

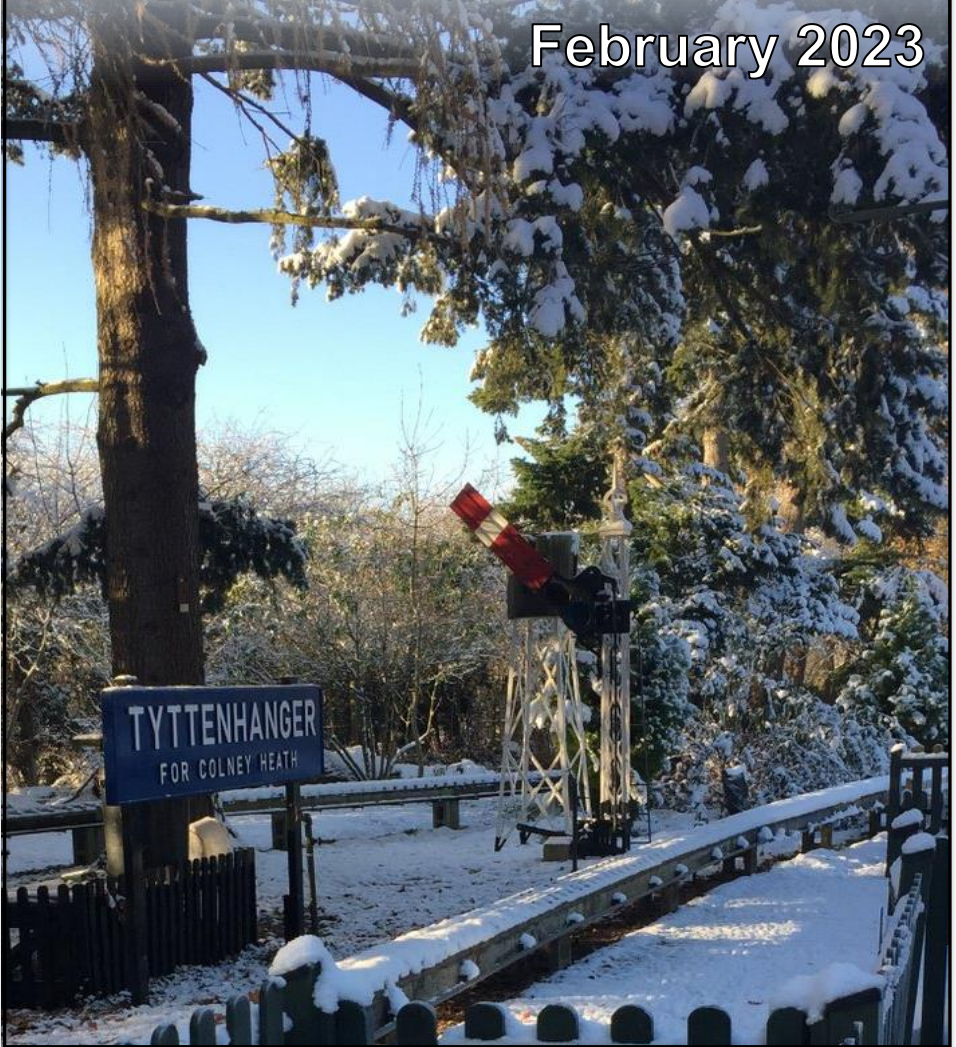
Issue No. 852

February 2023

The News Sheet

North London Society of Model Engineers

February 2023



You can see this News Sheet in
colour by visiting our web site at www.nlsme.co.uk

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Front cover photo; -

In mid-December we had a week of snow. This transformed the site on a sunny day into a vista straight out of a Disney film set. We issued a web only version of the news sheet in January to showcase just some of the pictures taken by Nigel Griffiths and Peter Funk. The cover picture is just one of them.

Photo by Nigel



Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.

Chairman's Comments

Les

Our now traditional New Year's Day run was a fabulous start to 2023. Many members and families present and running on all tracks, RT, GL and Gauge 1. Reverse direction running on the raised track is always a great experience and to have so many members on site added greatly to the enjoyment. *(Pictures on page 5)*



Sadly, this good start to the year was marred a few days later when we had a break in at Thanks to all who so promptly attended and repaired damaged doors and locks. We need to re-consider our security arrangements.

On a more cheerful note, it is time to plan events for 2023 and put dates in the club diary. At Tyttenhanger we have already agreed to host St Marks church, have two toy boat rallies scheduled and there will be a 3.5" gauge event. I will be proposing another under 16 years of age drivers' day, probably in June. Another evening run, or two, is a must. How about an event to recognise it is now 100 years since the grouping - no BR standard locomotives or BR liveries allowed! There are many curly designed locos in the club, let's see them. Any proposals for other events are welcome. Just ensure Hon Secretary is informed to enable Council review as necessary. They are then entered the club diary to avoid date clashes. HQ events are under way with the slot car section booking two early rallies. Ian has prepared another year of general meeting topics so there is plenty going on. It is also 40 years since we took out the lease on HQ, any ideas for celebrating that?

Winter work parties are underway at Tyttenhanger on Sunday mornings. This does not prevent work on other days, but Sunday mornings are the main focus so do come along and lend a hand. Tea is provided at 11 am. Some jobs are section specific, but others are not and anyone is welcome to assist. A list of jobs across all sections using the site is on the wall inside the coach. A great start has been made on clearing rubbish, unused and unwanted items from Tyttenhanger. A full skip is evidence of the amount of tat we endlessly accumulate. I ask all members to refrain from leaving unapproved items at Tyttenhanger on basis that it might come in useful one day – it rarely does.

Anyway, we have lots to look forward to at Tyttenhanger and HQ in 2023. I look forward to seeing you all at one or both.

Treasurer's Report

By Mike

Belatedly I'd like wish all members and their families a very Happy New Year.



The year got off to a good start with an excellent turnout of members, families and friends to Colney Heath for our New Year's Day run on all of our tracks. Many engines were tried out running the wrong way round the Raised Track, some with more success than others. Sadly, the feeling of good will evaporated three days later when early arrivals to the Colney Heath site found the main gate wide open. A lot of extra ongoing work making good the damage needs to be done.

Once again, our Fetes and Fairs Team have done us proud putting over £3k into Central Fund coffers from their efforts last Summer. In addition, more than £3k was raised from public carnet tickets during open Sunday running last summer, this going into the Tyttenhanger general maintenance fund.

In addition, many items of expense relating to safety critical areas at TYT are also funded from Central Funds.

This time last year we were concerned about the rising costs of everything, but little did we know what was to come! Last March I budgeted for the Society annual running costs, excluding maintenance at Colney Heath would be in the region of £11,720.00, to-date we have spent £9,079.71 with three months still to go, so we must prepare ourselves for a possible hike in subscriptions rates for the forthcoming year. This will be a subject of discussion at the next Council Meeting in February, prior to our recommendation being put to members for approval at the March General Meeting.

Please be aware that the Raised Track is now closed for use until April, whilst various items of maintenance are dealt with, including one or two main sleeper beams and corrections to the alignment to improve the smooth running of our wonderful railway.

Keep safe and keep engineering.

Mike

New Year's Day running

By Ian

The New Year at Tyttenhanger gets more popular each year. Several excellent pictures of the locomotives their drivers and the young passengers were taken by Owen to record the days events.

The Scribe arrived just after ten to find the steaming bays already occupied with merry drivers firing their locomotives large and small. The tradition in past years has been to run reverse direction clockwise round the raised track and 2023 was to be no exception. Many Locomotives of various gauges were in evidence the GLR, G1, Garden railway and raised track. My loco Planet was spurned in favour of riding passenger behind much more powerful and faster steam locomotives.

At eleven tea, coffee and mince pies were prepared and consumed avidly by all present but not enough to stint the appetites of participants for their New Year's Lunches the Scribe hopes. At noon an exciting and novel mornings run completed, the youngsters departed after thanking and leaving the drivers to run safely during the afternoon.











“Curly” Archive – National Rail Museum Visit

By Geoff

Readers may remember my writing a short piece in this August journal back in 2018 regarding the donation of the Lillian Curly Lawrence archive to the NLSME by Mavis Harriott, Curly's former neighbour and executor.

