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# The News Sheet

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## The Chairman's Notes

It is that time of the year again, the AGM is upon us and it's your turn to pick my successor; as I am sure most of you are aware I will not be standing for re-election this year. It has been my privilege to represent you all this season and I can't help but feel some pride in all that we as a Society have achieved over the last twelve months.

In a way it has been a funny twelve months; life at Council meetings has been interesting as we start each meeting two members of the Council down as we could not fill the positions this time last year. This situation will not re-occur this year because there are at least two members standing for each of the positions available, so remember to turn up to the AGM and cast your vote.

As the Society has been without a Secretary for the last year, publishing the important Council information in the News Sheet has fallen to me. This is one aspect of the job my successor won't have to deal with, as the Council feels that it is important to keep everybody within the club informed as to what decisions we are taking on your behalf.

I feel the need to address a few of the points that are brought up in a document that has been nicknamed by some as the '44 Group' ten commandments. I mentioned above that I put in the News Sheet most of the matters that arise during the previous month's Council meeting, something that some are not aware possibly because they don't read what I write each month.

It has, and as far as I am concerned, will always be the case that major policy decisions go to the membership for everyone to have a say on them, but it is important that everyone understands that due to the volume of decisions that the Council has to cover not everything can go to the membership. There are also occasions such as the Child Protection Policy and the Disability Discrimination Act that we are statutorily obliged to comply with, and it is therefore not appropriate to offer the membership a say as it would unfortunately make no difference to the action we are required to take.

The Society Council each year receives a financial forecast from the Treasurer, which helps us set the subscription rates, and those of you who attended last July's EGM will have seen part of that forecast, as it was used to show that the subscription rate increase was justified under the Society's current obligations. Although this is an important piece of information it is not appropriate to publish the document to the membership, but I can assure everyone that the Council budgets its expenditure and except in exceptional circumstances this budget is normally kept to.

Auditors, like Council positions can be hard to fill and again this was the case last year and so we ended up with one Council member as part of the Auditor's position;

however this year has not ended in this manner: due to the necessary reshuffle within the Council we have replaced the Council member with a non-Council member to audit the accounts.

Although the Council does not directly control the day-to-day running of Colney Heath I know as a matter of fact that there is a regularly updated list of jobs required to be carried out and these are dealt with on a priority basis. This is the same for HQ; the building is inspected on a near annual basis and a report is provided to the Council with recommendations as to the work that is required to be carried out.

Lastly, the constitution deals with in some detail (and some gaps) the procedure for electing the Society Council and the 'Guidance Notes for Committees' states the procedure to determine the membership of the Tyttenhanger Committee, a procedure modified in 2005 with near unanimous agreement within the meeting.

I hope that nobody objects to me spending sometime going through the above, but I think it is important that everybody understands that not everything written about the procedures followed within the Society are necessarily true. I could have dealt with all ten points raised, but instead I dealt only with the most important; anybody who wishes to discuss this matter further is welcome to contact me or the new Chairman.

To end I would like to thank Mike Chrisp, Kieran Corcoran, Mike Foreman, Dave Lawrence and Adrian Reddish for standing for the Council last year, and Mick Avery for stepping into the breach when needed. You have all been a great Council and it has been my honour to serve with you.

I would also like to thank the Section Leaders, Brendan Corcoran, Ian Fisher, Peter Funk, Geoff Howard, Dave Lawrence, Malcolm Read, Adrian Reddish and Clive Winter all of whom made the last year easier through their effective management of the individual sections. The Tyttenhanger Committee, you have had your best year in years - well done, and Nick Rudoe for putting up with my near constantly late copy for the News Sheet, you do a fantastic job!

Lastly a big thank you to those who have supported me, thank you for listening and making me laugh, it was appreciated!

Have a good month, and a bright future!!

*Donal Corcoran*

### **Cover picture:**

At the April Loco Section meeting, Ian Johnston describes the exercise bike which he has converted to run on the 7¼" gauge track.

**Photo:** Mike Chrisp

## **SITE MANAGER’S REPORT FOR MARCH 2007**

Those of you who have visited Colney Heath during the last month will have seen the new fencing and palings around the station platform. I hope that you like it. It is the product of much work throughout the winter by David, Derek, Nick, Peter and Ian. Well done chaps. Peter Brown has offered to complete the painting (red cedar) during the next few weeks. Thanks Peter - it seems like a ‘Forth Bridge’ job!!

