

Issue No: 754      March 2014

Want to see this  
in full colour?  
Then visit  
[www.nlsme.co.uk](http://www.nlsme.co.uk)



# The News Sheet

*This Month...*

TSC Notice (page 4)  
Colne Valley Railway Invitation (page 13)  
Call for Council Nomination 2014 NLSME AGM (page 14)  
NLSME Polo Shirts and Sweet Shirts (page 15)



*Plus...*

Chairman's Report (page 2), Treasurer's Report (page 3)  
General Meeting Update (page 5), Feb General Meeting (pg 6),  
Loco Section Meetings (page 9),  
Feb Loco Section Meeting (page 10), GLR News (page 12),  
Dates for Your Diary (page 15),  
Officers, Council Members and Section Leaders (page 16)

[www.nlsme.co.uk](http://www.nlsme.co.uk)

## CHAIRMAN'S REPORT

This month's report must start with the fact that we all know the weather has been decidedly inclement. I do not remember it ever having rained so much. This has rather curtailed my visits to Tyttenhanger, not a lot of fun trying to run loco's whilst a steady stream of cold water is running down the back of one's neck!

On my trip down last week I did have a walk around the site. Work on the GL tunnel seems to be progressing well. I also noticed that two large tree's had come down across the border fence in the far corner. Considering all the very bad winds of the previous week we seem to have got away with it fairly easily. Our site being on an aquifer does in fact mean we do have rather good drainage. When down last Wednesday soil underfoot was starting to dry out well, and that after just a dry days sun.

I see the bad weather did not put off the cable laying work down between the containers and the coach. When it is all filled in and properly made good no one will see where the new trench has been put through.

I have had some encouraging feedback from my comments about the club council's discussions on the desirability and the need for a proper engineering workshop facility on site. Using the old workshop in its current location would appear to be the most popular way forward. This is a facility that our society, as one of the South's premier model engineering societies, is sadly missing. I would welcome any further feedback on this subject and who would like to be involved in progressing it forward.

The Jubilee celebrations will now take place on the revised weekend of the 26/27<sup>th</sup> July. As previously stated this will consist of invited clubs and individuals. The Gauge 1 lads will probably hold an official G-T-G on the proceeding Wednesday. Catering will be laid on for both days at the weekend.

We are still looking for someone to take on the running of the birthday parties at Colney Heath. Again a volunteer, or two, would be most welcome, as this is a rewarding job.

Of real note from the last council meeting was the discussion of the interim H & E report that we have received from Mike Crisp and Nigel Griffiths. Mike lead us through fairly quickly at this stage. We will be having far greater in-depth discussions on it in the next few weeks. When it is finalised it will be passed on to all members.

Until next month, happy modelling

*David Metcalf*

Front cover: The first train round the completed Ground Level Railway (GLR) Photo: Robin Thorn
---

## TREASURER'S REPORT

The February Council meeting approved the membership applications from three new members.

Mr Simon Humphries. Interested in Locomotives, particularly 2 1/2" gauge.

Mr Mathew Davies. Interested in Locomotives and Stationary Steam & Traction Engines.

Mr John Durling. Interested in Locomotives and Stationary Steam and Traction Engines.

It was decided that in future to enable us to cover our Track Stewarding duties at Colney Heath we would have to request all able bodied members, if called upon, to be available to do two turns of duty each year. As part of the yellow renewal form to be sent out with the April News Sheet all members will be asked to indicate if they would like to do one or both of those turns on a Saturday, stewarding Birthday Parties, instead of on Sundays.

However, events for the present have overtaken this decision about Saturday stewards because until such time as we can find a member who is willing to volunteer to act as Birthday Party Co-ordinator, the Tyttenhanger Site Committee has decided to suspend the operation of Birthday Parties for the public. Hopefully, somebody will volunteer before too long as the loss of income these enjoyable afternoons generate will have a severe impact on Tyttenhanger revenue streams.

This brings us onto another subject debated at length at Council. Namely the subscription rate for the forthcoming year. As I mentioned in last month's News Sheet we have not had an increase in subscription rate for three years, but inflation has eroded it so much that to remain stationary we would need to increase subscriptions this year. After much discussion the majority decided to recommend to members at the March General Meeting that they approve an increase of the Full rate and the Senior rate with no change to the Country or Junior rates. Payment of subscriptions will still be available either Annually; Monthly or Quarterly. Full details will be included on the Yellow Renewal form to be sent out in April.

I would like to thank those members who have made additional donations to the Digger Engine Fund, Much appreciated.

