

Issue No. 846

July 2022

The News Sheet

North London Society of Model Engineers



July 2022

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; -

On the 22nd May the Marine section hosted the first Toy Boat Regatta of the summer at Colney Heath. An account of the day appears in this issue. As can be seen in this picture boats of all sizes were on display.

Photo by George



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

Congratulations to Mike for representing us at this year's LittleLEC competition. (See page 24 Ed) I had not myself attended before and since we are hosting the event, in 2025, I thought it timely to go along and see for myself how it is run. We held the competition at Tyttenhanger in 2011 and am confident we can manage a good show of it again.



A new concept for us is the under 16 years of age drivers' day on 9th July, details of how we plan to run this are included in this news sheet. This is very much an experimental event but I am confident it will be enjoyable. Please ensure that if attending, with an under 16-year-old, you let me know in advance so I have some idea on how to schedule the afternoon.

By the time you receive this copy we will have hosted beavers scout group from St Albans and all Beaver scouts from the Borough of Barnet. A successful day hosting Keech hospice again demonstrated the huge value our guests place on the enjoyment of our facilities.

(Before we can publish any pictures of the Keech visit we must seek approval from both the parents and the Hospice. We hope have a report and pictures of the visit in the August edition Ed)

In August we are having a memorial afternoon for Jim Robson. Jim was a keen enthusiast of the old GWR so it would be fitting to have Swindon designed locos, of any gauge, present on the day.

We have had recent bona fide requests from third parties to view the LBSC archive. As a matter of principle, good housekeeping and control, these requests will be reviewed by council before granting access.

HS2020 requires training and competences for public running. For new members this means we have to ensure they understand our tracks and infrastructure and assess that they do so. My view is that track familiarization is best done using electric locos as there are not the distractions inherent with maintaining water/fire/pressure with a steam locomotive.

Council wishes to remind members that on public running days the Senior Steward can ask a member to cease passenger hauling if Senior Steward has concerns about the driver's competency to operate any locomotive. This has always been our de facto practice as Senior Steward has full authority over us all on public days.

Enjoy the present weather and hope to see you at track or HQ.

Treasurer's Report

By Mike



I'm very pleased to say that only twenty-two members' subscriptions remain unpaid, since my 13th June email reminder to all of them, bar one who is not on email. Rather than wait until the 11th hour before the Constitution rule five becomes effective I list the Postcodes of those members who according to my records remain overdue and who have not responded to my email.

At the last Council Meeting we accepted applications from Robin and his son David. Interested in Locomotives, RTR & GLR. Welcome to you both.

The public open Sundays at Tyttenhanger are settling in nicely, without being too busy, although for Father's Day we were missing the Ground Level Railway service. At least the passengers appeared to be happy, and the income is helping to replenish our TYT coffers. Good job as we have splashed out on a further supply of coal to keep us going. See advert elsewhere regarding the new prices for Grains and Beans effective from 24th June 2022. A new supply of 1000 grade steam oil will also be order shortly.

Keep safe and enjoy the Summer. Mike

HQ Security arrangements

By Mike

Following the 'damage' to the main gate by one of our neighbours' lorries they have expedited a new set of gates and relevant fencing. The new gates will be electrically operated with entry via a keypad on the outside by the gate for which we will be supplied with relevant pin number in due course. Vehicle exit will be by sensor pads in the road way which will open the gates automatically. They intend to continue employing a nightwatchman indefinitely. They will I understand supply us with a keypad to go inside our HQ to enable us to open the gates for visitors. Details to be confirmed but contact M. Foreman if you require further details.

G1 Group

By Geoff

It seems like high summer with some of the lovely weather we have recently experienced. This is the time of year to really enjoy the social side of our G1 meetings.

As well as the possibility of regular attendance at our Tyttenhanger track we can also enjoy meeting our fellow Gauge 1'ers at various meetings on other club tracks or at private garden meetings.

G1MRA is a great way to meet an extended circle of likeminded people spread throughout the UK and indeed the world.

These meetings enabled us to see what other people have been up to and to inspect what they have built or acquired.

The variety of locomotives that can be seen are vast. Here are a few examples that we have not seen amongst our local members.



A superbly engineered model of LMS Coronation built by George Leyton, Workshop Manager for Bonds of Euston Road, constructed around the time of the Second World War.



GWR King finished in the short-lived BR blue livery



SR Lord Hood, the soft cushion for the steam raising blower still in the chimney.



ARM1G. One of the early prototypes built by the designer, Dick Moger, to the G1MRA published design.



A pair of S.R. Q1's. One still awaiting painting

Photo Credits Billy & Kevin.

Geoff, looking forward to more good weather!



Toy boat Regatta May 2022

By George

Very good turnout for an event reminding me what a small world this is. I received a call earlier in the year from a member of the vintage yacht group asking if it was ok for him to attend with a collection primarily of tin clockwork boats. He had not attended before and was checking as the boats were on display in the Windermere Museum and it would be a long journey.

Peter arrived with an incredible selection of boats having travelled four and a half hours. They were received well by all on site with many detailed discussions between attendees.