The hand mowers and trimmers have been repaired by John West and are ready for use. (Malcolm!!). The sit-on mower is being repaired. Its main fault was that the petrol tank was full of diesel! Thanks John for your efforts.

The clear-out and reorganisation of the workshop has been started by Nick Bone and his mates. The clear-out has turned up some locomotive parts - superheater and ash pan, from what we know not. If any member has private belongings in the ‘open’ area of the workshop, perhaps you would kindly retrieve them so that we can throw away the junk. We need to be fairly rigorous with the disposal of unwanted and unnecessary items; otherwise we cannot get the job done. We intend to finish the job by mid May so that there should be two weeks after the publication of the May News Sheet to claim ownership of your property. Thanks everyone for your cooperation.

*David Harris*

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

**by Mike Chrisp**

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 contact me if you have an idea for a meeting, or if you feel you can enlighten and/or entertain your fellow members. We can comfortably seat about fifty in our meeting hall. You are specially 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 ...

## **4 MAY 2007 – ANNUAL GENERAL MEETING**

This year's AGM has returned to our usual first Friday slot to accommodate the Harrogate Exhibition which will be held 11-13 May 2007.

From an administrative point of view, the Annual General Meeting may be considered the most important of the year. It provides an opportunity to review the recent past and to look forward to the future. It is also the time when those involved in the day-to-day running of our Society are elected to office. If you have an interest in Society affairs and the way they are managed, please attend the Annual General Meeting to air your views.

## **1 JUNE 2007 – BRAKES & BREAKS**

This evening we shall be addressed by two of our own members: Bert Mead and Jim Macdonald.

Bert's experience of full size railway practice and building miniature live steam locomotives means that he has much to offer on these topics. His theme for tonight will be vacuum and Westinghouse brakes.

There can be little doubt that Jim is widely travelled. As a trained BBC cameraman he has a good eye for a picture and enjoys taking photographs. He has also demonstrated an enviable ability to assemble a most interesting and enlightening view of the places he has visited. Tonight he will take us on an illustrated tour of his more recent excursions – breaks both near and far.

## **6 JULY 2007 – BRING & RUN**

If you have a model which will run on air or whatever, please bring it along this evening so we can all enjoy seeing it in operation.

Maybe it doesn't function quite as well as you had hoped. I'm sure experts will be on hand to advise with words of wisdom!

### **Free Magazines**

I have been having a clearout of my loft and have complete years of Steam Railway magazine from 1995 to 2006 which I would like to pass onto someone who would like them.

Contact: **Nigel Griffiths**





*Midsomer*, the OO section's portable layout, on show at John Keble Church Hall, Edgware on Saturday 14 April.  
**Photos:** Owen Chapman



## **Promote Your Society**

### **G1MRA Diamond Jubilee Celebrations on the Garden Railway**

#### **Steam-up at Colney Heath, Wednesday 13 June 2007**

The Garden Railway Section will be hosting a G1MRA meeting on Wednesday 13 June at Colney Heath, starting at 9.30am, as part of G1MRA's Diamond Jubilee celebrations this year.

Members of the Section will be involved in the detailed running of the Gauge 1 event, and at the date of writing over 80 people in G1MRA have indicated their intention of attending. We would therefore like to invite members of the Society who are active on either the raised or ground level tracks to bring locos to steam. We would also like to invite members of the Marine Section to bring their boats and sail them on the boating pond.

This event provides a unique opportunity to promote the Society, and to show off the wonderful facilities at Colney Heath to our guests, who will have travelled from all over the UK and from abroad. Refreshments will be available, including a barbecue going into the evening.

If you would like to steam a loco or sail a boat, please contact either Malcolm Read or Nick Rudoie; our details are on the back cover of the News Sheet.

*Malcolm Read*

## **Passenger Cars**

Over the winter the passenger cars have had a major overhaul including, bogies (Brian 'the bearing'), brakes (Derek 'the drill'), bodywork (Peter 'poki-oki'), and finish (John 'the brush').

Most of the deterioration was as a result of the removal and replacement of the



vehicles on the track. For this reason the team recommends the club builds a rail-connected carriage shed next winter.

