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The Chairman's Notes

September is upon us and I am going to take this opportunity to address some of the issues that are facing the Society at the current point; unfortunately these issues seem to have been hanging over the Society for over a year now.

These issues in part revolve around a misunderstanding of what the Society's Constitution actually is; in essence it forms the basic principles under which the Society operates.

I once had the term constitution described to me as the bones of a body upon which everything else hangs, the flesh of the body if you will; in a situation such as ours you cannot have one without the other and more importantly you must deal with the two together.

Over time one realises that criticism, no matter how constructive, is not necessarily well taken by some and this also appears to be part of the issues facing the Society at this present time. To my knowledge no individual has attempted to make any member's position untenable (But you might wonder why anyone would want to be Chairman or Loco Section Leader at this time).

In an attempt to ascertain the issues that the known members or supporters of what has become known as the '44' Group wish to air, I, at no expense to the Society, sent out a letter to those members who back in I think, March, had signed the original letter or attended either Council or Tyttenhanger Committee meetings on their behalf, asking them for information regarding what has

changed over the years that they have been a member, and what they believe would help to rectify any undesirable changes over the years.

To date I have received five responses which have been discussed at Council but with regards to the '44' Group the Society is no further forward in establishing their issues. However one thing has come to light one; of the officers (if you will) of the '44' Group is a former member of the Society who resigned from office after what can be described as a breach of constitutional protocol on his part.

As I said above these are issues that have been in the background for many months with '44' Group meetings taking place as early as Easter 2006 before I became Chairman, but I and the current Council have inherited these problems and are intent on successfully putting the Society back on track. To this end I am asking every member to put some thoughts on paper or e-mail and let me know what has changed over the years that they have been a member, and what you believe would help to rectify any undesirable changes over the years; my snailmail and email addresses are at the back of this News Sheet.

It is impossible for me to be able to speak to every member to find out their thoughts and beliefs, and having them on paper makes it easier for the Council and me to digest and discuss the issues that have been raised to enable us to resolve any resolvable issues.

Moving on, this year has been blessed with some fantastic days both with the weather and the events being held. August saw Brian Apthorpe's visiting clubs and unfortunately a distinct lack of good weather, but as Sue Apthorpe said to me it was God reducing the fire risk! The weather may not have been all that it could have been but the standard of engines that were on display was something else and despite the weather everybody on site had a fantastic day and it was good to meet up again with some old friends.

Also in the last month I have received a letter from Chris Platford who is moving to Eastbourne due to work commitments and will therefore be unable to continue as Marine Section Leader. I wish Chris all the best in his future endeavours and look forward to seeing him at Colney Heath in the not too distant future. In the mean time Dave Lawrence has volunteered to take on the Section Leader's job in a caretaker's capacity while a member is sort on a more permanent basis.

Have a great September!

Donal Corcoran

Treasurer's Report

Other than the usual expenditure this month, roofs and rail is the theme of the day with a payment going to the Tyttenhanger Committee for the on-going rail replacement on the Raised Track and the placing of an order for rail for the Ground Level Railway to push on into the new land. The Council has also agreed to proceed with repairs to the roof over the North American section of HQ.

We welcome one new member this month:-
Keith Barltrop
Interests: Locomotive

Chris Platford has moved

Kieran Corcoran

Cover picture:

Owen Chapman's AC-4 cab forward with the Pacific Fruit Express, a high-speed refrigerated car run across the States, waffles through Lima on the Society's HO layout.

Photo: Owen Chapman

The August General Meeting by OMAH

Once again a brief report, there being no business to transact and not a great deal of activity. The marine section had intended to do a docking the tanker demo and to allow the youngsters to have a go. Unfortunately the state of the pool prevented this, being of the consistency of thin soup. Derek Perham decided to leave his tug in the car. Peter Davis was running 'Baldrick' and Brendan and Co. ran their 'Pansy' L90 and Mike Chrisp's grandson ran Mike's 0-4-0 electric shunter 'Henry'. I was too late to see Peter Funk complete two laps on his 'Virginia'. This loco was started by the late Cyril Rylatt and bought as a box of bits by Peter who has now completed it. It was, nonetheless, a successful evening and everyone appeared to enjoy themselves, the barbecue was in full swing and a fair amount of comestibles were consumed.

