

# The Chairman's Notes

I don't know about other members but I am of northern design. Temperatures between 65 and 70 with highs of 72 degrees British at maximum are fine by me but any more than that, I start to complain. Of course if it rains or is too cold I complain about that as well. In short I find that there are only a few days a year when I don't complain about the weather and on those days I usually have something else to moan about and if it's not the weather it's the coal.

Poor quality coal is another bugbear, which weighs heavily on my shoulders. The inability of locos to run successfully on poor quality coal has no bearing on the skill of the driver. Even the finest driver in the Club has to push his engine home from time to time and it's always the rotten coal to blame. If by some mischance one happens to be the poor soul who ordered and took delivery of the coal the guilt is hard to live with. However, I am glad to say that our latest batch of coal is wonderful and all those skilled drivers who have complimented me on its quality have transformed my life. So to those of you who can't get round the track. It isn't the coal it's you - so there.

I would like to thank everyone who contributed to yet another splendid turn out for the Child's Hill School visit to Colney Heath. We managed to stop the rain while the kids were at the railway and I know that all participants, both visitors and members, had a really good time.

We ran a track at the Colney Heath School PTA fete and Ron Todd gave rides behind his miniature Burrell. It was nice and sunny and the whole show went very well. Simultaneously at the track the American H0 section were out in force trying the joys of the raised track and getting nice and dirty on a steamroller.

Last weekend a group of us went to the Plough at Tyttenhanger with the roller, Brendan's showman's engine and a portable track where we managed to raise quite a lot of money for charity while enjoying ourselves. Mike C. suggested that we should keep a track at the pub permanently, a blissful thought. Life's two greatest pleasures steam and alcohol combined, what more could a man need!!!

The September General meeting will be at Colney Heath and devoted to Gauge 1. I am hoping to persuade our members who have built locos since we started this venture to bring them along either to run or display and perhaps encourage those who are in the process of building G1 engines to display their efforts thus far. So if you are building or have built G1, I shall be after you and if you haven't, then come along and get bitten by the bug.

*John Squire*

## Treasurer Twittering

We have finished collecting this year's subscriptions and apart from routine expenditure all is quiet on the financial front.

*Bernard Lambert*

## From the Membership Secretary

Membership now stands at 231 comprising 149 Full, 40 OAP, 14 Junior, 17 Country and 11 Honorary Members.

You should have a new Address List with this News Sheet.

### New Members

This month we have three membership applications to approve.

**Colin Reeve, Malcolm Reid, Greg Harwood,**

*Bernard Lambert*

## *August General and Locomotive Section Meetings*



Both August meetings will be held at the Colney Heath site as bring your own food and booze **Barbecue Evenings**.

The date for the General Meeting Barbecue is **Friday August 1st** and for the Loco Section one, **Friday August 8th**. Good weather has again been ordered.

*Ian Johnston and Dick Payne.*

# **Marine Mutterings**

**By Bernard Lambert**

The Lake has been treated with algaecide, which killed the blanket weed but did not remove it. Removal has been done by hand. Next year treatment will be done before the growing season and, hopefully, we will not suffer blanket weed again. In the meantime keep boating on the now clear water.

The indoor season will soon be upon us and I would like you to think of subjects for the indoor meetings – or even to hear whether you want formal indoor meetings. The working season is also not far away and we will be asking for your physical help again – manual work on Sunday mornings is good for your health and your figure! This year we propose to level the mound opposite the shelter and re-grass the area. We also propose to build a second shelter to be positioned in this area – time and effort permitting.

Enjoy the boating.

# **Tyttenhanger Gazette**

**By Roger Bell**

The July Loco Meeting was a barbecue and running evening at the track. It was a beautiful summer evening; a 5” gauge Achilles was on the main line. A 3 ½” gauge Britannia was steaming well, the draughting being such that the coal on the shovel had only to be offered up to the fire hole door and it was sucked off into the firebox. I liked to catch a glimpse of the red-hot glow of the fire as it passed by. Whilst chatting with the driver he happened to touch the boiler cladding and comment on how hot it was, I had to reply ‘the water is about 330 degrees F’.

Lack of wind had curtailed sailing on the pond but there were many trains on the garden railway. One particularly realistic one was hauled by a loco’ modelled on a London North Western Railway 19” goods, 19” being the cylinder diameter. It was a 4-6-0 for mixed traffic work and designed by Mr Whale. 170 were built from 1909 onwards; they were the ‘Black Five’ of their day. The model is meths’ fired, and has a single inside cylinder; it was built by Tom Barrett and brought from Ted Leach who also made the boiler. Ted is keen on London North Western Locos’. It is a very good example of what a model engineer can do using a ‘Project’ design but altering it to accommodate another prototype. Like all meths’ fired locos’ it can go so fast it could derail on the curves, so speed regulation whilst it passes by is a skill to learn. It looked good hauling three coaches and a brake van.

