

Issue No. 822

May 2020

The News Sheet

North London Society
of Model Engineers



May 2020

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With the current restrictions on our movements we thought a few extra pages would be welcome. The plea went out from your editor for articles and I am most grateful to those who have responded. Even by increasing the number of pages I still haven't been able to include everything so some contributions will be published in the June edition. In this issue Mike Chrisp starts a series of articles describing how what seemed at first impossible became a reality. The project to get the coach to Tyttenhanger. This remarkable story will be told in a series of articles over the coming months. With so much crammed into this edition a contents page seemed essential. My sincere thanks to all those who have contributed. More contributions are always welcome. Usual fee will be paid.

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Front cover photo

An appropriate picture to remind us of the fantastic site we have. An abundance of **forget-me-nots** providing a blue carpet around the track as Chris R and his B1 coast past in the spring sunshine on the first running day of 2018. The same view taken on 21st April 2020 can be seen on page 37.

Photo by Owen

Chairman's Comments



Yes, it is your Chairman!

December 1975 with newly completed Juliet. Rumour has it he still has that jumper.

At time of writing the government has extended the lock down a further three weeks. I do hope that you all are keeping well and making the best of it. Tragically the virus has claimed one of our members, John Secci a long-standing member and active supporter of slot car section. An obituary appears in this issue of news sheet. John will be greatly missed.

Whilst NLSME activities are at a standstill I trust your modelling activities at home are not. We are fortunate to have an absorbing hobby that provides relaxation at this tricky time. Our next Work in Progress meeting should be a wonder to behold.

Activities at the track may be at a standstill but it is not forgotten. A rota has been established amongst council and TSC members to carry out security inspections. This allows, within government guidelines on social distancing, essential checks to be made on security of the site and buildings enabling us also to notify Affinity Water of any problems with the perimeter fences. I am pleased to report that no problems to date have been identified.

Just before the lockdown a group of members had started a review of the next stage of the Tyttenhanger steaming bay upgrade – due for completion in year 2000 as many will remember! This review entailed revisiting the criteria for carriage storage, spur line to new traverser, loading/unloading facilities and a washroom. Now that the new engine store, container 7, and workshop, container 6, are almost ready the next step would be demolition of the precast running shed/workshop. But, firstly, we must provide a replacement hand wash area. There is no obvious provision elsewhere for this so a new standalone prefabricated timber type building, similar to the machine shop, is being considered. This will be just big enough for two wash basins. Disposal of the waste will be via a packaged pump/sump (these are available commercially) with new pipeline up to the manhole by toilet block. Those that have lobbied for a

toilet at the steaming bays will be pleased to know that a urinal can be incorporated.

Similarly, a group at HQ have decided to look into the feasibility of improving the WC and kitchen there. This is quite a challenge but if they can identify a workable solution it will be considerable improvement on the basic infrastructure that has served us for so long.

So, all in all, we can look forward to developing and improving our facilities once we can get back and implement them.

Keep well and healthy and always follow government guidelines.

See you at track or HQ, CV 19 permitting!

Les B, Chairman

IMPORTANT NOTICE REGARDING NLSME ACTIVITIES RELATING TO CORONAVIRUS (COVID-19) PANDEMIC

This news sheet, being a monthly issue, can never provide members with up to date decisions on how the pandemic impacts on our club activities. It is therefore important that members always follow the latest government advice.

The following restrictions currently apply to our activities.

Head Quarters

The May AGM is cancelled. Also cancelled are workshop meetings, Wednesday meetings and slot car race events.

Tyttenhanger

All activities and functions are cancelled. Anyone visiting Tyttenhanger must ensure social distancing is maintained.

Fetes and Fairs

Fetes and Fairs activities are dependent on the host organisation continuing with the event. At present all events up to end of May have been cancelled. Nonetheless the near impossibility of compliance with social distancing whilst running the portable tracks and the consequent the risks between our members and with the public could not sensibly be overcome.

Small Pox epidemic 1930 By David B.

I expect that like me many will have accumulated a few items of railway ephemera over the years. This letter, dated August 1930 was found many years ago in a deserted P-Way cabin on the ECML! Perhaps it shows that the current situation is not quite so unprecedented as some would have us all believe. Certainly, the wording has a familiar sound to it. There was no NHS until 1946. Healthcare was only available to those who could afford it. Thank goodness there is now a fantastic, free to all health service to help us all through the current Pandemic.

INFECTIOUS DISEASES AT HOMES OF STAFF. -----

Employees who have been in contact with persons suffering from small-pox will be required to stay off duty for a period of two weeks from the latest date of contact, except where the contact himself has already had the disease.

In all such cases, the person concerned should, without delay, report the circumstances by letter (not personally) to his Inspector or Foreman, stating:-

- (a) The latest date on which he was in contact with the infected person.
- (b) Whether the infected person has been properly isolated or removed from the house.
- (c) Whether the contact himself has already had the disease.
- (d) Enclosing a medical certificate (if possible).

Where an employee, who has been in contact with a small-pox case, receives a certificate from the local Medical Officer of Health to the effect that he may resume duty, this certificate should be forwarded, without delay, to his Inspector or Foreman &c. when instructions will be issued as to whether he may resume duty.

JOHN MILLER.

Engineer.

August, 1930.

John Miller was Engineer of the North Eastern Area of the LNER (formerly Chief Civil Engineer GER) - he was keen on lineside tidiness and you may have noticed on some old photos of junctions etc in the NE Area various flower displays surrounded by concrete edgings. (Why are Civil Engineers relatively unknown? I wouldn't have to explain who Gresley was!) More details can be found on the following web sites;

<https://www.lner.info/co/GER/history.php>

<http://www.steamindex.com/people/civils.htm#summi>

Dr Ian J. writes; In 1930, although Smallpox vaccination was 'compulsory' it was sometimes omitted at the patients request so that the upper arm would not be disfigured. In 1930 the patient received four prominent scars so young ladies did not want that disfigurement. (I only had one scar in 1945).

There was always a movement against vaccination for various reasons such as being against God's wishes or the expression of free will.

So it was possible to arrive at the situation where herd immunity breaks down because there have not been enough vaccinations performed hence the 1930 epidemic. And so a situation arose similar to today where there is an attempt to have a lock down to prevent the spread of Smallpox. Smallpox was not eradicated completely until 1979. Smallpox hung on for years in more the remote parts of the World like Yemen and Bangladesh so it was possible to bring smallpox back from those countries.



The current situation with restrictions on our movement you could be forgiven to think we really don't know which way things will go over the next few months. It's not a new problem these two drivers had the same issue last year at Colney Heath! Locomotives are Marie E and Juliet. Drivers are club members Dan P. and James B. I'm advised that Juliet eventually took the lead.

Treasurer's Report



What a turbulent few months with the Covid 19 pandemic shutting down much of the country's activities. We are observing the lockdown regulations and it has meant that various events in the Society calendar have had to be put on hold for the present. The AGM has been postponed until a future date and our new volunteer 'auditor' Geoff B. has completed an interim exercise, having viewed the accounts electronically and checked that all is in accord with the bank statements at the 31st March 2020. Please refer to the enclosed copy of the Statement of Financial Activities for the year just passed. When we are able to move about again he will complete the examination of the books.

The April Council Meeting was conducted by emails and I presented two new applications to join the Society. Both were approved as follows: -
Rob Jacobs, Interested in Locos & Garden Railways.
Graham Colover, Interested in Locos & Garden Railways.