As I went round the track behind Brendan I was struck by the stillness of the evening, that best part of the day with the sun going toward the horizon and the temperature just right. (It made me think of Gray's Elegy which suggests that same stillness.) I was particularly pleased to see Ruth Luxford and daughter Tina on the platform; Tina was on an extended visit from Australia. Having wandered round and chatted to various folk "The curfew tolled the bell of passing day" so I plodded my weary way towards the Plough and thence homeward.

Has someone lost a wedding ring at HQ?

A wedding ring has been found outside the side door of HQ, believed in June around the time of a slot car event but local enquiries have been fruitless. Any enquirers should contact Rai Fenton

Society Calendar for 2007

I am starting to create the Society's Calendar for 2007. This is the list of events which forms the basis of the monthly 'Dates for your Diary' section which our editor, Nick Rudoe, includes in the News Sheet. If you have events or activities that you wish to be included, please let me know.

David Harris

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.

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. Work in Progress meetings provide opportunities 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 to me beforehand would be very much appreciated so 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.

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.

The engine's applications in the air, on

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

Recent past experience indicates that seats may 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.

3 NOVEMBER 2006 – THREE WISE MEN: A TRIPLE BILL

Why 'Three Wise Men'? Among our membership we have many with skills, experience and an ability to talk to fellow members. For this meeting, I hope to find such folk prepared to give short (about 20 minute) presentations on topics of their choice.

My sheet is blank at the moment, but I hope this is a temporary state of affairs! As ever, if you would like to contribute to this evening's enlightenment and/or entertainment.

Mike Chrisp

Dear Diary, Saturday 29th July 2006

Awoke at seven to a warm and sunny July Saturday morning. After stretching realized that this was the day that had been set aside for the visit to NLSME by the respected Model Engineering Club of Northolt.



Saint Class 4-6-0 No. 2920 'St David' masquerading as 'St Michael'!
Photo: Peter Aston

After travelling cheerfully up the Great North Road to the site at Colney Heath it was apparent that all and sundry were in for a great day.

The track was walked to make sure all was in repair and the signals put out and tested. Soon the party looking after the steaming bays arrived and the documentation and 'sailing board' were erected.

At the coach a well organised crew were under way preparing the mid-morning drink and snack. The lunch party were soon preparing salads, meat pies and all the associated ephemera that are related with an excellent summer's meal.

Betimes the party headed by Keith Spence from Northolt and a couple of very sociable chaps from Urmston arrived and were getting their locomotives in steam, after delivering their test certificates to the inspectors, of course.



Britannia Class 4-6-2 No. 70049 'Solway Firth' heads down the raised track, light engine. Photo: Peter Aston

An excellent time was had by visitors and visited alike. The challenge of the lengthy and the mild gradients of our track stimulated all the parties. Pleasant stops were made for fresh morning drinks, plenteous lunch and welcome afternoon teas. Such that we, both hosts and hosted had a very gratifying and stimulating time.

It was with sadness that departing time all too soon came round and it was time to stop running and to get everything away just as we would like to find it.

We render a grateful thank you to everyone who willingly gave up the day to help in the multitude of ways to make the day such a happy success.

We all look forward to a similar event again next year.

‘And so to bed, after a couple of jars at the *Nelson* that is’

(You will gather that the author has just read *The Saviour of the Navy* after Samuel Pepys!!)

Ian Johnston

A Severe Flue Outbreak

(With a Detailed Forensic Investigation on the Side)

by Peter Kearon

Keeping steam engines available for work was, in the immediate post-war years, a never-ending challenge. Certain work, such as brake block renewal, gland packing and boiler washouts was routine but other parts, for example sight feed lubricators, vacuum equipment and injectors usually received the attention of a particular group of fitters who applied their knowledge and experience to that special part. Safety valves could be worked upon by only a few certificated men.

