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This Month...



The News Sheet

Chairman's Thoughts, Mike's Sweet Pea, Treasurer's Report, Forthcoming General Meetings, Signal Box visit, Marine News, Steward List, Alycidon, Tramlines in Barnet, '00' News, Fetes & Fairs at Southgate, Diary Dates, Club Contacts.



The Thoughts of Chairman Ian

It is difficult to believe that the longest day is upon us and it soon will be downhill to Christmas. I expect that invitations to buy Christmas cards will soon be present!

This very dry weather has made gardening rather easier and most gardens seem to be cleared out of weeds as is observed at the Summers Lane dump. Tyttenhanger looks very neat and well cared for with a goodly number of members getting onto the raised track.

We have all been stunned by the tragic events of the last few weeks. The vile atrocities in Manchester and Borough Market have tempered our behaviour and reactions. In travelling to events, we may have been hesitant about going with the fear that something might happen. But that is just what the terrorists want; that is to disrupt our way of life. BUT life must go on with sensible caution.

The fire at the Chelsea and Kensington tower block is a different matter. It is heart-breaking that in this day and age that so many lives can be lost when so near to multimillion pound homes with every alarm and sprinkler tested almost weekly. At this point in time the cause is not known, but when it is there is no doubt the stable door will be closed.

With the fire in mind nearer to home it is incumbent on all members using our premises to:-

- 1, Have a ready worked out plan of emergency action. Including.
- 2, How to inform the relevant agencies and the precise location to the building.
- 3, Know where the pertinent fire extinguishers are situated.
- 4, Recognise the situation of all exits and know that they are unlocked while the building is occupied.
- 5, Have a rudimentary knowledge of First Aid and distinguish where the emergency equipment is stored.
- 6, Have knowledge about who is in the building at the time.
- 7, Have written in a log book that they are present so that in the event of a catastrophe a check can be made to make sure that all folk present have vacated the building successfully.

With a log book in mind can the senior member of each group organise an attendance book that will perform the dual function of being available for emergencies and for a log of attendance for our dealings with the council? The

log book could be colourful in the character of the group it represents and perhaps have a timed in and out column!

Our next general meeting is at Colney Heath on Friday 7th July, the subject is First Aid. Do please try to attend and re-learn some basic first Aid. If you have never been to Colney Heath before please share a car with someone who knows! An evening spent in the country is a good tonic.

That's all folks.

Ian J. Chairman.

Mike's Sweet Pea Locomotive

Cover Photo.

Here's Mike L with his finished Sweet pea locomotive on its initial run this Monday evening at the track, 19th June 2017. I sent a photo, to our Editor, of the proud builder last year on a first visit to the track with a half finished engine, (see August 2016 issue, Ed).

Mike must have burnt plenty of midnight oil since then and a very nice job has been the result of that dedication, there are some small settings that need some adjustments but with a little patience and help from members I'm sure he will soon be hauling passengers. Well done Mike.

Who said it's a cheque book hobby!

Derek P.

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 July. First Aid Evening at Colney Heath. Now the evenings have drawn out again we hope to entertain Verity at Colney Heath with our knowledge of **First Aid** and of course to be corrected by her expert opinions. Please make an effort to visit the track and see what goes on there. You never know when you will need that knowledge in an emergency; you could save a life!!

Friday 4th August. BBQ at Colney Heath. This year instead of tomato soup it is to be vegetable 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. Bring the missus to see what you get up to.

Friday 1st September. My Life in Drag Craig Lowes is an ardent Drag Racing enthusiast and with his brother have built drag racing vehicles and I have heard that he could hold the record of the world fastest speed of 224 MPH. Do come and hear first-hand about this sport and of course the engineering aspects.

Friday 6th October. Powder Coating. Brian Parker from Peterborough has devised a method of powder coating and he will share his information with you with a talk and a practical demonstration. Soon everything and everybody will soon be covered with a powder coating. Hope it tastes good.

Ian

General Meetings Co-ordinator

NLSME general meeting St Albans South.
 Club visit to St Albans South Signal Box.
 A wonderful evening out.
 2nd June 2017 General Meeting.

On the clement Friday evening of the second of June, a goodly group of NLSME members and their wives gathered in anticipation at the garden surrounding the St Albans South Signal Box.



The group were welcomed by John who proceeded to outline the history of the Midland Railway which was primarily built to carry coal from the Midlands Coalfields to London. At first the promoter Hudson could not get directly to London and so ran a line in 1853 from Derby to Bedford then to Hitchin and hence to London Kings Cross. This was at some

expense because the Midland had to pay dearly for the privilege of using of the Great Northern Railway Line into London from Hitchin.

