

Issue No. 849

October 2022

# The News Sheet

North London Society of Model Engineers  
October 2022



You can see this News Sheet in  
colour by visiting our web site at [www.nlsme.co.uk](http://www.nlsme.co.uk)

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**Front cover photo;** - This little 0-4-0 locomotive was a recent visitor to the garden railway at Colney Heath. It's an Accucraft model of a Cranmore Peckett type industrial saddle tank engine. It has a copper boiler which is gas-fired and fitted with a water top up valve (hidden under the tank filler). It has a water gauge with blow-down valve, lubricator and pressure gauge. The model is constructed of stainless steel and etched brass. It is gauge-adjustable (32mm and 45mm).

Photo by John



Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.

## Chairman's Comments

Les

September was a busy month at Tyttenhanger. We had a night run, hosted a boat regatta, hosted a visit from St Marks Church, Colney Heath, and a visit from the Malden club plus two public running days.



The night time run was great fun, driving around our track in the dark is a very different experience to day time running. Complete dependence on the signals and tails lights is required to have any idea of where other trains are. We finished at around 10pm. This is an event we will repeat. It will have been better still had the GLR been running, but perhaps next year. The toy boat regatta was a success with several visitors at Tyttenhanger for the day. For me however a highlight was hosting St Marks Church congregation on the same afternoon. Whilst several of the church members knew of us and indeed had been visiting over many years their organisation and conduct during the afternoon made it a most pleasant occasion for us as well as themselves. Their congregation very much enjoyed and appreciated our hospitality and trips on the raised and ground level railways. A thank you note is elsewhere in the news sheet. They have requested a repeat visit next September to which we shall readily agree.

Attendance at public running had seen reasonable numbers. We had 138 visitors through the gate on Sunday 18<sup>th</sup> September. Whilst this is less than usual the benefit was that it did not stretch our resources and all visitors had several rides.

This year's public running season ends in October and, as is customary, the Senior Stewards will review how it went and consider any changes for next year. The club owes thanks to all members for stewarding these public days. However, for next year we need additional Senior Stewards. A note about this is elsewhere in this issue. Unlike stewarding, which members must undertake as part of belonging to our club, Senior Stewards volunteer for that role. Without them we cannot open for public running, so, if you want us to run 12 public sessions in 2023, put your name forward.

Recent rainfalls have allowed removal of the temporary fire precaution restrictions applicable to running steam locomotives. Fortunately, we did not need to use the fire beaters but at least we now have them on hand should similar conditions arise in future years.

Next General meeting at HQ is work in progress, let's see what you have been up to in your workshops over the summer.

See you at track or HQ

## Treasurer's Report

By Mike



Pleased to advise that one member who had not settled his subs has now paid up, so we have only lost 14 members this year. We do however, welcome one new member this month, David, a member of the Gauge One fraternity, amongst his other interests.

I've been pleased to see that a number of the smaller gauge members at Colney Heath have lately been crossing over to try the bigger gauges and quite enjoying themselves. May this continue.

The September open Sundays have again produced a healthy income and if the weather holds, perhaps our final two Sundays will do just as well.

**Members attending HQ** should be aware that from about the time I am writing this report, the new entrance gate to the site (the previous one was partially demolished by a lorry), will now be electrically operated and a code will need to be punched into the key pad by the gate. To leave the site the gate will automatically open by driving your car over a sensor in the road approaching the gate. I have yet to see this in action!

A recent inspection of the HQ loft revealed a folder of old photos and early memorabilia, some dating back to the 1940's, but two of the photos in particular showed a work in progress meeting in the main hall sometime in the 1980/90's in full swing with standing room only, a table full of models of all varieties. This October's meeting on the 7th is Work in Progress, so let us make the effort to bring something along to show and discuss what you have achieved since Covid.

Keep safe and keep engineering.

**Mike**

## A funny and true story about the Queen:

Around 2005, the Queen and her Personal Protection Officer, Dick Griffin, were walking alone one afternoon in the hills near the Scottish royal castle, Balmoral. Two tourists approached them, and engaged in conversation. Griffin recalls:

There were two hikers coming towards us, and the Queen would always stop and say hello. They were two Americans on a walking holiday. It was clear from the moment we stopped that they hadn't recognized the Queen, which was fine.

The American gentleman was telling the Queen where they came from, where they were going next, and where they'd been in Britain. I could see it coming, and sure enough, he said to Her Majesty: "And where do you live?" She replied: "Well I live in London, but I've got a holiday home just the other side of the hills."

He said: "How long have you been coming up here?" She replied: "I've been coming up here ever since I was a little girl, so over 80 years."

You could see the cogs whirring, so he said: "Well, if you've been coming up here for over 80 years, you must have met the Queen." Quick as a flash, she said: "I haven't, but Dick here meets her regularly."

The hiker then asked me what the monarch was like in person. Because I was with her a long time, and I knew I could pull her leg, I said: Oh, she can be very cantankerous at times, but she's got a lovely sense of humour.