One of the less well-known but essential specialised services particular to engine sheds was provided at Barry by two men who could, with certainty, identify which of the six flues of a 5600 or TV "A" class engine contained a leaking superheater tube. Knowing exactly where to work meant that a damaged element could be removed and a replacement fitted, allowing a failed engine to be put back to work within just one hour. Needless to say the engine had to be on shed but as with fused electric lights latent superheater damage was usually revealed on lighting up. Such a failure made itself very clear to the driver as, on first opening the regulator, the cab became suffocatingly hot as steam blasted past the firehole door into the cab.

This was a not uncommon failure and at Barry sheds a well rehearsed routine was put into place with the first step being to call on the services of one of those two superheater experts. When ready the smokebox door was opened and we stood in front of the engine but at a safe distance. The driver was induced, often against his better judgement, to go back into the cab, ensure the gear was in mid position, the brakes hard on and at a signal to open and close the regulator pretty smartly.

The result was a veritable explosive outbreak within the smokebox as soot, cinders and black smoke belched out driven by possibly superheated steam. Most onlookers, including the writer, turned away and closed their eyes to escape likely damage but, in that nano-second, our experts were able to identify, with certainty, which of those six flues contained the leaking superheater element. Their decision was never questioned and, in my own experience, they were never wrong. At this juncture their work was done and they departed leaving the repair work to the well-named "black gang".

It must be said that the designer responsible for arranging the layout of the "Swindon" superheater did a really good job. Opening the regulator allowed boiler steam to enter a header which extended across the upper part of the tubeplate in way of the flue tubes. Saturated steam was then directed into one of six two-chamber blocks and along two (per element) one-inch superheater tubes which ran almost the length of the

flue and were welded to a substantial heat-resistant return bend which sent steam back along another pair of tubes. Superheated steam then passed again through a two-chamber block and was directed into a lower header. From here it was piped to the locomotive's valve chest. The six flues arranged in the boiler of a 5600-class engine thus contained 24 superheater tubes.

The smokebox end return block with its four tubes (the element) was secured to the headers by a single one-inch stud, nut and washer and in theory could easily be removed. In Swindon Works with a new boiler and clean smokebox it may have been possible to change an element within a few minutes. At Barry sheds, with an engine in steam, it was rather a different story.



A view of the inside of a GW tank engine being cut up at King's Scrapyard, Norwich in 1964. The provision of 14 flue tubes each housing four superheater tubes shows the engine to have been one of Churchward's eight-coupled freight locomotives of the 4200 series.

Illustration taken from Volume Two of Nigel Trevena's fascinating "Steam for Scrap" series.

The smokebox of a failed engine was stinking hot and filthy. Conditions were cramped and the services of a younger, slimmer worker were necessary - clearly a job for the apprentice and such good experience.! The first menace was the petticoat pipe which housed masses of burning hot soot just waiting to fall down an unsuspecting neck. If a spark arrestor grid was found in place then its removal was necessary but its later replacement not to be considered.

The block retaining nut was not difficult to remove but pulling out the failed element was quite a different matter. Years of carbon build up may have cemented the element to the flue, thus defying any local effort to move it. Hitting the block to free it was not

a consideration as such a foolish action would bring down an avalanche of soot. Instead a rope was worked around the back of the block and led out of the smokebox to a scratch tug-of-war team. Sometimes the element submitted to such a pull; other times it was necessary to back up another engine, secure the rope to the smokebox door fastening or possibly the bunker lamp bracket and apply brute force. Once removed a wire brush was used to clean the flue, a new element inserted with copper washers sealing the block to the headers and secured with the same nut and washer.

The driver again opened the regulator to prove the steam tightness of the joints but equally the skill of the superheater expert. The time taken could not be compared Swindon's , conditions were vastly different, but the fact that a failed engine could be repaired and made ready for work within one hour was, I felt, no mean achievement. During the period of my apprenticeship no Churchward-designed heavy goods engines were shedded there although 7200-class 2-8-2Ts appeared soon afterwards. It would be interesting to learn how our specialists fared when faced with the 14 elements used in those classes.