It was when at the end of the day when assisting with his collection to prepare for his four and a half hours return journey that I was reminded how small a world it is. Turned out that Peter served on one of the submarines I was on at the same time without knowing each other. We both had similar memories of its service but as he was an officer at the front controlling



the submarines actions and I was an engineer at the rear pushing it.

Our paths did not directly pass until now over 40 years later. Although I knew the date and times with onboard events I still to this

day did not know where we were or why which was Peters world.

Unfortunately costs of such a long journey both in fuel and time mean Peter doubts he will be able to return but there were many pictures taken and advice received on restoration procedures listened to by all the club members present.



Next Toy Boat event is set for 11th September 2022.

George

Public running days at Colney Heath.

We have now successfully completed a number of public running days this year. This has only been possible because club members have spent the winter maintaining and preparing the site and undertaking maintenance of both club and privately owned locomotives and rolling stock. The Council would like to express their appreciation and thanks to all those who give their time and engines etc without this commitment public running would not be possible.

Members of Council also wish to say thank you to stewards and drivers who already have and continue to support the public running days during the 2022 season.

It has been some time since we last had a normal summer of running for the public and as a result, we all have to relearn some of the things which are essential to a safe and enjoyable afternoon when we open to the public.

WEARING OF Hi-Vis VESTS ON PUBLIC RUNNING DAYS.

Members are reminded that they should not access the non-public areas of our site unless they are wearing a Hi-Vis Vest when we are open to the public. The exception to this rule is the GLR and RT steaming bays. If you walk around the operational railway without a Hi-Vis Vest then members of the public may consider it acceptable for them to do so as well.

The Hi-Vis Vest also makes you clearly visible to drivers. If you are rail side and the driver of an approaching train sounds the horn or whistle to warn of the trains approach, please raise your hand in acknowledgement and stand clear. The driver is then assured you have heard the warning.

PLEASE SIGN THE RUNNING BOOK BEFORE DRIVING.

There have been several occasions when it has become clear that members have not signed the running book. It is essential that you do so BEFORE driving if only to meet the basic requirements of our club insurance policy.

SENIOR STEWARD

On public running days the Senior Steward has the authority over us all to stop any activity which is causing disruption or a potential safety issue.

NLSME Council

Track Stewards Rota – July 2022

By Nigel

The track steward's rota for July is shown below. A complete list for August and the whole of 2022 was published in the March edition.

Please make every effort to attend on the date you are allocated.

If, however, you are unable to perform the duty on the date shown it is your responsibility to arrange a swap with another member and to advise the two Senior Stewards of the change.

Please contact the relevant Senior Steward if you have any concerns regarding the date of your duty.

Our public running days provide a lot of pleasure to parents and children who come along to the site at Colney Heath. Also, after two very lean financial years the income from the public, as well as the subscriptions we pay, goes towards improving and/or maintaining our facilities not only at the track but also the facilities at Headquarters.

03-Jul-22

Mike - Senior Steward

- 1 Robert
- 2 Aaron
- 3 David
- 4 Bob
- 5 Rai
- 6 Ian
- 7 Geoff
- 8 Derek
- 9 Robert
- 10 John
- 11 Robert

Ground Level Despatcher

Steve

17-Jul-22

Richard - Senior Steward

- 1 Jonathan
- 2 Mick
- 3 Paul
- 4 Joe
- 5 Mark
- 6 Terry
- 7 Jeremy
- 8 Peter
- 9 Rob
- 10 Thomas
- 11 Marcin

Ground Level Despatcher

Steve

Terrier 150th – Poplar returns to Poplar

By Bill

Celebrating its 150th anniversary the Terrier 'Poplar' was seen at the DLR depot at Poplar, the loco (in static display) was used for a series of educational visits, then public visits on the weekend of June 18th/19th. Owned by The Terrier Trust' it usually resides on the Kent & East Sussex Railway' and returned to steam at the end of May after overhaul.





Forthcoming General Meetings

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.

The Programme at the moment reads thus: -

Friday July 1st Meeting at Colney Heath BBQ, **bring** your own sausages; heat provided.

Friday August 5th BBQ at Colney Heath **bring** your own sausages; heat provided.

Friday September 2nd First General Meeting of the season at HQ. Prof Tim Watson will take time off from teaching his students to extract teeth to take us all on a journey from St Albans to Dorset with speed and thrills on the way by miniature traction engine! Not to be missed by anyone!

Friday 7th October. Work in Progress. Bring along a piece of machinery or model that you are involved with and tell us about it; you are among friends who will no doubt give you advice. The Nation is running low on skills so please do your bit to help.

Friday 4th November. We have no speaker booked for this meeting. I'm sure that one or two members could give the Club a short entertaining talk about Railways/ models/ ships/jobs/ or a thousand and one interesting facts that will keep us spellbound for at the least the evening, Suggestions and offers please. Form an orderly queue!

Friday 2nd December. A Festive Gathering. A chance to meet and chat to members from other sections over some light refreshments with a backdrop of films from past glories at the Club. A good chance to see some hidden films from the previous of the Club.

Any questions regarding the meeting contact, Ian

Binding the News Sheet.

By Ian

The excellent News Sheet makes a good read and could be referred to in the future; but unfortunately, the copies do pile up and are difficult to store. The scribe has even heard of members who read the News Sheet and then destroy the back page with the Officers addresses on so they remain incognito and subsequently dispose of the journal. Sacrilege!