To enable us to more easily monitor the effects of wear, damage and repair : -

**Each car now has numbered components that will only fit together one way.**

Any constructive comments will, of course, be gratefully received by the team. Criticisms or complaints will guarantee your place on the team for next winter.

Commander in Chief (Carriages)  
Maintenance Superintendent  
Paint Shop Foreman  
Also Helping

B.Apthorpe  
D.Eldridge  
J.Sandwell  
P.Brewster

## Note by the Editor

### Revised deadline for copy for the June News Sheet

As I will be going away on 23 May for two weeks' holiday, I have decided to bring forward the deadline for copy for the June News Sheet, which will now be **Friday 11 May**, and not Friday 18 May as quoted in last month's *Dates for your diary*.

This means, *inter alia*, that contributions such as the Stewards' Rota and the General Meetings programme will need to be with me a week earlier than normal, as will the Notes by the new Chairman, whoever he is.

The alternative is to delay the deadline until Friday 8 June, which is two days after I return from hols, but then members would not receive the June News Sheet until some time in the week beginning 18 June, which is very late in the month.

Normal service will resume with the July issue!

*Nick Rudoe*

	<b>Track Steward Rota 2007</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)	Michael Gibbs	Dave Chisnall
06-May	Tony Dunbar	Jack Edwards	Kevin Wilson	Adam Gorski
13-May	Grahame Ainge	Peter Foreman	Jeremy Deans	John Johnston
20-May	Nigel Griffiths	Alan Marshall	Grahame Gardner (1)	David Burman
27-May	Peter Davies (1)	Michael Dear	Richard Castle	Geoffrey Mogg
03-Jun	Les Brimson (1)	Roy Hall		Anthony Mason
10-Jun	Keith Hughes	Victor Burgess	Peter Sheen	Roger Brown (1)
17-Jun	Jim Robson (1)	Ian Buswell	John Riches	Frank Adams
24-Jun	Ian Johnston (1)	David Snellgrove (1)	John L Morgan	Naughton Morgan
01-Jul	Mike Avery	Jonathan Avery	John Winson	Nick Rudoie
08-Jul	Roy Chapman	Mike Hodgson	Philip Rowe (1)	John Beesley
15-Jul	Ian Clifft	Peter Lancaster (1)	John West	Bob Gamble
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	Matthew Stallard
02-Sep	Brendan Corcoran	Dave Green	Martin Ginger	Steven Don
09-Sep	Jim MacDonald	Paul Bexfield	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.

### **The duties of Track Stewards in order of priority are as follows:**

Steward one: Raised embarking Station.

Steward two: Raised Steaming Bay

Steward three: Ground Level Car park Station

Steward four: Gatekeeper & Car park management.

				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	R Chapman (1)
29-Apr	Frank Hills		Mrs Apthorpe	William Mason
06-May	Reg Piper	Keith Bartlam (2)	Raymond Goss	David Metcalf
13-May	Mike Foreman (2)	Peter Brewster (2)	R Chapman (2)	
20-May	Peter Precious	David Marsden (1)	Mrs.Griffiths	Mrs Marshall
27-May	Peter Weeks (2)	Chris Vousden (2)	Mervyn Smith	Mrs K Dear
03-Jun	Peter Brown (2)		Frank Inman	
10-Jun	Ian Reddish (2)		Dave Lawrence	Mrs K Reddish (2)
17-Jun			Peter Prior	
24-Jun	Derrick Franklin (2)			Mrs J Morgan
01-Jul	Jack Sanson		Colin Bainbridge	
08-Jul	John Sandwell (2)			Graeme Brown
15-Jul	Peter Badger (1)		Mrs Clift	Pat Badger (1)
22-Jul				
29-Jul	Peter Badger (2)		Pat Badger (2)	John Morgan (M)
05-Aug			Mrs Foreman	Chris Dean
12-Aug	Peter Lancaster (2)		David Morgan	
19-Aug	Richard Cross	Jeffrey Bolton	Peter Funk	Lawrence Steers (1)
26-Aug	Timothy Watson	Nicholas Griffin	Ian Johnston (2)	Mrs Smith
02-Sep	Peter Davies (2)	Roger Brown (2)	L Brooks	Mrs P Corcoran
09-Sep	David Jones (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)

Steward five: Raised disembarking, carriages & boating Area.