Finally a fairly new member to the Society, of more senior years, has on reading of our desire to create a workshop at Colney Heath very kindly offered us his workshop. We appreciate this extremely generous offer and all we need to do now is to dismantle the existing Steaming Bay workshop building and re-erect it in it's new location and fit it out to a standard to do justice to such a fine offer.....

*Mike Foreman*

## TSC Notices

1. With the new season approaching and the opening of the Ground Level railway for members to run on and public running, members are reminded that no loco or stock are allowed to run without a wheel profile and back to back check having been carried out. The reason for the check is to try and prevent track and point work damage that might otherwise occur with incorrectly installed wheels. Checks can be done and recorded by D Perham and/or Ron Price who are equipped with the appropriate gauges for both 5" and 7¼".

2. Members are reminded that if using their own passenger carrying cars on the Ground Level Railway for public running days they must be equipped with vacuum brakes on all wheels plus a facility for emergency application of brakes by a guard sitting at the rear.

3. At present there are no volunteers to undertake the management of private birthday parties that can be held at the Tyttenhanger site. A person is urgently required to volunteer to undertake the management/organising of stewards and drivers with loco's. Administration dealing with individuals wishing to book a party will be undertaken by the TSC secretary if a volunteer will come forward to perform the tasks mentioned.

Until a volunteer is forthcoming no birthday party bookings will be undertaken.

Members who wish to run their own birthday party or private function may do so providing they undertake the required supply of stewards and drivers/loco's.

Alan Marshal  
TSC Secretary

### For Sale

#### Books

- 6203 Princess Margaret Rose. (First Production Stanier Pacific) by Brell Ewart & Brian Radford. (mint)
- The train now departing. BBC TV series. Photos by Ivo Peters. Last Days of Steam (mint)
- The Railway Paintings of Malcolm Root by Mac Hawkins. (mint)

#### Camera

- Fuji Finepix HS10 Camera. Optical zoom, 24mm - 720mm (30x), battery charger (4 AA batteries), manual, 16GB SDHC memory card. Reason for sale. Replaced with a later Fuji. This being the 4th Fuji. A4 prints no problem.

Contact the webmaster

## Forthcoming General Meetings 2014

Unless otherwise indicated General Meetings are held at 8-10pm at our Legion Way Headquarters in North Finchley. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support our speakers. Please remember that many of the meetings depend on the Club to provide the catalyst for a stupendous evening. For information email the webmaster

### 7th March 2014 Work in Progress

Please bring along your latest model, an engineering tool or a problem. They will all be catalysts for discussion and lots of different solutions to the same problem! Please come along to be entertained or to inform and entertain.

**Friday April 4<sup>th</sup>** The Marine Section entertains. Our own Peter Stern with anchor man David Lawrence will enthral one and all with an illustrated talk about the history of the boating pond, the toy boat regattas building both sailing boats and power craft. By the end of the evening we will all be joining the Marine Section.

**Friday May 2<sup>nd</sup>** The Annual General Meeting. This is a most important meeting where we summarize what great progress the Club has achieved in the past year. Where we plan for the future of the Club and where we elect members to take up various offices to run the Society for the forthcoming year.

**Friday June 6<sup>th</sup>** First Aid at Colney Heath and the World. Now that the evenings are getting longer, this is an opportunity to have a much needed talk about First Aid, including the new AED machine. All members and interested parties are very welcome. Members from the HQ that don't often venture into the countryside will have an interesting and useful time listening to information and advice on First Aid relevant to our hobby. (They will also have the opportunity to inspect the site) Verity Maclachlan will lead us through the mysteries of resuscitation. Remember the compelling talk and demonstration Verity gave at Headquarters last year?

**Friday July 4<sup>th</sup>** Visit to St Albans signal box. A treat for those who have been before and even more for those who are to be initiated. Route and timing from our own Jim Mac Donald.

## February General Meeting

### The Mosquito

### By OMAH MkII

Your scribe set off to the Headquarters in the rain on a cold drench evening, wondering just how many kindred souls would follow suit. Much to his surprise the car park was almost full and he found the hall bulging to the seams. They must have known that they were in for a treat. Many members had fought through floods and roads congested with accidents to gain access to the hall.

Vice chairman Ian Johnston welcomed the eager throng. He introduced the speaker for the evening; Alistair Hodgson who had just managed to get to Barnet from Terminal 2, which he was rebuilding, with a few others no doubt.

The preliminaries were soon dispensed with. The fetes and fairs group had had quite understandably a rather quiet time. It was reported that there was no vehicular access to the Colney Heath site due to flooding but in spite of that they had managed to complete the circuit of the Ground Level track. The event had been reported on 'you tube'.

