



The News Sheet

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The Chairman's Notes

Hello and welcome to the August News Sheet; last month's new format News Sheet has been a resounding success and worth all the effort that Nick put into it. I would like to take this opportunity to echo the members' views at the July 06 EGM and thank Nick for all the effort required to change the News Sheet format in time for the new postal regime.

On the subject of last month's News Sheet I would like to thank Ernie Millington for taking the time to write to the Society and following this letter and further discussion at the last Council meeting I thought that I ought to add a few points to my July 'Chairman's Notes'. The Society document was derived from the Child Protection Policy (CPP) recommended by the Southern Federation of Model Engineering Societies; this whole policy was created using the Scouts policy as the basic document.

Although we may all agree that the 'nanny state' has further impeded our daily lives this policy reflects the times in which we live, and the fact that a large percentage of the public on a Sunday afternoon at Colney Heath are under 18 years of age. Taking the simple steps stated in the CPP should help avoid any unnecessary misunderstandings that could arise following a member's actions.

Moving onwards but not too far I have spent three wonderful days at Colney Heath following the visits of Childs Hill and St. Luke's Schools, and the Chernobyl Children. Both schools bought chil-

dren and staff who thoroughly enjoyed their time on a site we sometimes take for granted. If ever the beauty of Colney Heath was to thoroughly be enjoyed it was with the visit of the Chernobyl Children who would not leave a train for longer than two minutes, showing pure enthusiasm for the trains and traction engines on site.

It is on days like these that one can get a real sense of putting something back into the community within which we all live, and giving children the opportunity to partake, if only for a few hours, in the hobby that brings us all together.

Other events that have occurred during the last month include attendance by the Stationary Steam and Fetes and Fairs sections at the Punch Bowl Steam Rally, and on the same weekend the Fetes and Fairs also attended the Leverstock Green Village Fete.

Thanks to all those involved with the two Schools and Chernobyl Children visits to Colney Heath and those members representing the Society at the outside events I mentioned above as well as those I may have forgotten; it is your efforts that promotes the Society.

Moving on to matters at the July 06 EGM Firstly I would like to thank the 50+ members who attended the meeting and voiced their opinions. On the matter of filling the Council vacancies I am pleased to announce that Mike Chrisp was elected to the position of Vice Chairman of the Society and Mick Avery was elected to the position of

Council Member to fill the vacancy left by Mike Chrisp. Thanks to both of you; your contribution to the Society is much appreciated.

Unfortunately even with an attendance of 50+ members the Society was still unable to fill the position of Secretary and I find this a sad reflection on the Society that there are so few members willing to put the effort in to help run the Society.

I actively encourage constructive criticism and have been attempting to address the issues that have been put to me by

members, but perhaps some of those who do criticise could put their names forward to help steer the Society forward into the 21st century with a bright future.

Donal Corcoran

P.S. The Society has received an invitation to take part in a competition at Kew Bridge Steam Museum to enter a model moving vehicle at their Steam Model Show in October. If you are interested in further details please contact me for more information.

The July 2006 EGM

The July 2006 EGM was a well-attended event with 50+ members in attendance filling our meeting room and leading to some members asking 'why can't we get this sort of turnout when we have guest speakers?'

The meeting was a well-mannered affair with most members adhering to meeting room etiquette, which allowed a lot to be discussed in the two hours available. The two amendments to Rule 4 of our Constitution dominated the meeting with both proposals failing to achieve the required number of votes in favour to amend the Constitution. This all means that the Constitution remains unaltered since the May 2005 EGM prior to the AGM.

The meeting then moved on to discussion of the subscription rate for the year 2007/08. The Council had made two recommendations for next year's subscrip-

tion rates. The meeting backed the Council's recommendation of keeping Full subscriptions at the 2006/07 rate, as well as giving a 10% reduction (on the Full Membership to the nearest whole pound) to Senior Citizens who have paid Full subscription rate for a period of five years; remaining concessions remain at the 2006/07 rates.

Therefore the subscription rates for the year 2007/08 will be as follows:

Full Membership - £52

Senior Citizens - £47 (available after paying Full Membership rate for a period of five years)

Country Membership - £20

Young Person/Student Membership - £6 or £1 per year of age (i.e. 16 years old = £16)

The last issue before the meeting was that

Cover picture:

Occasional visitor B1 Impala, from Bedford SME, starts off from the station .

Photo: Owen Chapman

of the election to fill the Council vacancies. No new nominations were received and therefore Mike Chrisp was elected Vice Chairman unopposed and Mick Avery took Mike Chrisp's position as Council member. Unfortunately this still means that the Society is operating without a Secretary at this moment in time and I would encourage

members to put themselves forward for the position.

Before closing the meeting a vote of thanks to Nick Rudoie for his efforts with the new format News Sheet was carried, and long may Nick continue doing this important job.

Donal Corcoran

Treasurer's Report

Thanks to all of those who have now paid their subs. At the EGM on 14 July we set the subscription rates for the next financial year, so for next year there will be a concession rate for Senior Citizens who have paid the full rate (this includes OAP rate for the past five years) for the year 06/07.

Kieran Corcoran

The July General Meeting by OMAH

Mike Chrisp said that the recent Tewkesbury weekend traction engine rally, which includes a parade down the main street, was excellent; 43 engines in steam on the Saturday, an event not to be missed. There were several other points regarding forthcoming events but they have all happened by now.

