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# The News Sheet

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## The Chairman's Notes

Firstly, I must offer my congratulations to Malcolm Read and his team of supporters for the efficient organisation that produced such a super day for the GIMRA 60<sup>th</sup> Anniversary celebrations. May I offer my thanks, too, to the folk who turned up with the bigger engines and boats to add ambience to the gala occasion. The sun thankfully shone, at least until the evening, so folk were able to sit out in the sunshine and enjoy Malcolm's barbeque. The Tyttenhanger site looked its best after so much effort to cut the grassy areas and summer growth. Well done to all who contributed to the event. I have received a congratulatory letter from the Chairman of GIMRA, Michael Wrottesley, (reproduced in the News Sheet). I also received a nice letter from George Moon who was visiting Colney Heath for the first time in thirteen years. He too had enjoyed his day with us.

Although we had a most successful day for the Chelmsford, Chingford and Fareham Club day with a dozen locomotives using both the raised track and Ground Level Railway, we were not so successful with the weather, which ultimately caused our visitors to leave a little early. Nevertheless, the tracks were in continuous use from around 10.00 am to nearly 5.00 pm.

The club day coincided with the fete on the cricket field at Hertingfordbury, near Hertford. I have received glowing reports of our contribution to the fete from local people in the area who know of my involvement with the North London Society. I understand that we have been asked to return next year. Thanks to Jim, Adrian and others who supported this event. They appeared not to have been affected by the same downpours that we had at Colney Heath.

There are a number of events in July that I would particularly recommend your support. John Squire is organising an afternoon for the autistic children from the Childs Hill School on Wednesday, 11 July. Pam Corcoran is also busy looking after the children from St Luke's School. Both events would be pleased to have steam or electric locomotives, and maybe too the traction engines.

The Marine Section is busy with another Toy Regatta on Sunday, 8 July, whilst the Society will be represented at the Dacorum Steam and Country Fayre on 28/29 July.

Finally, A reminder that the 100<sup>th</sup> Model Engineering Exhibition will take place at Ascot on 7-9 September. The Society will be having a stand, but the organisers will be pleased to receive models of all classes in the loan section. The last date for entry is 24 August.

Have a good busy month.

*David Harris*

## Treasurer's Report

June was a quieter month for me, as I was unable to attend the last Council meeting, because of a prior engagement. A long arranged return to Poland for a week of driving and firing mainline steam locos on scheduled services between Wolsztyn, Poznan and Leszno, plus an introductory day on a 750mm narrow gauge line, most of it in temperatures in excess of 30 C. Consensus was that a week was not enough, but it could have been cooler.

Meanwhile, the June Council meeting was pleased to elect one new Member to the Society and we welcome:-

Edward Kitchener. Interested in Locos and General Engineering.

An important reminder to all members who are organising events under the auspices of the NLSME (i.e. tracks or traction engines at school fetes etc). Please remember that to ensure that the Society's Public Liability Insurance Policy covers them whilst so engaged, they must have the name of the event and date(s) involved approved and recorded in the minutes of a Society Council Meeting, before the event takes place.

The time of year is rapidly approaching when any Members who have not yet renewed their Subscriptions will by default cease to be members of the Society. Loco owners with NLSME-issued boiler certificates are reminded that these will become invalid if they cease to be paid up members. I will shortly be sending final reminders to those members still outstanding, so please save the Society some postage by sending me your cheques as soon as possible. If for any reason you have decided not to renew, then we would appreciate being advised accordingly and receive back any keys relevant to the Society's sites, which you may have in your possession.

Please let me have your cheques as soon as possible, payable to the NLSME, together with a stamped, addressed envelope for return of your Membership Card and receipt, to me at the address shown on the back of the News Sheet.

Full Membership	£52.00
Senior Citizens (over 65)	£47.00 (available after paying Full Membership for a period of five years).
Country Membership	£20.00
Young Person/Student Mem'ship	£6.00 or £1.00 per year of age.(ie.16 years old = £16)

*Mike Foreman*

### Cover picture:

Wolsztyn Shed, as photographed by Mike Foreman on his recent visit to Poland

## Site Manager's Report

Work still continues behind the scenes at Colney Heath but we all can see the results of some of these activities.

We have to thank Malcolm Read for the new wooden tables that have appeared on the station platform to replace the old white plastic items. He has made these and other benches that give the site a more rustic look. Thanks Malcolm. Malcolm, and his team from the Garden Railway, are also responsible for the tidying up of the undergrowth, particularly the nettles, in the central area of the raised track, and general grass cutting. Thanks chaps.

You will have noticed that the pathway to the toilets has been replaced along a route that avoids the ground level railway points. I would encourage you all, and our visitors, to use this pathway instead of the pond pathway. Additional work is still needed on the toilet pathway to reduce trip hazards.

The barbed wire strands along the main security fence have been repaired by Nick Bone. Thanks Nick.

Several defunct batteries have been removed from the site for salvage by Brian Baker. Thanks Brian.

The list of jobs to be done at Colney Heath is now down to the last handful. The repair to the tunnel shed door and the replacement of the barge board at the rear of the workshop are the main outstanding requirements.