The next thing I knew, this guy comes round, puts his arm around my shoulder, and before I could see what was happening, he gets his camera, gives it to the Queen and says: "Can you take a picture of the two of us?"

Then we swapped places, and I took a picture of them with the Queen. We never let on, and we waved goodbye.

Afterwards, Her Majesty said to me: "I'd love to be a fly on the wall when he shows those photographs to his friends in America, and hopefully someone tells him who I am."

Rest in Peace Your Majesty

## Tee Shirts and Sweat Shirts with NLSME logos.

Ian

The Scribe wrote a note to a previous *News Sheet* asking if there was interest in the Club into acquiring logoed garments for club members. There seems to be an interest especially as it is some years since Colin carried out a similar and successful venture.

Fortunately, a member of the Slot Car Division was in contact having been in the garment business previously and had in the past provided a famous Pop group with logoed shirts. One problem discussed was obtaining a good well-defined Logo to copy for the shirts.

The other problem is finding out how many folks are interested. And to that end I propose to put a notice in various places around the Club, which members can respond to by saying if they are interested in obtaining shirts. Incidentally bespoke shirts are very expensive but shirts bought in bulk are remarkably cheap. If anyone is interested in managing the enterprise, then I would be very pleased.

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## Orchard Junction Signal Box

By Keith

The signal box has been in need of a little TLC for some time. The weather has taken its toll on the paintwork and some rot had started to appear in the woodwork. Peter has recently made and fitted a new door.

More work needs to be done on various parts of the building.

So, anyone who wants to help out with this project over the winter please form an orderly que.



## Your Society Needs You

By the time you read this article in the News Sheet we will have only two more public running days left this year. It has been a somewhat challenging running season due to the inevitable carry over from Covid 19 coupled with a very real shortage of track stewards.

Fortunately for us we have not had the hordes of public turning up at Colney Heath that we occasionally experienced before Covid 19 struck. This has made running on a public Sunday enjoyable for all, whilst also contributing towards the replacement of money which we have had to spend just to keep the Society going.

Council will be reviewing the 2022 public running season and also looking ahead and planning for 2023 so why the title at the head of this article?

The fact is if we continue to run twice a month between the beginning of May and the end of October, we will need at least one and probably more members of the society to step up to the plate and take on the role of Senior Track Steward.

As someone who has been a Senior Track Steward for quite a number of years, I have found that judging by the number of smiling faces on adults and children who visit and enjoy our facilities is a reward in itself. Since we have had a Hi-Vis Vest identifying the Senior Steward, when it was my duty Sunday I had quite a number of compliments made directly to me about how much a visitor and their family had enjoyed themselves.

Ideally, we would like volunteers to take on the Senior Steward role who have been stewards in the past. You can rest assured that you will not be thrown in the deep end! To assist in this regard shadowing one or more existing Senior Track Stewards in the early part of the season would be beneficial.

So, if you would like to volunteer for this role, please let either myself or our Chairman Les know and we would be pleased to meet up with you and discuss.

Nigel – On behalf of NLSME Council



## G1 Group

By Geoff

First some sad news, I have to report the passing of Eric. Born in 1936, a long-standing member of the Gauge 1 section. His last visit to the track was in 2021 before he suffered a stroke. Our thoughts are with his partner Susan.

Secondly. I have had acceptance from the Surrey Gauge 1 Group for their visit on Wednesday 26<sup>th</sup> October. As usual we will arrange a Fish & Chip lunch at £6.00 a portion with pre booking. Early indications are that it would be about 10 visitors, so bring a loco for a run & I am sure we can fit you on the roster.

Many of the Surrey group are into 3D printing, so I am sure they will bring some of their creations.

Hoping for reasonable weather and looking forward to seeing you there. If members of other sections want to come along, please do.

We have maintained our regular weekly Wednesday meetings and alternate Saturdays. The next month's being 1<sup>st</sup> & 15<sup>th</sup> and 29<sup>th</sup> October. However, I don't expect many to be there on the 1<sup>st</sup> as this is the G1MRA 75<sup>th</sup> Celebration and AGM in Bicester. The 15<sup>th</sup> is during the run of the Midlands Model Engineer Exhibition.

## Bowes Railway

During my recent holiday to the North East, I squeezed in a visit to this interesting industrial museum. The railway was originally built to transport coals from Springwell Colliery, located on high ground 450ft ASL to the north west of Washington, down to the River Tyne at Jarrow and opened early in 1826. Built by George Stephenson it consisted of rope worked inclines with stationary engines



and a balanced incline along with steam haulage along most of its length. Initially called the Springwell Railway, it was soon extended westward to serve other



mines as these were bought up. This involved further rope worked sections. It became the Bowes Railway in 1932. Springwell colliery closed in 1932 but as the railway ran through the centre of it many of the original buildings and workshops have survived.



Part of the machine workshop

Of course, with nationalisation it came under NCB control. Closure came in 1974. A 2-mile section was deemed a scheduled ancient monument and has been preserved. This is located at Springwell and consists of the railway along with a number of original buildings. The tracks include a section of railway for steam haulage along with some of the adjacent inclines. Displays not only detail the above ground workings but also the underground colliery railways as well. An interesting industrial site.