The register was signed, a fire warden appointed, the raffle prizes described, tickets sold and with Tony Dunbar announcing the subject of the next locomotive section gathering, the meeting commenced.

Alistair went briefly into the history of Salisbury Hall. Many famous folk had lived there. Asgar the Staller lived at the Hall a long long time ago. He wasn't the chap who, *'thought that he was hesitant then was not so sure'* but Staller described his occupation. Nell Gwynne with her two large oranges lived nearby as did Warwick the King Maker.

It was of great interest to the Club, to find that the Hall had been the residence of Sir Nigel Gresley. It was at the Hall that he designed the fastest steam locomotive in the world; the A4. Sir Nigel was associated with the GNR and LNER from 1911 to 1941. A little known fact was that he chose Salisbury Hall because of its moat so that his ornithological hobby could be pursued. Hence the naming of some A4s after rather fast birds, such as *Bittern, Falcon, Merlin* and *Seagull* although strangely *Mallard* does not seem to be very fast but it was that very locomotive that held the world speed record!

The penultimate resident of the Hall was Sir Geoffrey de Havilland and it was at the Hall that he designed the DH98 Mosquito fighter bomber; he not only designed but built and actually flew a couple off from the Hall, after a farmer had obligingly removed a few hedges.



Geoffrey de Havilland at Perth, Western Australia, after winning the fastest overall time prize in the 1929 Centenary Air Race.



It was the *Comet Racer* (pictured left) that started it all off. Their goal was to win the England to Australia race set up by the Daily Mail and to win a prize of ten grand. De Havilland devised a system of wooden construction resulting in a strong but extremely light plane so that it could carry oodles of fuel and have great endurance.

Needless to say *Comet* won the race and that set his firm on the road to success. The sheets of balsa were sandwiched between thin sheets of beech ply wood stuck together with casein glue, which was apparently derived from cow's milk and Sarson's vinegar. As the reader can imagine, this resulted in a very light, tasty but strong aircraft using home grown resources except for balsa wood. There seemed to be plenty of balsa round Lake Titicaca.

The development of DH 98 was carried out in secret at Salisbury Hall in hangers disguised as cow sheds. Eric Bishop and de Havilland designed and built their *Wooden Wonder* or *Mossie* as the cognoscenti called it from 1939 onwards. What a wonderful plane they designed. The hull was easy to build rather like an *Airfix* kit where the two halves were just glued together, they fitted

two Merlin engines and used the knowledge they had gained from the streamlining of their airliner *Albatross* and *Comet Racer*. Hey presto, the two had a plane that was thirty miles an hour faster than the Spitfire, cheap to build, very versatile and could carry a pay load of 4,000lb.

Amazingly, only four bolts held the two very powerful supercharged Merlin engines to the fuselage. One wag remarking that, with the pilot's injudicious control of the joy stick the engines could well take off without the aircraft!

So successful was the plane that it became rather like the Ford Mondeo of the skies. Over 4,000 *Mossies* were built they were used for reconnaissance and as bombers and fighters. They were so fast that they could make two journeys to Germany at night and so carry a greater daily pay load than the slow ten man Lancaster. The *Mosquito* was developed as a fighter bomber and even a cargo and passenger plane. BOAC used them to carry strategic cargoes from neutral countries and probably spies from foreign fields as well as being an indispensable pathfinder. The *Sea Mosquito* was one of Alistair's favourite adaptations of the air frame.

**Back to the Salisbury Hall.** The last important personage in the story of the *Mosquito* and the Museum was a chap called Walter Goldsmith who refurbished the now derelict Hall. He opened the Hall to the public and appreciated that the *Mossie* was developed there. His next move was to obtain the original *Mosquito EO234/W4050* and return it to the Hall, refurbish it and open the centre as a museum. The rest is history.

At that point the fascinated group came down to earth and had a tea and biscuit break with the raffle drawn and a good round of reminiscences by ex employees from Hatfield.

Alistair then recounted his experiences at the Museum. He had always been fascinated by naval aircraft and was absolutely amazed and delighted when he was given the sole rights to refurbish a DH112 (Sea Venom). His main qualification seems to have been abundant enthusiasm and over the years his passion and sheer hard work had borne fruit. Although the aircraft was not yet fully restored, it was in a very fascinating condition. Interestingly our ex De Havilland member, Ron Price had a hand in adapting the Venom for the sea and played a part in developing the stern landing hook.