*David Harris*

## Early Days

Is it me or has the atmosphere at club meets and events up the track become even more enjoyable? We now have a new ambassador to the club in the formidable shape of Mr Malcolm Read who with a small team set up and hosted the GIMRA 60th anniversary on Wed 13th June. I managed to get a pass out and arrived early. Having made a new set of inserts for the STHIL strimmer I couldn't wait to attack the brambles that had overgrown our new GL track. What a powerful m/c it is and coped very well with the job. But I must warn the queue of people lining up to use the strimmer that face and eye protection is very important. By now people were starting to arrive and steam their locos, the whole affair being conducted with Swiss accuracy. There were no hiccups; we had mainline boys running steam and electric, boats on the pond and a plethora of beautiful G1 engines in attendance; we even made the ending of a G1 movie. The barbi was lit and food was served well! We all know that our German friends like sausages and I think Malcolm must have emptied Sainsburys that day to ensure adequate supplies !!! Well done Malcolm - long may you energise the club.

Derek Perham was one of the sailors present and voiced his worries over the state of the pond (green pea soup) saying that he would like to be involved this winter with help to clear the pond. Both Malcolm Reed and I said we would help in any way we could, my interest being purely selfish about the pond as I think it enhances the ground level track running around it! Bill Mason and Chris Vousden were also present on the day and I took the opportunity to get them talking about resurrecting project 2000 (watch this space).

We now move on to Friday and the weather was great for another barbi, having altered Wed's pass out (she'll never know). I managed to get there early to finish off the strimming and light the barbi for the loco section evening and all night running, not so well attended but still very enjoyable. I'm not sure how we arrived at the winning loco but it was agreed that it was Mr Les Brimson and son James steaming Marie E, well done (the cheque's in the post). Breakfast was served for those who camped overnight and the kitchen was washed and scrubbed ready for Saturday's visiting club, Chingford. What a treat this turned out to be; as I had had a glash or two last night I couldn't drive until gone midday (the pass out had to be extended) so I watched some beautiful engines perform on both mainline and GL and didn't the ground level boys get a move on!! They thoroughly tested the track and points with no reported incidents (well done to Mr Nick Bone, Ian Reddish, and Peter Mac for ongoing track maintenance). It was time to go and a thought suddenly niggled me, thinking "have I had my money's worth this week?" After all it does cost a pound a week to be a member; and then I thought Yes!!!!?? I can always get another pass out for tomorrow just to be sure.

As ever on the ground,

**Peter Funk** GL section leader

*Ian MacCabe and Mike Foreman at Poznan, during their recent experience with steam in Poland. Mind the oily connecting rod behind you, guys!*

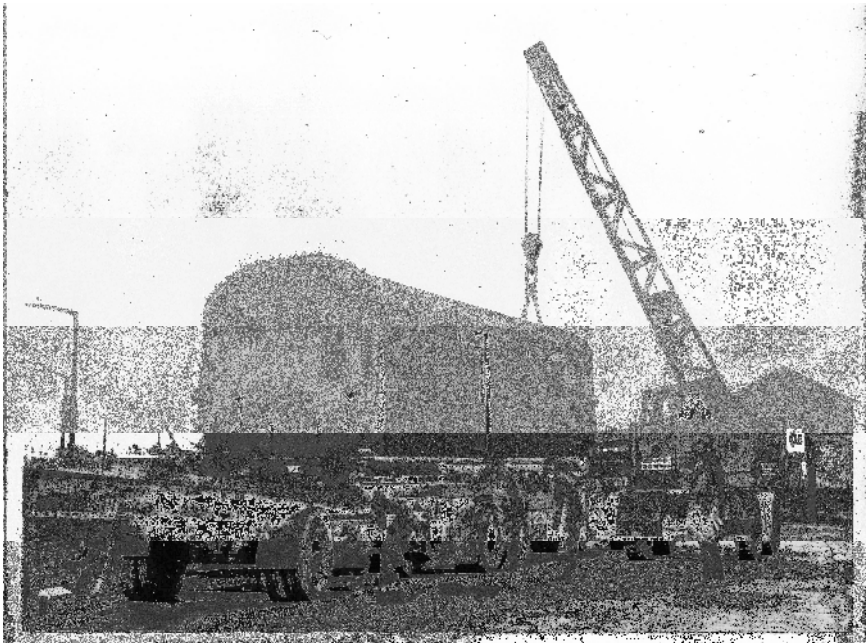


## A Tribute to Robert Fitzhugh by George Case

Robert Fitzhugh (who died on 27 May) was born in Bedfordshire and educated at Bedford Modern School, before entering University College London for his degree in Mechanical Engineering. Leaving university in 1953 he entered British Railways, and except for one short period with the Midland Region, his career was mostly with the former LNER: Shedmaster at Hatfield in 1957/58, Depot Master at Peterborough 1965/68 (this was in the days when the depot employed several hundred men). In between, he was at GN House, Kings Cross, and in the last ten years of his service he was Locomotive Maintenance Engineer to the BR Board.

Even before he retired in 1988, his hobby was building passenger-hauling locomotives, which when he lived in Bedfordshire he frequently ran at the Colney Heath track. At the time of his death he was working on a 7¼ in replica of a BR Standard Class 4 2-6-0, number 76053. The prototype was built at Doncaster in the 1950s, and Bob worked on it while doing his postgraduate apprenticeship.