The topic for the evening was a forum on sticking things together, Soldering and Brazing. To get the ball rolling Mike showed a Johnson Matthey film full of hints and tips on brazing with silver solder. He then threw the floor open, (not easy on a warm night), for problems and solutions etc. There fol-

lowed an excellent evening of to and fro discussion with members stating their problems and a proliferation of possible solutions. Also folk remembering problems and how they had solved them, together with useful do's and don't's and things to watch out for when brazing. Altogether a very useful evening for those who attended. I do not intend to attempt a verbatim report but merely to comment how much collective wisdom we have and how informative it can be to those who attend. I certainly came away a lot wiser. Thank you to Mike and all those who contributed.

General Meetings Update

Unless otherwise stated, General Meetings are held at our Headquarters in Legion Way, North Finchley, 8 - 10pm.

We are grateful to our Ron Thorogood who provides refreshing tea, coffee and biscuits at around 9pm.

4 AUGUST 2006 – AN EVENING AT TYTTENHANGER

Our now traditional summer General Meeting at our Tyttenhanger track site will be an opportunity to gather for an informal sociable evening with friends, family and colleagues. Few clubs or societies are blessed with the superb facilities we enjoy, and an evening at the track site at this time of year can be very pleasant indeed. All are very welcome to play an active part in this gathering or to simply sit, chat and watch what's going on!

Hopefully some will wish to run their locomotives on the track(s) and others may

choose to steam a traction engine or two. I very much hope that one or two of our marine members will organise something of a suitable nature on our boating lake as well.

The barbecue will be lit, so feel free to bring something along to cook and enjoy. Most of us like to cook steaks, sausages and burgers, but why not try barbecued fish, or sweetcorn, or bananas? Mmmm! Tea and coffee will be available throughout the evening but if you want it, I'm afraid you'll have to bring your own alcohol.

1 SEPTEMBER 2006 – ON THE TABLE: WORK IN PROGRESS

What are you working on? With the busy days of summer largely behind us, we have the happy prospect of lengthening evenings and time to spend in our workshops. This meeting provides an opportunity to show fellow members our current project(s) and to discuss any technical matters giving us cause for thought.

A few fortunate fellows will be invited to 'Show and Tell' during the evening, but please don't hesitate if **you** have something to bring to the meeting. A call beforehand, would be much appreciated so that I can schedule the evening.

6 OCTOBER 2006 – COLIN GENT: THE ROLLS ROYCE MERLIN AERO ENGINE

The Merlin, which powered many famous fighting machines, is probably the best known aero engine of WWII.

land and at sea will also be described, together with its 'in-service' history and comparison with other WWII aero engines.

The first part of this evening's presentation will discuss the engine's design origins, its detailed design and progressive development. Manufacture of the engine in large numbers in both the UK and the USA will be discussed.

Recent past experience indicates that seats will be available in the meeting hall to accommodate any friends who you think would enjoy this special talk and may wish to attend, so please feel free to invite them to join us.

The engine's applications in the air, on

Mike Chrisp

	Track Steward Rota 2006			NO SHOW
Date	Senior Steward	Track Steward	Track Steward	Track Steward
16-Apr	Ron Price	Maurice Cummins	Graham Price	Jack Edwards*
23-Apr	Nigel Griffiths	John Amos	Mark Braley	John Shawe
30-Apr	David Harris	Adrian Newson	Derrick Franklin	Keith Ashman
07-May	Brian Apthorpe	David Jones		
14-May	Jack Edwards	David Spencer	Kevin Wilson	Adam Gorski
21-May	Grahame Ainge	Peter Foreman	Jeremy Deans	Peter Brown*
28-May	Grahame Gardner	Peter Precious	David Burman	Ian Johnston*
04-Jun	Robert Oldfield	Frank Hills	Richard Castle	Michael Dear
11-Jun	Les Brimson	Roy Hall	Roger Brown	Derek Eldridge*
18-Jun	Keith Hughes	Victor Burgess	Philip Rowe	Reginald Axton
25-Jun	Jim Robson	Ian Buswell	John Riches	Frank Adams
02-Jul	Ian Johnston	David Snellgrove	John L Morgan	Naughton Morgan
09-Jul	Mike Avery	John Winson	Jonathan Avery	Nick Rudoie
16-Jul	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
23-Jul	Ian Clift	Peter Lancaster	John West	Bob Gamble
30-Jul	Keith Bartlam	John Cattle	Gerald Moore	Peter Fraser
06-Aug	Mike Chrisp	Ian Reddish	Alex Chapman	David Foster
13-Aug	Mike Ruffell	Brian Baker	Peter MacDonald	Brian Kennedy
20-Aug	Mike Foreman	Alan Marshall	Peter Berkley	Mike Franklin
27-Aug	Donal Corcoran	Lawrence Steers	Philip Hyde	R. Thompson
03-Sep	Tony Dunbar	Colin Thomson	Geoffrey Eccles	Owen Chapman
10-Sep	Brendan Corcoran	Peter Davies	Peter Brown	Larry Cheeseman
17-Sep	Jim MacDonald	Chris Reynolds	David Marsden	Peter Brewster
24-Sep	Adrian Reddish	Dick Payne	Nicholas Bone	Martin Ginger
01-Oct	Stephen Smith	Roger Bell	Paul Lacey	Barrie Davies
08-Oct	Kieran Corcoran	Gavin Lang	John Mills	Richard Hesketh
15-Oct	Chris Vousden	John Sandwell	Ron Todd	Malcolm Reid
22-Oct	Terry Baxter	Peter Weeks	Derek Smith	Derek Eldridge

NB: For any selected date/row, please read across both pages to obtain the names of all designated stewards.