As you are all aware subscriptions for the forthcoming year became due on the 1st April and I am pleased to advise that I have received funds / communications from 95 members at the time of writing this report on the 19th April. If you haven't already paid up please do so as soon as possible. Sadly, I have to record that one member, John Secchi, sadly died at the end of March and another has indicated that he is not renewing for reason of anno dominie.

Because of the Covid 19 restrictions, our income is going to show an almost complete cessation of funds to finance our activities in general, apart from subscriptions. I have reviewed our Income and Expenditure forecast for the coming year on the assumption that there would be no income from events at Colney Heath, from Fetes and Fairs or other activities and that our membership could decrease by 10%. I have not included a future figure for contributions from our beneficiary.

Based on 90% of 2019/20 subscription income, we would collect about **£12K** instead of £13.5K., down **£1.5K**
Other income lost could be **£12K**, (TYT -£6K; F&F -£4.5K and other activities, Slot Cars, Auctions etc. £1.5K)

Based on the 2019/20 Budgeted expenses figure of £10,495.00, which in the end showed a year end surplus of £707, I have increased the budget to **£11K** for outgoings in the 2020/21 year.

At present we have the Project for the GLR ballasting estimated to use some 75 tons of granite chippings and 20-25 tons of scalping's over a period of 18-24

months from December 2019. Further materials will require to be bought costing some **£2.5K**.

The four new Raised Track Passenger Cars are costed at £9.6K of which £3.6K has already been paid. Balance to complete project **£6K**.

The Steaming Bay Project already has funds to hand, also further funds are already allocated to various Miscellaneous items. See details at the end of the Annual Report.

To summarise: - The expected income for 2020/21 year will be **£12k** plus any additional donations received with subscription renewals.

The budgeted expenditure will be **£11k** plus a further **£2K** iro TYT expenditure on maintenance etc. Projects expenditure in progress **£8.5K**. Total **£21.5K**

This would lead to a diminution of our reserves by approximately £10k as a worst possible scenario to approximately **£31k**.

I hope all is not doom and gloom, this lockdown should produce a whole raft of finished models and projects, or immaculately decorated houses.

Mike F. Hon. Treasurer



*Happy days. Sometimes everything just works perfectly
Ron with an infectious smile and his A4.
Photo – Owen*

Work in Progress from club members workshops.

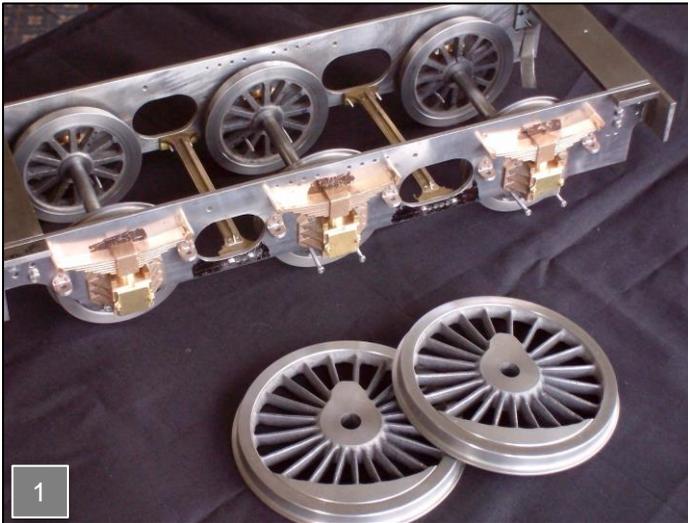
With the current restrictions in place we thought it a good idea to find out what project's members are filling all this enforced spare time with. So, we asked and several have responded. In this issue we have contributions from Colin B, Alan M. and Geoff B.

We would like to make this virtual work in progress section a regular feature over the coming months. So, if you have something of interest whether it be a boat, slot car, plane, railway (all sizes) or any other project which would be of interest please let your editor know. We will even offer to put the words around your photo's if that would help.

LBSC's Maisie design

By Colin B.

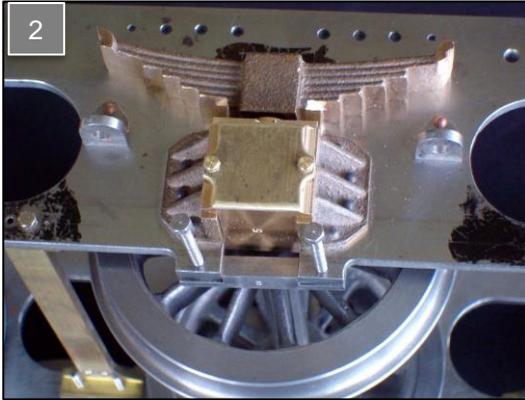
First off may I say how delighted I am to be able to contribute to this 'work in progress' report for being a country member it is not normally possible.



My photos show current progress with building a 3.5" gauge loco to LBSC's Maisie design. It was started a long time ago before I left London and I have moved 3 times since then so progress has been interrupted a lot.

The chassis (**photo 1**) is for the tender, I have also included in the photo a couple of the driving wheels so I can explain a bit about these castings.

My aim is a compromise between a lot of detail in the model and actually getting it made, so I have opted to use LBSCs cast springs (modified) but will fit my own spring hangers.

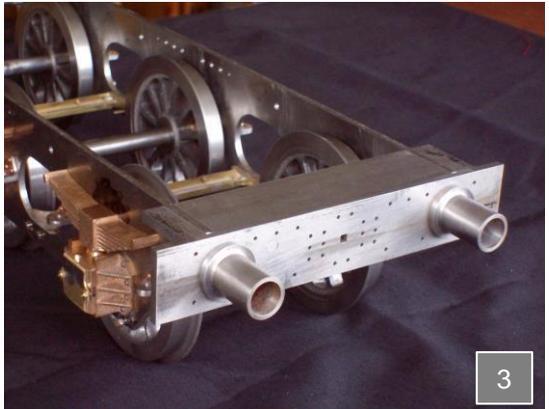


The axleboxes (**photo 2**) were partially machined 15odd years ago and finally drilled, slotted and shaped recently. The axlebox covers are 1/16th sheet held on by 10BA bolts.

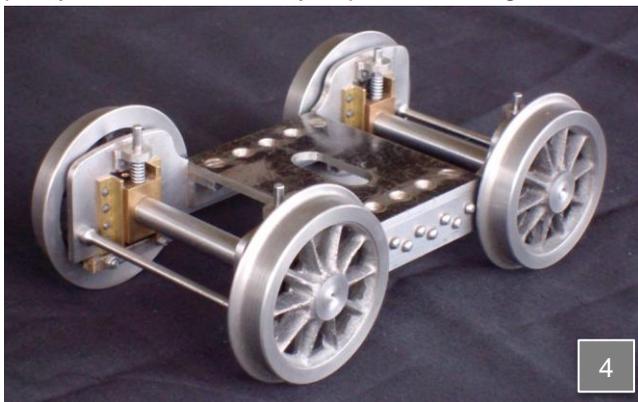
I wish to have the correct number of pimples on the buffer beam so have drilled all the holes in readiness to fix them in using copper rivets. (**photo 3**) As they are for show I don't yet know how

I am going to retain them in the holes but soft solder has been suggested.

The driving wheel castings and indeed all the wheel castings were eventually tackled after maturing in the delivery box for 20+ years. All turned well (being the first time I had machined large wheel castings) without chatter, though I did have some issues with drilling the holes for the axles owing to finding hard spots and slag in the iron mix in a couple of them.



The front bogie (**photo 4**) is pretty much there the only departures being the front and back circular stays and



the top guide brackets for the axlebox pins are a bit posher looking than the drawing.

I look forward to being able to present further updates in due course.

Keep safe and best wishes to you all.