A Deathly Lesson

On one occasion when I was wrestling with a burning-hot element, another 5600-class engine was being prepared on the adjacent pit. Something was going on as every few minutes a foreman came to the cab and asked the boiler pressure; he was clearly disappointed when the response was a two-figure number. Each time the footplate men were urged to make greater efforts to raise steam - possibly the engine was late going on duty but the prompting seemed excessive. When the driver reported 150lb. pressure he was told, in no uncertain terms, to get going. From my elevated position I could see that something was brewing. Numerous workers were hanging around but the excitement multiplied when one of the new 4100-class prairie tanks pulled a Cardiff - Barry passenger train into adjacent Barry station. Nothing unusual yet within minutes the same engine came into the yard to take the place of the recently departed radial tank which, presumably, changed duties.

There was no holding back the excitement of the masses as they watched with bated breath when a fire hose was connected to a hydrant and the valve opened. As the water jet was directed under the front of the engine the reason for the excitement became clear as body parts were washed down from the springs and brake gear. The considerable depth of medical knowledge held by Barry workers was revealed as each piece of human remains was loudly identified ; fingers, intestines, knee cap, gall bladder and more were named but fortunately a head was not included in the list. Eventually the soaked, pitiful remains of parts of a human body were shovelled into a sack - what became of them I never knew.

The excitement was over; the crowd melted away and it soon became clear that the unfortunate brutal death of a stranger had caused little or no concern to those onlook-

ers. The police did not attend and even the eponymous "Barry 'erald" carried no report of this tragedy, possibly because the victim did not come from Barry and his death lacked local interest. However it was clear that apart from those pieces carried by the engine the track at some location must have been littered with many more human remnants, head and all.

Over time, and with some help from a friendly linesman, I was able to put together a likely explanation of this tragic event. Where the Barry - Cardiff line crosses the river Ely a signal was positioned to protect the junction at Grangetown and was not infrequently set against trains on the main line. In the darkness of winter months passengers not infrequently imagined that the train had stopped at dimly lit Grange-town station and opened the carriage door although they were really a mile from their destination. It was even not unknown for a sleepy passenger to step out into the darkness only to fall onto the trackside. Possibly the victim had been confused in this way, fell, saw his train move away and stepped onto the adjacent track as a passenger train was approaching from Cardiff. There is no escaping death under a GW engine - if the ATC gear misses then the brake spreaders will do their work.

WANTED TO PURCHASE

5inch gauge battery locomotive, 0-6-0 preferred, but others would be considered.

Contact: **Colin**

FOR SALE

'O' gauge Track
 Points
 Locos 12v DC
 Wagons
 Coaches
 Buildings
 Mostly Lima, plus lorries and cars

'N' gauge 0-6-0 Diesel Loco
 Wagons
 Track

Also 3½in gauge Hornby track & points (plastic)

Contact **John Mills**

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 Rudoe
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		David Foster
13-Aug	Mike Ruffell	Brian Baker	Lawrence Steers	Brian Kennedy
20-Aug	Mike Foreman	Alan Marshall	Peter Berkley	Mike Franklin
27-Aug	Donal Corcoran	Peter MacDonald	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	Alex Chapman	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. **PLEASE LET ME KNOW**

			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 Waldoek	Mrs.Griffiths	David Metcalf
30-Apr	William Mason	David Snellgrove*	R Lidzey	Mrs Harris
07-May	Nicholas Bone*	John Fitzgerald	Mervyn Smith	Mrs Apthorpe
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 Cliff
30-Jul	Jeffrey Bolton	Maurice Cummins*		Harold Barrow
06-Aug	Paul Godin		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	Roger Bell
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 Apthorpe*	Derek Perham	Richard Hall
22-Oct	David Harris*	Roger Bell*	Mrs Baxter	Jenny Baxter

- 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

We have had two club visits the first by Northolt & Ermston SME. There was a good turnout of engines and all enjoyed their visit and thanked us for our hospitality. The second visit was Brian Apthorp's visit day. It was good to see these regular visitors and their excellent engines.

Ground level work party

On Saturday 9 September at 12 noon we are holding a meeting at Colney Heath with all those **who want to work on the Ground Level Project**. You are welcome to join us if you want to work and take an active part. This is in preparation for the winter working party. Please contact Peter Funk or myself for details.