Steward Rota

For us to carry out our “**Duty of Care**” for our members and visitors it is imperative that all Stewards turn up **or make alternative arrangement.**

There are a few changes and additions. A few more have agreed to a second duty, which is very much appreciated. For us to achieve a full six track stewards and two tea stewards each week a few more such volunteers will be needed to fill the spaces. Please pick an empty slot and let me know as soon as possible.

- If you cannot attend on your allocated slot for whatever reason, **arrange a swap with another member. BUT PLEASE LET ME KNOW** so I can amend the published list.
- If you appear on the list and you do have a valid reason why you should not,

			NO SHOW	
Date	Track Steward	Track Steward	Tea Steward	Tea Steward
16-Apr	Peter Weeks*	Steven Don	Ron Thorogood	Mrs Thorogood
23-Apr	Dick Payne*	John Waldoock	Mrs.Griffiths	David Metcalf
30-Apr	William Mason	David Snellgrove*	R Lidzey	Mrs Harris
07-May	Nicholas Bone*	John Fitzgerald	Merwyn Smith	Mrs Aphorpe
14-May	Reg Piper	Mike Foreman*	Raymond Goss	Robert Hatton
21-May	Frank Hills*	Simon Pearson	Ray Smiles	
28-May	Mike Avery*	Jonathan Avery*	George Case	Mike Chrisp*
04-Jun	Geoffrey Bullock	John Sandwell*	Ron Thorogood*	Mrs Thorogood*
11-Jun	Jack Sanson	Arthur Rixon	Mrs Reddish*	Ken Wilsher
18-Jun			Dave Lawrence	Frank Inman
25-Jun	Brian Baker*	Richard Cross	Peter Prior	Nicholas Griffin
02-Jul	Geoffrey Mogg	Owen Chapman*	John Morgan (M)	Mrs J Morgan
09-Jul			Colin Bainbridge	
16-Jul	John Beesley		Mrs Badger	Graeme Brown
23-Jul	Philip Rowe*	Alan Marshall *		Mrs Clift
30-Jul	Jeffrey Bolton	Maurice Cummins*	Raymond Randal	Harold Barrow
06-Aug	Paul Godin	David Burman*	Alexander Robinson	Jim Robson*
13-Aug	Peter Sheen	Guy Ellerby	Chris Dean	Mrs Reddish
20-Aug	David Broom	Chris Vousden*	David Morgan	Mrs Foreman
27-Aug	Lawrence Wood	Ian Clift*	Peter Funk	Mrs Clift*
03-Sep	Peter Lancaster*	Derrick Franklin*	Maxim Sarche	
10-Sep	Dave Green		L Brooks	Mrs P Corcoran
17-Sep		Ian Reddish*	Mrs. MacDonald	Mrs Brewster
24-Sep	Peter Fox	Mike Franklin*	Pat Badger*	Laura Reddish
01-Oct	Alex James		Mrs Smith	Julie Davies
08-Oct	Paul Bexfield	Michael Gibbs	Rai Fenton	Mrs Betty Fenton
15-Oct	Tim Clementson	Brian Aphorpe*	Derek Perham	Richard Hall
22-Oct	David Harris*	Roger Bell*	Mrs Baxter	Jenny Baxter

PLEASE LET ME KNOW

- If you notice someone who has left or has a valid reason not to be on the list **PLEASE LET ME KNOW**
- Most importantly if you do not appear on the list and should be **PLEASE LET ME KNOW**

I also ask that **ALL TRACK and TEA STEWARDS SIGN THE RUNNING BOOK** for monitoring and insurance purposes.

It is not much to ask to do your duty, **but to just not turn up is unreasonable**. It is your responsibility to yourself and your club to make sure this season runs smoothly, so we can carry out our responsibility for health and safety for all those that visit and enjoy our wonderful facility. The Tyttenhanger Committee thank you all, in advance, for your help.

Adrian, Loco Section Leader

Loco Section & Tyttenhanger Committee News

Happenings

It has been a busy month. The Colney Heath School Fete and a birthday party on 1 July both went well. On 8 July Leverstock Green fete was very busy with long queues using the old 7 ¼" track. Also Redbourn Steam rally was successfully with Jim's portable raised track. John Squire's Childs Hill School visit on Wednesday 12 July gave the children so much. On Tuesday 18 July Children from St. Luke's School and Thursday 20 July the Chernobyl children came to visit and what a good time they had. Many thanks go to all those that made these days such a success.

On Friday 21st July the Loco section met at Colney Heath. Peter Funk organised a marathon, steaming for the longest. 1st prize – Peter McDonald, a bucket of beer, 2nd prize – the Brimsons, a bucket of coal, 3rd prize – Ian Reddish, who got a cooked breakfast by Peter Funk. Also to be seen were videos of past times on the platform from John West.