Colin B

The Kylchap chimney

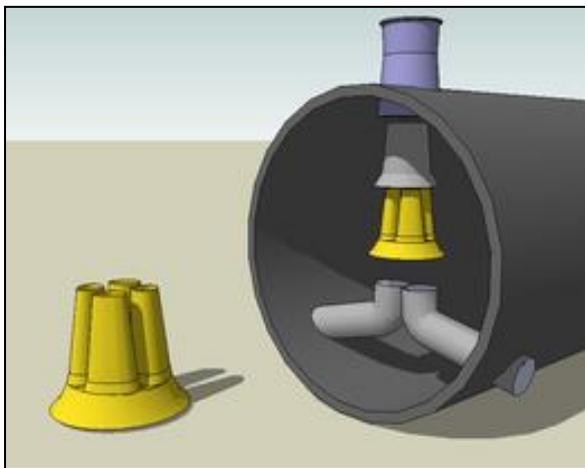
By Alan M.

One of the features of my Peppercorn A1 in 5" gauge that I am building is its double chimney and Kylchap cowling. Now I guess that some of you will know all about the Klychap arrangement but I confess that until I started on the A1, I had not heard of it so it was very new to me.

So, what is a Kylchap chimney?

Well the name comes from the two people that are credited with its design. A French steam engineer André Chapelon, and the Finnish engineer Kyösti Kylälä, thus the name KylChap for the design.

The Kylchap exhaust consists of four stacked nozzles, the first exhaust nozzle blowing exhaust steam only and known as the primary nozzle, this being a Chapelon design using four triangular jets. This exhausts into the second stage, the Kylälä spreader, which mixes the exhaust steam with some of the smokebox gases; this then exhausts into a third stage, designed by Chapelon, that mixes the resulting steam/smokebox gases mixture with yet more smokebox gases. The gasses then exhaust into the fourth stage, the classic chimney.



The advantages claimed for this design was the improved draughting and more balanced flow of flue gasses through the boiler tubes, since suction is developed more evenly in the smokebox rather than in one place.

The A1 has a double blast pipe and hence two Kylchap configurations to be fitted in the smokebox and they are fitted fore and aft giving the streamlined double chimney

that is seen from the outside. *Picture courtesy of Wikipedia.*

My component parts are made from copper pipe with the skirts cut from 20g PB sheet (cause that what I had) and silver soldered in place. The first nozzle has four 5/16" copper tubes let into the sides to form the nozzles.

The tubes are then filed away to give the nozzle shape. **(photo 1)**



The second cowl is straight forward just having a skirt on the base. **(photo 2)**

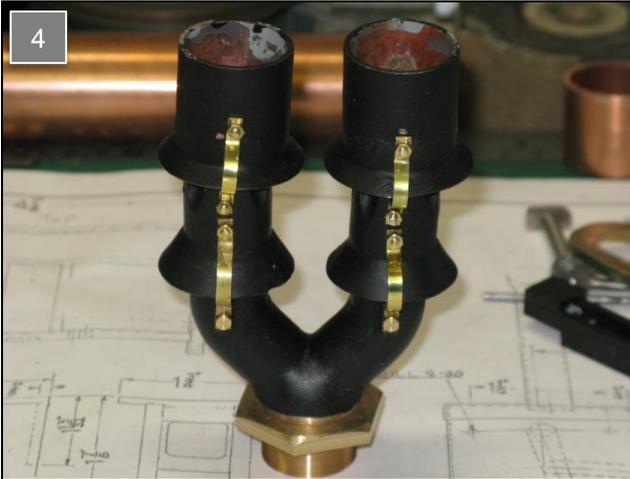
The third and fourth are joined together by a sliding joint rather than silver soldered together as this ease's assembly. On the drawings the fourth part is a parallel pipe but on the full size it actually tapered. I did toy with the idea of making mine tapered too but decided against it as the parallel section helps considerably in holding the whole assembly firmly in a concentric manner over the blast nozzle.

Cutting out the skirts for the cowls is an interesting sheet metal work geometry exercise. My trial paper version can be seen in the following photo before actually marking out the sheet. Having cut out the curved strip it then has to be bent round to form the skirt and it does not simply follow a circular path concentrically during bending so



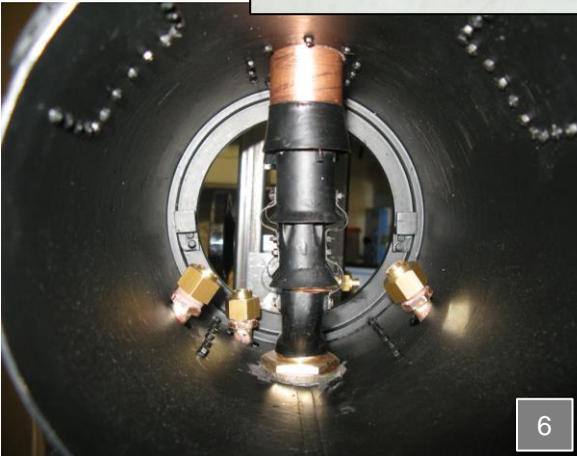
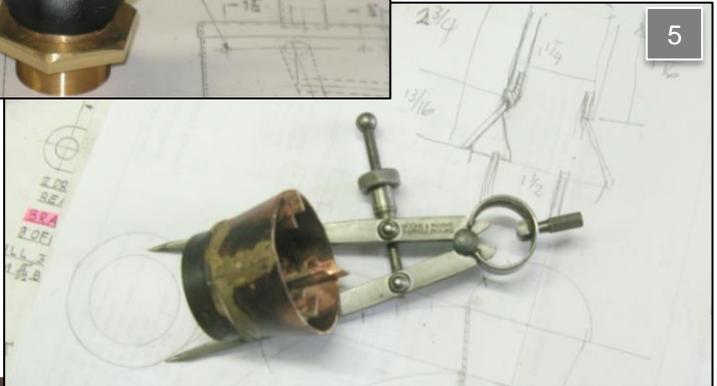
a gentle bit of pushing and shoving at the right places is necessary to get the whole thing concentrically bent for silver soldering.

The bottom and second cowl have to be held in place somehow and looking at the full size it relied on straps so I simply copied the principle with each cowl having two straps. **(photo 4)**



With just two straps the assembly is still wobbly at the top and as indicated earlier the top cowl and parallel chimney provides the necessary rigidity when assembled in the smokebox.

The top cowl has three brackets silver soldered in the skirt into which the lower cowl is a snug fit. **(photo 5)**



So, when the parallel chimney part is slid down from the top of the chimney onto the sliding joint the whole assembly becomes rigid. **(photo 6)**

So, there you have it, a Kylchap chimney potted explanation.

EM2 winter maintenance

By Geoff B.

Not a mystery photo. It's my 5-inch EM2, Tania, having a test run on the rolling road. I kept the battery charged over the winter. I have now given the bearings



and gears a bit of a clean and some oil then with some temporary wiring gave both bogies a test run which went very well. As you can see there were plenty of wires in evidence but all will be sorted out and tucked away for the first run.

To give you a little of the background to what a EM2

locomotive is the design was based on the smaller Class EM1, which dated from 1941. There were about 70 of the EM1 class used principally for freight services.

Only seven EM2 locomotives were built for express passenger services on the electrified railway between Sheffield and Manchester.

In 1969 the EM2's were all sold enbloc to the Dutch National Railway where they were re-liveried and



became the NS 1500 class. One locomotive, was broken up and used for spares. The remaining six locomotives were used on the Hague – Cologne express trains. They were all finally scrapped in 1985. Three of the locos have since been preserved in the UK.