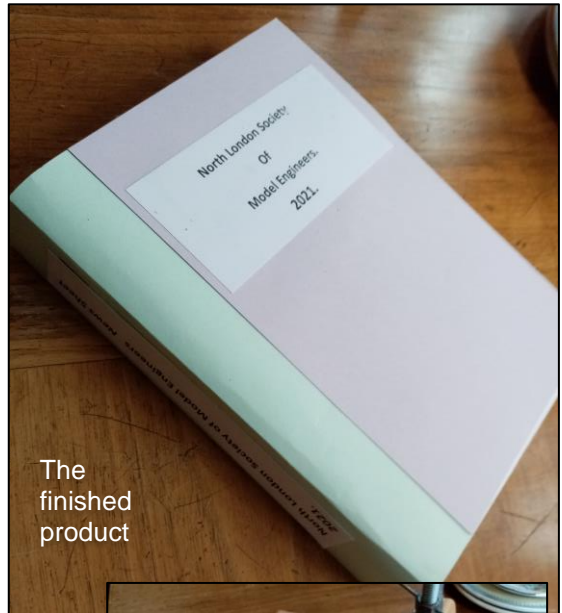
The News Sheet is far too valuable to just discard; so, there is a way of preserving it without copies lying all over the place.

As Follows; -

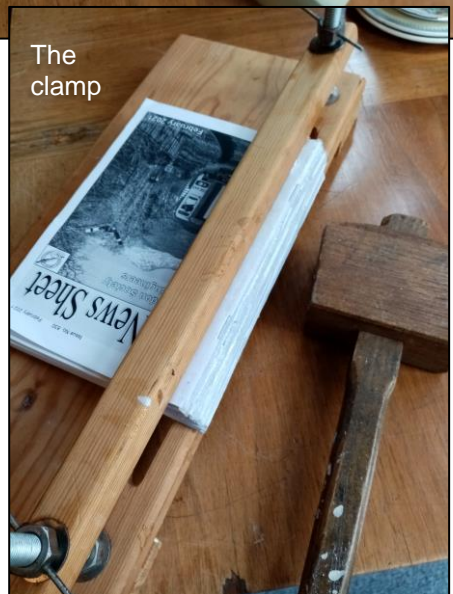
- (1) Save and collate all the years copies.
- (2) Put them in order with the oldest copy at the top.
- (3) Clamp them neatly in a clamp which can be easily constructed or borrowed of Ian Johnston.
- (4) Leave about 25ml exposed and fray the edges to take glue'
- (5) Rub in the glue and leave to set. I can't remember the name of the glue but it sticks like anything.
- (6) After a couple of hours, a slightly more substantial cover can be folded on and glued onto the spine.
- (7) Then it can be made pretty by the addition of identification labels.
- (8) And hey presto 2021 is ready to wait to join the 2022 batch in 2023. For referencing when needed to settle arguments at the least!

The illustrations should be self-explanatory.

Good book binding folks!



The finished product



The clamp

Bookworm Writes

With last month's portion left only half served I have added a bit more to the pot this month so loyal readers will not go hungry.

When we parted last time LBSC (Curly Lawrence) had just explained where the name of his new raised track, Polar Route came from: "*Polar Route, so called, not because of its locality, nor 'average temperature', but as a phonetic rendering of the initial letters of its official title*"

Now, I know what you are thinking? However here once again Brian Hollingsworth in his *Masterwork*" LBSC His Life and Locomotives"*** offers this useful translation: POLAR = 'Purley Oaks Light (A) Railway' So, there you have it, and some of you I guess where already ahead of me.

At this point in the journey, I am privileged to offer this 'treat' to members of the NLSME, a piece of sensational historical detail not usually included in references about the Polar Route, not even in the aforementioned 'Master Work'. After much discussion with our keeper of history here on the bookshelves authenticating my sauces (..) and with thanks to my mates for bringing this rare tit-bit to my attention, I use this opportunity to update the official history of this great man by presenting the following information....

The Polar Route (PR) Curly usually refers to and appearing in numerous articles as being circular was in fact NOT the first and original line Curly built at Purley Oaks called the Polar Route.

Having bought his house at 121 Grange Road Purley in autumn 1930 and having nothing more at that time than an ordinary domestic back garden to build a track in, Curly could not construct a circular track as space would not allow it. Therefore, the first working Polar Route opened in Feb 1931 was in fact an up and down line 52 feet long running in less-than-ideal terrain. Owing to the slope of the garden much work was required to achieve a workable though hardly ideal compromise that necessitated a six foot high trestle with platform against the wall of the house at one end and a four foot deep cutting dug into an earth bank at the other – Unfortunately photographic evidence of this line was not available at the time of my visit to vol 75 as it was felt this would require a special expedition to be sent to the far reaches of the very dusty bookshelves in my owners workshop, there to contact fellow bookworms in volumes 65/66 and from where no word has been received for many years –

Sources: ME 1936 Oct 29 p423/ ME 1932 Nov24 p496

This first incarnation of the famous line lasted from Feb 1931 to Oct 1936 a full 5 years, and in his own words Curly stated: "*The little line has seen a good deal of traffic; apart from my own testing and experimenting, brothers from all over the world have driven upon it, some bringing their own engines and some driving mine. It has been the scene of countless demonstrations of long runs on one*

firing, heavy haulage, efficiency testing, and what-have-you. Many arguments have been settled over its rails, and much experience gained, both by myself and my few personal friends and regular visitors”.