At the last committee meeting, Brian Baker sought permission to convert the Flat trolley to have sides. The purpose was to carry passengers with miniature traction engines. The committee agreed and permission was obtained from the St Albans Club who also thought it was a good idea. Brian has nearly finished it and we saw it for the first time on the St Luke's Day where Pam was given the first ride (should have had a camera). He has made a fantastic job and we look forward to seeing the finished article.

Notice

It appears that some drivers of engines during the week at Colney Heath have not been signing the Running Book. If you have an accident and you did not sign in, the Club Insurance will not cover you. Also the other sections need to be aware that they need to keep records for insurance reasons.

Loco Events

Sat 29 th July:	Club Day visit by Northolt & Ermston SME.
Sat 12th Aug	Private Function – B Apthorpe
Fri 18 Aug	Loco Section BBQ @ Colney Heath
Mon 28 Aug	Bank Holiday, members running day
Sat 2 Sept	Birthday Party – Beech (help needed)
Sat 9 Sept	Mencap
Fri 15 Sept	Loco Section Meeting HQ – “A Look back at the Season”
Sat 16 Sept	Birthday Party - Meyrick (help needed)

Sat 23 Sept

Birthday Party – M Chrisp (help needed)

Vacancies (No pay, large reward, liaising with Loco Section Leader)

If you enjoy our wonderful facilities and would like to give back, like me, something to our wonderful society, there are a number of vacancies that will be coming up soon. We have these immediate positions available, if you would like to know more at what is involved please come and have an informal chat.

- **Birthday Party organiser - filled**
- **Tyttenhanger committee member - filled**
- **Loco Section meeting organiser**
- **Spare Track Steward duties: 10th Sept; 17th Sept; 1 Oct.**
- **Spare Tea Steward Duty: 3rd Sept**

Adrian

(Loco Section Leader)

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WANTED

Radio-controlled boat, preferably a tug-boat but any boat will do, to sale on the pond at Colney Heath; for my grand-daughter Emma.

Jack Edwards



Copped at Tyttenhanger

B17/6 61633 *Kimbolton Castle*

By Grahame Ainge

After joining the NLSME in 1989 I bought a 3 ½” Britannia the following year and started to rebuild parts of it and add some detail. As a rank beginner to coal fired steam locomotives, although a life-long lover of the steam railway and a modeller since my earliest memories, I soon ran into difficulties. Apart from a disastrous crash of the locomotive near the steaming bays, which required a lot of rebuilding work, I found that constant maintenance and repair work was necessary. Repair work was pretty well beyond me with only hand tools and no workshop so I paid others to do the running repairs which all steam locomotives require. It wasn't long before I realised that this was not a tenable position to be in. I didn't even know how the loco had been constructed and therefore couldn't even take it apart!

By 1992 I'd come to the conclusion that the only way to fully understand steam locomotives was to build one myself. On a mainline steam trip in 1991 Michael Breeze was handing out lists of his 5” gauge drawings. To my surprise there was a set for a B17 available together with the necessary castings.

Now the B17s were, apart from A4s, my favourite locomotives. I had spent my childhood hanging over lineside fences in Helpringham, a little village on the edge of the fens in a remote part of Lincolnshire, where my friends and I saw WD after WD bringing coal to Whitmoor and empties back to the coalfields of Nottinghamshire and Yorkshire. Every now and again this procession of slow moving trains on the GN/GE Joint line was interrupted by a cross-country express hauled by a B17 as the coal trains waited in the numerous loops. There was *Milton, Melton Hall, Welbeck Abbey, Hatfield House, Champion Lodge* and *Kimbolton Castle*: All March engines and going to exotic places like York, Sheffield, Doncaster, Colchester, Norwich or Yar-mouth. To someone who had almost never travelled further than Sleaford these were all magical names both as destinations and locomotives. And some trains had restaurant cars with little lamps in the windows – so exciting to see that some people even had their tea on a train!

So I decided in 1992 to build a B17 –my first locomotive. Despite a certain amount of scepticism, if not ridicule at choosing a 3-cylinder ‘difficult’ Gresley engine as a first attempt, I bought the drawings and castings. I reasoned that all locos have wheels, cylinders, valve gear etc. etc. so why not build your favourite loco rather than one said to be ‘designed for a beginner’. I didn't ‘let on’ to anyone that I didn't even have

any mechanical engineering experience or knowledge to boot.

I enrolled at the Thursday evening model engineering class at Hertford Regional College in the September and was met on the first evening by the engineer in charge, Chris Bennet. I soon found that I'd come to the right place because a more kind and charming teacher I couldn't have wished for. As normal, the person at the top sets the tone and standard of the outfit he runs and I soon found the class the finest bunch of 'lads' (as Chris called them) you could meet. The atmosphere and friendship in the class has always been a joy to experience. Chris started me off making a centre punch and after a few weeks I progressed to the second project, a plumb-bob. It was now Christmas and Chris brought out the next drawing in my 'apprenticeship'. I persuaded him I could learn workshop techniques and skills by building a B17! Chris reluctantly agreed and continued to instruct me in using the tools and machines in the workshop to make what I wanted. Who else but Chris would have allowed me to run before I could walk?!