Narrow Gauge Garden Railway

By John D.

This month I was going to write an article about the narrow gauge and world war 1....but then I thought there's enough doom and gloom around at the moment without bringing a world war into the equation. So, I wonder if I may leave that for another time...

Scouts honour dear editor!

So, with your permission may I this month again leave the world of narrow gauge and showcase another aspect of my modelling interests. This is my standard gauge 0-gauge loft layout.

Fact and fiction; Some five miles south of Buxton in Derbyshire as the crow flies is a small village called Hollinsclough just over the county border in North Staffs. It never had a railway but, in my world, it has. The town is served by a branch line connecting it to Buxton. It has now become quite a busy town with a good passenger service and more importantly a thriving industry reliant on a good freight service.



As you may know both the Midland and the LNWR both built a terminus in Buxton at the same time and there was a strong rivalry between the two, in my world the LNWR started

to construct this branch line but then the Midland took over completion of the line with an eye on the burgeoning limestone quarries which were opening nearby, which in real life are actually still there just to the north of Hollinsclough and still thriving. Of course, this allows me a little flexibility of stock and infrastructure, for instance the station building is pure LNWR and a Ramsbottom "special" tank 0-6-0 is often seen on goods trains. But mostly it's the Midland that rules the roost.

The timescale I have envisaged for my layout is late '20's so there is an LMS/Midland mix of liveries.

This layout is actually the second version, the original I ripped up 5 years ago. I had made the original track using the copper clad sleeper and solder method but it started to be unreliable and some of my scenery techniques were outdated. And with retirement I thought it was time to start again.

The only things left from the original layout are the rolling stock and locos all made from kits by various manufacturers I have obviously added some since.



Track is now Peco, not DCC but with Analog cab control 2 locos can be operated

at any time. The points are operated by slow motion motors.

Buildings are mainly resin kits chopped around to fit their location with some laser cut wood buildings too.



Scenery materials are mainly from woodland scenics and at the moment I am making more trees using the seafoam and scatter material method, it's amazing how many trees a layout can take!



A model railway is never finished and I'm very aware that signalling is obvious by its absence apart from one double bracket, also point rodding etc needs adding but don't hold your breath on that happening any time soon! Incidentally in time honoured fashion the layout is an L shaped terminus to fiddle yard, I simply didn't have the room to create a tail chaser.



Many thanks again for letting me wander off from narrow gauge matters let's hope we can get back to normal soon, in the meantime keep safe and well.

John D



Marine News.

By George C.

Need something for the newsletter our editor keeps shouting, But I am not really in the mood to shout the virtues that our winter working parties are over and ready to play with old and new toys on the lake as I sit in lock down looking out contemplating kicking the fish from our garden pond so I have somewhere isolated to still play but Shirley says No and as there is nowhere to run and hide at home then I have no option but to comply.

The water, last time I was on site was clear ish with just the task of walking the middle section to gather last of autumn debris. I know others have used the net to remove leaves just not sure who or when but we thank you.

I have been keeping on top of it all on working Sundays before any general workforce arrive, at which point I have been working mainly with Paul, Waz and Peter B. where we have replaced the raised track carriage store roof completely, we knew there were holes but the wood was rotten under the perished felt. Built a new shed alongside to store new carriages until there container store is fitted out, then it will store signals to save walking up and down the steps carrying them until the new signal hut is built by the new traverser then it may be used for general coal , oil and running supplies.

We removed a section of the raised track and replaced two sleeper sections just after leaving the tunnel. We only intended to replace one but the adjacent sleeper was found to be rotten from the end so took the opportunity to rectify earlier than intended. With guidance from Keith H. on the cant on the curve and cant transitions required at each end of the section from the raised bridge to the lift out section we unfastened quite a lot of track from its base and re-laid checking with the golden nugget I believe from when the track was first built to check and verify as we went. The plan was to do all the work on other sections during winter then paint and tidy up our own in the spring but one way & another we have missed it.

John P. jet washed the bird muck etc from the path around the lake just before receiving the shutdown order so with a bit of luck as soon as Boris allows we should be open for “member” business on the wet bit quite quickly and as I doubt if there will be much if any public track running this year there will be no outside crowds to fight through on your way to enjoy our own little sanctuary in peace each Sunday.

Hopefully when we do get to visit Colney Heath again we will get to see all your new models.

I know of at least three tugs I am looking forward to seeing and if the builders



would like to send pictures and description I am sure Keith will find room in a future newsletter for them along with two new members who have joined with primary interest as marine for us all to meet and greet on the dockside.

Keep safe

George C. – Waiting to start my summer job
Marine Section Leader

Forthcoming General Meetings

General Meetings at our Legion Way Headquarters in North Finchley

Friday May. 1st. AGM. Annual General meeting. CANCELLED

The following two meetings are at present cancelled – Update next month if circumstances change

Friday June. 5th. First Aid at Colney Heath. Seven pm Start.

Friday July 3rd. BBQ at Colney Heath.

Any questions please ring, Ian

Ian J. – General Meetings Co-ordinator



G.L.R. News. May 2020.

By Peter F.

Hi lads and Lassies. I hope you are all keeping well and are taking advantage of the spare time on our hands to do all those outstanding jobs that H W M B O has put on her list, mine includes clear the garden up, paint everything that has not been painted in the last five / ten / fifteen years, fix that leaking tap, re-grout the bathroom, put a new bottom in the draw, I nodded off at this point and upon waking up I said must go down the shed to think about the logistics of tackling all these jobs my dearest see you soon ! What a result I now have the clearest workshop ever.

At the end of February I managed to transport Maid Marians boiler to the track to be tested, it had sat patiently in my shed for ten years since its last Hydraulic test and now was the time to ask Ron P. to retest the bare shell, we hooked it up to the test rig and pumped away it soon reached the required pressure. Observations were taken and recorded also witnessed by Graham G. Thank you both.



I am now endeavouring to move on to the next stage which is the steam test! Before the boiler can be mounted on the frames for the steam test I have some pipe work to complete and a bit of reshaping of the rear bogie/ frame arches, my dearest has bought me the perfect tool for this job being a four inch Makita angle grinder that will make short work of the 12mm frames, job done!

Ron looks mighty relieved to have tested the boiler.

I am very fortunate to be able to have the time and place to hopefully build Maid Marian to completion and run her. When this nasty virus has abated we will have a big party at the track to make up for what we have missed, I have found if nothing else this situation has started people talking to each other and for me the beginning of trying to be a bit more tolerant of my fellow humans. So now is your chance to ask all sorts of favours of me I can only say yes, maybe, or sling your hook at least I will say it nicely!

Maid Marian has been put on the back burner until the restrictions at the track are lifted; I have a few jobs left to do on some of Maid Marian's valve gear that sit in my workshop waiting to be completed.

Before this virus came about, I had been advised to take Romulus home for a much needed rebuild, I am indebted for that advice as I have now got St George in Number one shed at home and have started to strip him down.



I have found quite a few jobs that will need to be addressed on the old boy that should keep me occupied and down my workshop for the next few months much to the delight of the long-suffering loves of my life, the wife!! Maid Marian, St George and Rusty the cat, not necessarily in that order though? More to come in the next issue of the Newsletter

My Indian friend John of many years gave me the ramp and it has been a real boon in moving my locos about. His wife Anna uses a wheel chair to get around. Fortunately, Anna has not missed it yet! One of us will be in trouble when she does.



George takes a look at the incline!

As ever in the muck

Peter F. – G.L. Section Leader.



Update from the North American HO group

By Rai F.