Alistair completed his talk by telling the group that the museum would welcome volunteers in any shape or form and that the museum was always pleased to entertain visitors.

Then with an enthusiastic vote of thanks to the excellent orator Alistair Hodgson and to David, Dick and Peter for teas and raffle the huge crowd spilled out into the inclement night to perhaps seek further sustenance.



DH112 Venom in flight at RAF Cosford, 13th June 2010  
Photo: Tony Hisgett

## Loco Section Meetings

As usual they will be held on the third Friday of the month at HQ.

As usual, I'm short of speakers but the following have been arranged so far :-

- 21<sup>st</sup> March 2014 - John Sandwell will be revealing the secrets of restoring, running and maintaining a King Class Loco. Restoration of King Edward I.
- 18th April 2014 - Members Entertain

As usual we will take a break during the summer months and resume our talks on 19th September at HQ. Will a multitude of speakers please come forward!!!!!!!!!!

Tony Dunbar

## The February Loco Section Meeting

By Roger Bell (pictured below)

Communication at a distance was the title of the presentation that Mike Hodgson had prepared for the evening.



During the Opium Wars with China communication was a lengthy business, it would take three months to get a message from the Admiralty to China and back.

A photograph taken of the clock tower near the Market Place in St. Albans was compared to another one taken from the same spot in 1807 but this one had an aerial like structure on the top. It was in fact an Optical Telegraph, nine flat surfaces like tea trays pivoted as a semaphore and were used as a method of communication. A chain of 15 stations went from the Admiralty in London to Great Yarmouth following a line past St. Albans, Luton, Cambridge, Thetford and Norwich. Each station was manned by a crew of three. It was operational from 1795 to 1815; the nine plates gave a combination of 64. It would take three minutes to send a signal from London to Great Yarmouth. There was also a chain of stations to Dover and another to Portsmouth.

Another system of semaphore was a man with outstretched arms. Four pictures were shown and we were asked what the letters were. Ian Johnston read the semaphore correctly.

Another method was a semaphore post with a moving arm, one on each side.

Whilst Railways and Telecommunications grew up together almost like Siamese twins, it was Michael Faraday who tied electricity and magnetism together. He searched for experimental proof and assumed nothing. We saw a picture of Faraday and his wife, her hand was on his shoulder as much to steady her posture as anything as the photographic exposure in those days would take about five minutes. Whilst on honeymoon in Hastings in 1831 Faraday wound the induction ring on his experimental electromagnet. His finished result made in 1845 was displayed at the Royal institution. The electromagnet was shown placed on a chair and it was the size of the back of the chair.

Mike described the Cooke and Wheatstone Needle Telegraph systems devised in 1837 and installed on the GWR in 1839. It conveyed general and public messages. The system was chosen as it was fairly easy to operate. There were five needles and two moved at any one time. Each needle pointed to a letter, it was a five wire system and after one year's use the insulation deteriorated so was changed to a two wire system in 1844 and was installed

underground in a lead sheath.

The Single Current Morse Key came about in 1837 and transmission was through wires on poles. The wires were initially supported on some handy glass door knobs, which acted as insulators. A famous statement from the chairman of the Western Union in 1874 was that the Western Union had become the nervous system of commerce.

A type 3X Teleprinter from about 1910 was described to us. It had the cover off so we could see inside. This replaced the Morse key with the keyboard. On starting to transmit it would send a wake-up call to the receiving Teleprinter to get that machine started. It could send six characters a second.

Sound is the noise created when pressure vibrates air. A carbon granule microphone was passed round; on shaking it one could hear the granules. This type of microphone came into service in 1880 and lasted 100 years until 1980.

First telephones had a handle driven generator to provide electricity to make a flap drop down and attract the attention of the telephone operator in the exchange.

Eventually it was decided to have a Central Battery System in the exchange and power telephones by DC current. The telephone exchange at Enfield was closed in 1960 and we saw photographs of it in operation in its last days. The operators must have been told the photographer was coming as one pretty girl had her best dress on and a new hairstyle. Mike described the procedure for connecting a call; one of the limitations of the manual exchange was the length of arm of the telephone operator, as the jack on the end of the cable had to be plugged in quite high up on the rack of equipment. The night shift was manned by men. This system was replaced with the automatic telephone exchange using the Strowger system invented by Almon Brown Strowger 1839 – 1902.

Mike summarised progress from then to the digital system and onto today's fibre optics.

We thanked Mike for this interesting and well researched presentation covering a complex subject, together with many telephone objects on the table for us to examine.