Well, up to 2022 nothing much happened to the archive other than burglars throwing most of it onto the clubroom floor in 2019. It was retrieved and stored away for safe keeping.

2022 was different, the NLSME council received several requests to view the archive. The NLSME council granted two bodies permission to view.



Firstly, in September Eddie Castalan arrived armed with a mobile scanner and camera stand. He spent 11 hours copying vast tracts of the archive. His purpose is to write a book updating and correcting Brian Hollingworth's original book about Curly. Eddie has contacted the Genealogists who had found Curly's birth certificate, he had already written much of his book and wanted to check facts as well as acquire photographs.

The second visit was representatives of the NRM. They asked to visit in late September, but had to postpone. The visit was reorganised for early December and two ladies Ashlynn and Emily duly arrived at Finchley care of Grand Central Rail and the chairman's car from Finchley Central. Again, much of the archive was photographed and requests made for some papers that could not be initially found. The NRM ladies hinted that a section of the newly enlarged York Museum might be assigned to the memory of Curly, as they considered him important in the building of locomotives.

The York Museum is being changed beyond recognition. The road between the two sections is being closed and built over such that from the roundhouse to the Royal train will be one huge building. The current underpass connecting the two sections will be shut and most large items will be on one level.

The NRM is already lending items more readily, both V2 Green Arrow and Ivatt Atlantic 251 are now in the new Doncaster Museum. Shildon holds many other large items and certain smaller exhibits located at the Nottingham Heritage centre.

It seemed a good idea at the time!

Part 4 of a “Lazarus Project” for 5” gauge

Hello dear reader and a Happy New Year! I do not know about you folks, but I always look forward to January since, in December, the Post-Christmas diary always looks empty leading me to think I can look forward to some epic modelling sessions. But no, over Christmas everyone seems to come out of the woodwork and say, “January looks quiet, why don’t we get together for [insert your own life here].” Bah humbug. Even drafting this article has been a last-minute shoehorn between unplanned events. But I guess I should have learned long ago that January is not “mine” to decide what we do!

In the last episode of this saga, I forecast I would be writing about the assembly of my Gresley loco, early running on air and would incorporate words from Jonathan about the cylinders.

But first, a recap for any of you who have not been paying attention, who have forgotten what I have already written or who are looking at this saga for the first time. Back in 2011, I bought a 5” gauge “Nigel Gresley” from eBay which came with the marketing strapline of “just needs a new boiler”. Not so. After fetching, I stripped the loco down and have “project managed” the reconstruction to running condition.



In my professional career, as a Chartered Civil Engineer, Project Management did not exist as a separate profession until the mid-1980’s and now seems to be the premier role in any construction project. The cynics would say they provide nothing to a project except extra cost – not a view I entirely share – but, in my case on this project it has meant I have done very little in the way of actually getting my hands dirty.

As an aside, I recall that the 1992 Central Line Tube Stock suffered many defects when first brought into service and the LU Rolling Stock engineers commenting that these were “the first trains on LUL brought into use by Project managers!).

Back to this saga - we have got to the stage of reassembling the loco which, in truth, as bought, was very much complete below footplate level although not well finished in some respects. This was something that Jonathan put right –

for instance smoothing out rough milling of the Motion and getting all 8 Driving wheels to the same standard of finish.

The first test of reassembly was the trial fit of the boiler to the frames. This was where the boiler maker (Devon Steam) and original loco builder (unknown) had both used the same drawings and come up with slightly, but not catastrophically, different dimensions and ideas about how the firebox would both fit and be supported. The boiler came without with the support bracket on the sides of the firebox and the dimension over the ends of the firebox stays was marginally wider than the internal distance between the frames at one spot. After much discussion and the all-important brain lubricant, coffee, in Jonathan's workshop, we produced the solution of slotting the frames at the pinch-point for the boiler to drop in and then bolt a beam across the top of the slot to maintain the integrity of the top edges of the frames. To support the boiler at the rear end, ledges were added to each of the mainframes to take the weight the lowest point of the foundation ring. Both these "workarounds" have been successful.

Now we get to the sub-plot of the saga which proved to be the "bete noire" of the entire project.

In Jonathan's words:

"We first did some work on the Gresley in 2015 when the cylinders of Mike's Crampton were being machined. Paul asked if we could have a look at giving them a once over and we ended up honing the bores as there was only slight wear to be worried about.

Forward to 2018 when I was asked to assemble the engine. All went well until the first test run on air. Air seemed to leak from everything to the exhaust. After much head scratching and peering at the cylinders a chance look revealed that the edges of exhaust port had broken away beyond the edge of the slide valve. Further checks revealed that both sides were the same. At this point we started to look closer at the metal of these castings which did not seem as heavy as cast iron should have been. The metal had a coarse grainy structure where it had broken this was also evident in one of the valve chests where a small piece had fallen away. The chassis also displayed some lumpy running (see later).

One of the cylinders was taken to the pub on a Thursday evening for a bit of advice from fellow members and to see if anyone had any idea of what the metal was* and if the (slide valve) port face was able to be saved. None of the great and good there had any idea of what the metal was but an idea for dealing with the crumbled port face was developed.

*(*Pauls note - We believed the metal is an Alloy of some sort.)*

Using a 22 SWG Bronze sheet I created a plate to cover the port face and bring the ports back to size and spacing. After reassembling the valve gear the chassis ran fairly well on air and the rebuild continued.

Forward to August 2021 steam test and first run. All went well until we got the loco onto the track. With Paul sitting behind me, we set off but only made it to the site of the new traverser where the loco locked solid with no movement at all. We dragged her back to the steaming bays and left her for half an hour of cooling after which she was free rolling again.

So, back to the workshop. Once I removed the cylinder covers the problem was clear - the bores had gone bumpy and the only thought I had was that the casting is highly porous and with super-heated steam the porosity expanded into the bores locking the pistons.

(Paul's note – readers will recall that this loco came with a single flue steel boiler and gas burner and had previously only run on a rolling road. Therefore, she would have only ever run with saturated steam).



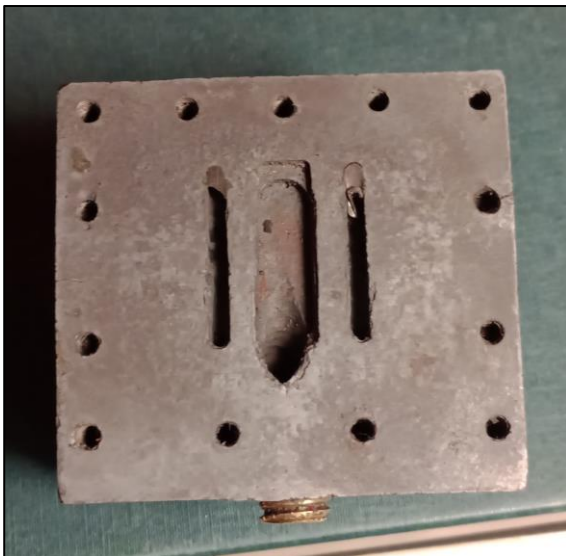
After discussion with Paul, we agreed that the only course of action, to avoid other issues, was to start again with a new set of cylinders. We settled on a cast iron set after the price of a bronze set went from around £381 to £771 over a few days and are currently £837.

I was lucky that the original cylinders were made to the drawings, or so I thought. The only measurement I did not check nearly caused problems. This was the spacing for the slide bars as the original were a fraction wider. However other dimensions ended up working to my favour.

Replacing the cylinders did bring to light a couple of other alignment issues which did impede the running of the locomotive.

This was all on the right side where the motion bracket needed to be spaced away from the frames a further 1/64" and ends of the slide bars were too wide by a fraction. This seemed to have caused some of the poor running on air on the first runs.