Now, at this point in the story the lads and I compared menus as to how Curly made the leap to having enough space to build the second PR.

Behind his house backing as it did onto a nearby railway embankment, was a patch of unused ground which we (the lads and I) have estimated to have been an area something in the region of 50 feet by over 150 feet. At the time Curly bought his house the land was owned by a housing developer who probably hadn't developed it for housing owing to its close proximity to the railway or maybe, being a smaller strip of ground, the plan may have been to eventually use it as allotment space or perhaps to build a few rentable garages or workshop spaces. Whatever; Curly evidently didn't think it was initially obtainable and therefore put thought to either acquiring a small strip off each of his neighbours back gardens, or to approach the railway company to purchase or rent a similar sized strip off the bottom of the embankment. Neither option worked out so in 1930 *“it was our own garden or nothing”.*

Fast forward four or five years to 1935 or 1936 and what Curly described as being *“time and fickle fate ”* gave him the opportunity to purchase the strip of land after all and with it came the possibility of building a circular raised track.

Source: ME 1936 Oct 15 p371 / ME Oct 29 p423

Now, as the *Permanent Way* gang of the NLSME will tell you, obtaining a piece of ground is only the start and doth not in its own right a railway make. The patch of ground Curly purchased would appear to have had the same topography as his own back garden as it formed part of an inclined plane.... it also sloped.

Through the good fortune of having the Southern Railway erect a new boundary fence on the land just purchased and putting their best *‘Masters of the spade’* gang onto the job, gave Curly access to a (potential) readymade 1930s earth moving team to level the new land - for my younger readers, in 1930s Britain and before JCB earth moving equipment existed, earth moving was done by muscular men (Heritage precedent claimed on identified sexual Stereotype) breaking a sweat by moving tons of earth by hand using spades and shovels and (stereotype – historical context)asking for nothing more than a fair days wage, a mug of strong tea and a packet of Woodbines (under 35s ask your Grandparents), plus the privilege of using ‘fruity’ language when the occasion demanded –

Anyway, Curly approached the boys to ask if they would be prepared to help him in their spare time, and with the aid of said tea plus the promise of Mrs. LBSC's (Mabel) cake a deal was struck.

Curly described at the time the hard work undertaken by the gang, which he indicated involved around eight men working a couple of hours of an evening for about two weeks, when he wrote: *“As there was a difference of several feet in the*

ground level between the east and west sides, they dug out the earth from the high side, and transferred it to the low side, thus forming a level "plateau".

A photograph taken at the time the work was being undertaken shows the difference in height between the made-up ground and the original level as being around two to three feet.



Once all the earth was redistributed it was decided to leave it to settle for a month or so and to welcome it to its new place of rest Mabel (Mrs. LBSC) perhaps fortified by her own cake, applied a garden roller to aid its compaction – disproving that muscles sweat and Woodbines where the only qualification required to undertake such a project – which must have taken quite a time given the size of the area.

**Sources: ME 1936 Oct15 p372 / ME 1936 Nov26 p513 / ME 1949 Nov3 p566
*Ref: Brian Hollingsworth " LBSC His Life and Locomotives" p 48 ** p 47**

Next Month – where the rumours_true? Was a dog track being built in Purley Oaks? And would Mabel's cake continue to work its magic?

Don't miss next month's portion.

G.L.R. News July 2022

By Peter

Tyttenhanger Light Railway.

Just a few lines to say big thanks to all the crew who helped make my grandson Ernie's fourth birthday (late May) a big day of fun.

The crew ran their locos and carriages for him and all forty of his chums, not forgetting the lovely Jessica who had a special ride of her own on Roy's train.



It was Jessica's wheel chair that started a discussion with Paul saying, it would be great if the club had a user-friendly carriage for wheel chairs. This topic was something that was mulled over many years ago with the then chairman Robin. I have now been informed things may be happening on this front so I shall say no more other than we very much hope this comes to fruition.

As can be seen in the picture on the next page Ernie had invited quite a crowd to his party and I think it safe to say all his friends had a great time. And so did the parents who tagged along.



Keech visit.

Always a pleasure to give joy to others less fortunate and the Keech visit was no exception. Thanks again to all the Tyttenhanger crew who turned up in their droves to help. Big 45mm John and crew, the raised track boys and girl. Even gauge one was on site (perhaps they didn't know we were there on that day) but they get the credit anyway. Finally, and I think I speak for all who helped on the day thanks to Keith and Rosie for organising and sponsoring the event and allowing us to be involved, we look forward to next year if we are spared.

Moany bit public running.