Bob was a very quiet and unassuming man, always willing to help. He was instrumental in our purchase of the BZ coach at Colney Heath, and also in obtaining a



## Mike Chrisp adds:-

The photo on the previous page is one that I took when we collected our BZ coach from St Ives (Cambridgeshire) thanks to Bob's good advice and generous efforts. He is to be seen keeping an eye on but standing away from the dangerous looking activity under the coach being raised by a very much under-powered crane. Had it not been for Bob's intervention and kindly assistance, we might not have got our railway carriage now on site at Tyttenhanger.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

## The June General Meeting by OMAH

Our new Chairman, David Harris, said how pleased he had been with the AGM and how well it had been conducted with an unprecedented turnout of 88 members. We now had all offices filled and he hoped we would go forward into the upcoming year with renewed vigour. He thanked Mike Chrisp for his organization of General Meeting programmes and Ron Thorogood for providing teas at the intervals. The Society has received a bequest from Mrs Hancock in the shape of the contents of the late Bill Hancock's workshop; Peter Badger, Les Brimson and Mike Chrisp were going to check it out. Mike Chrisp said that the MEX was all set for Ascot at the new resplendent hall which has excellent facilities. Adrian said that the toilet entrance paths at the track had been changed back to line of sight for safety's sake. The bridge is yet to come. We had a fete coming up, which will have happened by now, at Hertingfordbury; our insurance policy covers us at away venues.

Mike then introduced our first speaker, Bert Mead, whose subject was Brakes. Bert explained the difference between vacuum and Westinghouse systems and regaled us, in his inimitable fashion, with some of the occurrences while he was employed at the Carriage and Wagon department on the LSWR. After tea Jim Macdonald's subject was Breaks, illustrated by photos taken by himself and a historical one which he had scanned in. The areas covered included Manchester, Middlesboro', Glasgow and sundry points on the canal from his recent trip with Jenny and Foxton. Jim did the difficult stuff like steering whilst Jenny had the easy task of managing the locks! Foxton did the navigating and checking the rules for ascending a 'staircase' lock; there was a picture of him studying a poster of the procedure, not bad for a large white dog. Comments regarding canalside pubs and their after effects were accompanied by pictures of a large gnome wearing a santa hat and bearing an uncanny resemblance to Mike Chrisp. There were several of these interjected at appropriate moments. There was a wonderful array of assorted shots, mostly relating to industrial items like the Middlesboro' Transporter Bridge and numerous others that hove into view on the canal trip. Unfortunately, since the lights were out, I have no notes of the extremely humorous commentary that accompanied Jim's presentation but it joyously rounded off yet another excellent evening. (I must apologise to Foxton, whom I mistakenly thought to be a rather stupid animal; you see how wrong you can be.) Mike thanked our speakers and the applause indicated that everyone had appreciated their efforts.