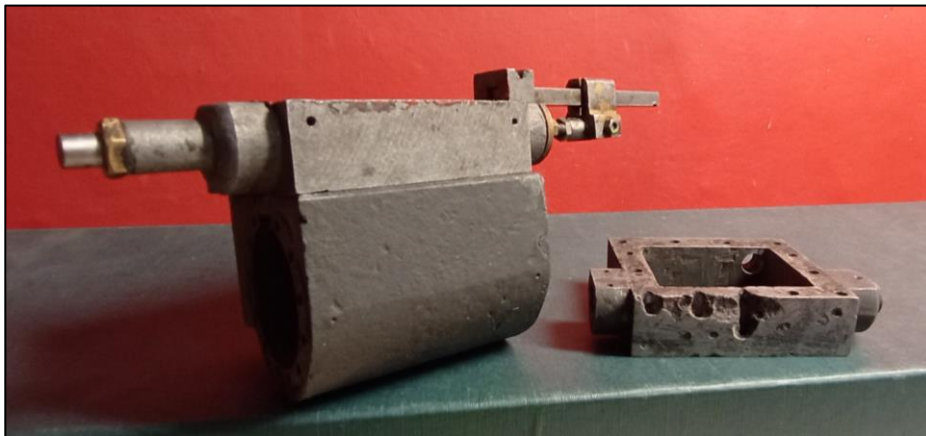
(Paul's note – Jonathan is rather modest here – he had not made cylinders from scratch before, and he remade/reset the valve gear here to be much more authentic as well as much more effective. All credit to his skill and tenacity).



Back to Paul writing now:

The pictures included within this article show the Cylinder Bore and Valve chamber castings after the first, and unsuccessful, track run.

The next, and last, episode of this saga should appear in the next issue and will feature some words on the boiler cladding, platework, repainting, axle weight distribution issues and the fantastic running sessions enjoyed by many in 2022.



Meanwhile, and for your amusement, you can mug up on the differences between Architects, Project Managers and Engineers on page 42 of the news sheet.

TO BE CONTINUED

G1 News

By Geoff

Heading towards February already and the evenings are drawing out, such a change from when I wrote the last notes in the ever-shortening days of November.



I commented last time that so many of the leaves were still on the trees, this stayed the case until we had the snow and that very cold week in the middle of December. It seems the oak leaves finally fell after that week and the weather became very wet which made it difficult to rake them up. At least we have now had a dry period and been able to pick them up. Thanks to those that helped.

Apart from losing one week for snow, we have had members on site every week during the past two months. The week before Christmas we all enjoyed a Fish & Chip lunch and we toasted the health of all members. Some days have been damp and very cold, but members have been present to use the track.

Winter is really the time to be indoors making full use of the workshop (hopefully it has some form of heating to maintain it as a welcome environment). Recently I have been looking at a couple of Gauge 1 locos that have not seen use for a few years although they had been in regular use till then. So, each loco needed the tender hand pump to be treated to some hot water to clear the stuck clack balls. So, with some water in the boiler a trial steaming was attempted, Safety valves checked to prove they work. Next thing is to see the pressure rising, keeping a close eye on the pressure gauge.

All OK with the first loco but it was a bit reluctant to run. Slowly easing it forward she struggled. Try it in reverse to clear the cylinders of condensate. Nothing happened, she did not want to move. So forward again and hesitantly she started to move forward. A couple of circuits and I am not happy, so the run is ended. Back in the workshop the valve gear is checked over. A number of bearings etc had congealed oil around them, protecting them yes but not really lubricating them. Even one of the slip eccentrics did not slip, hence the no reverse. A bit of a spray with WD40 to penetrate the old oil and a wipe down, then relubricate

them. That's better. Also check the wicks as she is not steaming well, they needed replacing. Check the displacement lubricator is working. After the third test I consider her to be OK. Now we need a proper test with a train.

As to the second loco, no reading was achieved on the pressure gauge and then a sudden squirt of water/steam from a banjo bolt joint on the clack so that run is ended. The second fault was identified as failure of the aluminium washer (they are meant to do that). While the first was found on further dismantling to be deposit in the boiler blocking the entry to the syphon tube on the pressure gauge, requiring a boiler wash out. Now we need to do a retest to confirm all has been assembled correctly.

Some aspects of chemistry applied to the running of steam engines

By Jeremy

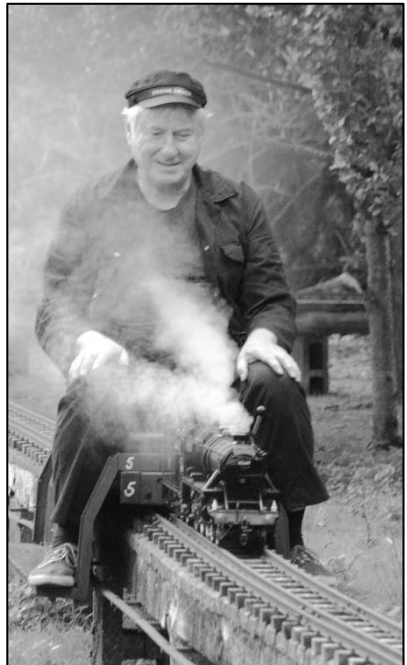
This article describes the approach I take, based upon my background in chemistry, to the running and maintaining of my 3 ½" coal fired Black 5 with a copper boiler.

Dealing with the problems of hard water - Tyttenhanger is a hard water area - the tap water containing dissolved calcium and magnesium compounds. On heating, these are converted to much less soluble salts which, if not removed, will cause 'limescale' to build up in the boiler and pipes. Limescale causes inefficient heat transfer, supply/delivery pipe narrowing and ultimately results in boiler failure.

Limescale is removed in two ways – by blowing down after each run and through descaling.

Blowing down

After a run this is an absolute must. In a typical run of 8 laps of the track my engine consumes 4 gallons of water. This means that when I come off, I have the concentrate of 4 gallons of hard water chemicals in less than ½ gallon of boiler water at 80 psi, 155C. As soon as the fire is dropped, the boiler starts to cool and the solubility of the dissolved salts decreases rapidly. As this happens, they start to form suspended micro particles in the water and later precipitate out and settle on the boiler internal surfaces, and unless removed quickly will combine to form hard scale. Blowing down should be started at 30 psi – this being high enough to



blast out the water and suspended solids, yet not so high as to cause excessive physical and thermal stress to the boiler as the pressure is released and the empty boiler cools rapidly to ambient temperature.

Blowing down does not remove everything, as some hard deposits will inevitably form in the corners of the boiler and pipework over time. These are removed by descaling, that is by dissolving them in a dilute acid. I prefer a continuous 'preventative' rather than annual 'curative' approach. To this end, I add two or three capfuls of dilute acetic acid (in the form of distilled 'white' vinegar available from any supermarket) to my initial 1 gallon tender full of water as part of preparing my engine for every run. The amount of vinegar added is not critical – a few capfuls per gallon is a rough guide.

A benefit of this method is that it guarantees exposure of all water and steam delivery systems to the acidic solution under the correct operating conditions of flow rate, temperature and pressure. It passes through all tubes with the engine running – the tender, the tender mesh filters, tender to boiler pipes, bypass piping, the boiler itself, all clacks, the axle pump, the tender hand pump, the injector, control valves, the blower, the regulator, the superheaters, the steam delivery pipes, the valves and cylinders, the drain cocks, the blast pipe, safety valves, whistle, pressure gauge pipe, – everything!

The initial 'vinegar shot' is used up and expelled ultimately through the chimney by the end of the first two or three tender refills (it does make the exhaust smell like a chip shop though until all gone!) – no matter as by this time it will have done its job for that particular run.

My concern with the once per season curative approach is that it can be a bit 'hit and miss', in that often the boiler only is treated – the tender, supply pipes, injector, blower are likely not. A single descaling activity is sometimes shown not to be fully effective as priming occurs on subsequent runs due to the creation of sharp 'nucleating' points in the remaining scale from which large steam bubbles emanate.

Motion lubrication

My preference is chain saw oil. This contains additives which cause it to stiffen when mechanically agitated, giving it 'anti flick' and 'high tack' properties that make it to adhere to reciprocating and rotating components better than ordinary mineral oil.

Steam oil

This is an oil that contains dissolved soap. It is this soap, when combined with steam, causes the formation of an oil-in-water emulsion enabling efficient lubrication of the valves and pistons. Up to 680 grade is suitable for all engines on our tracks, as it is formulated to work in superheated boilers up 150 psi. 1000 grade is a step too far as it very viscous and offers no apparent advantage other than to increase the effort required of the pump.

Fuel

I recommend diamonds as the ultimate 100% carbon based smokeless fuel, but unfortunately, they require very high ignition temperatures and a plentiful supply of oxygen to get them burning well. For these reasons, I settle for anthracite as it is up to 98% carbon - so high energy density - yet low in ash and char that can stifle the fire and block tubes. As for size, I use a mixture of beans and grains as my engine likes this combination.