## GLR News

Hi crew and fellow modellers,

Some of you may or may not be aware of the efforts of the small but beautifully formed gang of railway nuts who over the last eleven seasons have been feverously extending the ground level railway on the Tyttenhanger site. I am overjoyed that you joined up the track just before my birthday! 1<sup>st</sup> February. In doing so giving me the best present ever. Dear old Robin Thorn (in my side) has taken some video and put it on You Tube. ( <http://youtu.be/Wef2bEmYPPA> ) A nice tribute to all involved in the New Land Project. My sincere thanks go to everyone involved. I may have been bullish at times but it was my only way to get this project nearly finished during my lifetime and getting to play with it for a while. So in a weak moment I apologise to all of you who got in my way over the last decade, I promise to be more understanding in the future. The pictures below is one of my favourite, taken during the bridge construction. To me this shows the crew at their best.



The cohesion and camaraderie between the guys is really nice and I would like to say I have made many friends during the years gone by and hope that we can all enjoy the fruits of our labour for years to come. Juniors take note I want your ugly mugs in these pictures in future as you are going to inherit the best club tracks by far. To be fair to the juniors they have helped an awful lot and we wouldn't have got this far so soon without them.

There is still so much to be done in the not so distant future on the G.L.R. This

will of course have to be funded, and with this in mind I thank the Tyttenhanger Committee and Council for having the vision and foresight to invest in one of the best projects that our club has.



As ever in the muck

P Funk  
G.L.R. Section Leader.

## Colne Valley Railway Invitation

The Colne Valley Railway are holding a model engineering day at the Colne Valley Railway on 24th May 2014. All will be welcome. For further information and entry forms please see our website [www.colnevalleyrailway.co.uk](http://www.colnevalleyrailway.co.uk)

## **CALL FOR COUNCIL NOMINATIONS 2014 NLSME AGM**

Calls for Council Nominations are hereby issued for the posts of Officers of the Society. They are Chairman, Vice Chairman, Secretary, Treasurer, five ordinary members of Council and Editor of the News Sheet. Nominations are to be received in writing by the Secretary by Friday 17th March 2014 10.00pm. (An appropriate form is available from the Secretary if required)

All candidates are required to have a Proposer and Seconder, who are members of the Society. To support their adoption, candidates are required to submit a paragraph or two on why they wish to be elected to the position sought.

This information will be published with the formal notice of the AGM in the April issue of the News Sheet

---

---

## **NLSME POLO SHIRTS AND SWEAT SHIRTS**

Gentlemen I have made some enquiries concerning the supply of NLSME logoed sweat shirts and polo shirts.

The colour will be power blue (as before) and the logo will be embroidered. The sizes available will be the normal s, m, l, xl and xxl and will be Fruit of the Loom quality as previous shirts.

The cost will depend on the number ordered. Costs are based on orders between 25 and 50.

If total orders are over 50, then the lower price applies. All prices include VAT.

Members that are interested can they please contact me either by email or by phone giving me shirt type and size.

Malcolm Barnes

NLSME Secretary

## 📖 Dates for your Diary 📖

Tuesday 4 March	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 7 March	8.00pm General Meeting; Work in Progress, HQ; Legion Way, Nth Finchley
Tuesday 18 March	8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
Friday 21 March	8.00pm Loco Section Meeting; John Sandwell: Restoration of King Edward 1 ; HQ, Legion Way, North Finchley
<b>Friday 21 March</b>	<b>Deadline for copy to Editor for April News Sheet</b>
Friday 28 March	8.00pm Workshop meeting; HQ, Legion Way, Nth Finchley
Tuesday 1 April	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 4 April	8.00pm General Meeting; Marine section entertains, HQ; Legion Way, Nth Finchley
Tuesday 15 April	8.00pm TSC meeting; St Mark's Church Centre, Colney Heath
Friday 18 April	8.00pm Loco Section Meeting; Members Entertain; HQ, Legion Way, North Finchley
<b>Friday 18 April</b>	<b>Deadline for copy to Editor for May News Sheet</b>
Friday 25 April	8.00pm Workshop meeting; HQ, Legion Way, Nth Finchley
Friday 2 May	8.00pm General Meeting; Annual General Meeting, HQ; Legion Way, Nth Finchley

## Wanted

3½" gauge steam locomotive and a drivers trolley.

Please contact the webmaster

Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); O, OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	GLR working parties at Colney Heath (all day); Slot Cars Section at HQ (evening)
Every Saturday	Working parties on GLR including junior section (all day)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

**NB. Please notify Mike Chrisp 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.**