Steward six: Ground Level Henley Halt & Toilet Area

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 arrangements.**

- 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**

We also ask that **TEA STEWARDS as well as TRACK 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.

## **Loco Section & Tyttenhanger Committee News**

The new running season is with us and most of what has been done over the winter months is now being enjoyed by our members and visitors. Despite all the great efforts of those who took part in the winter working parties, there have been a number of issues that remain a challenge to us all.

The most obvious issue is the access to the toilet block which is not satisfactory in the long term. This will be an important issue for the Tyttenhanger committee to resolve. There are two main proposals that have come up. Firstly a bridge over the ground level with a steward-controlled crossing for disabled users. Secondly, a totally new toilet block which could include a disabled toilet which could be situated at the rear of the signal shed. If there are any constructive ideas you would like us to review on this issue please do send me a drawing or sketch that we can discuss.

Also since the start of the new season it has become apparent that the club battery sets are failing. It seems again that we may need to replace these batteries. Again this will be discussed at the next Tyttenhanger committee.

### **Loco Events**

The "Work in progress" loco meeting turned out to be most enjoyable. Our thanks go to Les, Dave, Ian, Keith and Derek for bringing in their models and sharing with us their individual experiences, enjoyment and stories. It was a great shame that more members could not have been there to enjoy true model engineering at its finest.

The May Loco section meeting will be held at Colney Heath in form of the traditional BBQ evening. So bring your family and invited guests. These evenings are also open to all sections of the society and are always most enjoyable. So come with food and drink, maybe run your engine. Shall we have a reverse running evening? Maybe an all night running - it went very well last year? Unless otherwise stated these Loco section BBQ evenings will run at Colney Heath in June, July & August.

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

- Sat 5 May LNER Invitation day – contact Grahame Ainge
- Mon 7 May Bank holiday - private members running day.
- Sat 12 May Birthday Party - Stevens- (help required)
- Fri 18 May Loco Section Meeting – BBQ Evening – Colney Heath
- Mon 28 May Bank holiday - private members running day.
- Sat 2 June Chingford open day invite
- Sat 9 June Birthday Party – Smith – (help required)
- Fri 15 June Loco Section Meeting – BBQ Evening – Colney Heath
- Sat 23 June HO Section visits Colney Heath.
- Sat 30 June Birthday Party – Harris – (help required)

*Adrian*

(Loco Section Leader)

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## The April General Meeting by OMAH Laser Cutting for Model Engineers

Mike Chrisp opened the meeting with a couple of announcements, one being the Myford Spring show at Beeston on the 26<sup>th</sup> of April, and a Miniature Railway Gala at the Vale of Aylesbury MES at Quanton on May 6 & 7<sup>th</sup>. Adrian had a few comments regarding the Track Stewards’ rota. He has had some volunteers to do more than one session, which was very encouraging, but he still needs a few more to fill the gaps. Now that GLR have moved to Daventry we have a gap in our supply chain. There has recently opened at Romford a small business called Model Engineering Supplies; address and phone number are in the ME and EIM magazines. (Some feedback would be interesting.)

Mike then introduced our speaker, Malcolm High on “LASER cutting and more for Model Engineers”. Malcolm began with a short description of how a LASER works and the electronics related to it. (I thought I new a bit about LASER’s, how they worked etc, but did not realise how little I knew about their practical usage.) He then went on to list some of the facilities he is able to supply, mostly locomotive parts

from 0 to 10¼ in gauge. He does not do the actual cutting but supplies the necessary software to perform the task. The software provides the coordinates for the task which is carried out on a large table with the sheet of appropriate material resting on it. It is not fixed down but just rests under its own weight. In order to prevent the beam cutting the base table a sheet of steel with small pips at appropriate intervals is placed beneath the sheet to be cut so that it is resting on a bed of pips. It is seldom