Cleaning

I vacuum out the smokebox, sweep the tubes and clean the firebox and grate. I use compressed air to clean the boiler internals & motion, removing firebox ash as it is corrosive to metals when damp. I use spray type penetrating oils on the running gear and for displacing water in the injector system (a very good tip for keeping your injectors in good working order!) – I have no preference for any specific make as comparison of the data sheets shows that there is little or no difference between them - all being made up of similar lightweight hydrocarbon oils in a volatile carrier medium. I use a proprietary spray polish to clean the paintwork.

Storage

In addition to post-run cleaning, over winter storage requires more preparation, as care must be taken to prevent external and internal corrosion taking place.

External corrosion

If your engine is stored in an unheated building, ensure that the motion and other exposed steel parts are well greased, as when the temperature of humid air falls below the dew point, cold metal surfaces will become wet with condensation. There are many examples of poorly stored rusty engines for sale on internet sites!

Internal corrosion

Yet another good reason for blowing down! If water is left in the boiler, the dissolved salts in it will make it an 'electrolyte', that is it will conduct electricity. Being in contact with dissimilar metals in the boiler, an electric cell is formed and currents will flow. This will cause the more reactive metals to slowly dissolve, but ultimately all metals in the boiler system will be degraded to some degree. Have you noticed the green solution that results from descaling your boiler? – that's from the copper dissolving!

Ensuring the engine is dry internally before storage will prevent unnecessary additional electrochemical degradation taking place and make your boiler last longer. A thought - what about attaching zinc bars to the boiler to act as Humphrey Davy 'sacrificial anodes' which would dissolve in preference to the less reactive metals so protecting the boiler? – this is a standard practice on steel hulled ships.

I hope some of my ideas and recommendations are of interest to club members and that they prompt discussions at the track!

Narrow Gauge Garden Railway

By John

Greetings narrow gauge fans and welcome to the first article of 2023 and wishing you all a healthy and enjoyable new year.

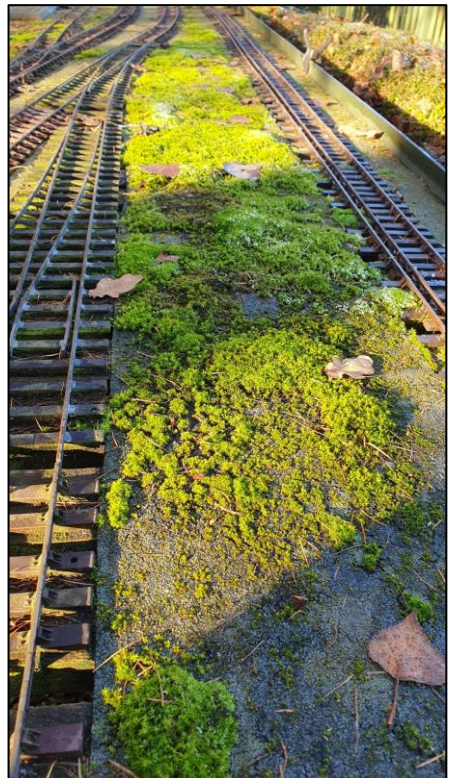
Before we bid a final adieu to 2022, I would like to thank fellow narrow gauger Michael, his family, Peter and all the ground level team for their efforts in making the "Christmas fayre" in early December such an enjoyable afternoon. Mulled wine, Stollen, sausages and steam engines, what's not to like!



As for actual running and involvement on the narrow-gauge layout I am afraid there has not been much action, we don't seem to have the staying power of the gauge 1 team who turn up and run regardless of the weather, well played chaps! That said, if running trains is not possible, sitting in their cosy bothy drinking tea and putting the world to right does have a certain appeal! Hopefully this year there will be more gauge1/narrow gauge combined running days, the couple we did have last year were very enjoyable.

Although it has slowed a little lately, due to me not enjoying the cold mainly! layout maintenance continues. Obviously being exposed not only to the hottest summer ever last year and the recent deep freeze it's no surprise the layout needs to have some attention paid to it.

Some more battens have been replaced due to rotting and I know that this will need to be a constant task though hopefully not too onerous. Considering the age of the layout, all things considered it is holding up well. One issue that has become a problem is the excessive growth of moss, as you can see from the photo it has begun to take over. A small amount is fine and visually quite attractive if it just grows on the felted areas. However, it then creeps over the wooden battens and so



prevents the wood drying out exacerbating the rotting process. I have started treating the layout with moss killer as well as physically scraping it off, will probably never get rid of it completely but hopefully this will keep it under control.

I hope you all saw the recent special newsletter that Keith published on the club website, what fabulous photographs, many thanks to Nigel and Peter for sharing your photographs Colney heath truly looked magical. However, as a footnote it looks like the recent cold snap has not been kind to the hedge that frames the front of the layout. It looks very poorly indeed if not actually dead. I'm hoping that the spring will see it come back to life. Wouldn't be the same if I didn't have the hedge to trim at least weekly! I hope you continue to enjoy your hobby and warmer days and playing trains again will soon be with us.

And finally, I thought just a picture of moss was a bit boring, so here's one of Sir Nigel Gresley at York in November, that was a great day out, and another of Duchess of Sutherland at Potters Bar on its way to the Lincoln Christmas fair. Bit more exciting aren't they!



Bookworm

Wow! What a New Year's party!!!! The Lads definitely didn't disappoint this time.

We finished last year's 'Tale from the past' just as the typed font was disappearing back into the yellowing paper of yesteryear, leaving the lads and I to look ever more closely at only the impressions left by the typewriter and trying to decipher what it said. Finding only modest fragments of 'Engine Drivers' missing words with many more still missing – requiring us to seek solace in a 'snifter' or two from the ink bottle (New Year, oh what a party)- we have decided to place what was left of the tale of "Nuff Sed" within a broader history of how the locomotive(s), both large and small gauge came about – Mind you, reading it back now makes me wonder if we overdid the 'snifters'.

Let's open the regulator then and set off – 'Leader' or should someone have just commented "Nuff Sed!"

The Case for the 4' 8½ " gauge version - Mr. Oliver Bulleid

The story really starts just before the rail nationalization of 1948 when Mr. Oliver Bulleid, the then Chief Mechanical Engineer of Southern Railways was trailing a very radical design of steam locomotive he had designed, to be known as the 'Leader' class. He saw his new design as being very much a culmination of steam development to date and hoped it was going to offer 'The final solution' to the various knotty problems that had dogged the steam locomotive for years, mainly that of availability for traffic, by shortening the periods of time it would have to spend at the shed in servicing and maintenance.

His concept was to create a single power unit (steam) locomotive capable of being driven from either end - much as the diesel locomotive designs of ten years later would offer - that could be operated more intensively. However, in order to bring this design about required radical thinking and some serious head-scratching not to mention a few compromises along the way, like where and how to position the boiler- high pressure and of new design. It would also require the design and construction of two hefty power bogies to develop the power needed necessitating each bogie to have three inside cylinders, all lubricated along with the valve gear, in Bulleid's enclosed oil bath system.

In order to make the cylinder arrangement more efficient and compact Mr. Bulleid sought to use a system known as sleeve valves to distribute the steam – (For my younger readers sleeve valves can be thought of as a design where the steam chest and the cylinder are combined in the same bore and where the driving piston runs up and down inside what is in fact the valve, which at the same time is moving up and out of the cylinder – oh yes, and twisting – Simple isn't it?). Now whilst this system had been made to work in both car and aero engines, it had

not before been used with steam railway engines. It appears though Mr. B. had pretty much convinced himself and others that it could be done, so he was allowed after a few experiments, to put into production six locos with the first two acting as running test-beds **And** they are still talking about them in Brighton!

Out on test time and again *things happened* and bits broke off. But Mr. B's dogged determination not to back down and recognize its failings (see it happened then also) saw him throw everything at it including yet more bits of steel, more fire-bricks, many more sleeve valves and very nearly Mr. B's reputation itself but all to no avail.

After many months and following Mr. B's retirement from the Southern Railway the towel was finally thrown in (and no-doubt the shovel as well) or the plug was pulled or maybe all this happened simultaneously. The project was unceremoniously abandoned and the other five engines, partially constructed, were quietly scrapped.