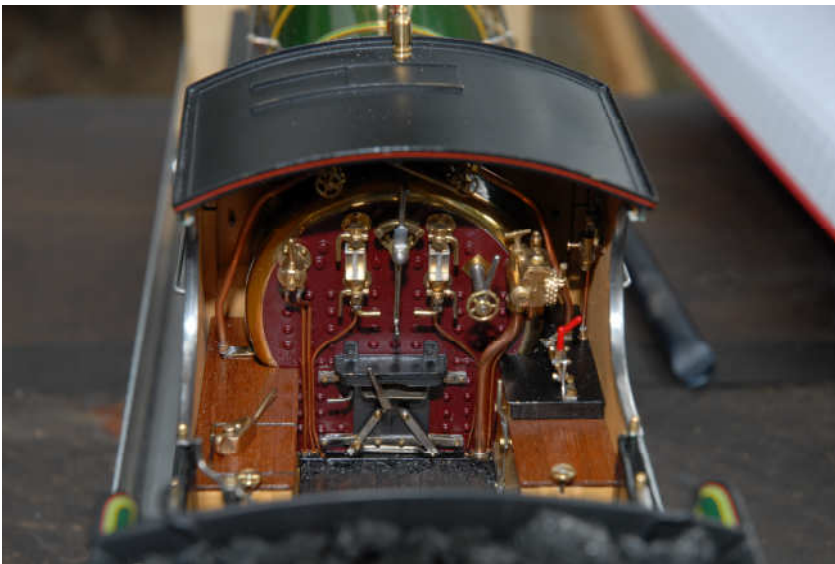






*Lion*, a wonderful model in Gauge One, as seen at Colney Heath

**Pictures by Geoff Mogg from the G1MRA event at Colney Heath on Wednesday 13 June (more pictures on next page)**



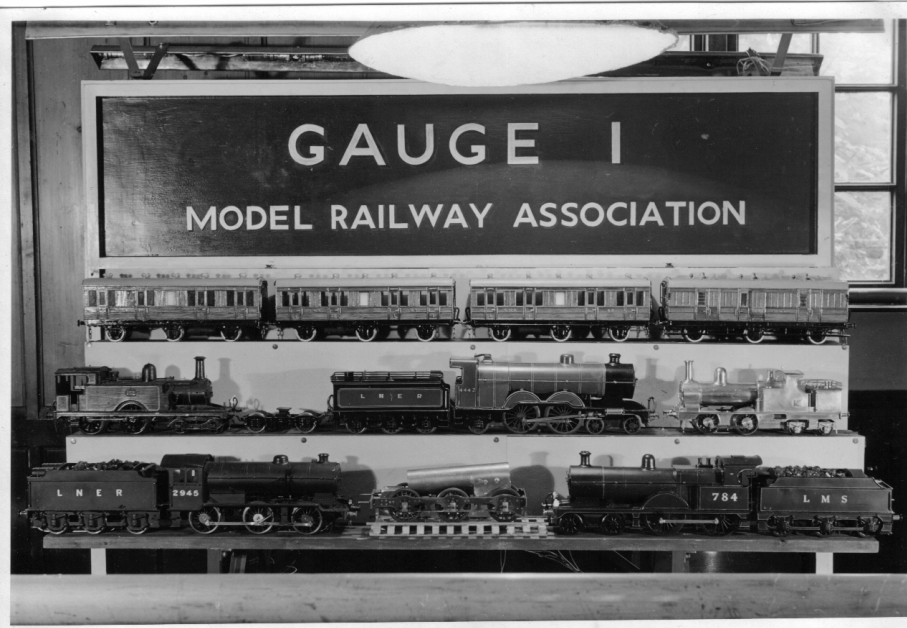
An unusual view of an SE & CR 'D' Class 4-4-0, modelled by one of the Swiss members of G1MRA; the cab detail is astonishing for a model of this size, and one could be forgiven for thinking this is a full-size engine!



Dave Metcalf at the serving hatch of the coach, and clearly enjoying himself.



Mike Chrisp and Malcolm Read thanking Charles Simon, leader of the GIMRA Swiss Group, for the gifts that he presented to them, in recognition of the work done in preparing and organising the event.



Two views of the G1MRA display at the NLSME Exhibition of August 1951 in Barnet, to which Michael Wrottesley refers in his letter on page 8.



<b>Track Steward Rota 2007</b>			<b>Not filled</b>	<b>NO SHOW</b>
<b>Date</b>	<b>Senior Steward</b>	<b>Track Steward</b>	<b>Track Steward</b>	<b>Track Steward</b>
08-Apr	Maurice Cummins	Ron Price	Graham Price	Guy Ellerby
15-Apr	David Harris (1)	John Amoss	Mark Braley	Jeffrey Bolton
22-Apr	Mike Chrisp (1)	Adrian Newson	Derrick Franklin (1)	Keith Ashman
29-Apr	Brian Apthorpe (1)	David Jones (1)	Paul Bexfield	Dave Chisnall
06-May	Tony Dunbar	Jack Edwards	Kevin Wilson	Adam Gorski
13-May	Grahame Ainge	Grahame Gardner (1)	John Johnston (1)	
20-May	Nigel Griffiths	Alan Marshall	Peter Foreman	David Burman
27-May	Peter Davies (1)	Michael Dear	Richard Castle	Geoffrey Mogg
03-Jun	Les Brimson (1)	Roy Hall	Anthony Mason	John Johnston (2)
10-Jun	Keith Bartlam (2)	Victor Burgess	Roger Brown (1)	
17-Jun	Jim Robson (1)	John Riches	Frank Adams	Peter Sheen
24-Jun	Roy Chapman (1)	David Snellgrove (1)	David Morgan	Naughton Morgan
01-Jul	Mike Avery	Jonathan Avery	John Winson	Bob Gamble
08-Jul	Ian Johnston (1)	Mike Hodgson	Philip Rowe (1)	John Beesley
15-Jul	Ian Clift	Peter Lancaster (1)	John West	Nick Rudoe
22-Jul	Keith Bartlam (1)	John Cattle	Gerald Moore	Peter Fraser
29-Jul	Peter MacDonald	David Foster	Paul Godin	Chris Reynolds
05-Aug	Mike Foreman (1)	Brian Baker	Lawrence Steers (1)	Brian Kennedy
12-Aug	Mike Ruffell	Peter Berkley	Mike Franklin	David Broom
19-Aug	Donal Corcoran	Kieran Corcoran	R. Thompson	Alex Chapman
26-Aug	Stephen Smith	Colin Thomson	Owen Chapman	Nicholas Griffin
02-Sep	Brendan Corcoran	Dave Green	Martin Ginger	Steven Don
09-Sep	Jim MacDonald	Michael Gibbs	Tony Guerrier	Barrie Davies
16-Sep	Adrian Reddish	Nicholas Bone (1)	Peter Brown (1)	Peter Fox
23-Sep	Robert Oldfield	Tim Clementson	Paul Lacey	Ian Reddish (1)
30-Sep	Chris Vousden (1)	John Firth	Michael Smith	Keith Bartrop
07-Oct	Les Brimson (2)	John Sandwell (1)	John Mills	Richard Hesketh
14-Oct	Terry Baxter	Gavin Lang	Ron Todd	Malcolm Reid
21-Oct	Dick Payne (1)	Peter Weeks (1)	Derek Smith (1)	Derek Eldridge (1)

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

### **Steward Rota**

Please find above the Steward Rota for the 2007 running season. Thank you to those who have put themselves forward to do a second steward duty. Your contribution is very much appreciated. As you can see there are still spaces to be filled. Those of you, who have not yet put your name forward for a second duty, please contact me as soon as possible. Thanks again.

### **STEWARDS DUTIES    IN ORDER OF PRIORITY:**

1. **TEA & TRACK STEWARDS TO SIGN THE RUNNING BOOK**
2. Raised embarking Station.
3. Raised Steaming Bay.