The Michael Breeze drawings only showed the LNER group standard tender (mainly fitted to the Footballers) but I wanted to make the small GE tender as fitted to 61633, so I started a search. In the library at York Railway Museum I found not only works drawings for the tender but also general arrangement and pipe drawings for the locomotive. So as not to miss anything I also contacted Glasgow University where North British Co. archive drawings are kept. A comparison with the Breeze loco drawings showed that Michael had done his homework and all main drawings were pretty well to scale. The late Martin Evans had produced 5" drawings for a Claud tender. As all GE fans know, the B12 and B17 short tenders were developments of such tenders. Unfortunately Martin Evans had got a few dimensions wrong so I went to Weybourne on the North Norfolk Railway where the B12 and its tender were shedded. In exchange for a donation to funds I was allowed to climb all over the tender and measure and photograph what I liked. I was now ready! I decided that since a tender is essentially a box on wheels this was the place for a beginner to start.

For more years than I can remember I've had a good friend I met at work, Robin Sealey, who is a qualified toolmaker and like Chris a wonderful and patient teacher. I pestered him constantly to tell me how to make parts of the loco and in particular how to read a drawing and plan the steps to be taken to produce the final 'job'. He taught me to separate out the individual drawings from the mass of drawings crammed onto the great sheets, typical of model engineering drawings. This is something I'd recommend to any newcomer because the big sheets are unwieldy as well as both daunting and distracting. Both at evening classes and with Robin, metric units were used. Coming from a scientific background I found this very easy – I'd never really felt at home with fractions and 'thous'.

There were spring hangers on the tender that were intricate and not available as castings so I resorted to cheating! I asked Robin to make a set of twelve for me in brass

and what exquisite workmanship he put into them. I realised for the first time that engineering is an art form as well as a scientific endeavour. I think Robin quite enjoyed the experience of going back to his early days as a toolmaker. This was not the first (nor the last time) I was to cheat because I'd already bought laser cut frames for engine and tender – something I can highly recommend. Things were beginning to move apace. With a group of friends and a broom-stick nailed to a bit of wood we made the flared tender sides on a large bender. Only after I'd shaped up the ends did I realise that I had two left sides!

Chris and a Polish engineering lecturer, Karol Persula, taught me how to turn wheels. While I was at it I turned all the loco wheels as well and I'm pleased to say I only had to throw away one wheel! Of course, years were going past by now and I was realising what a massive job it is to build a loco. I'd set myself up at home with a workshop with pillar drill and Myford Trilever as my main equipment. I kept a record of all the hours I spent both at home and at evening classes.

I wanted my loco to be as 'scale' as possible, so early on I'd studied the thickness of the materials used to build full-sized engines both by measuring the big ones and the B17 works drawings. Of course there were no big B17s to measure – all having been scrapped before 1960. I tried to make a rule that whenever I was making a part that would show on the completed model I used the works drawings rather than the Michael Breeze ones despite the general good quality of the latter. As time went on there came the question of how much detail to include even though scale parts might be dummy. I decided to put everything on the outside that could be seen in photographs of the big loco. Such parts, even in 5" gauge are naturally very fragile so I have become quite sensitive about the occasional heavy hands that the loco meets up with!

When I came to consider the cylinders, despite much careful study, without 'words and music' and previous experience, I was lost. I began to see so many years of difficulty ahead that I imagined I'd be too infirm to run the loco by the time it was finished! I started to search around for an experienced model locomotive engineer who would be prepared to build the three cylinders under contract. After speaking to a few I was not convinced the job would be safe in their hands until a fellow student at evening classes said he thought a friend of his knew someone local who would take on contract work and he gave me his name and telephone number. I rang Keith Welch and it was the best bit of work I'd done, for Keith was not only a B17 enthusiast but an outstanding engineer in all senses of the word and the nicest person you could ever meet. Keith is kindness itself and such a very thorough and patient teacher, I could hardly believe my luck. And so began a wonderful friendship and business relationship which ensured that one day I would be able to finish the locomotive.

While Keith was building the cylinders I was not idle. I learnt under Chris' expert

tutelage to use a Bridgeport mill and I started producing the connecting rods etc. With the help of Robin and his large Colchester Master lathe I 'quartered' the wheels. Whenever I 'messed up' there was always Robin or Chris to 'save the job' so I very seldom needed to throw away a job that had 'gone bad on me'. A disaster at evening classes was always greeted by Chris saying, 'Leave it on my desk and I'll see what I can do with it.' When next week came Chris had salvaged it with judicial brazing or some magic touch he seems to possess and I could continue working on the job.

Michael Breeze's drawing showed the original Gresley B17 boiler fitted to the class pre-war so it was unsuitable for the post-war *Kimbolton Castle*. I decided to have the boiler made by John Ellis to my modification of the Springbok boiler with the dome in the right place and other details changed so that it truly represented a 100A boiler. John too made suggestions including a Fury regulator and modifications of his own which improved the design and I specified a sloping backhead.

I was spending on average, ten hours a week on the loco although progress seemed slow. I started to save up my holidays and to use them to 'go full-time' at the college for a few weeks. Some years my boss at work allowed me to take several weeks holiday as one day a week for several months so I could spend a whole day milling on the Bridgeport besides the 2 ½ hrs evening class.

Another component loomed that I was unable to understand how to make: the superheaters and their wet and hot headers. The Breeze drawings were not adequate for a beginner like me to follow properly, Keith was up to his eyes with work, so the job was contracted out to Andrew Robeleux who is another fine engineer with a kind and delightful personality. Someone up there must like me and my B17 for me to have met so many wonderful people. Again I was 'cheating' but I reckoned there would be no fun in dying before the loco was completed!