Reserving Judgment – LBSC

All the time this was happening our own LBSC (Curly Lawrence) was watching from the side-lines. Now, in your guides opinion and allowing for the fact that he had not held back (for a moment) with his criticism of Mr Bulleid's other design, for the 'Merchant navy' class (Spam Cans) over ten years earlier, I think LBSC was remarkably restrained with his comments about this very radical departure from orthodoxy. He did though predict that they would never see service, and in this he was absolutely spot on.

Proffering some thoughts and opinions in his column in the ME about how the design could be rebuilt using '*tried and tested*' methods, the copy for Aug 1950 saw the first appearance of a line drawing of a proposed rebuilt "Leader". Later nick-named "Nuff Sed", the drawing was produced by Mr. Roy Donaldson a draughtsman from Ashford (railway) works.

Curly implies in his article it was in fact Mr. Donaldson's own outline design and idea and not an LBSC original. He did however suggest one or two ways of how such an engine could be constructed in 3 ½" gauge and observed: "*I don't know if friend Roy intends making blueprints of all the details; but if he does it would be worthy of attention for those locomotive builders who not only want something 'different,' but something that will well repay the trouble of building it.*"

Moving forward to the Model Engineer for Aug 23 1951, it carried an item in its editorial Smoke Rings, describing how some over-seas visitors were still asking where the full-size Leader engine could be seen at work and having to be told that the project had been scrapped. The final (Editorial) comment made expressed the view: "*Once again has an attempt to break away from simple, straightforward steam locomotive design ended in failure, a fate which was widely anticipated at the time the first example of the class appeared.*"

The alternative in 3.5inch gauge –“Nuff Sed”



Track with Nuff Said

At this point the tattered remnants of my owner's (aka Engine Driver) half typed manuscript " Tale from The Past" takes up the story once more....

..... that day the gang had forgathered once more as the news of the monster in 3.5inch gauge had by this time spread far and wide. They didn't have to wait long and were not going to be disappointed, as moments later Mr Ed Hobday, Master builder of the Arkley track appeared once more, this time at the regulator of his new loco "Nuff Sed" to take a bow.

Your intrepid roving undercover (special) etc etc reporter forced his way through the throng to ask Ed why he had chosen to build Nuff Sed. Was he I asked, seeking something different to get his creative cutting oils flowing, and how did our Ed take up the challenge of transforming Mr. Donaldson's outline drawing into working metal (and steam); especially as he appears to have made a few of his own changes along the way?

Speaking from the footplate Ed replied: " I have nothing against the conventional model; maybe one day I'll build another, the idea behind Nuff Sed was power in

3 ½" gauge, S.A.R. (South African Railways, in effect narrow-gauge scaling ? - BW interpretation) *loading-gauge to get round 25-ft. curve*". How did it work out? I shout ".... (it) was built in just over a year in my spare time, keeping my nose to the grindstone as many weekends as I could manage"...."Specification is, briefly: 0-6-0-6-0; 4 cylinders, 1 ¼" bore, 1 5/8" stroke; 4 axle pumps; 1 injector; 5inch boiler barrel; large firebox; 3 superheaters; regulator in smokebox (get-at-able) and mechanical lubrication'. How about materials, I enquire? " The cylinder castings boiler material and wheel castings were obtained from Kennions of Hertford; the wheels are actually "Butch" wheels turned down, and beautiful castings they were too."

By now the assembled crowd was growing restless and "Nuff Sed" was eager to demonstrate its power and to get away. So, I snatched one last question from Ed: Does Curly approve? I bellowed above the now roaring hiss of the safety valves, Nuff Sed is a phrase with which LBSC very often concludes his weekly contribution; I gave this name to the locomotive with Curly's permission, to keep the conventional model fraternity quiet, and it has!"

And with that Ed the Master Builder of the Arkley Track put the lever forward to drop the links on both sets of Walcherts gear and roared off into the thickening mist that was once more descending upon Arkley...

Such stuff dreams are made of.....

Bookworm Footnote: For the serious student of model engineering history: a very exceptional 5-inch gauge locomotive to the original design of Bulleid's Leader class engine was built by Kevan Ayling in the 1990's. Footage of its impressive performance at IMLEC can be viewed on equipment intended to display such things.

The current whereabouts of Ed's original loco " Nuff Sed" is sadly unknown.

Sources: - Kevin Robertson's book - The Leader Project / ME 1950 Aug 17 p244 / Special source ME 1955 May 19 p 555 / ME 1951 Aug 23 p230 / My Owner Photo: Bookworm Archive

For sale.

I am very reluctantly selling my Polly 5 Locomotive. The engine has a new boiler certificate and is in running order. I have the full history of the Loco and I doubt that it has had more than a few hours running time. It fires and drives very well. It has never been used for passenger hauling It has been fitted with a steam pump which gives four methods of getting water into the boiler. It comes with a blower, all firing tools and a brand-new set of gaskets.

My Trans Canadian Rail Tour

By Dudley

It has long been my ambition to tour coast to coast by train travel across Canada.

So last September 2022 I set off on my two-week Trans Canadian Rail Odyssey tour which was fully escorted with a travel company tour manager.

I flew with Air Canada on an eight-hour flight from Heathrow to Toronto where I stayed for two nights.

While based in Toronto I took a coach trip to the spectacular Niagara Falls which if you are feeling brave and do not mind getting wet, the boat cruise to the base of the Falls where the water flow is well worth the experience



Steam Loco taken at the Toronto Museum which used to be a roundhouse.

Then after two days it was off on board the VIA Rail 'The Canadian' train journey from Toronto to Jasper up in the Rockies a distance of 2,237 miles. (3600km).

The rolling stock was originally built by the Budd car Company in the 1950's and have restored stainless steel carriages which gives the train a nostalgic look.

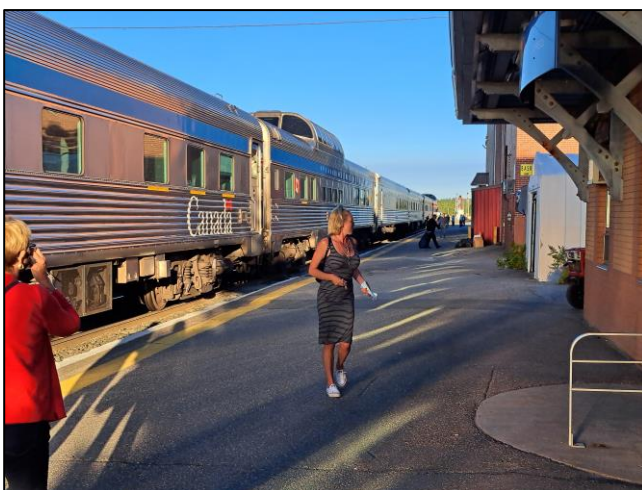
The journey to Jasper takes three days and nights sleeping on board with my own cabin with toilet and washing facilities.

The train travels through Ontario, Manitoba, Saskatchewan and Alberta and if you want to travel all the way to Vancouver its takes five days on board.

The route is subdivided into Subdivisions which range from 43 to 146 miles (69 to 235km) for management and maintenance purposes and has super views of the Lakelands of Northern Ontario and central plains of the Prairies from the glass-roofed panoramic observation car.

The journey has short stops at Sudbury Junction, Winnipeg, Saskatoon and Edmonton stations for crew changes and train replenishment which provides a chance to get out and stretch your legs on the platform for a short while.

At one stop in the late evening at Winnipeg for about two hours one couple decided to leave the train and take a walk out of the station



The Canadian train at one of the crew change stops.

only to find when they returned to the station entrance it had been closed for the day. Fortunately, they were able to get the attention of a member of staff who had to reopen the doors and restart the escalator so that they were able to get back on board the train.

It was quite amazing how much freight (Over 300million tons) gets carried on the CN rail network which operates mainly with many miles of single track with multiple, long passing loops.

Freight trains have priority over passenger trains when using the passing loops and we stopped in many loops on our journey to let three-mile-long freight trains go pass. These freight trains usually had a locomotive at the front, one in the middle and one at the rear of the train.

I am informed that one of the reasons for the positioning of diesel locomotive in the middle of the train is to reduce the heavy load on the couplings with a train of over a hundred freight cars.

