A date will be selected that suits the majority of participants.

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## New Year's Day Steam Up.

Despite some obvious minor hang overs an amazing group on members turned up to enjoy a bright traditional New Year's Day Steam up.

When the scribe arrived with his extended family several steam locomotives were already being prepared for celebration runs.

Electric locomotives had the advantage in that they could be lifted onto the track which had been previously walked and some signals set at prudent points for what is now a tradition of running the 'wrong' way. *Planet* was soon pounding round at her top speed of about 5 kph giving the supervised youngster drivers a wonderful New Year's Treat.

Soon the steamers were ready and following on at good speeds so the prudent *Planet* drivers retired to become passengers and enjoy the rides. The day was crisp with the result that the steamers became very steamy with line of sight a slight problem. But that did not cramp their style and with hot mince pies and steaming coffee under their belts the event became even more enjoyable.



The Ground Level boys were soon steaming up and running from Smallford Station double-headed with a massive number of coaches. A sight to behold.

At noon it was time for the early birds to retire to their New Year's Day luncheons and a sniff of the hair of the dog before slumbering their way into the next decade.

Ian J.



*From booklet 'Off the Rails' by Patrick Wright, published by David and Charles in 1985.*

## OO Railway Section

By Geoff H.

**News Sheet cover photo:** 2001 'Cock of the North' with the LNER teak stock.

The OO section based at HQ have taken a few photographs of the railway which continues to be developed. As in the full size world new buildings are being constructed. This adds to the atmosphere around the layout.



*Chip shop is open - who want's cod & chips? - Don't all rush at once!*



*32424 'Beachy Head' Brighton Atlantic with birdcage stock in tow*



*Oerlikon 3 car EMU from Lancaster-Morecombe/Heysham branch built by Jonathan on commission from etched parts and a lot of hard graft.*



*The church yard has been populated with numerous graves - I wonder if any one famous is buried here*

More Photo's from Midsomer next month.

Geoff H.

## Dates for your Diary

<b>FEBRUARY</b>	<b>2020</b>
Sun 2 <sup>nd</sup> Feb	Working Party 9.00 – 12.30 Colney Heath
Tues 4 <sup>th</sup> Feb	Council Meeting at HQ, 8pm
Fri 7 <sup>th</sup> Feb	General Meeting at HQ 8pm
Sun 9 <sup>th</sup> Feb	Working Party 9.00 – 12.30 Colney Heath
Sun 16 <sup>th</sup> Feb	Working Party 9.00 – 12.30 Colney Heath
Tues 18 <sup>th</sup> Feb	TSC Meeting at St. Mark's Church Centre, 8pm
<b><i>Fri 21<sup>st</sup> Feb</i></b>	<b><i>Deadline for copy to Editor for March News Sheet</i></b>
Sun 23 <sup>rd</sup> Feb	Working Party 9.00 – 12.30 Colney Heath
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
<b>MARCH</b>	<b>2020</b>
Sun 1 <sup>st</sup> Mar	Working Party 9.00 – 12.30 Colney Heath
Tues 3 <sup>rd</sup> Mar	Council Meeting at HQ, 8pm
Fri 6 <sup>th</sup> Mar	General Meeting at HQ 8pm – Work in progress
Sun 8 <sup>th</sup> Mar	Working Party 9.00 – 12.30 Colney Heath
14 <sup>th</sup> & 15 <sup>th</sup> Mar	Fairs & Fetes at Oakland's College – Lambing weekend,
Sun 15 <sup>th</sup> Mar	Working Party 9.00 – 12.30 Colney Heath
Tues 17 <sup>th</sup> Mar	TSC Meeting at St. Mark's Church Centre, 8pm
<b><i>Sun 22<sup>nd</sup> Mar</i></b>	<b><i>Deadline for copy to Editor for April News Sheet</i></b>
Sun 22 <sup>nd</sup> Mar	Working Party 9.00 – 12.30 Colney Heath
Sun 29 <sup>th</sup> Mar	Working Party 9.00 – 12.30 Colney Heath
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

NB. Please notify our 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.

The views expressed in this News Sheet are not necessarily those of the Chairman or Council of the NLSME.