			Not Filled	NO SHOW
Date	Track Steward	Track Steward	Tea Steward	Tea Steward
08-Apr	Derek Eldridge (2)	Derek Perham	Ron Thorogood	Mrs Thorogood
15-Apr	Grahame Gardner (2)	Roger Bell (2)	Derek Smith (2)	R Lidzey
22-Apr	David Snellgrove (2)	Nicholas Bone (2)	George Case	Mrs R Chapman (1)
29-Apr	Frank Hills		Mrs Apthorpe	William Mason
06-May	Reg Piper	Keith Hughes (1)	Raymond Goss	David Metcalf
13-May	Mike Foreman (2)	Peter Brewster (2)	Mrs R Chapman (2)	Mrs K Reddish (3)
20-May	Peter Precious	David Marsden (1)	Mrs.Griffiths	Mrs Marshall
27-May	Peter Weeks (2)	Chris Vousden (2)	Mrs K Dear	
03-Jun	Peter Brown (2)		Frank Inman	
10-Jun	Ian Reddish (2)		Dave Lawrence	Mrs K Reddish (2)
17-Jun	Chris Vousden (3)		Peter Prior	Mrs Prior
24-Jun			Derrick Franklin (2)	
01-Jul	Jack Sanson		Colin Bainbridge	
08-Jul	John Sandwell (2)		Ian Buswell (1)	Graeme Brown
15-Jul	Peter Badger (1)		Mrs Clift	Pat Badger (1)
22-Jul	Timothy Watson	Roy Chapman (2)	Mrs C Watson	Chris Dean
29-Jul	Peter Badger (2)		Pat Badger (2)	John Morgan (M)
05-Aug	Matthew Stallard	Ian Buswell (2)	Mrs Foreman	
12-Aug	Peter Lancaster (2)	Ted Kitchiner	John L Morgan	
19-Aug	Richard Cross	Jeffrey Bolton	Peter Funk	Lawrence Steers (1)
26-Aug	David Lapham		Ian Johnston (2)	Mrs Smith
02-Sep	Peter Davies (2)	Roger Brown (2)	L Brooks	Mrs P Corcoran
09-Sep	David Jones (2)	Keith Hughes (2)	Mrs. MacDonald	Julie Davies
16-Sep	Dick Payne (2)	Philip Rowe (2)	Mrs K Reddish (1)	Mike Chrisp (2)
23-Sep	Peter Badger (3)		Pat Badger (3)	
30-Sep	Grahame Gardner (3)			Richard Hall
07-Oct	David Marsden (2)		Rai Fenton	Mrs B Fenton
14-Oct	Peter Brewster (1)	Jim Robson (2)	Mrs Baxter	Jenny Baxter
21-Oct	David Harris (2)	Brian Apthorpe (2)	Roger Bell (1)	Pat Badger (4)

4. Ground Level Car park Station.
5. Gatekeeper & Car park management.
6. Raised Disembarking, carriages & Boating Area.
7. Ground Level Henley Halt & Toilet Area.
8. Tea Stewards to bring fresh milk and after clearing up, remove and take home black rubbish bags. The only way that rubbish can be disposed of is by members taking them home.

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

- 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, **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**

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.

## Loco Section & Tyttenhanger Committee News

### Requests

I have been asked if those who have taken tea towels for washing would kindly return them to the coach as we seem to be losing them. Also can the tea stewards bring milk for Sundays? Also the rubbish needs to be taken away as we do not have it collected.

### Rules

It has been brought to the attention of the new Council and the TS Committee, that certain members are consistently not signing the running book when using the railway. This includes days other than public running days i.e. during the week. Ref: Rule 2.5. This matter will be monitored.

The matter of the fitting of Spark Arresters to steam Locomotive was discussed at the TS committee. We wish to remind members that it is a requirement. Ref: Rule 2.4. **Legislation:** It was reported that whilst the Southern Federation does not currently require a spark arrestor to be fitted, our rules do. At a recent Southern Federation meeting we asked for clarification. The Sun Alliance Insurer stated that at the next claim they will make their use mandatory, they made a strong recommendation that an arrestor be fitted. Therefore at our club if a spark arrestor is not fitted then the locomotive will not run on our track.

**It was agreed that in accordance with the Government's no smoking policy commencing on 1<sup>st</sup> July that there will be 'No Smoking' under any covered area on our site.** This includes under the station canopy.

### Site Matters

I think you must all agree that the site is looking marvellous. What with the new fencing, the new tables made by Malcolm Read, the grass cutting by Malcolm Read & Brian Baker and the new grass behind the carriage is coming on well. This goes to show what can be done by the few that volunteer. Thanks Lads.

Just think what could be achieved by more volunteers. This is your society; it becomes what you make it.

Further investigation is underway with regard to issue of Club batteries. A new approach will emerge to make sure the club electrics run more efficiently in the future.

The access to the toilet block has moved. It was felt by the TS Committee that crossing the ground level was better over two lines not three. This is the best solution for now until a bridge to the toilets is built. We all need to be vigilant until then, especially the stewards.

### Loco Events

The Fete section has been active at Leighton Buzzard (£220), Whitwell (£140) and Hertingfordbury (£294) The June BBQ evening was well attended with all night running. It has been suggested that at the July BBQ evening we will have "Wrong way running" So come along and join in the fun. We will also have a BBQ in August. In September we are back to HQ with a talk for the Loco Section Meeting. Kim Winter (Clive's Brother) will present archive film of World War 1 narrow gauge railways entitled "Narrow Gauge Railways of The First World War from the Archives of the Imperial War Museum, Presented by the War Office Locomotive Society". The film includes footage of Baldwin 4-6-0s, Dick Kerr and Westinghouse petrol locomotives. There is even a fleeting glimpse of a Péchot-Bourdon articulated locomotive. Kim will also talk to us about the work of the War Office Locomotive Society, which is involved in the preservation of the WW1 Hunslet 4-6-0T now at Shildon. There will be a raffle in aid of WOLS funds, the prize being a print of the preserved Hunslet 4-6-0T.