My tour dropped us off 'The Canadian' in the early morning at Jasper which due to forest fires in the area had badly damaged and had completely shut down the electrical power supply to the whole town. When the train was nearing Jasper in the early hours I went up into the panoramic car and witnessed fires in the forest in the distance beside the railway track.

When the train off loaded us in Jasper we were lucky that one restaurant called 'Papa Joe's had a standby generator so we were able to have a good cooked breakfast.

As our two-day stay in Jasper was off the tour schedule due to all the hotels being shut down the tour company rearranged for us to be coached 256 miles to Calgary for an alternative two-night stopover.

While we were in Calgary, we had various coached trips which included Jasper National Park and the Columbian Ice field which is well worth a visit.

Then it was off by coach back on to our original itinerary to a two-night stay in Banff back in the Rockies.



Vehicle used to take tourists up onto the Columbia Icefield at Jasper.

While in Banff the evening before travelling on the 'Rocky Mountaineer' train I walked down to Banff Station and videoed the train coming in from its Vancouver – Kamloops – Banff leg to be stabled in the station sidings overnight ready for our journey to start on it the following morning. The next day we boarded the 'Rocky Mountaineer' and left Banff Station early in the morning being hauled by two GP40-2 diesel locomotives which are rated as 3,000 horsepower.

The Rocky Mountaineer operates a fleet of 11 locomotives, 44 passenger coaches and 24 power and supply cars.

The locomotives were originally used by Canadian National and Union Pacific Railroads and were rebuilt in 2001 and in 2006.

I booked the Gold Leaf service which gives you a seat in the upstairs modern panoramic doom car and with full restaurant car facilities on the lower deck.

The train journey to Vancouver is split into two sections with an overnight stay in a hotel in Kamloops. The distance between Banff and Kamloops is 309miles and the second day onto Vancouver is 285miles.

The second day the train passes along the Fraser Canyon which is a very spectacular and winding route with the very fast flowing river below. This section of the railway route is very prone to rock falls and I spotted quite a few rock fall shelters built along the canyon.

In 2007 a Canadian Pacific freight train travelling west to Vancouver hit a rock fall and one of the two lead diesels plunged down a steep embankment and nearly finished up in the Fraser River below. Thankfully the train crew did not get injured.

The two days on The Rocky Mountaineer train were very spectacular as regards the Rockies scenery plus very good catering by the train crew and also unlimited drinks served to your seat on the journey.

The most spectacular section of the trip is the section called 'Hell's Gate' which is on the route through the Fraser Canyon. The line hugs the edge of the mountain with the fast-flowing Fraser River below and the construction of this part of the railway must have been extremely challenging for the engineers and Chinese labourers which totalled up to 15,000. Many labourers were killed in accidents caused by volatile explosives or died of illnesses and the line opened in 1886.

My final stay was two days in Vancouver which included a day trip by ferry to Vancouver Island with a visit to Victoria which is a very interesting tourist area.

Then it was back home with a nine-hour overnight flight back to Heathrow.



Loram Rail head grinding and reprofiling train stabled in the sidings at Banff

Mystery Object

By Peter

In the December 2022 edition on page 21 we asked if anyone could identify the mystery object that Peter had found in an old tool box. We had several suggestions but it was club member Chris who had an idea of what it might be so contacted someone who might know.



As a result of his enquiry, we received the following letter;

Dear Sir,

Thank you for your enquiry. From the details I can see on the item, you are correct in believing this pin to have a link with a First World War artillery system. The date, 1917, of course helps. I am unable to tell you exactly where it would have been positioned but it was made for the 12-inch heavy siege howitzer. In essence this artillery was a scaled-up version of the 9.2-inch howitzer. It was introduced in 1916, used by members of the Royal Garrison Artillery and not declared obsolete until after the 2WW.

The inscriptions are thus; - B.C. 12 HOW. I. C.O.W. 1917 No.18

I am unsure about reading the 'B.C.' because it isn't clear on my image. '12 HOW' refers to a 12-inch Howitzer. 'I' probably means the Mark I and 'C.O.W.' represents the manufacturer Coventry Ordnance Works who along with the Royal Gun Factory, the Elswick Ordnance Company and William Beardmore & Company were the principle FWW manufacturers. 'No.18' must be the part number and it may have featured somewhere on the breech mechanism. It is, in my view, too interesting to be languishing in a toolbox!

Yours faithfully
 Philip A. Magrath
Curator of Artillery
 Royal Artillery Museum

On receiving the email Peter said "How ironic as my father was in the Royal Artillery the 53rd City of London Regiment which was a Territorial Regiment with an association with where he worked at the National Provincial Bank". He was an Ack-Ack gunner serving in France, India and Burma during WW2, and may well have collected the item on his travels during the war. I would be very happy to donate the item to the Royal Artillery Museum in due course if it would be of interest to them.



*12-inch heavy siege
howitzer*

As can be seen in this second image shells were so heavy NG railways were laid to transport the shells to the gun location.

December General Meeting 2022. Social/ Festive Evening.

By OMAH MkII

It is now well over ten years ago since a well-known member of the Club invited the scribe to manage the final general festive meeting of the year. It was originally thought to be a 'thank you gesture' to all those members who willingly performed as Stewards at our 'open days', to those who make teas at their own expense and those who provide sustenance on open days at Tyttenhanger. Also, a thank you to those members who were working maintaining the Colney Heath Site. And, a cheer to all those who have helped out in so many ways to facilitate the smooth running of the many wonderful features we have both at Head Quarters, Colney Heath and elsewhere such at the Fetes and Fairs Division.

Years ago, verbal help was given by the well-known Club member including a shopping list of items to acquire for the Evening including *Bertolli. Light with the goodness of Mediterranean Olive Oil* by *Iber. Est 1865* which was the same year that Alfred Holt set sail nonstop in *Agamemnon* to Shanghai with a new novel compound steam engine which Alfred had learnt all about at the feet of CME Francis Webb when Alfred was an Apprentice to the great man.

Over the years not much has changed with the Festive Celebration except that the sarnies are now made by Morrisons; but we are all ten years older and the scribe is a lot nearer ninety than eighty. He would like someone else to take over the function or to reconfigure the arrangements. It is not



known how many members with their most welcome wives and friends will arrive; so, some years a lot of "loaves and fishes" are left over and some years very little. Perhaps this year (2023) visiting members could bring enough sustenance for themselves and partners

with perhaps a little more to help out those members who have **not read this missive**.

Anyway, as Dudley's excellent photos will show that the evening was a great success with little food left over. So, thank you to all those who attended and enjoyed the evening. And thank you for the loan of Mike Crisp's new Christmas Tree, also thanks to Mike Foreman for his well-documented railway films and of course to the Avery family for their unstinted help in setting up the whole thing.



We look forward to another prodigious evening later this year.

Forthcoming General Meetings 2023.

By Ian

In the past our members have been as good if not better than the imported variety of speaker. If you, or you know of a member who would be willing to talk for an evening or even half an evening shared with another member; then that would be excellent. Please let me know. All meetings are on Friday evening starting at 8pm.

The Programme at the moment reads thus: -

February 3rd. Our own Geoff discusses the LBSC Archive, its contents and the challenges of its management

March 3rd. A chance for the membership to explain what they have been up to in their workshops during the 'closed season'. Please join in and show the assembled group the challenges that you have faced.

April 7th. All model engineers have some bit of equipment that has an interesting history, small or not too large. Please come along and share the challenges faced.

May 5th. The Societies AGM. This is the most important meeting of the year. And your chance to steer the Club to even greater success.

June 2nd. This is the Day of Coronation of King Charles III. Should the Club celebrate the day with a Jamboree at Tyttenhanger? or should it be for members to celebrate with their kith and kin at home? Suggestions ideas and help please.

Any questions regarding the meeting contact, Ian



G.L.R. News

January - February 2023.

By Peter

Happy New Year to one and all and this year's motto is "start as you mean to go on" or alternatively crew don't change anything you done last year as it all seemed to work so well on the Tyttenhanger Light Railway, Maintenance, passenger hauling and running with no disasters or calamities. Keep this up boy's and we may get promotion; we may even get to look into holes with our hands in our pockets (see picture below).



New Gantry build.

