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This Month...

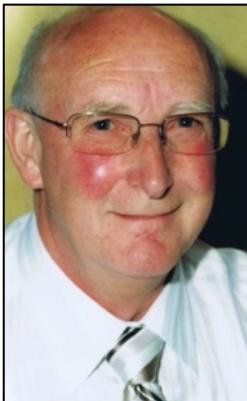


The News Sheet

Chairman's Chatter, Treasurer's Report, Forthcoming General Meetings, The October General Meeting, Warning of Fake Boiler Certificates, The SM45 Garden Railway, Marine News, My First Sailing Boat, Mr Grumpy, Diary Dates, Club Contacts.



Chairman's Chatter



At last we have come to the end of a very busy season of Sunday afternoons when we open for the public to enjoy our facilities. The last two open days have not been too busy and with a more relaxed air about them.

On behalf of Council I would like to take the opportunity to say a great big thank you to everybody that has been involved in these public running days. This includes all the stewards that turned up for their duties, the owners and drivers of the locomotives in use on those days, the catering staff, maintenance teams that keep the tracks and rolling stock in a safe condition for all to enjoy and everybody else who helped that I may have not included above.

It is fully understood that amongst our membership there are some members who are not entirely in favour of the Society opening our facility for the public to come and enjoy. These reservations are fully understood but as I personally see the situation, it gives the members a chance to show off their 'Pride and Joy' and hopefully instil some enthusiasm in the visitors that this may be a hobby for them to pick up and enjoy. We are all aware that we have an urgent need to try and encourage some younger, but hopefully mature, members to our Society. A further advantage of these open days is that the donations for tickets to ride do go a long way to funding the many past, present and future projects that the Society undertakes.

However, I do wonder if we should just think about the prospect of getting to a point where the Tyttenhanger site could be classed as 'FINISHED' and take the time for all to enjoy what we have and get back to Model Engineering and RELAX. You never know, if we get to a state where we no longer have to consider funding of projects we may be able to achieve a point where we don't have to ask for donations to ride; the problem then could be that if word gets out that it is a free event we may get over-run. Something we could think about in the future though?

Over many years at Tyttenhanger, so much has been done by the dedicated few that we now have an amazing facility that needs to be enjoyed instead of being toiled over. True; there will be a fair amount of maintenance and upkeep to be considered but it would be so nice to just RELAX.

Before you all shoot me down in flames these are just some personal thoughts about the way ahead and my thoughts for the future. Any comments would be most welcome.

Robin.

Treasurer's Report

As I write this report just after the last public open Sunday at Colney Heath, I feel we can all feel very pleased with ourselves. It went off very pleasantly without the terrific crowds that occurred a few weeks earlier. The whole season has gone well apart from a few shortcomings in the number of Stewards who turned up to do their stint. They know who they are...

On the whole it is only one afternoon for just over three hours and can be a very pleasant occasion meeting fellow members who you don't see at other times. Thank you to all those who gave of their time either Stewarding or running their locos.

The Society appreciates your efforts and we will ensure that the money raised will be put to good use improving our marvellous facilities for the future.



At the last Council Meeting we were very pleased to accept four new members into the Society.

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Welcome to you all, relevant details about these new members are included in the new Society Name & Address list which is enclosed with this News Sheet. To all existing members please dispose of your previous N & A lists in a secure manner. Let me know if you spot any errors, no prizes.

Our illustrious Editor asked me for photos from my recent week in the West Country. Fortunately for you, I only took two, one of them being of the gravestone in St. Enodoc churchyard, near Rock, of well known railway enthusiast and Poet Laureate, Sir John Betjeman. Otherwise I was busy for some of the time in my little workshop (shed) down there dismantling the Club Loco 'Butch' to extract the boiler from the frames. Never having touched Butch in such detail before, it only took me five and a half hours to achieve; mind you getting the super-heaters out took a long time amidst a fair bit of strong language. The boiler was safely delivered to Steam Technology at the Midland ME show, so that a new boiler can be made with all the bushes etc. in the correct places.



We start Winter work parties on Sunday mornings at Colney Heath on the 6th November, starting from 09.00 onwards. They are a perfect way of keeping fit, discussing current workshop problems, offering advice to those already working on a job or project or actually lending a hand with something. Mr Grumpy has a long list of jobs, big and small to choose from, so be there and lend a hand.