Hello all. For those who have not been up to HQ for a while, here's a few pictures from Woodside Union Terminal (WUT) layout showing recent developments.



Lighting has been added to Woodside Depot platforms, and has also been installed at Angus and the LH end of Woodside station.



New cameras for monitoring Erie exits (the RH one has since been moved to inside the tunnel)

Mason yard has been rebuilt and renamed Port Mason. Both through freight routes from Woodside now terminate here - a turntable has been added to turn the locos. Work is still in progress, with ballasting now done.



The tracks from front to back are Test Track, Reception, Departure and Port.



Eventually at the back we will have a wharf edge with boats and a crane. Note the new track leading direct towards Baldwin South which acts as a switching lead clear of the main line.

The far-left hand siding at Baldwin South has been brought into use and serves a new factory, the Dilwivit Pickle Works. Ballasting has since been completed.

The logging camp, now called High Tree Lumber has been rebuilt with the underneath tunnel between Cooke and McKeen being altered adjacent to the river channel (work still in progress).

This is our third Woodside Union Terminal layout and is named after Woodside, which is both the main station and a hall where we used to meet. The section members between them model several American and Canadian railroads/railways and a union terminal is a station that caters for more than one railroad. (All the other stations on the layout are named after North American locomotive builders.)



Elsewhere on the premises at HQ the hall floor by the main door has been repaired and the whole room redecorated - brilliant job!

And finally, WUT team up at the Track day in June is expected to be put back to later this year.

Rai F.



A Coach for Tyttenhanger

Mike C. recounts the story

Part 1 - A visit to Kettering

The North London Society of Model Engineers has been extremely fortunate to have a miniature passenger carrying railway track on private land owned by a benevolent water company. Originally situated on a site at Arkley, when the company decided it needed to reschedule their use of the site, the Society was offered alternative locations. Few of today's members will recall the track at Arkley and its hasty removal.

Photo 1 – *A view looking north-west towards the gate showing the cedarwood shed and, in the distance, the workshop and carriage shed with adjacent steaming bays and gents' chemical toilet.*



The alternatives were explored and a site at Colney Heath chosen. A new 5 and

3½ inch gauge raised track was built with a station named Tyttenhanger because the nearby estate once owned by the Abbey of St Albans is called Tyttenhanger Park featuring Tyttenhanger House, a 17th century Grade I listed mansion.

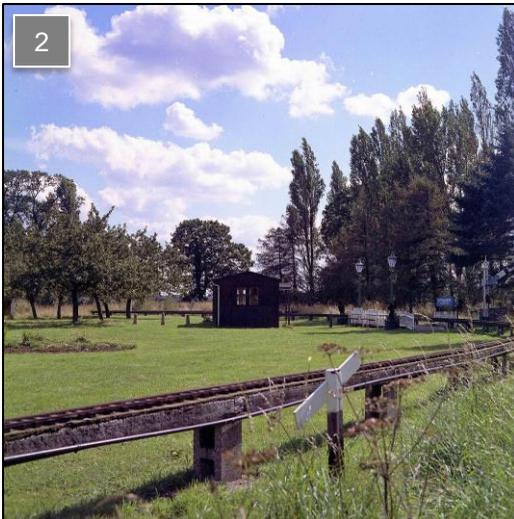
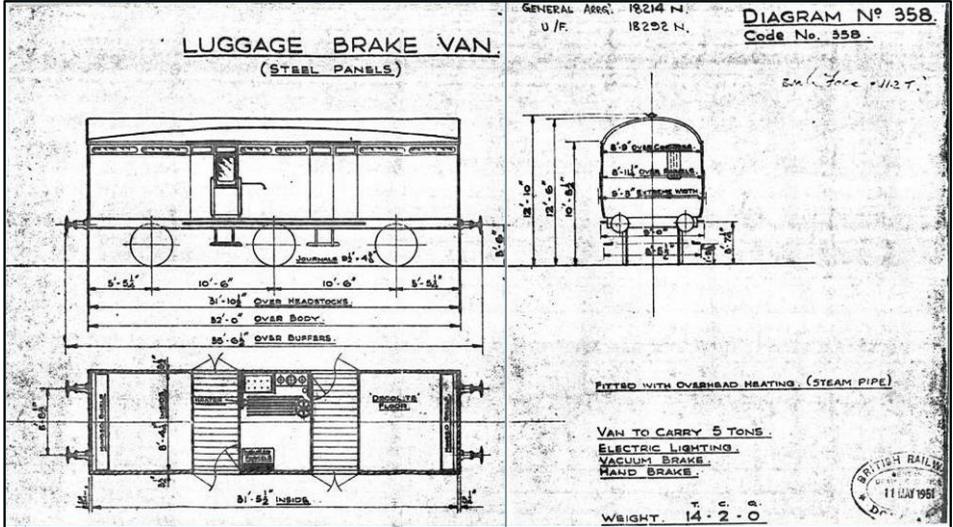


Photo 2 – *A view looking south-east towards the tunnel with apple trees and a flower bed on the site of the annual Guy Fawkes night bonfire on the left. The grass was green and lush and the site pleasantly rural.*

A workshop, carriage store, chemical toilets, cedarwood shed and tunnel soon followed. The cedarwood shed was a general-purpose building used as a shelter, waiting room, tea room, ticket office and anything else considered necessary at the time.



Ten years or so in the new location witnessed increased activities and improved facilities. It was felt the cedarwood shed needed to be replaced by something larger and better suited to our requirements. Several proposals were offered which prompted considerable discussion.

Someone suggested a railway vehicle would be in keeping with our need. We agreed this was an interesting idea but where would we find a suitable vehicle?



Photo 3 – Mike Radford inspects the running gear of our luggage brake van parked on a siding at George Cohen’s scrapyards at Cransley near Kettering

Mike Radford, the late Tom Luxford and I were very much in favour of using a railway vehicle and explored various possibilities. Without question, the driving force for this project, Mike reckoned contact with a breakers yard could provide a solution, made enquiries and pursued leads before contacting George Cohen & Sons Co. in Kettering who, he discovered, had a vehicle that might suit our purpose among the condemned rolling stock they were breaking.

The project had been discussed and approved by members of the then Track Committee and the Society's Council. So it was, one late summer morning in 1977, the three of us made our way to Cohen's Scrapyard at Cransley near Kettering to see the van for which Mike had been negotiating a deal. A BZ built at Stratford, it had reached the end of its useful life on British Railways, had been condemned and delivered to Cohen's yard to be broken up.



An 0-6-0 diesel shunter was used to extricate the vehicle from the train of assorted wagons destined for scrap



The adjacent Kettering Town signal box looked neat and tidy alongside the nearby Loddington branch line

Resembling bogie suburban stock designed under the supervision of Edward Thompson, the BZs entered service in 1950. A total of 80 BR-built BZ vans were built at Stratford carriage works using pre-assembled parts manufactured at Darlington. Solidly built and widely travelled across the network, they provided accommodation and a brake valve for the guard and were commonly used as ordinary parcels stock. Vacuum fitted, they had electric lighting with jumper cables to connect to adjacent vehicles. The lack of a stove made them unpopular in cold weather compared with the LMS BGZ or 'Stove R' vans if steam heat wasn't available.

By 1973 a total of 73 BZs were nominally in service but by 1977 only 9 remained and the last few examples were withdrawn in 1979.

Cohen's scrapyards occupied the site of a former ironworks. It was here that many classic main line or industrial steam locomotives met their end, along with diesel and electric locomotives, DMUs, EMUs, coaches and even some vintage London Underground stock. Much of the stock arrived at the yard via the former Loddington industrial branch which remained open as far as the scrapyards until 1980. Cohen's took in steam locomotives from the Southern, Western, Midland and Eastern regions and scrapped several industrial tank engines that came with the site.