Towards the later years of construction, Keith began to discuss how he had perfected drafting in locomotives and the design of model injectors. Although Keith built these items for me, he was in many ways now becoming a consultant engineer to No. 61633. I remember he spent several days in my workshop advising me on aspects of building the running boards and other platework: not an easy job on a B17 even for a competent builder. I hadn't a clue where to start. It was very tempting in more recent years when coming up against a problem to make a grab for the 'phone and 'ask Keith'. I tried to resist this as much as possible because I found that if I gave sufficient thought to a problem I could often come up with a solution myself.

Keith, however, was my mentor giving freely of his great knowledge and experience. To all he has helped he is known as the CME and he certainly deserves the accolade. He was the 'brains' behind *Kimbolton Castle*, the engineer who advised, checked my work and progress, first tested the loco on air and held my hand as we

steamed it for the first time. Without him the engine would never have been completed because those sceptics, back in 1992, who frowned on me attempting a three-cylinder loco were in many ways right. I did bite off more than I could chew but that's been a life-long trait of mine!

After all the years of construction I was quite disheartened as I started the job of painting. I had already painted the chassis in primer and black cellulose but decided to paint the rest of the loco and tender with Precision Paints enamel, pre-1954 green since the model was to be as it appeared in 1954 as a March engine. I applied coat after coat of paint by airbrush and, not satisfied, rubbed it all down after each coat. I had runs, orange peel, unevenness, dust particles in every combination. Repeatedly I could not get a satisfactory finish. After nine months of painting I eventually felt that, if not good, the finish was adequate. And so after reassembling, the loco was completed in the summer of 2005.



Grahame with the class B17/6 at its first public steaming on 3 September last year; his CME Keith Welch is just visible behind.

Photo: Owen Chapman

Although I acknowledge the great contribution Robin, Chris and Keith made both to my engineering education and to making difficult parts there are several model engi-

neers in the North London Club who I also owe a big thank you to for ideas, discussion and advice. Sometimes the help was very simple but nonetheless essential. For example I had studied the drawing of the middle crank, especially the big end, for ages trying to work out where to start and how to make it. Eventually I started asking around and I clearly remember the day when I handed the drawing to a member (whose name I've forgotten – shame on me!) He studied it for about 30 seconds and then slowly turned it through 90 degrees. Suddenly I saw how to make it! Although he explained it clearly to me I'd already fallen in and it was the simple act of viewing it at 90 degrees to how it had been drawn that revealed all!

I'm often asked how I got on with Michael Breeze's drawings. There are a few problems but I rate them pretty highly compared to what I've seen on some other model engineering drawings. And in the final analysis I have nothing but praise for a man who spends all the hours necessary to prepare detailed drawings as accurately as he has, in spite of there being only a small market for such work. I think there are only two other B17s besides mine that have been built so far and without Michael Breeze's drawings there would, I suspect, be none.

Oh, yes, the number of hours I've personally spent on the loco - I almost forgot to add them up. The total was over 5,600 hours over a period of 12 ½ years and if that sounds a lot then I can only say that a lot of time was spent searching to ensure 61633 is a true likeness of the full-sized loco and a beginner feeling his way in the workshop takes longer than a confident engineer. But it is possible to get there in the end!

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Letters

St Luke's School Visit to Colney Heath

On Tuesday 18th July St Luke's yet again enjoyed a visit to Colney Heath. The children were not sure what to expect, but on arrival they could hardly believe their eyes. They went from having a ride on the trains, to a ride in the new carriage pulled by Brian's traction engine (Brian very kindly let me have the first ride), to a ride on the ground level railway, and then on to the Bouncy Castle. They were in seventh heaven. As the children were so busy enjoying themselves the staff found it a very pleasant day, saying 'can they come again next year?'

A big thank you to all those who helped so valiantly on a very hot day. You will find a card in the coach signed by the children thanking you for a lovely day.

Pam Corcoran

Letters

Chingford & District Model Engineering Club

Track: Ridgeway Park, Peel Close, Old Church Road
Chingford, London E4

**Meetings: St Edmonds Hall, Larkwood Road
Chingford, London E4**

12 June 2006

Dear David,

Thank you all so much for our visit last Saturday. We were made most welcome. The track was excellent, the signals worked perfectly and your hospitality was second to none. Our members with their boats were delighted with their facilities, so it goes without saying that we all had a great time.

A special thank you must go to the ladies for their constant attention to the inner man throughout the day, and to the steaming bay crew who kept things moving on and off the track with a minimum of delay.

Thank you once again; it's great to have you as neighbours.

Kind regards,
Ron Manning
C&DMEC Sec.



Ron Manning at the controls of Mark Catchpole's GWR 57 x x pannier tank engine. The day was much enjoyed by all when friends from Chingford, Chelmsford and Fareham visited Tyttenhanger on Saturday 10 June 2006.

Photo: Mike Chrisp



Letters

THANK YOU!

Recent weeks have been very busy!

This little note is to thank everyone whose generous contribution of time and effort to welcome and entertain the children (and staff) from Childs Hill School in Cricklewood, St. Luke's School in Redbourn, and the group from Chernobyl made these events so successful and enjoyable for all involved.