In 1868 the Midland had had enough of the congestion at Kings Cross and managed to get an Act of Parliament passed to give them the rights to build St Pancras Station with its arches. The Regents Canal presented a barrier to railway stations situated on the Marylebone Road. Euston built an incline to climb over the canal initially needing a winding engine to help the loaded trains on their way. Kings Cross selected a tunnel to run under the canal and then climb out again. Thomas Brassey no less built St Pancras Station rather high up so that trains could travel straight out on the level over the Regents Canal

without inclines or tunnels.

The heritage signal box came into being in June 1892 when it replaced a rather small framed box at the advent of doubling the capacity to four tracks. A cognoscenti stated that this was the longest stretch of four track railway in the British Isles.

The box was built in Derby of wood rather like an IKEA flat pack and then reassembled at St Albans. It was a Midland Railway Type 2A Signal Box, with a 44 lever Tumbler interlocked frame and controlled the line between Harpenden and Napsbury. A toilet was installed in 1963 when reputedly a female signaller was employed. It was grade II listed in 1979 and closed in 1980.

The box was in a deplorable state in 2002 and a group of residents petitioned Rail Track to demolish it. But due to its listed status that was not possible so they courageously formed a rescue group to save this now rare type of signal box. And you might say 'The rest is history'. But it did mean the formation of a Building Preservation Trust as a charity, a long lease from Network Rail, lots of expenses and mountains of sheer arduous work.

The admiring party from North London then proceeded to view the signal man's garden with two small frames and appropriate signals as well as a 16mm scale railway.





At this time, several drivers of local electric trains sounded their horns for the party which they detected in the signal box. According to the cognoscenti these units were 'time served' and were going out of service the very next day.



The museum was the next stop where the happy party saw very pleasantly arranged an extensive range of memorabilia of the yesteryear Midland Railway. At this point Jim provided the group with steaming mugs of tea, coffee and chocolate biscuits.



The next port of call was the lever frame itself positioned on the first floor with a grand view of the up and down tracks. The fact that the box is wooden was soon evident because it shook and tremored when the frequent '125s' came roaring past at speed.



A very sophisticated demonstration of the use of the signals followed. Robin showed the attentive group how a signal man would handle six trains at once with answering bells rung from imaginary signal boxes situated up and down the line. Jim volunteered to do the same with nine trains on the line, but bowed out gracefully because he thought that the group would think him to be showing off!

At this juncture, it was time to depart from the Signal Box and with many thanks to the crew the happy and well-informed bunch wended their way back to their homes or hostelries.

The scribe noticed a plaque on the Signal Box for a community award which the crew were too modest to mention. A little research revealed a quotation by the Mayor of St Albans as below which sums up the whole genus of the magnificent occupation of the group at St Albans.



"A wonderful example of community involvement in the historic fabric of the City. This small but vital part of our Victorian railway system has been saved from dereliction by inspired voluntary effort and fund-raising, and is a shining, ongoing asset for residents and visitors alike."

A thoroughly enjoyable and informative evening.

Ian J

Marine News

Last two months has flown by and as you read this the next Toy Boat regatta is only days away on Sunday 9th July.

Several of us went to Wicksteed Park for the model mayhem where the weather was blustery to say the least it took several gazebo's in its path and produced quite a choppy lake at times. Most yachts were taken off but as I know nothing I saw this as an opportunity whilst the lake was quiet to sail my schooner. It sailed remarkably well drawing quite a bit of attention and I now learn from chit chat on the interweb that it is a bald headed schooner which has sparked me into making sure I put some more time into finishing its decking etc. Also picked up another boat Bruna a sea going yacht for Shirley. Starting to gather far too many must finish jobs.

Waz and I have been spending more time on steam powered boats lately with my Miranda and Waz's Paddle Steamer still running in, they occasionally get stranded mid lake.



I know our lake is no great size but Waz already has an RNLI rescue for the crew and we decided it needs a rescue for the craft maybe a Springer Pusher Tug. As with all work I do, I am ok at the grunt or heavy work so I have built the hull but leaving the finesse to more crafted model engineers so over to Waz to pretty it up and add a few functional features like water cannon, I mean fire monitor for small trickle effect NOT water pistol Honest.

Any ideas please.

Although I have a gas shut off valve controlled by RC meaning I can make the boiler safe while it sits mid lake waiting for the tug to be built. I would like to fit some sort of timing controlled gas shut off so when I am carried away with sailing and lose track of time then the gas valve could be shut after pre determined time to prevent boiler being caught empty. So if anyone has details for a timer controlled servo let me know.

Finally you are saved from my telling you the vaporosity of our lake this month thanks to the following John D article.

**George
Marine Section Leader.**

In the last newsletter George gave a gentle nudge about me writing a few words about my boats, so before the nudge gets any harder, also don't want to read again about how wet his water is..... two years ago an uncle of mine, John, who lived in the west midlands passed away, and having no successors his models have passed onto me.