However, the purpose of our visit that day in 1977, was to see the van for which Mike had negotiated purchase. We arrived, introduced ourselves and were told where to look for it – no hi-vis jackets or other personal protection equipment was necessary in those halcyon days! We picked our way past great piles of assorted scrap and watched while, together with various other condemned vehicles, our van E70684 was delivered to a siding alongside the branch line near Kettering Town signal box. Our van was extricated from the train by the fussy attention of an 0-6-0 diesel shunter and we had a chance to look at it. Its sadly neglected appearance made us realise a great deal of work lay ahead.

Our arrangement with Cohen's was the purchase of the body of the van for £400 plus £80 carriage to our site, both sums subject to VAT. As far as the scrapyards was concerned, most of the value lay beneath the van floor and very little in the bodywork which consisted of steel sheet on mahogany framework. The deal was for Cohen's to remove the wheels, batteries, running gear and everything else below the frames. We were buying the body and would be notified when the work had been completed by a team led by their 'Best Burner'. We left in good spirits and, with time in hand, paid an interesting but brief impromptu visit to the Long Marsden Military Railway nearby.



We admired this fine Rapier steam crane on the Long Marsden Military Railway.

The Long Marsden site was purchased by the Ministry of Defence in 1940 as a central facility for military operations. It later became a MOD Central Engineers Depot to store resources for Army Engineers. Very busy during WWII, traffic declined rapidly after the war and in the 1960s part of the site was leased to Bird's Commercial Motors, a Stratford-on-Avon based surplus and scrap dealer. With the rail connection via the MoD yard, Bird's was able to process redundant BR locomotives and rolling stock. The MoD depot facilities were run down in the 1990s leading to eventual closure. The remains of the rail system were used for various activities including storage and repair of industrial locomotives and a secure store for surplus mainline rolling stock. Various projects have come and gone in endeavours to keep military railway skills alive, but in 2015 it was reported that most of the site was to be redeveloped for housing.

Meanwhile, back at the Tyttenhanger track site plans were in hand for placing the van at Tyttenhanger and sleepers were arranged to support the vehicle next to the existing cedarwood shed.

You can imagine our disappointment to receive a letter from Cohen's notifying us that our van had been destroyed.

Their 'Best Burner' had indeed lived up to his reputation and our vehicle and four adjacent wagons had been gutted by fire.

*Next time:
Bob Fitzhugh's
'Cunning Plan'
saves the day!*

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Mr. Radford,
Crama Group Garage Ltd.,
30 Brook Hill Road,
New Barnet,
Herts.

Dear Sir,

You will have heard the unfortunate news re the destruction of your Railway Carriage project.

We in fact put our most experienced burner on the job and every care was taken, but as Mr. Mayes has told you your coach and another four wagons caught fire.

Please accept the writers appologies and we will try and provide a suitable replacement, this however is in the hands of British Rail, but usually we get their full co-operation.

Kindly destroy our pro forma invoice.

Yours faithfully,
for GEORGE COHEN SONS & COMPANY LTD.


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HE.422/3

Bookworm writes

A real positive thing to come out of this present difficult situation is that I can chew my way through all sorts of interesting articles. I discovered that I liked the taste of Model Engineering journals in particular no matter from what year. My owner, unaware of my presence is providing me with a rich and varied diet from his shelves, some of which I would like to share with you over the next couple of issues.

Visitors to the National Railway Museum have probably seen the magnificent 7.24" gauge "King George V" "King" Class locomotive on display along with a selection of miniature tools. Whilst enjoying an article written in 1938, I found a description of this model being built. The builder was Mr. Bert R. Hunt of Johannesburg with the help of three others and by 1938 had taken 8 years of work. At the time the article was written it was still to receive its final paint scheme. Sometime later Mr. Hunt presented it to the Board of the GWR where it was displayed in its London offices prior to nationalization.

Source: ME 1938 March 3 page 195

How about running a radio using water? Again in 1938 someone living in Drakensberg, Natal, (South Africa) where electricity and the availability of batteries was minimal, Mr. A. J. Cannon built a small hydro-electric plant generating enough power to charge a small accumulator of 2volts at 3amps and run a dynamo producing 150volt 30milliamps. Mostly arrived at by trial and error (after a lot of calculation) the plant ran a Lissen 4-valve radio set - for younger readers, valves used in electronic circuits where like small jam jars that glowed and kept you warm on a cold day, but also meant the concept of the pocket radio would not happen for the next 20 years . Doesn't this show the useful skills model engineers possess and what good use they can be put to?

Source: ME 1938 March 31 page 292

Flying of model aircraft was very popular in years gone by but I didn't realize that world records could be set by such things, let alone so close to home. On September 25th 1955 at an all Britain rally held at the Handley Page airfield in Radlett Herts, "Gadget" Gibbs of the East London Model Aircraft Club set a new world record for speed attaining 146.21mph with a monoplane plane fitted with a 5cc engine. I think I did hear my master mutter something about having 2litres under the bonnet of his car but can barely gets a 100mph out of it.....

Source: ME 1955 Oct 6 page 500

Occasionally during the 20th century ideas were put forward to add a small petrol engine to the humble bicycle either to propel it or to assist with motion. But did you know that at the 1952 ME Exhibition Myford Engineering Company Ltd displayed on its stand "The Myford twin" cylinder cycle engine to do just that? Described as a 'startling development' in the design of this type of miniature

internal combustion engine, the engine was put on display partly to demonstrate that even such an advanced engine was capable of being constructed using a Myford ML7 lathe. It was speculated that castings for the engine would be forthcoming in the future. I wonder how many were eventually made?

Source: ME 1952 Nov27 page 700.

Gauge 1 Group report - May 2020

By David M.

It does not need me to say that we are living in most unusual times, bearing in mind the average age of our G1 group, self-isolation is a wise precaution, fortunately there now seems to be no shortages of consumables in the shops, ie: beer, wine, etc.

Lockdown for the G1 group meant our last day of running was the 18th. March, when the next one will be who knows, to help us all keep in contact with each other Geoff Hammond has taken on producing a simple weekly e-mail for all of us doing G1 as well as keeping in contact with each other we can also see how our various projects are coming along.

Not running in some respects does give us all a chance to get into the workshop and do a bit of modelling.



As previously said one of the things we can do is make rolling stock.

This photo shows Malcolm R's "dock" crane.

These manually operated cranes are usually mounted on the platform end for

unloading items from open trucks, they are hand operated via the rope drum on the front, the crane was mounted on a swivelling base, however the jib was at a fixed angle with solid stays, the water tank at the back was for ballast and could be varied, although I suspect once full it was not touched .

I thought as a comparison I would enclose a picture I took at the Isle-of-Wight steam railway a couple of years ago, we parked our campervan (in a designated parking space) right next to a full-size preserved 'dock' crane.



I would say we had a really great time on the railway, interesting to see the old stock, mostly LB&SCR that has been retrieved from residents gardens, some having being used for chicken sheds etc for 50+ years, although most near on derelict (awaiting restoration) the coloured glass quarter-light glazing looked as fresh as the day they were first

installed. They also have an excellent gift shop and restaurant, pasty's and chips for lunch was excellent, reminded me of special occasions at G1 track.

Although we are not able to meet at the moment, I thought we could have a look back with a picture of happier times. The recent visit from the East Anglian group fits the bill well, it was a lovely day, sunny & warm, company as usual was



excellent, fish & chips at lunchtime went down a treat. We were due to visit their indoor track at the end of April, although of course that has been cancelled.