Please can all members who visit Tyttenhanger on public running days remember not to go trackside past the fence at Orchard Junction unless you are asked to or have a very good reason too, even so you must then don a High Vis vest so you can be seen clearly by the loco drivers giving rides. All stewards on duty at Orchard Junction must also wear a High-Vis vest so as to be readily identifiable to members of the public using the railway. (See page 9 Ed)

The ground level on member's day was run with no signals operating past Orchard Junction due to a signal failure. We ran without incident by line of sight and used a token through the tunnel section. The token is picked up just before the Raised Track Bridge and put back on the post on return. This arrangement will remain in place until the signals are fully functional once again.

As ever in the muck Pete – G.L.R. Section Leader



Narrow Gauge Garden Railway

By John

Hello everyone and welcome to this month's narrow-gauge nonsense. Over the last few weeks, the narrow-gauge layout has seen plenty of action with a couple of notable events. The first was a party for Guy who was celebrating being 103 years young. It was a wonderful day, as ever the ground level boys pulled out all the stops and with plenty of trains on the raised track as well it looked to me like they gave Guy's friends and family a really good time. You may recall in previous newsletters that Guy had given us some buildings from his own garden railway so it was great that we were able to show him what we had done with them, as they are very much part of the layout now.

It was also fantastic that Michael was able to show Guy the circus wagons and directors saloon that he had originally constructed. These are now in Michael's stewardship and after some TLC and restoration they are now in fully working order. Here is a photo of Guy inspecting Michael's handiwork.



The other notable day was a visit from the Keech children's hospice, again this was a very special occasion where yet again the ground level team spent all day running trains. Plus, the raised track was continuously in action giving pleasure to all the children, their friends and families. On the narrow-gauge layout, we let the children (and grownups!) Have a go at driving trains which were radio controlled and for those not able to get over the track bridge we brought the controller to them as they could still see the train from the raised track platform. I'm certain that every one really enjoyed the chance to play trains, it was certainly a pleasure for us to give them this chance. My thanks to all the club members who helped to make it such a special day.

Finally, in the April newsletter one of my occasional looks at a real railway focused on the Rye and Camber Tramway. Well, on a weekend away in June with Mrs Narrow-Gauge and some friends stayed in the wonderful town of Rye in East Sussex. "That's a coincidence said I. I wrote an article about the local tramway

anyone fancy a walk on the Rye and Camber trail?" Fortunately, they did, and very good it was too. There is absolutely no evidence left of where the Rye terminus was, sadly not even an information board. But it's easy to follow the old track bed albeit a slight diversion round a gravel pit dug since the immediate post war closure.

There are a few bits of track in situ still which always fascinate me (yes, I know, I



need to get out more!) The original golf links station still exists, apparently the golf club on whose land it sits promised to ensure it was preserved, looks to me like they're not keeping to their word!

Anyway, it was a good walk with some old interesting narrow gauge railway infrastructure to see, if you know what you are looking for.

Hope you like the photographs.

Enjoy your hobby and see you next month.



Picture from about 1910

For Sale

Jonathan has been sorting out the collection of plans stored at HQ which were left to the club. The full list can be seen below.

We are asking just £5 a sheet and £30 for the full set of the Minnie traction engine.

Model plans Aeroplanes, Boats and Engineering – Most still available
www.sarikhobbies.com

Airplanes

- Popsie wing span 38 ½"
- Cherub wing span 30"
- Long Cabin 2 sheets ben buckle kit wing span 78"
- Tiger Moth 2 sheets wing span 32 7/8"
- Lancaster Bomber wing span 74"

Boats

- Duchess of fife Paddle steamer Length 54"
- River launch Miranda length 42"
- The Charlotte folding river yacht length 26"
- Royal yacht Britannia length 42" 2 sheets
- Bowmen Steam launch Celia may
- Starlet
- HMS Wilton Hunt escort class
- Whippet Petrol engine
- High speed engine boiler and burner
- Twin cylinder oscillating launch engine
- Centre flue marine boiler
- Oscillating engine and spirit burner & boiler
- Scott Boiler
- Borderer Twin cylinder marine engine 2 sheets

Engineering

- Boiler feed pumps
- 3 1/2" Titch driving truck 2 sheets
- TE1 Minnie traction engine 9 sheets

Misc.

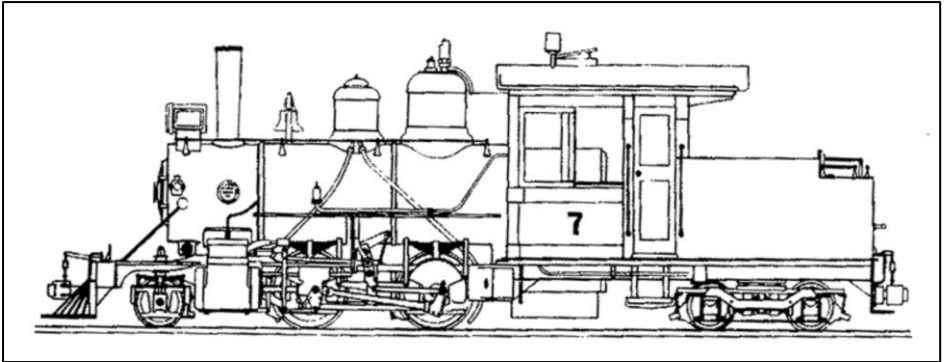
- 1/12 scale Victorian Dolls house
- Fort with dungeon
- Tudor style dolls house

Contact Jonathan

Lucky 7 – The refurbishment *Continued from May 22 p10*

By Keith

Part 4



This is the story of how a rather unique locomotive generously given to the club some years ago by NLSME member Harold Newman came to be languishing in the store at Tyttenhanger. It is now being overhauled, repaired and refurbished by John who has volunteered for this task. We now give an update on progress.