Urgently needed are ideas for future Loco section meetings. Have you something to share with us all, do you know someone who has something we will all enjoy to hear or see? Any ideas?

Wed 11 July Child Hill School - Colney Heath  
 Sat 14 July Birthday Party – Williams  
 Sat 14 July Leverstock Green Fete  
 Sat & Sun 14-15 July Redbourn Rally  
 Tue 17 July St.Lukes School visit at Colney Heath  
 Wed 18 July Birthday Party – Gabrielle Felton  
 Fri 20 July Loco BBQ CH – Reverse running  
 Sat 21 Jul Birthday Party – Mara Goldstien  
 Sat 4 Aug Club invite day – contact Brian Apthorpe  
 Sat 11 Aug Birthday Party – Saxon  
 Fri 17 Aug Loco BBQ CH  
 Sat 25 Aug Birthday Party – Caroline Raut  
 Mon 27 Aug Fun day at the Boot, Chipperfield

**Adrian**

(Loco Section Leader)





The ALCo 2-6-2T

## Pictures by Owen C Club Invitation D Ju



The Dean Goods shows her paces

Dear Mike,

On behalf of the Chelmsford me  
last Saturday would you please  
London club for allowing us to  
would also like to thank you  
Ladies for providing tea and sa  
ated by us all and even the rain c

The Chelmsford society are ho  
July 7<sup>th</sup> if any of your member  
lighted to see you.

Yours sincerely,

J. P. Dalton.



# Chapman from the day on Saturday 16 me

MR. J. P. DALTON

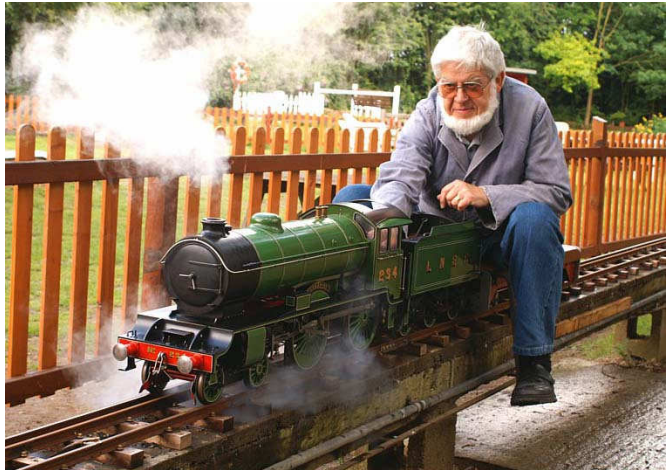
18 June 2007

Members who visited Colney Heath  
pass on our thanks to the North  
visit and enjoy your facilities. I  
for arranging the day and the  
sandwiches, it was much appreci-  
could not dampen our spirits.

Adding an open day on Saturday  
s care to join us we will be de-



The Adams 0-4-2 defies the rain



The D49 4-4-0 'Yorkshire' being driven by Mike Chrisp, who was obviously enjoying himself.

## Update from Secretary and Events Co-ordinators

We are now entering a very busy time with several birthday parties on Saturdays. If you would like to come and run at an enjoyable afternoon please let me know so that I can surprise our stalwart supporters by not ringing them up and asking them for their time again. As well as Saturdays there are also a number of special mid-week events that I am especially keen should be supported as we ourselves will be unable to attend due to the requirements of making a living. On Wednesday July 11th we have the annual visit from the Childs Hill Autistic school. These children genuinely benefit from their visit to us. On Tuesday 17th we have another annual event, the visit of St Luke's School and on Wednesday 18th a special birthday party. If you can attend any of these to steward or help run the trains (with your own engine even) please do. At the end of July the new Dacorum Vintage Rally is taking place. Organised by one of our members for the St Francis Hospice we have several traction +- engines attending as well as the portable raised railway. Any other of our members are welcome to support them or even display an engine.

Many of you will be aware there will be an exhibition at Ascot to celebrate the 100th year of publication of Model Engineer. The NLSME will be attending what will hopefully be a superb event over September 7th-9th. Rachael and I have been asked to co-ordinate the society's display and would very much welcome volunteers to help organise, supply models and information to display and finally to spend some time stewarding at the event.

We have also turned our attention to Halloween again in an attempt not to be so rushed this year. We will be issuing tickets again at £1 each as this worked so well, and will be needing people to run trains, man the car park and steward the station. Nobody will be expected to remain on duty all evening. Let's end the season in even more spectacular fashion than last year. Tickets will be available from September.

We would very much like to hear from you if you would like to help with any of these events. Please email or phone the number on the back page. Though you might like to talk to me at Tyttenhanger station or Rachael when you go for tea in the coach.

An original water-colour loosely based on a Britannia working over Ais Gill Viaduct has been donated to the Society and it has been on display in the coach. It is planned that it is likely to move to the less harsh environment of HQ in the near future.