In this view of the booth side, Roy V. is having a chat to

Howard whilst Norman was track marshal for the morning, note Nigel stood cup of tea in hand. It was a lovely warm sunny day; company was good with plenty of visiting loco's and rolling stock present. Well that is it for this time, we must all stay vigilant and keep to our 'self-isolation' hopefully it will not be too long until we are all back down at the track again.

Lastly, we would all like to send our best wishes to Norman who is still having health issues, hopefully for not too much longer. Also, best wishes to John D. & Geoff M. who are recovering from Covid19. Hopefully they will both be back to normal soon.

Until next time "happy modelling" David M.



A sunny G1 day at Colney Heath with Nigel's A4 and Alan's Duchess



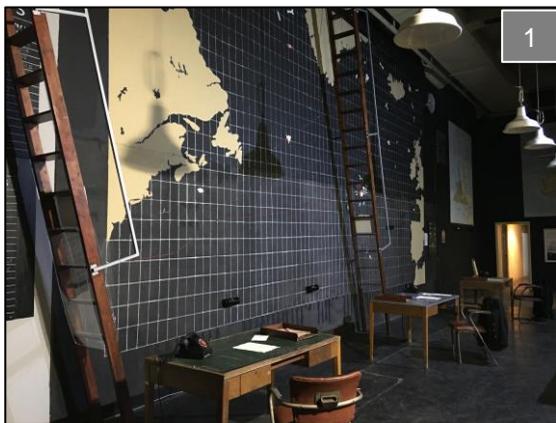
Owen taking a breather at the station with some happy passengers during his family party photo by Mike C.

The London and Birmingham Railway.

Over to next few editions of the news sheet Ian J. will be giving us an insight to the history behind the construction of the London to Birmingham railway.

Introduction

I had the good fortune and 'foresight' to visit Liverpool on 16th March just before Britain closed its doors to stop the spread of Covid 19. The reason for the trip was to visit the Western Approaches Establishment and to inspect a WWII U-boat on the dock in Birkenhead. The Western Approaches Institution was an amazing secret underground WWII bunker on Rumford Street in Liverpool. It had lain undiscovered since 1945. Admiral Max Horton was the Commander in Chief of Western Approaches; which played a pivotal role in the Battle of the Atlantic where in WWII merchant ship convoys were planned for crossing the Atlantic and



from where the antisubmarine vessels and aircraft were deployed. It was due to their diligence and cunning of Admiral Max Horton that we won the Battle of the Atlantic and hence, in a way won the War. A dramatic film was seen of Captain Johnny Walker who returned to Liverpool in his destroyer having demolished six U-boats in one foray into the Atlantic Ocean.

This room helped to win the War for Britain. **(photo 1)** When the War was over the centre was closed and forgotten about and has just been rediscovered. Unfortunately, a WAAF Patricia Lane fell off one of the 30 ft high ladders and was killed. Photo courtesy of Mrs A Leighton.

The return rail journey to London was fraught with problems due to the consequences of the virus. The next day Britain was in 'lock down'. Trains were completely deranged and so the first train caught was Crewe bound where it terminated. A series of trains were used; each time the train was pulled off at a station down the line to await another driver who did not appear. There were at least five trains in all to get to Euston! So, I became rather familiar with the geography of the Birmingham to London Railway.

Back at home in Wood Street a special point was made to admire the two J C Bourne prints that a pal had given to me years ago. They were of Kilsby Tunnel and the Camden Town depot.

The next day on Radio 4 Melvyn Bragg had as his subject on '*In Our Time*'... Yes, you have guessed it; the Stephenson's, George and Robert and of course their Railway from London to Birmingham. So, the die was cast, there was a silent obligation to write an account regarding the London to Birmingham Railway (LBR) for that excellent journal, *The NLSME News Sheet* as an alternative to a report on the General Meeting which could not take place due to Covid 19.

Dennis Smith from Birkbeck College who lectured groups in the London area, was the catalyst to the study of industrial archaeology and a stimulus to research for many of his students. He had given a talk to our society about the LBR some years ago so the old note books were dug out.

So, here goes!

This is an account of one of the greatest, most exciting and dangerous engineering projects in the World at that time eclipsing other great civil engineering projects such as the Great Wall of China and the Pyramids.

Until 1838 there were only two means of transport from Brum to London, canal and the Toll Roads. The Grand Junction Canal was excellent for taking coal to London which merely needed a constant supply with speed not a factor. However, the journey by stage coach took two and a half days of extreme discomfort especially in winter so, a five-hour journey by train was a distinct advantage if you had forgotten what you set out to do in the first place!

London to Birmingham Railway. – Chapter 1.

The route to Birmingham needed surveying and land purchasing. Sounds easy but many landowners held out for the highest price and some refused to sell at all. The landed gentry of Northampton refused and regretted it later. The line was to run from London Euston via Camden Town to Birmingham Curzon Street, a distance of 112 miles. The appropriate Act of Parliament was passed in 1833 and building our second Intercity Line commenced. The first being the Liverpool to Manchester Railway. Incidentally Curzon Street Station is now being prepared for HS2 as their Birmingham terminus. The round house has been rediscovered and the developers are wondering how to incorporate it into the new station

The project was gigantic and has been compared to task of building the Great Wall of China or the building of the Pyramids except that the railway took five years to build and the Pyramids took twenty-five! The line was to have opulent curves to allow high speeds with a ruling grade of 1:385 to allow those speeds to be maintained. It was the largest civil engineering project in the world at the time. At least sixty-five sub-contracts were awarded, so that work could proceed at many different points in order that the track would be completed in early 1837 simultaneously. But we all know about the 'best laid plans of beast or man'.

Euston to Boxmoor

The astute reader will have noticed that the run from Euston up to Camden is steeply graded and necessitated rope haulage from a powerful stationary winding engine housed in a building with tall chimneys to get to the top (over a curious set of points in the foreground **(Photo 2)**) The train then coupled to a locomotive for the journey north. This arrangement stopped in 1844 when locomotives got more powerful with better adhesion. The reason for the incline is to climb over the Regents Canal.



the Great Northern at Kings Cross faced the same problem and chose to head underground and tunnel under the Canal. The Midland got it just right by building their St Pancras station platform at such a height that trains were able to just run off over the canal with little grade and no suffering from asphyxiation in Copenhagen Tunnel. At Euston which used rope haulage. The station crew pushing the carriages for the first few yards. **(photo 3)**

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The climb to Camden was a barrier until the end of steam. Our old member Peter Keirnon (God bless his soul) wrote an item for the News Sheet years ago with the title The Britannia's the class that just slipped away. Apparently, that run up that gradient to Camden with a full train on a wet day was something to witness! My journey out of Euston recently with electric traction seemed effortless and the incline not perceptible

The run to Boxmoor was straight forward apart from the Watford Tunnel that is where a number of men were killed when a gravel slip occurred.