Loco Events

Sat 2 Sept	Birthday Party – Beech (help needed)
Sat 9 Sept	Ground Level Working party meeting. @ 12 noon CH.
Sat 9 Sept	Mencap (help required)
Fri 15 Sept	Loco Section Meeting HQ 8pm – “A Look back at the Season”
Sat 16 Sept	Birthday Party - Meyrick (help needed)
Sat 23 Sept	Birthday Party – M Chrisp (help needed)
Fri 20 Oct	Loco Section Meeting HQ 8pm – “Bring your videos films pictures & memories”

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.

- **Loco Section meeting organiser**
- **Spare Track Steward duties: 10th Sept; 17th Sept; 1 Oct.**
- **Tyttenhanger Site controller**

Adrian

(Loco Section Leader)

Tyttenhanger Events Co-ordinators by Owen Chapman

Our Society has some superb facilities which we have offered to the general public and groups as time permits, so that they might be able to enjoy them as much if not more than we do. A most rewarding way of doing this is booking the whole site at Colney Heath out to families and groups, most regularly, as a venue for birthday parties of large and small children. Often they have many friends. Once they enjoy a party they and their friends often come back again and again, which is a big benefit to the upkeep of our site.

Recently the organisation and co-ordination of these events has not been as clear as it could be and it is with great pleasure that Rachael and I have undertaken to take up the mantle left for us by the very able Frank Hills and before this Ian Murrey left off. It does not end with us alone however, and we hope to be supported by many members in making these events even more of a success than they already are. We desperately need your support, whether you come and steam an engine or help steward the station and other areas, making the site safe for our young supporters to enjoy themselves.

In addition to birthday parties, our remit covers charity events, and any other functions at the Tyttenhanger tracks. We still have several events to look forward to this year, including the annual visit by St Albans Mencap group and the never to be forgotten experience of the end of season Halloween running evening. If you wish to help with these most rewarding occasions, please let us know when you are available via our address below (we moved in April so you have not got our new one yet), via phone, email or by signing up on the sheet on the notice-board in the coach. We will also be willing to help promote or co-ordinate events for other sections if they require, helping to bring our excellent club and hobby in general on show for more to enjoy.

Owen and Rachael Chapman,

The enjoyment of the many large and small children we see is well worth it and these events would not be a success without the support of many members.

There are parties in September on the 2nd, 16th and 23rd and we especially need stewards for the Mencap visit on the 9th September. Also coming up will be a display stand at the St Albans Model Engineering Soc. exhibition (30 Sept/1Oct) – the contact for this is Mike Hodgson. The OO section will be at the excellent model railway exhibition at Ashlyns School in Berkhamsted on October 7th, and anyone interested should contact Ken West.



Letters Page

To: the Editor
NLSME News Sheet

10th August, 2006

Dear Nick,
LocoPainting

I spent approximately 2500 hours building a 5" gauge 'Pannier Tank' 0-6-0 loco as described in the M.E. of which I possessed all the copies describing the loco by L.B.S.C. who fell out with the M.E. and never finished describing the final details. These were taken from the full size drawings. Anyhow the loco was eventually finished in 2005, and test run on the 5" gauge elevated track at the N.L.S.M.E and was very successful as Jim Robson will confirm, but it was not painted.

I didn't fancy painting it as I had never tackled something of that size before with all the colours shown on the livery sheet obtained from Precision Paints, showing the 1925 colour scheme. A colleague of mine who was an avid loco builder having won prizes for his locos and traction engines, advised me to take it apart and spray paint it with an airbrush. I was a bit uncertain about spraying as I had never done any before. My friend had spent time in a garage and was expert at spraying cars. I had read all the books on painting models by airbrush and an ordinary brush and was completely confused by the things that could happen.