*Malcolm holds up one of the sample assemblies that he had brought along to show us. Photo: Mike Chrisp*

that one of the pips is hit by the beam but if it does it is a simple matter to replace it. There are several firms in the cutting business and Malcolm chooses according to the pricing and particular skills of the company. He generally sticks to the more popular designs, as can be seen from his list on [www.modelengineerslaser.co.uk](http://www.modelengineerslaser.co.uk). He can do several parts from stock, the less common taking a little longer. He also provides a service to cut any part or parts, provided the data sent is usable. The biggest headache is dimensions, combined with awful drawings. For those with facilities, he is happy with software but it is best to check compatibility. Obviously, this service will take longer, probably months rather than days, since he is very busy. The material that can be cut is normally brass and steel from 1mm up to 15mm depending on the part. Other materials can be cut by special arrangement. The normal sheet size is up to 8x4ft but larger sizes can be accommodated if the item is larger, such as the frames for a large-scale loco. He had a variety of parts on the table, and some of the lighter bits were passed round for inspection. He does kits for the more

common items, such as varying from bogies to an entire tender. As well as being cut accurately to shape, he puts spots ready for drilling and slots and tabs for ease of assembly and brazing, the tabs being milled or filed off after fixing.



*Members cluster round the table in the break, eagerly examining example results from the cutting process.*

**Photo:** Mike Chrisp

At the moment he has some 34 different kits available. The intent is not to de-skill the hobby but to save that most precious thing, time. It also is a boon to those who have nasty things like arthritis and/or are advanced in years and would like to make some particular model but refrain due to lack of time and/or ability to use hand tools easily, etc. Malcolm quoted some typical times necessary for his bits and kits against conventional methods and the difference is quite staggering and very tempting to those of us who fall into the above categories.

He can also offer water cutting if this is desired; the process is similar inasmuch as a jet concentrates the water pressure (which is phenomenal at the cutting point, the main difference being that an abrasive medium is introduced at this point to do the actual cutting. A minor problem with this method is a small amount of 'kick-out' so that the lower edge is minutely smaller than the top. If, for example the

item were an expansion link, a small amount of draw filing would be necessary. (Mike C suggested that if the die blocks had been cut at the same time their reversal should bring about a perfect fit.) Malcolm agreed although since the fit might be a bit too perfect a little treatment with a diamond lap would sort it. (I found it a fantastic evening and judging by the applause the feeling was unanimous.)

Mike thanked Malcolm, who had come all the way from Doncaster and was repeating his chat to the SMEE on the following day.

## The April Loco Section Meeting by Roger Bell

Adrian thanked those that had volunteered for a second track steward duty and stressed that this is all the more important due to our commitment to the Child Protection Act and generally looking after our visitors. At this time, there are 27 duty spaces to fill.

The meeting was a work in progress and Les Brimson said that he always admired other people's work; his loco had taken a big step forward to the painting stage. He described how he formed the reverse bend in the lower smoke box. He used a Warco combined bending and rolling shears, it had come out well. Some of the parts like the front buffer beam reinforcement he chose to do to scale, but he felt that it might bend in service, as it does not look strong enough. On reflection, he recalled that the real ones were bent anyway.

Being an Edwardian engine, it had a smooth appearance but imitating that with filled-in cheese-headed screws would make it difficult to take apart so he has chosen the serviceable option. He has given up trying to make the scale steam reverser work so has built another fitted under the cab floor; he has thoroughly enjoyed doing it but is unsure whether it will work or not. Controls for it are yet to be schemed out. He had also given up on trying to fit separate cylinder drain cocks, so has made one drain valve centrally positioned to which each of the cylinder drain ports are piped to; this really was a novel invention and looked good. He had started the loco 31 years ago when he was young and keen. Whilst a 'Maid of Kent' is an L1, his is a Wainwright design class L, or as Les said, a 'nearly L.'

Dave Lawrence spoke next of his miniature marine engine designed by Malcolm Beatty (or similar name); he saw one at the St. Albans exhibition. He had to make a new plate for the slide valve to get it to run. The crankshaft was fabricated and silver soldered. There is no packing in the 3/8" diameter piston; it is just a good fit. He started it last October and it now runs on air as he demonstrated with a cycle pump. Run on 25 PSI it goes berserk. It works well for a small engine.

Some years ago, Ian Johnston had an idyllic holiday in Sweden where he cycled on a disused standard gauge railway; in common with the USA, they do not remove disused lines. There were three to each tandem; they covered some seventy miles up the track. If someone came the other way, one would have to get off to let them pass.