It was requested by a steam enthusiast that I start a new paragraph before writing about the following electric powered locomotive. The electric one was modelled on an EMDSD40/2, EMD is Electro Motive Division of General Motors, and SD is special duty heavy freight and 40/2 the series. It is the American standard freight locomotive, thousands have been built since their introduction in the early 1960’s, and they are

powered by a 16-cylinder 3500-horse power diesel engine. Six of them are sometimes used to haul a train of a mile long; a pair at the front, in the middle and at the rear. In the really cold sub zero parts of the country the engine is left running all of the time. If it stopped it would freeze up and not restart. This way there is no 'cold start' wear so it is actually cheaper. On the roof were three fans for cooling the engine used with large radiators. The other two fans cool the giant resistors used in the regenerative braking. Whilst their gauge is the same as ours the rail is of a heavier weight and the system of mounting the rail differs to ours. EMD is the biggest producer of railway locomotives in the U.S.A. and the model was finished in the livery of the 'Burlington Route' railway company, which covers six states in America. The model can be fitted with a digital sound system: a steam 'chuff' costs £30, or a system covering 'engine idle', 'engine at speed' varying with the voltage, a bell, horn and station announcements as the train stops is about £150.

Gauge one rolling stock is not cheap; an L.M.S. suburban coach is £250 by Tim Kray of Curlew Coaches. At the other end of the scale Peter Waterman can provide a fully detailed G.W.R. coach with a clerestory roof, even including a toilet for £3500. Flying Scotsman by Aster is £4350. Cost wise these items do retain their value whilst it was put to me that model engineers are mad! We spend many hours building a model perhaps over years or even decades to find that its value is little more than it cost to make. It seems that metalworking manufacture in the U.K. gives a very low return, perhaps due to the low paid employment in third world countries, but this is a hobby and as such an enjoyable one at that. The pride in ones achievement in building and running a locomotive successfully is immeasurable. As small locomotive engineers I do feel that it gives us a special status above others. I know I feel like this as I become irritated when people say 'He makes trains'.

Finally and changing the subject completely, I spotted 6201, *Princess Elizabeth*, on Monday 30<sup>th</sup> June at lunchtime near Leighton Buzzard. It was hauling 13 coaches and doing about 60 mph. It was like taking a tonic. I felt better all afternoon.

## Tyttenhanger Committee

The Tyttenhanger Committee met on Tuesday 1<sup>st</sup> July 2003 with all of the members present agreeing that considerable progress has been made in the past month at the Tyttenhanger site with two successful birthday parties having taken place and the usual work continuing on site.

- The Garden Railway Section's new leader is John S and he will be representing their interests at Tyttenhanger Committee meetings.
- John Squire was previously Stationary Steam Section leader but has now stepped down with Brendan C taking his place at the helm He will be representing the section at the Tyttenhanger Committee meetings.
- The Tyttenhanger Committee is aware that as the season continues areas of the track may require maintenance. This can only happen effectively if we know

about the problems, so please note any problems in the running book and/or tell a Tyttenhanger Committee member.

- We would like to thank Roger Brown for donating, restoring and erecting the signal, which has been situated next to the Ground Level Railway near the raised track steaming bays.

*Donal Corcoran*

## **North American Section News**

### **By Clive Winter**

The new Young Street Yard is making slow progress to being ready for the Tring exhibition in October. The pessimists reckon we won't make it in time – now there's an incentive.

Two of our number Rai Fenton/Tony Dunbar are currently at the National Model Railway Association convention in Toronto, after spending some days exploring the Thames - Severn canal network between Kingston and the Georgian Bay.

Four of us did the slate shunt on the Festiniog in May I was hoping one of the others might compile something as I've written about an earlier "go" at it. It took several days for the silly grins to disappear, almost as long as it did to dry out. John Squire ecstatic about being allowed to drive "Prince". John also ecstatic about coming from Caernarfon to London via the Manchester turn-off from the M6 - judging by the number of times he's dined out on the experience.

## **Copped at Tyttenhanger**

### **Staatsspoor- en Tramwegen in Nederlandsch-Indië** **(Indonesian State Railway) CC50 1622**

**By Owen Chapman**

On the afternoon of the 13th of July Alan Beard from the Bedford Society and his friend Roel Voetberg, who bought his steam locomotive with him and who was on holiday from Holland, visited us at Colney Heath. Roel's engine had many members fascinated for the whole afternoon. She is a model of a CC50 type 2-6-6-0 Mallet locomotive. These locos were built for the 3 foot 6 inch gauge Staatsspoor in two groups to designs by the Swiss Locomotive works at Winterthur; the first group by SLM and the last by Werkspoor in Amsterdam and sent to work in Dutch Indonesia in the early 1920s. They continued working there after independence until about 1980. Three are preserved including 1622 (CC50 22), which is now statically displayed in the Dutch National Railway Museum in Utrecht, which was one of the Werkspoor group built in 1922.