For now I will write about the boats but also I have from him some Stuart engines (unfortunately couldn't make the last Edward the compressor evening), an engine he had made for a paddleboat, a plethora of N and OO model railway stuff, plus a 1 ½ " Allchin traction engine which my brother had been looking after but is with me now and after being fully tested will hopefully be running soon. Incidentally I knew nothing about his modelling till I mentioned not long before his demise that I was a railway modeller, and so it all came out, perhaps sometimes we keep quiet about our hobby too much, fear of people not understanding?

All the boats when they came to me needed a certain amount of work done, repainting, mending rigging etc and all had their radio control upgraded to 2.4 GHz digital control. So firstly there is a Caldercraft model of a "fifie" these were

originally sailing boats used on the east coast of Scotland as herring drifters they had oil fired motors fitted to compete with the expansion of the steam



powered fishing fleet and proved to be very a successful craft, they were built into the thirties and some were still being used into the 50's, the model sits very nicely in the water and runs well though strong gusts of wind can be interesting!

The minesweeper (next page) is of more family interest as it is a model of one that my uncle John's brother Joe, served on during the war. These were known as MMS, or motor mine sweeper, also nicknamed "Mickey Mouse ships" over 400 were built from 1940 to 45 they were of wooden construction to prevent setting off magnetic mines, they were not powerful enough to sweep on their own but rather they were worked in pairs towing sweeps. On the bow there is a retractable "A" frame fitted with an acoustic hammer for countering acoustic mines, unfortunately the photo shows it retracted, when I sail her I have it down in the operational position, apparently these were known as "kangos".

I know that the ship my uncle Joe served on was sunk, I believe it was mined (ironically) in the English channel and since the photo was taken I have numbered the vessel as one that was lost in June 1944, J508, unfortunately those who know the real details are no longer with us but I believe I am correct, remembering what he used to say about his navy days. He survived of course but I know he suffered nightmares for the rest of his life. The actual model is semi scratch built using available castings etc., all planking has been individually laid, and indeed it is a fine looking model, in the water it is a tad top heavy so has a tendency to roll in windy conditions and can also go much faster than the original!



And so onto the steam launch, this 4 foot long craft was in a very poor state, hull planks had sprung, paint was peeling, also it had no engine, fortunately this was found when clearing out a shed and so the two were reunited, I have been told that the engine my uncle made was from plans published in Model Engineer a good few years ago, and I believe he planned the boat himself to cater for the installation of the boiler and engine.



So I spent a few enjoyable summer months rubbing back the paint repairing the planking and bringing it all back to life. A new pressure gauge was fitted, the rubber in the gas tank valve was perished so was replaced , plus some pipes required silver soldering, then oiled all round, boiler filled, gas lit, pressure reached and yes it worked, the magic of steam...it looks good in the water, again new RC was fitted, there were of course a few snags to be ironed out, control linkage problems, water feed issues, but that's all part of the fun isn't it.

John

Alycidon Passes by...



Deltic D9009 Alycidon approaches Oakleigh Park on the 1Z11 Hull to King's Cross charter on 5th May 2017. Photo Bill B.



Deltic D9009 Alycidon and train being dragged past Bowes Park into Bounds Green for servicing after earlier heading the 1Z11 Hull to King's Cross charter on 5th May 2017. Photo Bill B.

Tramlines uncovered in Barnet.

Over the May Bank Holiday Weekend 2017 a water main burst on the middle of Barnet Hill, this resulted in quite a lot of traffic disruption and damage to the carriageway towards the junction of Mays Lane. The subsequent repairs exposed a fair length of the former tramlines and the cobbled sets they were laid in. The tram system arrived in High Barnet in 1907 stopping at the terminus just short of Barnet Church, the end came in 1938 when trams were replaced by trolleybuses. In some cases this meant the tramlines being lifted and scrapped but here on the whole length of Barnet Hill it seems they were just left and tarmaced over. The photo below shows the work in process which was completed a day or so later.



00 Section News

My thanks firstly to our editor for the inclusion of a series of photos included within the last 2 issues of your News sheet. These were taken during an extended running season which rang at HQ from last December through to the end of March this year. This gave team members, plus a few visitors, the opportunity to run a variety of locos over all the layouts. The extensive running though did highlight a number of problems with various points and turnouts especially on the main club layout. However, considering parts of the layout are now over 35 years old, it's not done too badly. Work is now being undertaken to rectify various faults with the replacement of a number of worn out points.

Following our last outing with Midsomer, we have suffered a number of electrical faults on this layout. Investigation highlighted a number of broken wires within a 50 way D connector plug and the best way to sort this was to re-wire this part of the circuit with a new plug. A short section of track has been re-laid in order to ease a tight curve, caution being taken to avoid locos and wagons striking an adjacent signal post. To enable us to fully test the repairs undertaken, Midsomer has been set up within the main hall at HQ. We have been invited to take Midsomer to an exhibition in Bishops Stortford in August so, at the time of writing, the layout is undergoing a thorough test to ensure all faults are rectified.