Deciding to make use of a surplus exercise bike, he has converted his to run on the ground level 7 1/4" gauge track; he has run it successfully at his home track without falling off. The 5" gauge bogie wheels were spare; the saddle is positioned over the rear axle for maximum adhesion. Following good advice from the recent club's



painting seminar he now has a good paint finish. It was immediately suggested that he become Section Leader of the new 'Ground Level Cycling Club'. It would after all save a lot of coal and reduce one's carbon footprint, and it was a perfect example of recycling. Ian was contemplating fitting a trimmer engine for additional propulsion. Lights were fitted ready for a night run. Space was provided for a basket to carry tools, or as was suggested, as it has no suspension a first aid kit. The rear sprocket was rather low and one may have to dismount to go over points. Nevertheless, it is a serious machine. They are in fact, used on the London Underground for track inspection work at night.

The Polly 5 on the table was the work of Keith Hughes; having built a 3 ½" gauge loco he felt the needed to continue model engineering to enjoy the benefits of success that the pastime gives. He finds the journey more satisfying than the result, although his was a model of which one should be very proud. Having bought a second hand Pollymodels' loco which ran well he felt confident in buying the kit. When one buys a kit from Pollymodels a tour of the workshops and tea are provided. The person there is supportive and one can bolt their kits together in the certain knowledge that it will run well.

Keith has finished the model in GWR livery with many additions like added rivets and beading to cab doors. The hand pump has been repositioned in a bunker compartment. The pipe work has been improved and a wooden cab floor added. Side tank vents have been added as well as fluting to the connecting rod. Brake gear has been added to all of the wheels; it was originally only fitted to the rear axle. Having repositioned the lubricator from the running board to between the frames he felt that this may be a mistake, but repositioning would be straightforward.

The loco' was painted as it was being built using 'Plasticoat' which is similar to 'Hammerite'. There are limited colours; he used 'Rover Brooklyn' green. It is also available in black matt and 'barbeque' paint which withstands 450 degrees centigrade. He has used the paint on a ride on lawnmower some years ago which has proved the paint's durability. The loco has not been steamed up yet but that should now be only weeks away. The kits are available monthly; one must take all the kits within two years. It takes about seven hours to build each kit. Very good instructions are provided aimed at the beginner, photos and drawings assist the builder. Solutions to any problems are provided over the phone either immediately or within a few hours. As Keith said the Company provide good service which means that chaps like him stand up at clubs throughout the country and in effect sell the locomotives for them. The Nottingham club have a regular Polly weekend which is very well attended.

The tender for the Black Five was only painted the day before by Derek Perham; some of the cross stretchers he has had built for him, and it is built as the prototype with lots of fancy bits. The springs whilst looking complex took 1½ days to make and were an interesting job. The top leaf is spring steel and all of the others are Tuf-

nol. As the total weight is 72lbs each spring takes 12lbs. Having silver soldered a rubbing plate for the dragbeam and quenched it in water, it was too hard to machine. The moral of the story is before you commit a newly acquired piece of metal to stock make sure that you know what material it is.

Derek said he felt a little ashamed of the paint finish as it was a slightly orange peely. This is when two blobs of paint have not fused together, and more thinners makes them run together. The specially mixed semi-gloss black was diluted 1½ to 2 thinners to one of paint. It should have been 2½ thinners to one of paint. Whilst it does not pay to skimp on painting it costs a fortune, £22 for 5 litres of anti-bloom thinners. Cellulose paint is no longer available.

Some of the parts will be blacked; gun shops sell blacking salts. Applying WD40 or Duck oil then gives a nice sheen to the finish. He had tried some two-pot etch primer and given that his old works scratch test, but it failed the test; probably due to health and safety legislation (like Bakers fluid) an equivalent replacement of the same standard has not been found. Derek will eventually run the loco on the level track.

This bought the time nicely round to 10pm. It had been a very enjoyable meeting, listening to the challenges our comrades are overcoming in their workshops. Model engineering is a very difficult subject and it is heart-warming to hear our colleagues admit their mistakes and blunders openly, so that we may learn and tread an easier path to that day when at last, all is ready and we head off to the track with our prized and finished work, to enjoy that first run, and to glow with that pride that only those like us can know and enjoy.