This is very large locomotive for $3\frac{1}{2}$ " gauge and at first glance has the proportions of a 5" gauge engine. Don Young produced a design is based on the 2ft Gauge Baldwin 2-4-4T resulting in a model with an overall length $60\frac{1}{2}$ ", driving wheel diameter $5\frac{1}{4}$ " and a cylinder bore of 2". It is undoubtedly a powerful engine.

We finished the description of progress in the May edition with a reference to a hinged front cowcatcher.

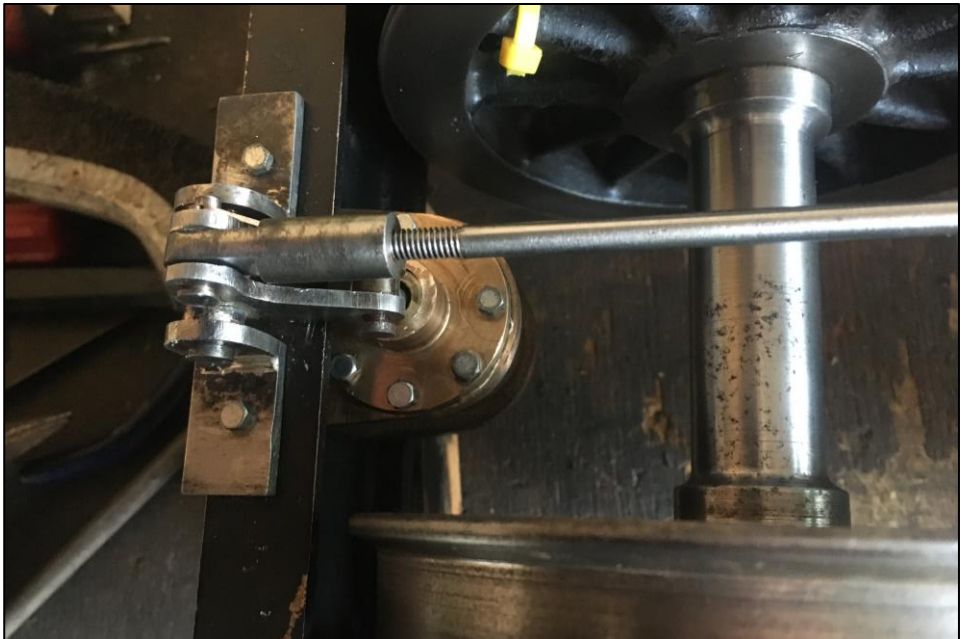
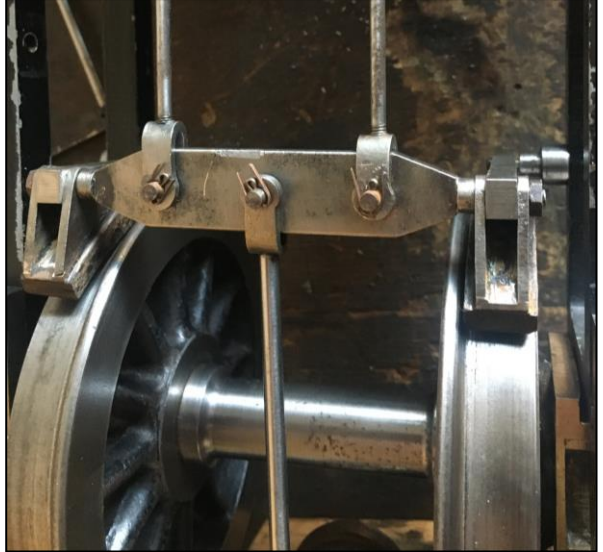
Why do this, well its all about on and off tracking. When leaving the steaming bay all locos are placed on the traverser and then reverse down onto the raised track via the ramp.



The cowcatcher on this engine is quite a way in front of the leading wheels and would foul the ramp. So, a hinged arrangement has been devised by John. As can be seen in the picture the front buffer beam is made of wood with steel brackets to attach it to the frames. A steel fabrication supports the buckeye coupling etc.

The project had now reached the stage of a rebuilt but unpainted running chassis so attention has turned to the brake gear. As a result of the original strip down John was presented with a box of components. But with a bit of time spent cleaning all the bits it was found that all was in good order. So, reassembly including the brake cylinder was relatively straight forward.

Next Job is the axle pump and then onto the boiler.



LittleLEC 2022 – 18th -19th June 22

By Mike

This competition held for engines weighing less than 50lbs was held at the Reading Society of Model Engineers track in Prospect Park, Reading. NLSME have hosted this event in the past and we will be again sometime in the future.

Unlike IMLEC, it is a slightly lower key event, but quite entertaining non the less. Having dabbled in the competition in past years I took the opportunity to give my Rob Roy a bit of a thrash, despite 'her' being 46 years old.