It has also been discussed that now is the time to resurrect the club tender locomotive know as Jupiter. I will be looking to assemble the chassis whilst a new boiler is obtained. Once again if anyone would like to assist me with this, either with experience or sharing the work, any one will be welcomed. This is everybody's engine so let's get it working again.

**Owen & Rachael Chapman.** NLSME events Co-ordinator.

## **GENERAL MEETINGS 2007 – FORTHCOMING PROGRAMME**

Unless otherwise stated, all our General Meetings are held 8–10pm at our Headquarters in Legion Way, North Finchley. We usually have a raffle and are indebted to Ron Thorogood for providing refreshment at around 9pm. Any donations of raffle prizes are much appreciated. All profits from teatime and the raffles go directly to club funds.

Please call me if you have an idea for a meeting, or if you feel you can enlighten and/or entertain your fellow members.

We can seat about fifty in our meeting hall. You are particularly welcome when we have special Guest Speakers. Friends and/or family are also welcome at any of our General Meetings. We look forward to your company ...

### **6 JULY 2007 – BRING & RUN**

If you have a model which will run (on hot air, compressed air, steam or whatever), why not bring it along this evening so we can all enjoy seeing it in operation? An air compressor will be available.

If your model doesn't function quite as well as you had hoped, experts are sure to be on hand to advise with words of wisdom!

## **PLEASE NOTE THE FOLLOWING CHANGE OF PROGRAMME!**

### **3 AUGUST 2007 – AUCTION**

Long-standing NLSME members may recall Bill Hancock who served as Society Secretary many years ago. He moved away from North London to live in the Birmingham area and, sad to report, has died. Bill bequeathed his tools, equipment and models to North London SME and Council has agreed that an auction would be the most equitable way to dispose of the items recently collected from his workshop.

Members attending headquarters may already be aware that these items have been collected into the Society's meeting room ready for auction. We are grateful to those who made the necessary journeys and expended considerable time and effort to bring them to Finchley.

Council has also agreed that a sale should take place as soon as possible; Friday evening 3 August next is the first available opportunity. Members intending to attend the auction should note that the sale will commence promptly at 7pm but in all other respects will follow our usual auction format.

## **7 SEPTEMBER 2007 – THE 100th MODEL ENGINEER EXHIBITION**

Council has agreed that North London Society of Model Engineers will be represented at the 100th Model Engineer Exhibition. This being the case, there will be no General Meeting at Finchley on Friday evening 7 September. Instead, we suggest you may wish to visit the exhibition to be held at Ascot Racecourse Friday to Sunday 7-9 September 2007.

Up-to-the-minute information about this prestigious event can be found at [www.model-engineer.co.uk](http://www.model-engineer.co.uk) and one-day advance tickets can be purchased for £5 each from the ticket hotline 0870 444 5556. This is not a premium rate number - calls are charged at your normal rate – and lines are open 8am – 11pm Monday to Friday and 9am – 9pm Saturday and Sunday. The ticket hotline and this special offer closes on 23 August 2007. Visitors under the age of 16 will be admitted free of charge up to a maximum of three young persons per adult visitor, or in organised school parties. If you pay on the day, tickets will cost £9 per day per adult with concessions at £8, or £12 for two days.

It should go without saying that your Society needs your support with exhibits and stewarding for the club stand. Please don't wait to be asked - please offer what help you can give.

*Mike Chrisp*

## **Making Madeline, a 4" Burrell Traction Engine; Part I by Tim Watson**

Having grown up on a farm near Woburn Abbey in Bedfordshire, it is not surprising that I have always had a liking for farm machinery and a particular fascination with traction engines. This was probably sparked off by the Woburn Abbey rallies in the 1960's and others that were visited with my father. As with many boys I had a Mamod traction engine that was taken for walks around the village. This was succeeded by a more sophisticated Wileco steam roller and then a Stuart Turner stationary mill engine. Despite these interests in steam, my main modelling developed towards model railways, in particular, 2 mm: 1 foot scale models, where it is possible to represent a very large scene, with the railway in the context of its environment. Over the last thirty years, I have been involved with The Model Railway Club's *Chiltern Green & Luton Hoo* and subsequent *Copenhagen Fields* layouts.

In the background, there had always been a dormant desire to own a traction engine: full size would be nice, but it wouldn't fit my garage. This arose from the fact that I still enjoy going to traction engine rallies over the summer months, as well as recall-

ing those far off days in Bedfordshire. Miniatures are an ideal compromise: it is my personal view that miniature road locomotives are better than miniature railway locomotives as they do not need a track to run on, can be left to tick over to see them working and, what is more, they can be taken to traction engine rallies.

When Modelworks announced that they were going to make a 1/3rd scale, 4" Burrell kit I felt that this was an opportunity not to be missed. There were at least two reasons for this. Firstly, I have a reasonably complete workshop at home, with equipment such as a Myford 254, large & small pillar drills and milling machines (used for making scientific instruments), but none of these are capable of handling the sheer size of a 6 ft long, ½ ton model. The second factor is time. It could be said that a pre-machined kit 'buys you time'; indeed the company claims a few hundred hours to construct. In conversation, Terry Baxter suggested to me that a 4" model would take about 3000 hours to build from the castings. My professional commitments mean that I do not have that amount of spare time and so the fact that the large (and small) components are made for you is a huge bonus.