Sincere thanks also to members, friends and families who supported recent events at the local school, village and rallies.

It may be helpful to remind you all that this year's Mencap visit is scheduled for Saturday 9 September.

Mike Chrisp

Mr. E G Millington

May I congratulate Mr Millington on his request for a bit of plain common sense. It is desperately needed. But this worthy gentleman must realise that he is up against those well-funded quangoes, "Health and Safety" and "Child Protection" who, under the banal banner of "Safety is Paramount" are straining to take over every aspect of our lives. They have already captured a vociferous coterie of converts within our special NLSME and it is clear that things can only get worse.

We two old timers must be glad that we can remember when we were able to enjoy driving, and even taking photographs, in a Club devoted to driving locomotives and before an oppressive, sickly mentality was allowed, nay encouraged, to fester.

ter Kearon

Sincerely
ter Kearon

Pe-



Pinewood Miniature Railway is set in the idyllic mature pine woodland surrounding Pinewood Leisure Centre between Wokingham and Crowthorne in Berkshire.

Photo: Mike Chrisp

INVITATION TO PINWOOD

No, not the film studios but the Miniature Railway Society near Wokingham!

It was back in July 1983 that the very first locomotive ran on the then brand new Pinewood Miniature Railway track. Nearly three years later, in April 1986, Ted Jolliffe, editor of *Model Engineer* magazine at that time, made a ceremonial circuit of the railway and declared the extended and improved track well and truly open. Only a year later, on a fateful night in October 1987 when wind speeds reached 120mph, the woodland setting became more of a nightmare than a blessing and, along with much of the rest of the UK, the track and buildings suffered considerable damage. Since then the railway has been extended and developed and on the third

Sunday of every month from Easter to October now takes hundreds of passengers on rides nearly half a mile long on a combined 5in. and 7¹/₄in. gauge ground level track through the delightful pine woodland setting of Pinewood Leisure Centre. The rail is secured to sleepers laid on ballast supported by some 100mm or so of compacted hardcore; this plus the care that has been taken to get the grades, transitions and alignments right means that the track rides very well indeed.

On Sunday 4 June, I was invited to Pinewood MRS for their Club Invitation Day. The day was sunny and warm as was the welcome and hospitality. Good company and generous fare – the home-made ginger cake was really special! – made for a delightful day out among fellow enthusiasts. Having vacated the *Model Engineer* editorial chair I can now enjoy a more relaxed view of proceedings but still con-

trived to take plenty of photographs and thoroughly enjoyed a good number of circuits of the railway at the controls of Ivan Hurst's battery electric locomotive. Worthy of special mention is that model engineers from the Isle of Wight had travelled to be at Pinewood for this event. It was a particular pleasure to chat with Reg Wrenn from the island who ran his Wren locomotive to be seen in the woodland setting featured in the main photograph on the opposite page.



Approaching the station at the controls of Ivan Hurst's 5in. gauge Class 33 battery electric locomotive (Photograph courtesy Ivan Hurst)

Anyone seeking further information about Pinewood Miniature Railway Society Limited is advised to take time to study their informative website at www.pinewoodrailway.co.uk or to contact secretary Ivan Hurst on

Mike Chrisp

Note from the Editor

My thanks to everyone who responded - unanimously favourably - to my invitation to comment on the new format of the News Sheet. It's good to know that I am doing something right!

Also my thanks to all those who over the last 6 months or so have sent me contributions for the News Sheet; be patient, your masterpiece will appear in print when space permits!

Nick Rudoe



A busy scene in the steaming bays

Sweet Peas at Guildford **By Mike Chrisp**



Phil Owens of Blackgates Engineering clearly enjoyed his run



Jim MacDonald represented North London SME

The weekend of 10/11 June 2006 saw a gathering of *Sweet Peas* at the Guildford MES track site in Stoke Park. A small contingent from North London attended the event on Sunday when, accompanied by his son Peter, Chris Vousden and Mike Chrisp, Jim MacDonald took his recently refurbished locomotive to this popular rally.

Promoted by Blackgates Engineering, suppliers of the necessary drawings, castings and materials, the *Sweet Pea* Rally attracts model engineers from far and wide.

There can be few if any other miniature steam locomotives which have been built in such a variety of guises. *Sweet Pea* is the 5in. gauge version, *Sweet Violet* its diminutive sister in 3¹/₂in. gauge and *Sweet William* its 7¹/₄in. gauge big brother. Further variations feature the 0-6-0 wheel configuration which in 5in. gauge is known as *Metre Maid*. Other builders add a pair of wheels beneath the cab taking the locomotive to an 0-4-2 format. Apart from these fundamental differences, many builders give their pride and joy an idiosyncratic appearance by varying the cab and saddle tank and adding a tender. They are finished in practically every conceivable style and livery and are often given quirky names.

This year's event, hosted by Guildford MES under the capable management of Jim Wilson, was blessed with warm sunny days and an excellent attendance. As always, the Guildford tracks and site had been very well prepared and both rally days were augmented by continuous running on the pretty garden railway. A number of visitors took the opportunity to set up their camper vans or tents on site, the better to enjoy the weekend. On-site catering filled the morning air with the irresistible aroma of bacon and provided a welcome barbecue on Saturday evening while the society provided lunches as well as hot and cold drinks throughout the two days.