As the New Year approached Terry managed to order the materials and took delivery of some steel stock with which we will start to build our new signal gantry for Orchard Junction. The gantry design was altered and put to the council for approval for a second time after the first attempt was rejected. I must agree that the first attempt was a little agricultural! And what we have re-designed all be it slightly more costly looked more like the real thing. In fact, it was a copy of the real thing. Paul had supplied some photos of old railway gantries that we will use to refine our design. Young Michael clinched the deal with his powers of persuasion, by going to council and showing a full-size drawing of what we intend to build. The drawing was produced by our resident architect (amongst other things) the sobering Terry. A site visit was made by the builders and council officials to discuss the finer points and where the gantry was to be erected. At the December council meeting upon seeing the drawings and with Mike's explanation council was putty in his hands. Thank you Mike and council I am sure the gantry will serve its purpose well, making for a safer operating procedure in Orchard Junction and hopefully looking as good as the real thing.

Can you tell from this picture who the workers and bosses are"?



The fabrication of the new gantry has progressed at a fast pace and trial erecting took place in late January.

Saturday 10th Glühwein and Stollen day.



Dear Michael and Helen, the crew would like to thank you both for hosting such a wonderful day at the track for all, it seems that the event is turning in to a Christmas market affair in reverse, instead of buying things we seem to be giving

things away which is what this time of year is all about, the Gluhwein and Stollen, was excellent ,the barbecued sausages and burgers went down a treat as did the roast spuds, the multitude of children on site had a great day riding the three locos in attendance , I can still hear the screams of the delighted children every time Maid Marian filled the tunnel with steam when I think about that day. Thanks to the Narrow-Gauge crew for running, and to all those who contributed on the day, we eagerly look forward to the next Gluhwein event later on in the year.

Saturday 17th December. Tyttenhanger Light railway played host to a contingent of seven members from the Harrow and Wembley society, they were interested to see and discuss the pros and cons of the petrol hydraulic locos that we use for public running days. As there had been a heavy fall of snow on previous days and was bitterly cold buy the time I had got to the track (flat battery) the crew had already set up and was giving our visitors rides around the track, triple heading with Roy and Brian's locos and the club loco Alban pulling a whole two carriages laden with cold but happy train nuts. They managed to get around the track with not too much help! And just for the fun of it they went around again! Two of the Harrow and Wembley visitors live in the Bricket wood area and are considering joining North London as they will be falling foul of the proposed road charges being introduced to all London boroughs in 2023. We applaud their decision and they will be very welcome.

*Visitors from
Harrow
Saturday 17th
December*



The day soon went by, we had tried to make tea but everything was frozen up, so our visitors departed cold but happy in the knowledge they had gained and were invited back for another go in the near future.

Festival entry, 2022

By Craig

For the last few years, I have entered a “Christmas Tree” model at my church, St Francis of Assisi, Welwyn Garden City.

This year it was prompted by two Grandsons: In the Spring we had gone to Dunstable Downs for the day. Part of the entertainment was flying a remote-control helicopter that I had. Who was flying the model at the time doesn't matter, the result was that the craft plummeted to the ground and was irreparably damaged.

On dismantling it, there was little mechanical damage but the electronics were dead, I couldn't fix it but could not bring myself to throw it away and as the request for entries to the Christmas Tree Festival came an idea came to mind.

So, the scene was set. Santa, who had been let down by his striking reindeer, (they were demanding “more Doe” (Julie Andrews; a Doe, a deer... geddit), - so he had resorted to his helicopter to lower him into a chimney, and out again.

Simple then! Well, I thought so, but the first thing was how to get the up and down motion. I had a 9-volt motor and integral gearbox which was nominally 10 rpm, so I made a plywood disc and affixed a brass boss with a 4mm grub screw to fix it to the flat on the gearbox's shaft. A 6mm bolt was put on the outer edge of the disc driving an 8mm flat aluminium bar up and down which fixed to the resprayed helicopter with a knitted Santa hanging from it on a rod.

The next consideration was how to keep the helicopter horizontal throughout this cycle? I realised that my trolley jack raised my car but kept its cup horizontal as it went up, so that was put onto my bench and I measured the length and positions of the bars that made it work.

This mechanism was scaled down to an appropriate size and made in 10mm aluminium box section (because that's what I had) and because flat bar twisted and jammed to easily.

Once all the parts were connected, they were fixed together with 6mm bolts, nuts and when the connections were loose enough to be smooth but with no play, nyloc lock-nuts to ensure that they stayed there.



All these pieces were mounted on an old wooden shelf which was screwed to timber supports to lift it up high enough that the rotors were overhead height.



A “roof” was made from a rigid plastic board covered in roofing felt and I made the chimney from cardboard with bricks and mortar drawn on with a black pencil, which Julie water-coloured, after mixing a suitable tint, this was glued onto the roof and she then sprayed “snow” over them to get the effect. A small tree, with lights and a fairy was added alongside a reindeer with his “On Strike” sign.

At the festival it was set up and got going. The up and down worked flawlessly both days, but despite running it for several hours the day before the rotors worked for about 10 minutes and then stopped. 5 minutes later it would go again. I haven’t understood this yet but think that, because the rotors are designed to spin very fast, I was running it through one of my N-gauge controllers at a lot lower voltage for both safety and to prevent a lot of vibration to the set-up. It was either that this lower voltage caused the motor to stall (but why wouldn’t it start up again immediately?) or it was getting too hot, or something else?

Anyway, the Festival was a great success with a couple of thousand people coming through over the two days to see the 66 decorated trees.

Despite most of the engineering being more Heath Robinson than Alec Issigonis! “Santa copter” was voted “the most creative tree” and was runner-up as “funniest tree” so we were delighted. Now, what to do for next year....?

A Letter to the Editor

It was nice to hear from Colin again and to read the saga of his Simplex project in the December news sheet (p32). Many model engineers have had a similar situation, I certainly have, although not to the same extent. I discovered that the trunnions of the expansion link were out of line, a relatively simple correction. My enjoyment of model engineering was to make items carefully and accurately to my satisfaction.

Back to your project. The frames are no good and will have to be made again properly and accurately as everything depends on them, you need a good straight chassis correctly dimensioned.

I would also measure the distance between the bearing centres of the coupling rods to see if they are to drawing. You will also need new axle boxes too.

With all that sorted you could have a rolling chassis which is a good start. The rest of the work will be to make the individual items.

I think that you will get more satisfaction making a 5-inch Simplex than a similar model in 3 ½ inch.

There is a construction book available for Simplex. Enjoy the challenge!!!

David

Do you remember?

By Roy

Well, I am thinking back to all those Christmases ago when I had Mamod accessories as presents to go with my Mamod stationary steam engine, all long gone except for one buffing item that just lurked in the box of bits.

I had been going out to exhibitions with fellow member Mike (St. Albans club) with the steam workshop which draws very much attention. It all takes time to set up and of course to get steam up and make sure small fingers do not get burnt or scalded. I thought there may be another way to show off the many accessories all working.

At the same time via another society, I bought a really quaint old style open frame electric motor and as soon as I had it home and tested, I managed to get another one. I decided to marry them up with the Mamod accessories, but I really needed some more. The price on the Internet is scandalous but by dint of digging I found and actually spoke to a lovely Welshman who refurbished and sold on, steam engines and assorted workshop accessories, all done from his shed at the bottom of the garden.