So what about the product itself? The claim by the company that only hand tools are required is a little bit optimistic. I certainly found that hand power tools speeded construction, but the most valuable of all was a belt sander. As Peter Clark, a well respected model engineering friend of mine says, 'it at least puts all the scratches in the same direction!' Having a fully equipped workshop meant that if there were problems in construction I could easily rectify them. However, there is no doubt that Modelworks operate an excellent 'returns service' and if someone were having problems then I'm sure they would sort out their difficulties.

The blueprint for the Burrell follows the well-tryed Live Steam Models (LSM) design, with a significant amount of re-working from Steve Baldock, the design engineer at Modelworks. Steve may be familiar to some of you as the builder of the fantastic Foster Steam Caterpillar. He has basically taken a reasonably sound design and re-worked it for batch production using CAD and modern machining techniques. The result is a better looking engine, with a larger boiler, as compared with the slightly pinched looking design associated with the LSM original. Burrells are, of course, far superior in looks to other makes of engine.... From an aesthetic perspective, my only criticism is that the pencil thin, asthmatic LSM chimney design was perpetuated.

The model is designed so that it literally bolts together: there are no rivets, no brazing, no calculations required. Clearly, some bits will be more precisely made than others. As an example, anything that is completely machined will generally go together with very few problems other than careful 'fitting'. The end result will be determined by how much care you invest in the finishing of the components. Items such as the tender sheet work require a little bit more persuasion here and there, but considering the inevitable variability of such work, this is hardly surprising. The wheels were an amazing tour de force in the way they were assembled and the

accuracy of fit of the cylinder – boiler – horn plates was again impressive. I hear of some people criticising the way these kits go together, but perhaps such criticisms are more from previous reputation than current fact.

The quality of the materials used in the Burrell has certainly seemed good from my somewhat untrained eye and this is being born out as a number of the engines begin to work for a living on the rally field, with few major faults arising. This may all sound a bit like an uncritical review but where problems have been identified, immediate ‘fixes’ have been sent out by Modelworks. There have been a few faults with the engines, such as an over provision of Clupet piston rings (originally two, now one), fixings for the horn plates not holding well enough, incomplete brazing of



*Madeline*, before naming, on its first successful steaming on 29 May 2006. Notice the grin on the driver’s face and the ruts in the lawn. Croquet will never be the same again!

the water pump (not in my case), check valves with too much lift, an ineffective water lifter and temperamental injectors.

I was probably wise in starting to build my engine a few months after the original kits went out, to let others find the snags. The kits are provided over a 24 month period and I was about 4 months behind the leaders. An incredibly useful web site (<http://www.burrell.dsl.pipex.com/>) was run by Julia Old, outlining the building of her engine. This supplemented the quite adequate instructions provided with each kit and highlighted any difficulties and their solutions. My model took just over two years to build, running on compressed air on its anniversary in April 2006.

Painting with oil-based Precision Paints was undertaken as construction proceeded. It has been predominantly spray-painted using a small spray gun. Most agricultural engines were green, maroon or black. The family decided that crimson lake was the most appropriate colour; having once modelled Midland Railway engines I was not unhappy with this. The only down side of not having a green engine is that it can’t double up as a famous engine with a face on the smokebox. *(To be continued)*

## 📖 Dates for your Diary 📖

Friday 6 July	8.00pm General Meeting; Bring & run your air models; HQ, Legion Way, North Finchley
Sat/Sun 7/8 July	Chiltern Traction Engine Club rally
Sun 8 July	Toy Boat Regatta, Colney Heath
Monday 9 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Wed 11 July	2 - 5pm Childs Hill Autistic School; visit to Colney Heath; contact John Squire
Saturday 14 July	Birthday party (engines & stewarding help required)
Saturday 14 July	Leverstock Green Fete
Sat/Sun 14/15 July	Redbourne Rally
Monday 16 July	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Tuesday 17 July	St Lukes School visit to Colney Heath; contact Pam Corcoran
Wed 18 July	Birthday party (engines & stewarding help required)
Friday 20 July	Loco Section BBQ evening at Colney Heath; Reverse Running
<b>Friday 20 July</b>	<b><i>Deadline for copy to Editor for August News Sheet</i></b>
Saturday 21 July	Birthday party (engines & stewarding help required)
Sat/Sun 28/29 July	Dacorum Steam Fayre, Potten End, Herts
Friday 3 August	8.00pm General Meeting; Auction; HQ, Legion Way, North Finchley
Saturday 4 August	Club Invitation Day at Colney Heath; Contact Brian Apthorpe
Saturday 11 August	Birthday party (engines & stewarding help required)
Monday 13 August	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 17 August	Loco Section BBQ evening at Colney Heath
<b>Friday 24 August</b>	<b><i>Deadline for copy to Editor for September News Sheet</i></b>
Saturday 25 August	Birthday party (engines & stewarding help required)
Monday 27 August	Fun Day at <i>The Boot</i> , Chipperfield
Monday 27 August	Bank Holiday - members' running day at Colney Heath
Tuesday 28 August	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath ( <i>to be confirmed</i> )
Sat/Sun 1/2 Sept	Bedford MES Open Weekend Invitation
<u>Friday 7 September</u> <u>to Mon 9 Sept</u>	<u>Centenary Model Engineer Exhibition</u> , Ascot Racecourse, Berks (NB: there will be no General Meeting at HQ on the Friday)
Monday 10 Sept	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Saturday 15 Sept	MENCAP visit to Colney Heath

**NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.**