At the twelfth hour after a lot of soul searching I decided to stick to using a brush which I understood. A few test pieces were done and came out fine. It was a 5" gauge loco and I used a ½" wide sable bristle brush which cost about £7 and has very soft bristles. I bought "Precision Paints" of the correct colours and used them straight from the tin, having first thoroughly mixed it by shaking it vigorously. A rotating stirrer was made out of 16 SWG steel or iron wire which was alright until the drill spindle was started. I now have a white coat covered with red streaks together with a red streaky floor and drill machine.. Shaking the tin making sure the lid is on tight was found to be the best way.

The loco is now painted with a finish as good as spraying and has plenty of paint on the surfaces, with one coat of paint which must be shaken every time it is used because the 'pigment' will go to the bottom, white spirit is the solvent. I took several pieces for my colleague who is recovering from an operation to see, and he couldn't fault them.


The big secret with painting is to avoid dust. Some of my important painting was done in the bathroom especially after someone has had a bath; the moisture droplets

carry any dust to the floor. Don't do it in the workshop unless you vacuum it out and leave it for a few days to settle the dust. Wear cotton clothes and a shower cap on your head.

Well, I've now finished most of the painting, the boiler, smoke box and firebox are all mounted on the engine chassis. There is still plumbing and a few odd jobs to do and it should be ready for a trial on the 80 ft. of track I have at the side of the house.

Having read Grahame Ainge's very interesting article in the August 2006 club magazine I can appreciate how he must have felt about the spray painting and hope my article on the subject may be of some use to him. If I can be of any further use on this subject do not hesitate to contact me.

Yours sincerely,



E.G.Millington, C.Eng. M.I.Mech.E.

P.S. I started work on 'Pansy' about 1972 and I would say have spent 3,000 hours on it to date.

XX

*Visitors' day,
12th August.
5in Great
Central 8B
(LNER Class
C4) Atlantic,
the star of the
day at the
station; owner
unknown.*

Photo: Owen
Chapman



Bridget by Ian Johnston

A couple of Friday evenings before Christmas last year I arrived late at the Locomotive Section meeting at our Headquarters. As I entered the hall I had the feeling that something was afoot, as most of the members present seemed to be studying their shoes in some detail. Then I saw what the problem was; Mike Chrisp (I include the surname because many of the positions of prominence in the NLSME seem to be held by folk with Mike as their first name). Mike was haranguing the group from the stage, hands on hips, feet wide apart rather reminiscent of the rowing master on the poop of a galley just before they commenced rowing in an endeavour to reach 0-60 in 4.5 seconds so that the captain could go water skiing. However his harangue concerned the supply of models for the forthcoming ME Exhibition at Sandown Park, and so that was why everyone had decided to study their shoes!

Anyone who knows Mike Chrisp will know full well that the above is just pure slanderous rubbish and that Mike is in fact an extremely nice person, but the slander does give this account a better start! I think we all reacted naturally rather like his students did, volunteering our models out of loyalty and support and not through threats that he knew would get nowhere. He did however remark that as there were getting on for three hundred members in the club, we should at least have a few models!

It was at this point that I remembered *Bridget*. How could I have ever forgotten her? For at least four years she played a dominant role in my life, in fact if she had been a barmaid then I would have been divorced long ago.

You see *Bridget* was not a barmaid at all but an excellent 7 ¼" gauge 0-4-2 tank locomotive ably designed by Ken Swann. David Rogers and I chose to build her as a joint project. (David Rogers sadly died last year in Milton Keynes).

It was one of those exercises where there is some chemistry or a mysterious catalyst that generates a charge of industry and enthusiasm that never seems to wane. We both enjoyed the work. It seemed to occupy our every waking moment. When I was not actually working on some part of the locomotive, then I would be preoccupied in thinking and talking about it; it became an obsession for both of us. David was retired and I was still supposed to be in full time work.

We met on Thursdays at Barnet College evening class and when the class eventually closed down, to be almost criminally converted into a computer laboratory we met on Wednesday afternoons at David's work-shop. I think that David had dual motives in my involvement with *Bridget*; one was to induct me into the craft of model engineering in his robust practical style and the other was to work to com-

pletion a very satisfactory model, which would incidentally be able to run on the then 'new' ground level track at Colney Heath. You see David Rogers was the experienced model engineer and I was the enthusiastic tyro. We met each Wednesday without fail to present each other with the 'home work' that we had completed the previous week; this had always been finished and with an ever so slightly competitive manner. We would spend part of the afternoon fitting the pieces that we had made or engage ourselves in tasks that required two pairs of hands, like boiler making. The afternoon concluded with the setting of tasks for completion before our next meeting.