Mike.

Photo on front cover. Graham with his new 7.25" gauge passenger carriage (which he built). 2nd October 2016.



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 4th November. Our own Geoff B. will inspire us with tales of daring do in a talk entitled “**The Metropolitan Railway northern extremes Brill and Verney Junction**”. You will remember the short fascinating talk that Geoff gave recently sketching the Brill Tramway; well this is to be an interesting expansion of that talk and will be a ‘must’ for all members from all section to visit HQ for an informative evening.

Friday 2nd December. Club Christmas Gathering.
THE Christmas party for all sections. Please come along and have an evening of Christmas fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings.

The October General Meeting.

David Render Warecrete.

A select group of members and non-members were welcomed to the Headquarters to sit at the feet of David Render. He was to talk about his life in Civvy Street after the 'last' World War.

Ian made a personal welcome to David who had spoken to the club about his exploits in motor racing and on the beaches at D-Day plus two. In fact at our request he brought with him the Legion of Honour that he had been awarded for his prowess in charge of five Sherman Tanks.



David's Legion d'honneur medal with others won in WWII

From setting sail with his tanks from Newhaven to getting chased out of the Russian Sector at the conclusion of that conflict. He modestly told the assembled company that he really had been awarded the medal as a representative of the very brave men driving his tanks.

David said the reason for giving the talks was to raise money to give to the widows of the men of the Sherwood Rangers Tank Regiment. Many of the men got married just before leaving for France and never returned.

When David returned to Civvy Street he had to think about getting a job. His father offered him work but David soon found that that would not work so he struck out alone. He found a concrete fabricating firm in Ware with a branch in East London. He borrowed money to buy the almost bankrupt firm and quickly disposed of the branch in East London. He had a fleet of pre-war lorries and vans and set about selling precast fence posts. He was not doing very well until he was asked to visit one of his competitors in East London on a Saturday night. There, he in a smoke filled room, was invited to play a game of cards ('up the Creek') and during that game he was told to visit a large development firm in Bedford where he was expected and given by an arrangement by his competitor, a contract for forty loads of pre-cast units.

And the rest is history, before long he was shipping pre-cast units all over the country from coal bunkers to precast slabs for the roof of the Festival Hall. David said time and time again that his competitors were not his enemies but his friends. And so they seemed to be from a photograph he showed of a black tie dinner with about one hundred of his 'competitors' dining in the Seymour Hall.

A new fleet of trucks was soon travelling the highways and byways of Britain delivering Warecrete's products. The plant was enlarged and giant hoppers installed as well as a rapid curing plant. When supplies of sand and gravel became difficult David researched and bought a farm, which was situated on a deposit of sand and gravel. This was quarried and the products used in the plant. School trips were arranged so that children could see the beaches of sand and stone that existed millions of years ago.

Ready mixed concrete was his next project. The big boys as competitors who did not mind because his venture complimented the large contractors who operated 'owner driver lorries', Davids were totally owned by him and so were available when the firm needed them. Slip concreting need continuously poured concrete night and day and that was something he was able to do. The audience saw snaps of a large grain store that was built with two weeks of continuous pouring of cement with shuttering being moved up continuously. He said that he never had any disputes of any kind and that his men were loyal and happy and his friends.

The amazing thing is that David did not seem to miss a trick. The land where the gravel had been extracted was restored and sown with grass seed, which grew into a fine crop of hay and then the grass mown again and sold as rolls of grass. He had a bunch of six hundred pigs and sold many pigs to go to the market and of course the manure was spread to produce even better grass for selling!

Eventually he had to sell out as age was a barrier; although at 93 it does not seem to be a barrier to him giving talks to aid the widows of the men of the Sherwood Rangers.

A great round of applause rounded off the evening for a spirited talk with slides controlled by Vic.



The interested group talking to David about his exploits with Warecrete.

The happy group then wound its way home full of admiration concerning the exploits of a fine businessman.

Ian.

Derek Eldridge.

On September the 24th the family and friends of the late Derek Eldridge attended an afternoon of remembrance at Colney Heath.