**Cartoons by Michael Franklin**



# **Some incidents in the life of an apprentice fitter at Barry sheds in the late 1940s by Peter Kearon**

## **Part III - The Case of the Rusty Pipe**

A passenger engine which had been subject to repairs or a boiler washout at Barry sheds was not allowed back on duty until Walter, the locomotive inspector, had signed a release form His inspection took in boiler fittings, particularly the gauge glass, washout doors, safety valve blow-off pressure and the front tubeplate. A check on motion locking devices, nuts and splitpins followed. All had been approved until Walter's experienced eye spotted a broken leaf spring on a leading coupled wheel. This damage meant that instead of a ten-ton loading keeping the wheel in contact with the rail, a broken spring could allow the wheel to bounce, possibly causing a derailment at points. Walter failed that engine.

As I came out of the comfort of the canteen after dinner I passed a filthy 5600-class engine with "Do Not Move" signs attached and at the same time heard Charlie, the locomotive foreman, shouting "Over here Peter, nice little job for you, help change this spring".

A couple of fitters had already positioned an hydraulic jack between the track and the underside of the frame and had succeeded in raising the front corner of the engine to allow the axlebox to occupy the nominal centre of the hornblock. This allowed us to remove splitpins, locking nuts and main nuts and then the spring hanger bolts. In this unfortunate Collett design the spring leaves are positioned above the spring hanger brackets which necessitates removing completely one of the two brackets. Then get out of the pit for the spring/axlebox keep bolt to be punched out and the spring was allowed to fall with a crash. Two "gorillas" worked the replacement spring into place allowing the spring-hanger bracket to be replaced and all other fittings put back with the spring-hanger nuts positioned by guesswork.

"Go up to the Works", I was told. "Reg Fifield will balance her". This meant positioning the engine on the weighing machine and adjusting the various spring loadings. Many wonderful spanners had been devised to allow spring hanger nuts to be adjusted through the spokes but the "easy" way was to lie under the engine; the weighing machine's upper surface was of dished construction allowing the necessary six inches of body clearance.

Reg Fifield, a morose bachelor, shouted instructions from the weighbridge house

to tighten or loosen specified spring nuts until, after an age, he was satisfied. After putting in a handful of splitpins I inched my way out on my back, and unfortunately looked up to spot a very corroded pipe with a particularly large lump of rust attached; as I had a hammer in my hand I could not resist hitting it - starting all my troubles. The rust fell off to reveal a pinhole in the wasted metal and to my horror I realized that I had damaged the vacuum pipe.

Reg was less than pleased and made his rude feelings known to all and sundry. "Get that xxxxxx pipe off and take that one" he said, pointing to the identical pipe on a sister engine under repair in the Works. To protect myself from a subsequent investigation by the horrible shed foreman, Rog the Trog, for delaying an engine, I explained to the driver, with some truth, that a damaged pipe had been found and its replacement would delay the engine's return to traffic. I need not have worried as those footplate men were happy to sit in the cab and read their newspapers (ie Daily Mirrors).

The front section of the vacuum pipe on this class of engine is secured by just a flange and two clips and is easy to remove. The corresponding pipe on the Works engine was soon off and with a little help bolted in place on the crippled engine. By now the afternoon was well advanced and as I joined the crew on the short run back to the sheds I asked how this delay would affect their schedule. "We're going to change engines with the 4 o'clock from Cardiff, take the train over to Barry Island then work back on the 5.25 to Treherbert." "That's my train" I explained, "may I join you?"

As I later stood on Barry station I could see that train leave "the Island" running bunker first and steam over the Causeway to arrive at my platform where I climbed into the cab. As soon as we pulled away it became clear that this engine was long overdue for shopping. Surging and hunting are features of this class of engine but the added clanking and knocking made the ride particularly rough. The runs between Barry, Barry Dock and Cadoxton are very short. The next section is interesting as we passed the busy marshalling yards then the sidings where in 1944 no fewer than 84 U.S. 5160 engines were stored. On to Biglis junction where the Taff Vale Railway were defeated and then the long run onto Dinas Powis.