David Roger's enthusiasm was infectious and often I would find myself working late into the night in order to meet the deadline of that Wednesday at two pm. The relationship then became almost one of master and journeyman; we had no contract but I always purchased the materials and David, who had a stroke just before the college closed knew that he would never be able to handle such a heavy locomotive, so it was assumed that I would look after her when complete. One of his comforting phrases was '**he who never made a mistake never made anything**', not lost on me when I made a complete hash of the regulator castings; but he was not phased, he just designed a regulator to his style which was of course, robust.

The seasons seemed to pass with great rapidity; summer, autumn, winter and spring went by each year without much recognition such was our fervour and industry. Then, in all too short a time it all came to an end. Bridget was complete.

A test track was erected and Bridget run to our entire satisfaction; a boiler certificate was obtained and a couple of rather complex riding trolleys constructed, but the fire had gone out. It was a disastrous anticlimax. Two runs at Colney Heath and *Bridget* was greased up and put under my desk in Wood Street where she has lain forgotten since, that is, until Mike reawakened those very pleasant memories of that wonderful obsession ten years ago.

I hope you all enjoyed viewing *Bridget* at Sandown Park. She brought both David Rogers and me so much enjoyment so many years ago.

Visitors' day; Midland 2P
at speed on the raised track.

Photo: *Owen Chapman*



Dipping a toe into Signalling

by Alan Marshall

Many will be well versed with the principals of railway signalling both in their semaphore and colour light versions, at least as drivers observing their instructions. However there is more to signalling than just telling when drivers must stop or can go. The essentials of a signalling system are to maintain a safe distance between trains on the same track travelling in the same direction. It must also provide for safe movement of trains at junctions and regulate the passage of trains in accordance to the speeds and density that operation of a service requires. Last but by no means least it is fundamental that an equipment failure must not prejudice the safety of a train.

The modern colour light system was adopted in the UK in 1923 and can be 2-, 3- or 4- aspect, the more aspects in the system the less the headways between trains can become.

The 2- aspect colour light signal was first in use for transit rail such as London Underground where it originated; perhaps for obvious reasons as it's generally pretty dark in that environment. A simple red (stop) and green (go) aspect was employed but due to the winding nature of the lines repeater signals (yellow/green) were also employed at the required places so the driver had in effect a long line of sight. This form of signalling has a practical minimum headway for trains stopping at all stations of about 90 seconds.

On main lines speeds are higher and warning signals were required and the (then) BR two aspect signalling employed repeaters as a matter of course and as a simple explanation the repeater could be placed at a minimum distance in front of a stop signal that would enable a train travelling at line speed to come to a stop at the following red aspect. It would also be placed so that the driver had at least 10 seconds to be able to see the signal before it was passed, so bends or tunnels, stations or other obstructions have to be considered too.

3-aspect signalling is required as soon as line capacity becomes an issue. The third aspect (yellow) is a cautionary signal indicating the next signal is at red (stop). On the face of it there is little difference between this and 2-aspect signals with repeaters as the driver still sees Red, Yellow and Green. The difference lies in the headway, since if more trains are to run on the same line then the headway between them gets smaller and as this happens the distance between stop signals get shorter and the result of this is the 2-aspect repeater signal soon finds itself in the same spot as the preceding stop signal. So now we have a 3- aspect signal at that spot. From a safety viewpoint letting a 2-aspect repeater come close to a preceding stop

signal is not good, as especially during the night when both signals become very visible drivers may “read through” the stop signal with potential disastrous results. The 3-aspect signalling system thus results. The 3-aspect signal’s advantages were realised in the mid 1920’s on the South East London suburban lines and this was latter followed in 1923 by the recommendation that a “double Yellow” be added to the signals resulting in the now familiar 4- aspect system which allows headways to be reduced even further to maximise line capacity as the distance between signals can now be reduced to half the distance required to bring a train to a stop. The rules classify the double yellow and green as “proceed aspects”, one yellow as “caution” and of course Red as “Danger” (stop).