The last engine that Derek finished making, and only managed to test run on one occasion, was the centre piece of the afternoon. Most loco models tend to have a few faults and final tweaks to be seen to, and this loco was not an exception. Unfortunately Derek ran out of time to finalise these problems on the 5" B1 Locomotive which was a credit to his workmanship, but still required some TLC and his friends at NLSME decided, with the wishes of his close family, that we would put these right. So this Memorial day was planned and went without a hitch, the engine ran like a dream and his son Steve who after only a short driving lesson drove the engine without loss of fire or water. We trust that all the passengers who rode behind the engine appreciated the skill of Derek's model engineering and Steve's driving. The winter working party will miss his participation on the cold days this year on Sunday mornings and we will look back on a great buddy who is no longer with us.

Derek's friends.

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Warning of Fake Boiler Test Certificates in Circulation.

01-Oct-2016

It has come to the attention of the Southern Federation that there are a number of fake boiler test certificates currently in circulation.

Please advise your boiler inspectors and members who may be considering the purchase of a boiler, or who have recently purchased a boiler, to carefully check the 'C' number in the top right corner of the certificate. This must be a pre-printed number for the certificate to be a valid original.

Where hand written numbers are present, the certificate must be considered to be fake.

Mr. Peter Squire

Southern Federation of Model Engineering Societies.

The SM45 Garden Railway

People may have noticed a bit of activity on the original garden railway so thought I might let you know what is happening and what future plans there are.

Its origins were for running gauge 1 scale, but with their move to the new garden railway it has left the old layout ripe for redevelopment. We're now running mainly narrow gauge outline stock, 16mm to the foot scale on 45mm gauge track, SM45 for short, although we also see G scale and American stock running, which may differ slightly in scale but not enough to worry about!

There was also an extension loop, an 0 gauge (32mm gauge) circle of track, which hadn't been used in years and parts of it were in a very sorry state indeed, so Dr. Beeching paid a visit and the track was lifted, however like other lines he closed a new one has risen, Phoenix like!





The re-instated loop

After replacing some rotten timbers and spraying preservative over the entire loop we have now extended the outer running line via the new loop to give a much longer run and also provides a passing loop. Other work has been to amend the track work so we now have a passing loop on the middle running line which increases the amount of trains we can run. Also countless fishplates replaced, track relayed to sort out poor running issues and I'm certain this will be a never ending job!

Photo on left - Messrs.' West, Riches and Davy laying the new loop, don't think everybody's helping!

All points are having proper levers fitted (see photo on next page) to replace the bit of bent wire wrapped round nails they have at the moment this will end some very poor running through point work. The next phase will be to construct some appropriate buildings in the proper scale and create scenery effects to hopefully create an attractive layout showing off to their best advantage some wonderful



One of the new point levers.

locos and rolling stock that are owned by some members. Photo below - Roundhouse lady Anne ready to set off. Please come and have a look at what we've been doing, be good to see you!

John D.



Marine News

Greetings to you all.

Season is now over and the bunting put away for this year. The water is looking in good condition ready for this autumn's leaf drops to infect it. Apart from the leaves it is still a good time of year if wrapped up well as at least we get a bit of wind for the sails.

Thanks again to all concerned who over the last year have netted the debris and kept the water clear.



I have set the dates for next years Toy Boat Regattas at the second Sundays in May, July and Sept. if you have your calendars handy they are

14th May

9th July

10th Sept

The dates were arranged to avoid clashing with St. Albans events as we unfortunately did this September.

I have been asked by Ian J if we required a Friday night meeting at HQ for Marine matters. I made it clear at the start that I could only act as custodian for the Lake and could not attend or deal with any other bits off site. However if any of you readers want to be the organiser and host for other Marine functions please let me know and I will pass your details on.

In the meantime I will still be on-site with the working parties Thursday and Sundays helping where I can with any of the sections at Colney Heath. But probably won't have any more to write about until next Spring, so have a great winter season and look forward to meeting you on the water with whatever you built whilst stuck indoors.

George.

Marine Section Leader.

My First Sailing Boat by Derek P.



This was my first sailing boat that I made on the kitchen table around the 1970s. It was the first plan advertised in the MAP plans hand book. It was an appealing design with a broad beam and pleasing lines, and being equipped with a small

1.5 volt miniature motor for when it was a calm day across the pond. A model to amuse my children when on holiday. There were no radio control sets in those days which I could afford.