I anticipate Midsomer will remain erected until mid-July, so if you want to see the layout in its entirety, then why not join us within the next couple of weeks. After that the layout will be prepped ready for the show and in its' place we will be erecting our S & D layout of Binegar. This has also received an invite for exhibition, this time in Aylsham, Norfolk. Our thanks go to Dave Green for putting us in contact with the host club.

There have been a number of new and innovative models produced by the major manufacturers over the last couple of years and one of my favourites has been the Wickham's Inspection Trolley produced by Bachmann. Previously, Nu-Cast produced a white metal kit but this was as a static model only. Bachmann have utilised the design of a power unit previously used in a tram unit and mounted this within the trailer which is hidden by a representation of a ballast load. The trailer is permanently coupled to the main trolley, which act as the main pick up for the power. The model is masterpiece in model making, especially for its' size and close inspection reveals not only the full dash board but also the foot pedals for the brake and accelerator. Some of the originals were powered by Ford engines otherwise used in the 105E Anglia cars.

Fetes and Fairs at Southgate

May Day, the first of May, stayed mostly dry but the occasional shower didn't spoil the fun. We had set out our raised track along Waterfall Road, part of which was closed off to traffic for the duration of the event.



After helping to set out the track and 'station' area I brought out a tray of hot tea from the school hall, much to the delight of our 'staff'.

The area catered well for kids and adults alike; a climbing wall for the energetic, kiddies roundabouts, inflated contraptions for the kids to bounce about on, stalls selling bric-a-brac and allsorts. Hot dogs, burgers, cakes and drinks. People were seen dancing around the May Pole, there was a choir singing and much more. The lady Mayoress walked around the site to greet people, pausing to watch our activities. I was driving at the time, we acknowledged each other but sadly she didn't have a train ride with us – not while I was driving anyway.

The church shown in the photo above was open for the public to tour and Mike



H, one of our team, took advantage of the open spire; visitors were able to climb the tower and have a go at bell ringing, I must try that next time.

The photo above shows Keith and Matt at the buffers, both very regular attendees of Fete and Fair events. Keith was telling me that he often travels some distance to be with the group, he enjoys being with them and finds the events very sociable and fun.

Photo top of next page. A closer shot of Keith enjoying the event.

Photo bottom of next page. Tony is seen waiting to depart with new passengers after loading has finished. Loading of passengers and the sale of tickets being carried out by Peter.

The Fetes and Fairs group are out most weekends as can be seen by the entries in the Diary page at the back of this News Sheet. If you would like to help please contact Jim M for a chat, he will be happy to have you along.





Jim keeping an eye on us and Mike waiting for his turn to drive.

May Day 2017, Southgate.

Dates for your Diary

JULY	2017
Sat 1st July	Private party Derek P at CH, 2pm to 5pm
Sat 1st July	Fetes & Fairs at St. Andrews School, Enfield
Sun 2nd July	Public Running at Colney Heath
Sun 2nd July	Fetes & Fairs at Larks in the Park, St. Albans.
Tues 4th July	Council Meeting. 8pm at HQ.
Fri 7th July	General Meeting. 'First Aid' at Colney Heath. 8pm.
Sat 8th July	'H0' section at Colney Heath
Sat 8th July	Fetes & Fairs at Slip End, Hemel Hempstead.
Sun 9th July	Toy Boat Regatta at Colney Heath.
Sat 15th July	MG Club visit, Martin C
Sun 16th July	Public Running at Colney Heath
Tues 18th July	TSC Meeting at St Mark's Church Centre. 8pm
Fri 21st July	<i>Deadline for copy to Editor for August News Sheet</i>
Sat 22nd July	Party, G. Gardner
29th and 30th	Fetes & Fairs at Potten End, Hemel Hempstead.
AUGUST	2017
Tues 1st Aug	Council Meeting. 8pm at HQ.
Fri 4th Aug	General Meeting. BBQ at Colney Heath, 8pm.
Sat 5th Aug	Brian Apthorpe's visitor day at Colney Heath.
Sun 6th Aug	Public Running at Colney Heath
11th to 13th Aug	Fetes & Fairs at Flamstead Scarecrow Festival.
Tues 15th Aug	TSC Meeting at St Mark's Church Centre. 8pm
Fri 18th Aug	<i>Deadline for copy to Editor for September News Sheet</i>
Sat 19th Aug	NLSME Visit to Fareham ME Society.
Sun 20th Aug	Public Running at Colney Heath.
Wed 30th Aug	East Anglia Group visit, invitation by Gauge 1 group

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.