Usual format, two runs of twenty minutes each minimum with the opportunity to run to twenty-five minutes, but you must get back to the start in that time or be timed out. You choose your load, in this case concrete blocks, rather than passengers. They don't get bored going round and round and they don't get frightened if the driver is cornering pretty fast!



My first run using the small grains supplied, found that a lot was falling through or around the grate and dropping out of the ashpan only partly burnt. This coupled with the necessity to stop for a brief 'blow-up' resulted in an efficiency of 0.184%, well out of the running.

Having got the feel for the track, which was mainly flat I opted for maximum possible load available of three blocks. I could have taken more as adhesion was good and I had changed the grate to a better one which kept the fire in the box until burnt. I managed one lap in 1 min. 29sec, but still ended up stopping under the trees out of the rain for a couple of minutes for another 'blow-up', after that

she ran well with another lap of 1min 30sec, ten laps in total. Bigger load and faster laps produced an improved efficiency of 0.253%, but not in the big league by any means.

Winner was a 2 1/2" gauge 'Ayesha' at 0.357%

Second was another Rob Roy, who had also changed his grate for his 2nd run, getting 0.326%

Third was a Mona turning in a very creditable 0.321%

A very interesting day.

Mike

Another new supply of bags of coal has been delivered to the Colney Heath site.

By Mike

Anthracite Beans in 25kg bags

The size most used on our locos. New price of £14.50 per bag.

Anthracite Grains in 20kg bags,

Suitable for 3 1/2" gauge or those with very small fire-hole doors

New price of £13.00 per bag.

Details of how to pay by BACS transfer can be found on the booking on point notice board. Or by contacting the Treasurer. Mike Foreman

Welsh Dry Steam Coal in 25kg bags (Now sold out)

In larger lumps, which would require breaking up to use.

Having talked to Days (our local coal supplier) regarding the availability of Welsh dry steam coal (WSC) they say they have a Russian equivalent in stock which is extremely hard unlike the Welsh stuff.

Apparently, it was supplied to exhibitors at the recent Whitwell Rally. The general comment was that it was extremely hard and therefore difficult to break down into suitable sizes to go through the fire hole door.

Some good news in the railway press this month; the sole supplier of WSC the Ffos-y-Fran mine has been reopened for a limited period following repair of its washing plant. This may allow further supplies of our preferred WSC from local mines rather than a Russian one to be purchased for sale by our local supplier. Watch this space.

Accuracy of Measuring Devices.

By Julian

A short while ago I read in the British Horological Society Journal an interesting article about the accuracy of measuring devices and how errors can creep in. The writer compared various steel rules side by side and calibrated them by using a Digital Vernier. He showed that there were significant errors between rules that were surprisingly large at times.

The writer of the article used a set up similar to the picture below.



This set me wondering and I gathered together my collection of steel rules acquired over the years and from many sources. Some examples were made by old established names, whilst others were supplied by well-known dealers. Some were of dubious overseas parentage and makers. Some had machine engraved surfaces, whilst other seemed to be have printed scales. As an aside, in the days when we did not have computers, we had to measure the areas under peaks that came out on an ink chart recorder roll. We had to use special high accuracy plastic rules, some of which I still have at home. We would spend hours doing “least squares” or cutting out the areas under the peaks and then weighing them, followed by working out the ratios between the different peaks. (And we had no calculators!)

I recently had the sad task of dealing with the flooded remains of a late Model Engineer’s workshop and sadly most of the contents will/have ended up on the scrap ship to China. However, I did manage to rescue a few items for the Harrow club. Amongst the few items rescued were two small sets of slip gauges. They turned out to be Metric and Imperial sets which were sadly covered in various degrees of rust. I bid for these in a closed bid auction and subsequently won them. Having cleaned them up I now have a set of standards to test my measuring devices. Thus, I have some standards which I can trust, though they would not be to professional tool room quality. (I also have in my possession a second-hand

high quality pre calibrated Digital 25 mm Micrometer which I could use as a standard to measure against.)

I decided to try a different method to the original published article using what equipment was to hand. I am fortunate to own a Binocular Reflection Microscope which was legally disposed of when we shut down our Materials Lab. Not only is this ideal to compare rules side by side, but I have calibration graticules to go in the eye pieces.

I had to manually align the rules which is not ideal. My other microscope has a precision movable sample stage which will allow me to scan along scales. But it is of too high power and the angle of view is quite narrow. The most interesting exercise was to compare my collection of steel rules.



I compared side by side three well known “Made in England” rules both engraved and “printed”. The 100th and 64th Scales aligned up exactly. However, an “unknown” steel rule from a well-known supplier had its Zero end cropped off badly. So, even though the scale was accurate it was not a true 7 inches in length. (My other rules are all in dry storage and will only come out if any of my present ones “go missing”).

Over the years I have bought or acquired a number of analogue Micrometres and Verniers both large and small. Most are second hand and therefore also need checking.

My next task was to check all my analogue Micrometres/Verniers against the slip gauges to ensure they gave true readings. I decided to calibrate my 8-inch Digital Vernier which was purchased from a well-known Electronic Component supplier, but is not made by one of the better-quality companies. I also have a good quality 8-inch analogue Vernier, plus a 6 inch one that was given to me by a retired tool maker. (I also have an ancient 36-inch Vernier which I would think came out of Noah’s ark.)