The summer holidays were usually taken up on the East or the South coasts where most of the popular resorts all had very nice boating ponds, and they always have a reliable breeze blowing, so the motor never got much use.

The construction was sheet marine ply on ply formers glued on with Cascamite marine glue, which I believe is a by-product of milk called casein, to hold the ply panels in contact with the formers which took 24 hours to cure. I used ordinary dress makers pins carefully driven into the formers and the small holes they made after careful removal were then filled with talcum powder mixed with the same glue to make a paste filler. The hull is hard chine and the sails are made from polyester and were cut out to shape with a small electric soldering iron with the tip sharpened to a knife blade edge, this seals the edges and no sewing or hemming is required. Mast, bowsprit, and boom are made from dowelling from a "handy store" (doesn't exist anymore). The paint finish is Humbrol enamel in black gloss for the hull and above water line in yellow gloss, the sails also in yellow. The rudder was of the hand held tiller type and two Bowsie lines were fitted adjusting the tiller to suit the direction required.

In later years a single channel 27 MHz radio was fitted and the Bowsie lines were abandoned and a fine diameter cable now operates the rudder.

At the time I was making this boat I was working at a large American computer peripheral component company in Hemel Hempstead, which had service companies in Europe. These companies would send their engineers for courses on the new equipment that was being made at the plant. One day I happened to say that I was making a model yacht at the lunch table in the canteen and an engineer who was from Holland overheard my conversation and asked me the details, and seemed very interested with the idea that I had chosen a Dutch type design. The next day I showed him the plans and he asked me if I would like to use his registration of his full size boat, which he owned back in Holland. This I did and the many times over the years when sailing this boat, particularly up on the East coast, I've been asked by pond sailing people about the registration and where it came from, and a lot of interesting conversations have been had.

This is my last sailing boat writing for the News Sheet but I'll think about the power boat building etc. later on.

Derek P.

Mr. Grumpy.

Mr. Grumpy 'Rides Again' into another season of 'Winter Working Parties'. Oh, how I wish that they were parties! With a true 'Party Spirit' I feel sure that we could get a lot more done. Don't get me wrong; the work achieved in the past by the very willing band of volunteers has more than exceeded the expectations of all involved at Tyttenhanger over the past years.

So here is my initial list of tasks that I believe need to be accomplished over this winter. This is not the final list, just my initial proposal. I am sure that some section leaders and possibly many of our 'Party Members' would like to add or remove some items from this initial list. Please feel free to contact me; as soon as possible; with all your recommendations.

TYTTENHANGER SITE GENERALLY.

- Supply & fit guttering to container roof.
- Main station area - clean and treat all fencing. Replace as necessary. Contrasting colours?
- Repair hand-wash water heater in workshop and resolve drainage issues as necessary.
- Install new worktop to kitchen area in B.Z. coach.
- Replace hot water urn or install instant water boiler a previously discussed.
- Finnish repairs to garage roof.
- Repair and repaint main station roof, including replacement of rotten timbers.
- Inspect and replace all rotten manhole covers as required.
- Complete works to kitchen drain and soak-away behind B.Z. coach.
- Review and repair/repaint, or replace, all public and trackside signs across the site.
- Repair as required all picnic benches on site.
- Check and replace as required all fire buckets on site, is there a rust-free alternative?
- Many paving slabs found to be slippery when wet, jet wash to remove algae.
- Re-set loose paving slabs.
- Check all water hoses around site for leaks or perished hose.
- Water hoses around site to be laid or hung in figure 8 to stop kinking when pulled out.

- Lighting on and around main station to be re-lamped and repaired as required.
- Lighting around steaming bays and loading areas to be checked and upgraded.
- All gates around site to be oiled and adjusted as required.
- Build a suitable shelter to keep the weather off the dumper and the digger. [Possibly use redundant panels from old workshop.]
- Thresholds to be built for doors between containers.
- At the main gate the roadway needs levelling to remove humps.
- Modify the 'small door' on container #7 so that it opens easily.
- Traverser in container #7 needs a stop on the rail end.
- Continue filling potholes in access road.