I told him what I wanted them for and I got a generous price and refurbished my old one as well. I had a lay shaft from another member and started to juggle things around. The baseboard is actually the other side of an old yacht building board. On looking at the motor it became clear that this was no engineering job as for a start there were no bushes for the motor shaft. A trip to see Malcolm had me leaving the motor with him to make a couple of bushes and I would fit them. However, Malcolm the generous soul that he is fitted them. I had anticipated disassembling the motor as it looked like it could just fall apart! And so it did, but Malcolm soldiered on and got it back together and the motor ran sweetly. I had wanted to paint the sides which were plain 20-gauge ally, so the second



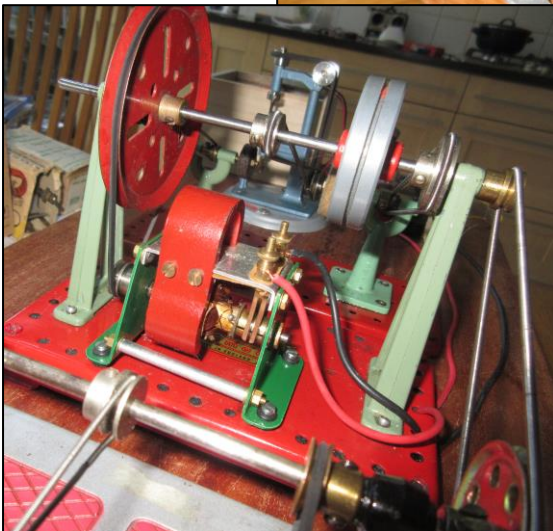
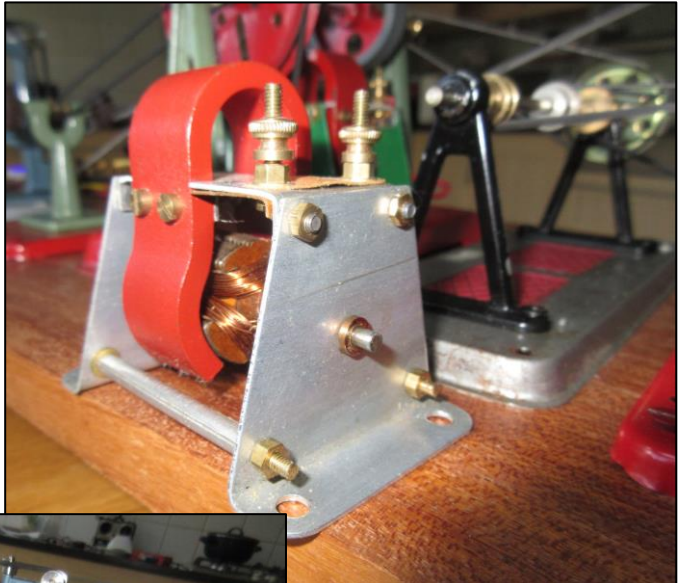
motor I did myself using brass interlocking tubes very short in length and soldered together. Being ready for a dissembled mess I made two card end pieces to replace the ally ones which were then taken away for increasing bearing size with a tapered reamer and then etching and painting. This all worked and I used the colourful one in the final build.

I decided the centre item would be the lay shaft with the motor drive and the rest either side. I did a test fitting and soon realised that it was all going to run much too fast to appreciate and secondly screwing down the bases to a board made it all very noisy. So I first bought a very cheap bit of electronics which takes in any voltage from 3- 30 volts and delivers an adjustable stable voltage out and it included a visual display all for £3.50!

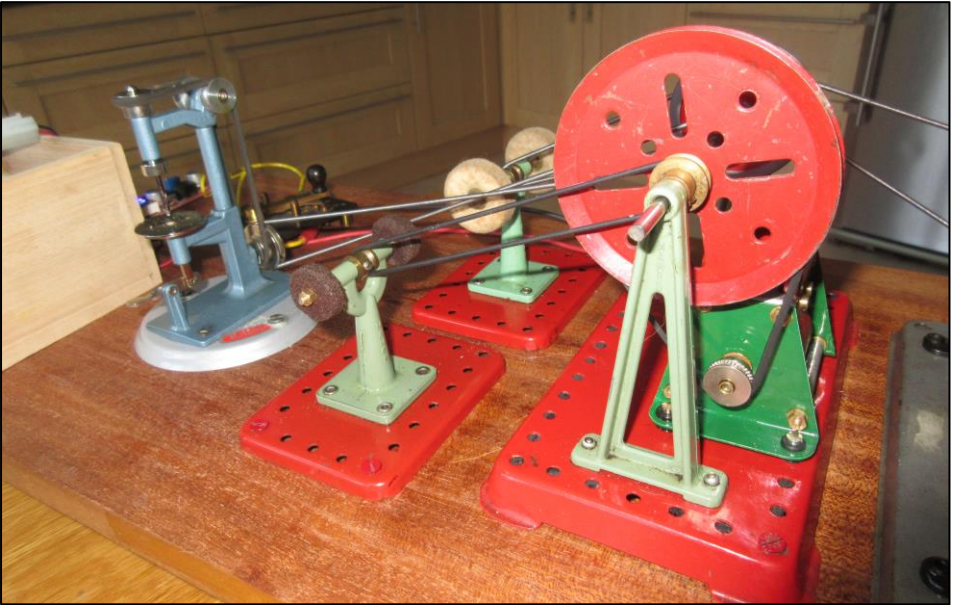
Now for the noise reduction, a quick search in the workshop found some old computer mouse mats, perfect. These were cut up and glued in placed under the lay shaft base with the motor on and by chance raised the base a fraction above the baseboard. This was screwed down firmly but not quite touching the board and the noise was gone.

Now I needed to get the right spacing for the items, I included a few Meccano wheels which were the same shaft sizes and then got hold of some spring wound drive belts. The result is as you see, when assembled the motor input voltage was tuned down so the motor always started but the speed showed the accessories working at a reasonable speed. I can plug in any battery with a Tamiya connector and the voltage controller always gives the right voltage, 2.2 volts in this case. The children love to stop and start it so job done!

The bare motor with bearings. Very simple construction even the spacer tubes are rolled sheet! All made from 20-gauge ally. The motor is much more powerful than the not dissimilar Trix motor around at the same time.



My version using brass tubing for bearings and with engineering green sides, goes nicely with the red magnet. I found out later that these are post WW2 units, these came from India although someone was making them in the UK as well, as I saw an identical one in a model boat made in 1947. I have a very crude cardboard box which came with one of them.



For Sale

Valor N2207 paraffin heater with spare wick £65

Black and decker KW850E Router in case with accessories only used a couple of times £60



Contact Jonathan



Harrogate Model Engineering Exhibition 2023

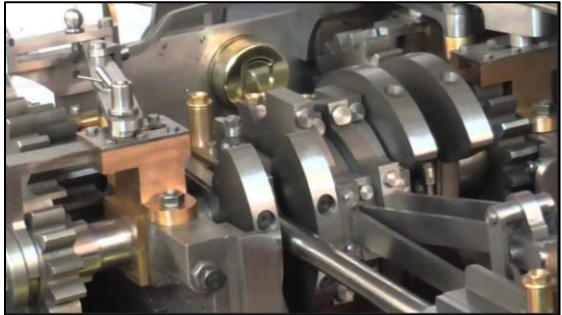
Friday 10th and Saturday 11th March – 10.00 am till 5.00 pm

Adult Ticket £15 on the day
Advance tickets £12
(Includes one under 16 free).

Family Ticket £30 on the day
Advance tickets £25 (2 adults and 3
under 16's).

Adult Two Day Ticket £25 on
the day
Advance tickets £20

Yorkshire Event Centre
Great Yorkshire Showground, Harrogate, Yorkshire HG2 8NZ
Car parking is available close to the hall



A London Routemaster Bus will be operating a courtesy service from Harrogate
Railway Station.

And Finally

Architects, Engineers, and Project Managers:

An architect is a person who starts out knowing very little about a great deal but keeps knowing less and less about more and more until he knows practically nothing about everything.

A Project Manager is a person who starts out knowing a great deal about very little and who goes along knowing more and more about less and less until finally he knows practically everything about nothing.

An Engineer starts out knowing practically everything about everything, but ends up by knowing nothing about anything, due to his association with architects and project managers.

Club Dates for your 2023 Diary

Advance notice; -

Toy Boat Regatta's planned for 14th May and 10th September 2023

February	
Fri 3 rd Feb	General Meeting – 8pm at HQ Geoff Burton discusses the LBSC Archive, its contents and the challenges of its management
Sun 5 th Feb	Working party at Colney Heath 9.00 to 12.30
Tue 7 th Feb	Council meeting 13.30 at HQ (see note below)
Sun 12 th Feb	Working party at Colney Heath 9.00 to 12.30
Sun 19 th Feb	Working party at Colney Heath 9.00 to 12.30
Sun 26 th Feb	Working party at Colney Heath 9.00 to 12.30
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
March	
Fri 3 rd March	General Meeting – 8pm at HQ A chance for the membership to explain what they have been up to in their workshops during the 'closed season'
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Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

A Non-council member, representing a section or committee, can, on request to the Secretary, attend the council meetings as an observer or to submit proposals as set out in the club's constitution. If attendance is agreed then the secretary will advise the member concerned.

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