Pulling away from that station was dramatic; the second exhaust beat was strangely strangled, but there was no time to think as I was catapulted against the bunker back in company with the fireman as the engine came to an abrupt stop. The driver held on to the regulator handle and closed it. Looking out of the cab we saw that the first carriage was about ten foot away from the engine and steam was blasting into the evening darkness. We jumped out of the cab to find that the screwed coupling had parted allowing the engine to surge ahead severing both the vacuum and steam heating pipes and in the process prove the massive power of a full brake application.

There was nothing for it but to help the fireman as we retrieved spare hoses kept in the guard's van. Removing the clamping bolts on the vacuum pipe was awkward as the only light came from a lamp on the adjacent road, but was made infinitely more difficult by the advice and insults freely given by the passengers, mainly railway workers, who lined the platform edge. "Get a xxxxxxx move on" we were instructed. "We're late". "When are you going to xxxxxx finish" were just a few of the helpful comments which in truth did little to inspire us as we struggled in the cold and dark. When the new vacuum hose was finally clamped in place the driver buffered up, and the other screw coupling was connected and the vacuum pipe ends coupled but the steam heating pipe left unrepaired.

Back to the comfort(?) of the cab, a short whistle and we were away perhaps 20 minutes behind time. A couple of stations later, at Grangetown, I left the engine. What the carriage temperature would have been by the time the train reached Treherbert was too cruel to imagine. But somehow I didn't really care.

**CHUCKLE**

## CORNER

The following questions and answers were collected from last year's GCSE exam results, and are genuine responses (!?) from 16 year olds.

Q: Name the four seasons.

A: Salt, pepper, mustard and vinegar.

Q: What causes the tides in the oceans?

A: The tides are a fight between the Earth and the Moon. All water tends to flow towards the Moon, because there is no water on the Moon, and nature abhors a vacuum. I forget where the Sun joins in this fight.

Q: What guarantees may a mortgage company insist on?

A: If you are buying a house, they will insist you are well endowed.

Q: In a democratic society, how important are elections?

A: Very important. Sex can only happen when a male gets an election.

Q: What are steroids?

A: Things for keeping carpets still on the stairs.

Q: What happens to your body as you age?

A: When you get old, so do your bowels and you get intercontinental.

Q: What happens to a boy when he reaches puberty?

A: He says goodbye to his boyhood and looks forward to his adultery.

## 📖 Dates for your Diary 📖

<b>Friday 4 May</b>	<b>8.00pm Annual General Meeting; HQ, Legion Way, North Finchley</b>
Saturday 5 May	LNER Invitation Day; contact Grahame Ainge
Sunday 6 May	Toy Boat Regatta, Colney Heath
Monday 7 May	Bank Holiday - members' running day at Colney Heath
<b>Friday 11 May</b>	<b><i>Deadline for copy to Editor for June News Sheet</i></b> <b><i>(Note altered deadline, one week earlier than usual!)</i></b>
Fri/Sun 11/13 May	National Model Engineering show, Harrogate
Saturday 12 May	Birthday party (engines & stewarding help required)
Monday 14 May	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 May	8.00pm Loco Section meeting; BBQ evening at Colney Heath
Sat/Sun 19/20 May	Steam Fair 2007 at Royal Gunpowder Mills, Waltham Abbey
Monday 28 May	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Monday 28 May	Bank Holiday - members' running day at Colney Heath
Friday 1 June	8.00pm General Meeting; Brakes and Breaks; HQ, Legion Way, North Finchley
Saturday 2 June	Chingford DMEC open day invite
Saturday 9 June	Birthday party (engines & stewarding help required)
Sat/Sun 9/10 June	Whitwell Steam and Country Fair
Monday 11 June	8.00pm Council Meeting; HQ, Legion Way, North Finchley
<b>Wednesday 13 June</b>	<b>G1MRA 60th anniversary visit to Colney Heath</b>
Friday 15 June	8.00pm Loco Section meeting; BBQ evening at Colney Heath
Saturday 16 June	Hertingfordbury Fete & club invitation day; contacts: Mike Chrisp & David Harris
Sunday 17 June	Saffron Walden DSME Rally invite
<b>Friday 22 June</b>	<b><i>Deadline for copy to Editor for July News Sheet</i></b>
Saturday 23 June	HO section visits Colney Heath
Monday 25 June	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Saturday 30 June	Birthday party (engines & stewarding help required)
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

**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.**