Importantly BR (now Network Rail) does not mix 3-aspect and 4-aspect signal systems and they are used territorially. This potentially raises some problems as in densely populated rail areas carrying both high speed and suburban traffic the signal system for suburban use would normally be 3-aspect but for high speed lines 4-aspect and as both cannot coexist, even on adjacent tracks, the signal designers have to work hard to get the maximum capacity onto lines for both types of traffic.

If anyone wants to play at being a signalman and they are happy to play on a computer then there is a free simulator available to download from:

<http://www.simsig.co.uk/>

It is quite a remarkable and complex simulator that will test your skills and it demands quite a bit of patience to learn how to operate a modern signal box successfully. It’s no mean feat juggling all those trains to keep to schedules.

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Noah’s Ark, 2006

In the year 2006, the Lord came unto Noah, who was now living in England and said, "Once again, the earth has become wicked and overpopulated, and I see the end of all flesh before me. Build another Ark and save 2 of every living thing along with a few good humans."

He gave Noah the CAD drawings, saying, "You have 6 months to build the Ark before I will start the unending rain for 40 days and 40 nights."

Six months later, the Lord looked down and saw Noah weeping in his yard - but no Ark.

"Noah!" He roared, "I'm about to start the rain! Where is the Ark?"

"Forgive me, Lord," begged Noah, "but things have changed. I needed Build-

ing Regulations Approval. I've been arguing with the Fire Brigade about the need for a sprinkler system.

My neighbours claim that I should have obtained planning permission for building the Ark in my garden because it is development of the site even though in my view it is a temporary structure.

We had to go to appeal to the Secretary of State for a decision. Then the Department of Transport demanded a bond be posted for the future costs of moving power lines and other overhead obstructions, to clear the passage for the Ark's move to the sea. I told them that the sea would be coming to us, but they would hear nothing of it.

Getting the wood was another problem. All the decent trees have Tree Preservation Orders on them and we live in a Site of Special Scientific Interest set up in order to protect the spotted owl.

I tried to convince the environmentalists that I needed the wood to save the owls - but no go.

When I started gathering the animals, the RSPCA sued me. They insisted that I was confining wild animals against their will. They argued the accommodation was too restrictive, and it was cruel and inhumane to put so many animals in a confined space.

Then the County Council, the Environment Agency and the Rivers Authority ruled that I couldn't build the Ark until they'd conducted an environmental impact study on your proposed flood.

I'm still trying to resolve a complaint with the Equal Opportunities Commission on how many BMEs I'm supposed to hire for my building team. The trades unions say I can't use my sons. They insist I have to hire only CSCS accredited workers with Ark-building experience.

To make matters worse, Customs and Excise seized all my assets, claiming I'm trying to leave the country illegally with endangered species.

So, forgive me, Lord, but it would take at least 10 years for me to finish this Ark."

Suddenly the skies cleared, the sun began to shine, and a rainbow stretched across the sky. Noah looked up in wonder and asked, "You mean you're not going to destroy the world?"

"No," said the Lord. "The Government beat me to it."

📖 Dates for your Diary 📖

- 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)
- Sat/Sun 30 Sept/1 Oct Society stand at the St Albans MES Exhibition; contact Mike Hodgson
- 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; Bring your videos, films, pictures and memories; 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
- Friday 3 November 8.00pm General Meeting; Three Wise Men; HQ, Legion Way, North Finchley
- Monday 13 November 8.00pm Council Meeting; HQ, Legion Way, North Finchley
- Friday 17 November 8.00pm Loco Section meeting; HQ, Legion Way, North Finchley
- Friday 17 November *Deadline for copy to Editor for December News Sheet*
- Friday 24 November 8.00pm Workshop Evening; HQ, Legion Way, North Finchley
- Tuesday 28 October 8.00pm Tyttenhanger Committee Meeting; Colney Heath (coach)
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- 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).