Roel's locomotive is an exact replica and was a joy to examine, ride behind and photograph. The engine is 3½ inch gauge making modeling very easy and is a superheated Mallet with working compounding. She has several very interesting parts, the most unusual being the route indicators that slide different coloured filters in front of the head and sidelights. They work but have yet to be fitted to a turbine/dynamo. The filters are activated by rods along the fireman's (left hand) side of the boiler. 1622 also has fully working vacuum brakes with both large and small ejectors and special flaps on the brake cylinders perfected and made by Roel. The ejector, worked from the prototypically detailed cab, exhausts from a muffler in front of the cab on the boiler top, not up the chimney. In front of this is a miniature chime whistle, unfortunately which, in this size, only sounds one loud high-pitched note.

The fire door is interesting in that when the original came to the museum it had a round fire hole and outwardly hinged door, but later was cosmetically altered back to an original inwardly opening flap, with a larger square hole. By this time Roel had built the boiler so had to detail the cab to suite a round hole. This was done but a clever sprung fire door that flaps outwards, hinged from the bottom, and when closed looks like the original closed flap door. Other details on the engine include exactly modeled sand domes and pipes, which are unfortunately just cosmetic, two injectors (no pumps required), piston tail rods and lockable screw reversing gear. There are also spring loaded pressure release valves on the cylinders, steam operated cylinder drain cocks, and collapsible seats for the engine crew in the cab. Full ventilation is provided with opening front and side windows. The engine is fitted with a gauge to read the pressure in the receiver, between the high and low-pressure cylinders, to aid driving. There are twin blow down valves with spouts on either side of the firebox, as yet not worked from the cab.

Roel told me that 1622 took ten years to build totally from scratch and weighs 10 stone with her steel boiler. She has a specially built carrying case and toolbox, with neat tidy order that takes the appearance of an SS box car when mounted on the driving truck. She has pulled seven full-grown adults easily and easily managed Roel's driving truck and one of our passenger trucks fully loaded.

The tender of the CC50 is also very neat. This took a further five years to build. It incorporates a large inset and removable coalbunker. At first glance there is no water filler holes, but the side tops swivel upwards to reveal direct access along the length on the tender to fill the water compartments. These filling troughs have filter mesh down both their lengths, differing from the real thing only by being flat section instead of round. There are two, working, rerailing jacks mounted on the back tool cupboard of the tender, and the final touch is a pointing arm indicator that shows on either side how full the tender tank is with water. During the afternoon we had fun watching this go round and back with the number of laps of the main line, three being achieved before refilling with ample emergency space.

Alan and Roel, both teachers, met several years ago while researching the CC50s. They were both at the time building examples. Alan has still to complete his engine, which is to the 7¼-inch gauge. He is also a member of the 7¼-inch Gauge Society, and can often be seen at their events.

Alan and Roel both enjoyed their afternoon running, even if I sometimes got in the way with my digital camera. They recorded seven and a half kilometers running and towards the end took several members and public for rides, when 1622 made some very nice noises. Thank you guys for bringing the locomotive and we hope to see you again, hopefully when less midge flies are around.

**Following last month's articles on injectors Ian Murray has unearthed a suitable postscript.**

## **INJECTOR WARNING!**

Locomotive injectors are subject to breakdown during periods of critical need. A special component in an injector (technically known as the Criticality Detector) is designed to sense the drivers emotional state in terms of: -

- a) how desperate the driver's need to use the injector
- b) the state of the fire
- c) the level of water in the boiler
- d) the boiler pressure

The criticality detector can create a state of 'difficulty' in the injector, the magnitude of which is directly proportional to the total combination of factors listed above. The magnitude of the 'difficulty' also rises if the driver's desperation increases at a greater rate than the rate of increase of the combination of other factors. Using bad language or threats of violence or cold water will make the situation worse and prolong the period of the 'difficulty'. Any attempt, or even the hint of an attempt, to replace the temperamental injector with another injector will cause all proposed replacements to be 'difficult' also (all injectors belong to the same Trade Union).

Drivers should always remain calm and say nice things to the \*\*\*\*\* injector and Drivers should never let any injector know that they are in a hurry.

**By Order  
Fat Controller**

# I say, I say, I say

Our ice cream man was found lying on the floor of his van covered with hundreds and thousands. Police say that he topped himself.

My friend drowned in a bowl of muesli.  
He was pulled in by a strong currant.

What do you call a fish with no eyes?  
A fsh

Two fish swim into a concrete wall.  
One turns to the other and says, "dam"

A man takes his Rottweiler to the vet.  
My dog's cross-eyed, is there anything you can do for him? "  
"Well," says the vet, "let's have a look at him"  
So he picks the dog up and examines his eyes, then checks his teeth.  
Finally, he says "I'm going to have to put him down."  
"What? Because he's cross-eyed?"  
"No, because he's really heavy"

*Supplied by Jim Robson*

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