I checked their external jaws using a Micrometer. The internal jaws using slips and the depth indicator using my analogue depth gauges. I found out that my analogue Verniers were accurate and consistent in results. However, I also found my average quality electronic Verniers gave accurate readings, but if you applied an excess pressure "last figure" could change. Over the years I have been given some Imperial Micrometres going up to 6 inches. These all had a hard-working life and were all slightly out by a few thousands, which would indicate that they would need their barrels adjusting.

What I have learnt is never assume anything is accurate unless you carefully pre check things before use. Also, when my Digital Verniers eventually fail, I will invest in a well-known quality make. (I have been told that there are lookalike copies on eBay etc and you need to check you are buying the genuine article)

Julian Greenberg

Under 16 years of age drivers' day.

Saturday 9th July 2-5pm

By Les

As this is a first-time event, I present guidelines below as to how the event will be managed. No doubt as the day progresses, we will learn how to improve its organization. At present it is planned to use the Raised Track, but this does not exclude Ground Level Railway if satisfactory arrangements can be implemented on the day.

1. Young drivers must be relatives of members
2. Young drivers must be accompanied on train by a club member with experience of driving and the signalling arrangements on the RT
3. All signals in use and drivers shown how to comply with them
4. Both club electrics in use
5. Use your own locos, steam as well, if you prefer for your own families
6. A Rota system will be used to assist all drivers get a fair time on track
7. Drinks and snacks will be provided
8. Members present are responsible for safe operation of their charges

It will greatly help planning if you let me know at least one week before if you are coming and how many children/grandchildren.

And Finally

A giant ship's engine broke down and no one could repair it. The delay to the voyage was costing the owners a considerable sum. With no-one onboard able to identify the problem they called in a Mechanical Engineer with over 40 years of experience.

He inspected the engine very carefully, from top to bottom. After examining everything, the engineer opened his tool bag and pulled out a small hammer.

He knocked something gently. Soon, the engine came to life again. The engine had been fixed and the voyage resumed!

A week later the engineer sent in his bill to the ship's owner.
The total cost of repairing the giant ship was £10,000.

"What ?!" said the owner. "You did almost nothing. Please provide an invoice detailing the works."

The engineer complied;

1. Tap with a hammer: £2
2. Know where to knock & how much to knock: £9,998

Total bill £10,000

Lessons to Learn

The importance of appreciating an individual's expertise and experience. The words "it's easy" and "that's all", should be set aside. Why? Because maybe the experience that made it look easy is the result of struggles, experiments and even tears over many years.

If this engineer could finish a job in 30 minutes when others had failed to solve the problem it was because he had spent 40 years learning how to do it in 30 minutes. You paid me for those 40 years, not 30 minutes he told the owner.

Society should value and respect the expertise and experience of those with grey hair.

Dates for your Diary

Narrow Gauge Rally

Running facilities for
2½", 3 ½", 5" and 7 ¼"
gauge models

If you wish to bring your engine to run, or if you
have any questions, please email:
ngevent@outlook.com

Exhibitor camping available upon request.
Please let us know if you would like to book a
Ploughman's Lunch, this is at a small fee to
cover costs, COVID Rules dependant.



Rugby Model Engineering Society
Onley Lane, Rugby, CV22 5QD
www.rugbymes.co.uk

9th & 10th July
2022

10:00- 17:00

You are welcomed
to our special
Narrow Gauge
Engines event.
Free admission.



EAST SOMERSET SOCIETY
OF MODEL & EXPERIMENTAL
ENGINEERS Ltd

Royal Bath & West Showground
Shepton Mallet
Somerset
BA4 6QN



Model Engineers' Open Weekend.
24th – 25th September, 2022

Club Dates for your 2022 Diary

Advance notice of a number of special events in the diary this year.

Fri 2nd Sept – Night running session

Sat 10th Sept – 3 ½ inch Loco day

Sun 11th Sept – Toy Boat Regatta

July	
Fri 1 st July	BBQ for all at Colney Heath bring your own sausages; heat provided.
Sun 3 rd July	Public Running
Tue 5 th July	Council meeting 13.30 at HQ (See note below)
Sat 9 th July	Family day/Under 16's drivers' day at Tyttenhanger
Sun 10 th July	Fetes & Fairs at Larks in the Park
Mon 11 th July	St Albans Beavers visit 6-7pm Sponsor Les
Sun 17 th July	Public Running
Wed 24th July	Deadline for copy to the Editor for August News Sheet
30 th & 31 st July	Fetes & Fairs at Potton End
Ground Level Rly	Working party at Colney Heath every Thursday & Saturday
August	
Tue 2 nd Aug	Council meeting 13.30 at HQ (See note below)
Sat 6 th Aug	Brean Visit – Sponsor George
Sun 7 th Aug	Public Running
Sat 13 th Aug	Jim Robson memorial afternoon 12.00 to 17.00 Sponsor – Pete
Fri 5 th Aug	BBQ for all at Colney Heath bring your own sausages; heat provided.
Sun 21 st Aug	Public Running
19 th to 21 st Aug	Fetes & Fairs at Flamstead Scarecrow festival
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.