The following account was reported in the *Bucks Herald* on 25th July 1835

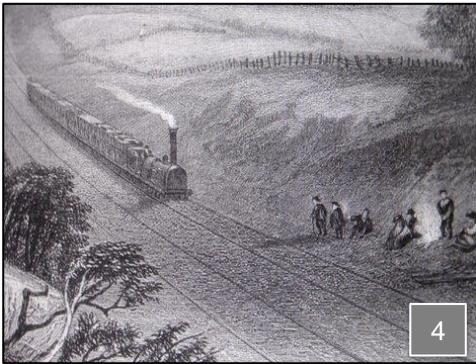
“The shaft in question, one of the four in this length of tunnel (1,700 yards), is termed a gin-shaft, and has been sunk about 90 feet below an elevated platform erected for the purpose of removing the earth. The shaft has been very lately sunk, and two nine-feet lengths of tunnel had been bricked, the third being, it is stated, just mined and ready for the bricklayers. The shaft was about to be bricked on Friday morning, between 5 and 6 o'clock, by a party consisting of five bricklayers and six labourers, who composed what is termed the night gang; and had the appalling event taken place a few hours afterwards, the morning gang

would have been at work, and the loss of human life must have been awful in the extreme In loosening a portion of the wood work previous to bricking the shaft, it is supposed the earth gave way and buried the unfortunate men, carrying the whole of the wood work with it The men must be buried upwards of 80 feet below the surface of the earth, and although 60 men are actively engaged in digging out the bodies, it is probable that six or seven days will elapse before they are extricated.”

A civil engineering project like the London to Birmingham Railway paid very well in order to attract skilled workers. My great grandfather lived in Deddington on the edge of the Cotswolds. He was very old when our family lived with him for a while during the War. The tale goes that he used to walk to work on the Great Western line which was some miles away. From what I read he was probably involved in the shortening of the GWR route to avoid Oxford. he earned enough to buy several properties in our Cotswold village. The GWR wished to have a faster transit to Birmingham and this was the way they did it. Both lines got the time down to just less than two hours and then gave up. At the end of steam the journey from Banbury was non-stop behind a King.

A further report appeared in the *Bucks Herald* during August 1835

“There were to be seen miners from Cornwall, drift-borers from Wales, pitmen from Staffordshire and Northumberland, engineers from Yorkshire and Lancashire, navvies — Englishmen, Scotchmen, and Irishmen — from everywhere, muck-shifters, pickmen, barrowmen, brakes-men, banksmen, drivers, gaffers, gangers, carpenters, bricklayers, labourers, and boys of all sorts, ages and sizes; some engaged upon the invert beneath the rails, some upon the drains below these, some upon the extension of the drifts,



some clearing away the falling earth, loading it upon the trucks, some working like bees in cells building up the tunnel sides, some upon the centre turning the great arches, some stretched upon their backs putting the key-bricks to the crown — all speaking in a hundred dialects, with dangers known and unknown impending on every side; with commands and countermands echoing about through air murky with the smoke and flame of burning tar-barrels, cressets, and torches. Such was the interior of Watford tunnel.”

(photo 4) - Harrow cutting with work gang resting

Construction of this section of the line to Birmingham started in 1833 was opened in July 1837. HS2 is likely to take a little longer!

Incidentally Ian Petticrew of the Tring Historical society welcomes items taken from his account but wishes to be appreciated for all his hard work in research. He approves and allows the use of visual material in this rendition.

Next month Ian will describe construction of the line between Boxmoor and Denbigh Hall (Milton Keynes).

Grounds Maintenance

By Nigel G.

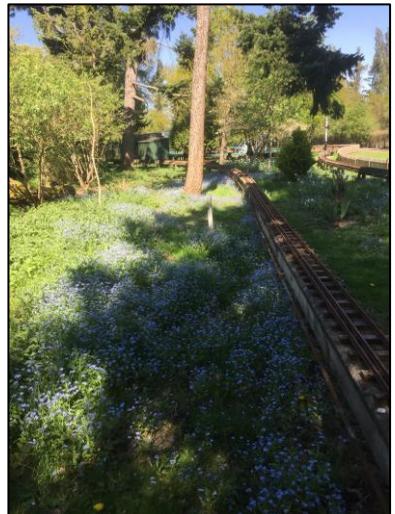


As mentioned by our chairman there has been a rota established to undertake security inspections at Colney Heath whilst we are in lockdown. It was my turn on Monday 21st April. So, I visited the site with my dear wife to check all was well and do a little basic maintenance.

I was surprised to find that the grass wasn't really long considering the amount of rain we have had followed by sunshine. Doubtless the grass will grow!

I took the opportunity to water the trees in the new land, Helen also watered the flowers etc around the station area. I'm pretty sure that the tree we planted on the left after the GLR tunnel hasn't survived the recent drought we've had. I've left the hosepipe lying loose to water again the next time I visit, unless we have some substantial rain between now and then.

The G1 track netting had blown off in a few places so I replaced this. The rabbits have also taken advantage of our absence so I blocked a few holes under the fence whilst checking the perimeter. I'm sure that they have set up a serious warren under the containers judging by the very large hole in front of number 3 container and obvious signs of soil excavation from under number 1. When we arrived, I also saw a rabbit running along the wall behind the signal hut and then I think it dived under the carriage. Our battle with them will recommence when we get back on site! This picture was taken to provide some reassurance that despite our absence it's looking really good.



A tribute to John Secchi

It was a very dark day on the 2nd of April 2020 when NLSME and the Slot Car Section lost long time member John Secchi to that dreadful Coronavirus. He was 64, taken far too early and leaves behind his wife Carol and two sons Richard and Robert. Our thoughts go to them after going through with this terrible ordeal.

John joined the society when the HQ was at Church Farm, and then helped with the new track at Summers Lane. Since that time, he helped build a new track,



and more recently helped in installing new power supplies and computerised race control system. He was also a long-time member of the London Scalextric club in Wood Green, and he will be sorely missed by them. For work, he was a skilled engineer and this was reflected in all his slot cars, which were always very neat, and well presented. He was also very skilled at Radio control car racing, again cars were always very well presented. He also had the time and patience to help others if they had problems or just needed guidance.

John was persuaded to come to the Le Mans 24-hour race in 1989 in the clubs annual outing there, and these were always enjoyable and memorable. They were very eventful, and I could probably write a whole book on our adventures. He last came with us in 2015, where we experienced an awful camping experience in a very noisy campsite, and a tent which defied our efforts to successfully erect.

But his main love was slot cars, and raced successfully at a national level. In 1998, we formed a team named Walmington-on-Sea to race in the European Endurance Championship, which included a 24-hour race in Belgium, 18-hour race in Newcastle, and other rounds in France. We won some rounds, racing up to 2004 when we finally clinched the Championship at the last round. Although he was very competitive at top level racing, he also loved the old slot cars, usually kits that were produced in the 1960's. He helped to formulate rules for a retro 1/24th scale, and this has evolved into a very popular and successful series. As part of this renaissance, he also helped to produce rules to recreate a racing class for cars which were very popular in the late 60's, early 70's at Tottenham Model Raceways, a mecca for any slot car enthusiast. It drew a huge number of entries for open meetings from here and in Europe.

John was also a prolific poster on slot car forums, always willing to help others, and used as a showcase to show his excellent craftsmanship. When the news of his passing was posted on forums and social media, there was a huge response from friends and admirers from around the globe. He was a very popular figure.

His passing will leave a huge chasm in our club, and not only have we lost an important member, I have lost a very great friend, and I along with many others, will miss him enormously.

Bob Hallums

Dates for your Diary

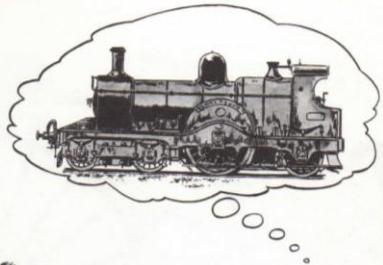
The current government restrictions resulting from the COV-19 virus has resulted in all NLSME organised events being cancelled
Please refer to page 3 of this News Sheet

MAY		2020
<i>Tue 19th May</i>		<i>Deadline for copy to Editor for June News Sheet</i>

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.

And Finally

From booklet "Of the rails" by Patrick Wright



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