RAISED TRACK

- Sleeper checking and replacement, gauge checking
- Track and levelling greasing of fishplates.
- Tunnel portals are cracked and need re-pointing or re-building.
- Fit brackets adjacent to signal posts for signal flags when signals fail.
- Tree stump adjacent to pillar #113 needs cutting back to give more clearance.
- Bricks around flower bed at Dingley Dell need relaying.
- Lighting in R. T. tunnel to be installed. [Consider l.e.d. strip lights?]
- Power and lighting to be installed to tunnel shed. [Consider l.e.d. flood lights?]
- Carriage shed guttering needs cleaning out.
- Provide a more accessible signal store at end of new workshop, when built.
- Clear out tracks for traverser wheels and lubricate.
- Supply and fit 'Wig-Wag' at tunnel exit to warn members accessing the tunnel shed.
- Source a replacement carriage lift hydraulic ram to store as a spare.
- More links and pins for riding cars required, again!
- A method needs to be found to be able to fit a shroud between our riding cars and any members own driving truck.

GROUND LEVEL RAILWAY.

- Fit rails in containers and spaces. Include bridging link[s] to traverser.
- Install lighting and power points in spaces between containers.
- Make and fit locator to turntable.
- Paint arrows on direction levers at points, grease blade mechanism to points.
- Finish installing services to steaming bay, air, electric, water, etc.

- Rebuild the level crossing access to the toilets.
- Fit anti-slip material to treads of steps on access toilet bridge.
- Modify toilet end of bridge hand rail to prevent obstruction.
- Fit new name signs to both stations.
- Modify shut-off valves to water towers at Orchard Junction Station.
- Repair or remove water point at Henley Halt.
- Re-site signal 'PL1' to give more clearance.
- Lighting in G.L.R. tunnel to be installed. [Consider l.e.d. strip lights?]
- 'P' line re-sleepering to be completed.
- Continue with re-sleepering to the main gate.
- Continue with re-sleepering from the main gate to Smallford and the carriage shed.
- Rework track to 'Road #4' of the carriage shed, gauge widening required?
- Provide supports for signal cables from Henley Halt to Smallford.
- Protect all fragile signal cables at track connections.
- Girder bridge to be painted.
- Dingley Dell siding to be built.
- Fit anti-trip ramps over point mechanisms.
- Upgrade power and lighting to G.L.R. carriage store.
- Segregate coal fired and petrol fuelled equipment when stored in containers or spaces.
- Paint the underside of the roof of the GLR steaming bay canopy.
- Repaint signal box area around the steps.

GARDEN RAILWAYS

- Clear up behind bothy.
- Store paving slabs.

BOATING AREA.

- Jet wash paving slabs around lake.

An awful lot to think about and certainly won't all be completed in one season, but we can all do our best. Once the urgent tasks have been prioritised then materials can be sourced and volunteers sought. Don't be shy.

Mr. Grumpy.
Tythenhanger Site Manager.
[A.K.A. Robin]

Dates for your Diary

NOVEMBER	2016
Tues 1st Nov	Council Meeting. 8pm at HQ.
Fri 4th Nov	General Meeting at HQ. Geoff B. 'The Metropolitan Railway northern extremes Brill and Verney Junction'
Sun 6th Nov	Working party at CH, 9am – 12:30
Tues 8th Nov	TSC Meeting at St Mark's Church Centre. 8pm
Sun 13th Nov	Working party at CH, 9am – 12:30
<i>Fri 18th Nov</i>	<i>Deadline for copy to Editor for December News Sheet</i>
Sun 20th Nov	Working party at CH, 9am – 12:30
Fri 25th Nov	Workshop meeting at HQ, 8pm with Mike H.
Sun 27th Nov	Working party at CH, 9am – 12:30
DECEMBER	2016
Fri 2nd Dec	Christmas party at HQ, 8pm, for all sections
Sun 4th Dec	Working party at CH, 9am – 12:30
Tues 6th Dec	Council Meeting. 8pm at HQ.
Sat 10th Dec	Slot car event all day at HQ.
Sun 11th Dec	Working party at CH, 9am – 12:30
Tues 13th Dec	TSC Meeting at St Mark's Church Centre. 8pm
	<i>There is no January News Sheet.</i>
Sun 18th Dec	Working party at CH, 9am – 12:30
Sun 26th Dec	Working party at CH, 9am – 12:30
JANUARY	2017
<i>Fri 20th Jan</i>	<i>Deadline for copy to Editor for February News Sheet</i>

NB. Please notify Alan M. (Secretary) of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.