Presentations were made on Sunday afternoon by Phil and Jackie Owens, proprietors of Blackgates Engineering. The owner of the locomotive judged to be the best received the June Drake memorial trophy, a crystal bowl provided by previous Blackgates proprietor Ron Drake who was regrettably unable to attend this event due to ill health from which we all sincerely hope he will soon make a full recovery.

With thanks to our hosts for their warm welcome and generous hospitality, all too soon it was time for the excellent weekend to draw to its close and for visitors to set off back for home.

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<p>The following are actual statements found on Insurance Forms where car drivers attempted to summarise the details of an accident in the fewest possible words. The instances of faulty writing serve to confirm that even incompetent writing may be highly entertaining.</p> <p><i>Coming home I drove into the wrong house and collided with a tree I don't have.</i></p> <p><i>A pedestrian hit me and went under my car.</i></p> <p><i>I had been driving for 40 years when I fell asleep at the wheel and had an accident.</i></p> <p style="text-align: right;">(continued over page)</p>
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I saw a slow-moving, sad-faced old gentleman as he bounced off the roof of my car.

The pedestrian had no idea which direction to run, so I ran over him.

An invisible car came out of nowhere, struck my car and vanished.

I was on my way to the doctor with rear end trouble when my universal joint gave way causing me to have an accident.

The guy was all over the road. I had to swerve a number of times before I hit him.

I told the police that I was not injured, but on removing my hat I found that I had a fractured skull.

The other car collided with mine without giving warning of its intention.

I collided with a stationary truck coming the other way.

I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment.

As I approached the intersection a sign suddenly appeared in a place where no stop sign had ever appeared before. I was unable to stop in time to avoid the accident.

WHAT A SENIOR CITIZEN IS WORTH

Old folks are worth a fortune with silver in their hair, gold in their teeth, stones in their kidneys, lead in their feet and gas in their stomachs.

I have become a little older. A few changes have come into my life and, in fact, I have become a frivolous old gal - I am seeing six gentlemen every day.

As soon as I wake up **Will Power** helps me out of bed. Then I pop to see **Johnny Loo**; next **Charlie Cramps** pops along and claims a lot of my attention. When he leaves **Arthur Ritis** shows up and he is usually around all day. He doesn't like to stay in one place for very long so he takes me from joint to joint.

After such a busy day I'm happy to pop into bed with **Johnny Walker**.

What a life! Oh yes, and I'm also fighting with **Al Zymer**.

PS: The minister called the other day and said I should be thinking about the hereafter. "Oh, I do" I replied, "All the time, on my way home, in the parlour, in the kitchen or down in the basement. I keep saying to myself: "Now what am I hereafter?"

📖 Dates for your Diary 📖

- Friday 4 August 7.00pm General Meeting; Marine Section & BBQ at Colney Heath; contact Mike Chrisp
- Saturday 12 August Private Function (Brian Apthorpe)
- Monday 14 August 8.00pm Council Meeting; HQ, Legion Way, North Finchley
- Friday 18 August Loco Section BBQ at Colney Heath
- Friday 18 August *Deadline for copy to Editor for September News Sheet*
- Tuesday 22 August 8.00pm Tyttenhanger Committee Meeting; Colney Heath (in the coach)
- Saturday 26 August Private Function
- Monday 28 August Bank Holiday - members' running day at Colney Heath
- Friday 1 September 8.00pm General Meeting; Work in Progress; HQ, Legion Way, North Finchley
- Saturday 2 September Birthday party (help required)
- Saturday 9 September MENCAP children's visit to Colney Heath (help required)
- Sunday 10 September Jim MacDonald at the Classic & Vintage Car Show, Capel Manor Gardens, Enfield; contact Mike Hodgson
- Monday 11 September 8.00pm Council Meeting; HQ, Legion Way, North Finchley
- Friday 15 September 8.00pm Loco Section meeting; "A look back at the Season"; HQ, Legion Way, North Finchley
- Saturday 16 September Birthday party (help required)
- Friday 22 September *Deadline for copy to Editor for October News Sheet*
- Friday 22 September 8.00pm Workshop Evening; HQ, Legion Way, North Finchley; first of the Autumn Season
- Saturday 23 September Birthday party (help required)
- Tuesday 26 September 8.00pm Tyttenhanger Committee Meeting; Colney Heath (coach)
- Friday 6 October 8.00pm General Meeting; Colin Gent: the Merlin Aero Engine; HQ, Legion Way, North Finchley
- Monday 9 October 8.00pm Council Meeting; HQ, Legion Way, North Finchley
- Friday 20 October 8.00pm Loco Section meeting; HQ, Legion Way, North Finchley
- Friday 20 October *Deadline for copy to Editor for November News Sheet*
- Tuesday 24 October 8.00pm Tyttenhanger Committee Meeting; Colney Heath (coach)
- Friday 27 October 8.00pm Workshop Evening; HQ, Legion Way, North Finchley
- Saturday 28 October Starting at dusk! Halloween Evening at Colney Heath
- ☺ ☺ ☺
- Every Wednesday Miniature Railways, British and American and Video Group at HQ; Garden Railway section at Colney Heath
- Every Thursday Slot Cars Section at HQ
- Every Sunday Morning work parties at Colney Heath (start 9.00am).