Bowes Railway scene with NCB wagons in the yard.

Unfortunately, they suffered from Covid and are slowly bringing back volunteers to enable the railway operations to restart. Additionally, they have recently been given a grant to reinstate the rope worked incline. It is well worth a visit.

## 3 ½ inch day at Tyttenhanger

By Martin

After 5 days of nonstop rain showers on the run up to our 3.5"-gauge event we actually had some reasonably fine weather on the day. The only conclusion I can draw from this is that whoever controls the weather over Colney Heath must be a fellow 3.5"-gauge loco owner.

A total of 13 locos signed in to run, of which only 2 failed to make it out of the steaming bay, you know who you are, better luck next year. We had a bit of a mini-Princess Marina festival going on with 3 of these locos out on track during the day,

This must be one of the few occasions where a Stanier Mogul has outnumbered the Black Fives.



For some it was their first time at this event with Chris on only his second run managed 14 laps of the Cuckoo Line with his newly built Rob Roy. So, the raised track for him next time. And there was also a representative from the St. Albans model engineers who supplied one of the Princess Marina's.

Here's a list of the runners and riders.

Waz

0-4-0ST Sweet Violet

Mike & Jonathan

4-6-2 Britannia

Jeremy

4-6-0 Black Five

Alan

4-6-2 Duchess

Owen

0-6-4T Moel Tryfan

Tim

4-6-2 Heilen Lassie

Brian

2-6-0 Princess Marina

Jack

2-8-2

Roger

2-6-0 Princess Marina

Chris

0-6-0T Rob Roy

Les

0-4-0T Juliet

Mike

0-6-0T Rob Roy

Martin

2-6-0 Princess Marina

All in all, a great day.



## Bookworm Writes

The autumn season is fast upon us and with it, its mellowing light. My thoughts turn then once more to those splendidly long days ahead inside the ME workshop back numbers. I may even take in the odd book or two over the winter, I'll see how the hunger pangs go.

My owner returned last month positively glowing from his summer hols having had an extended break retracing his youth and meeting up with some of his old mates at Towyn in Wales.

Having made the decision to stay near the town but also to be close to the railway, what could be better than to reserve railway themed accommodation, or so he thought. So away he went and booked himself and Mrs. Owner into what he had convinced himself was an old converted brake van. Transpires it was actually a 'shepherds hut' – you would have thought the photos showing a plethora of fluffy sheep cushions everywhere, the lack of railway memorabilia and standing on flangeless wheels complete with tow- bar on the front would have given him a clue – But that aside, it was parked near enough to the railway for him to hear the trains and be able to visit his old haunts in and around the area.....

He was a mere boy in 1951 when his father read in the March Model Engineer about the formation of the Talylyn Railway Preservation Society and its call to railway enthusiasts of the nation to rally and to help their cause. His dad was enthused, *he* was enthused and before you could say "*where is my National Savings Post Office book*" (for my younger readers, the Post Office in 1950s Britain was the 'piggy bank' for the nation's children where pocket money (and money from those relatives and relations that you never saw throughout the year and only ever heard from at Christmas and birthdays, gave you money) was deposited. For unless you had very big pockets or an old biscuit tin that your sister or brother couldn't find hidden to avoid temptation, then you went to the Post Office with your money and bought little coloured stamps that you then licked and stuck into a very plain looking booklet with red covers. When sometime later you wanted your money to spend on something, you went back to the Post Office with your booklet and asked (more likely your mum or dad actually asked), the nice official behind the counter for your money. He (nearly always he) then gave you a pretty coloured slip of paper to the value of the sum you had asked for called a 'Postal Order' which you could then send to people to pay for goods; that is after first filling in the counterfoil to prove you sent it..... **And** they try and say that today's 'electronic transfer' is progress.....huh! Just look how much healthier the nation's children were after all that walking, watching and waiting, the art of excited anticipation is but a thing of the past.....), he had an ink spattered letter written, stamp stuck on ready to post seeking membership for he and his father.

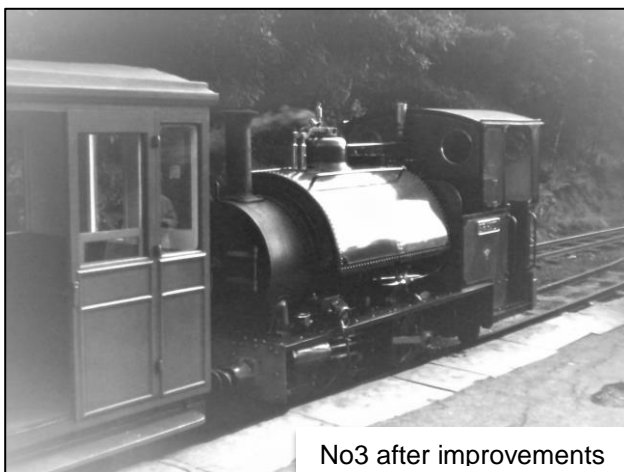
Whit Sunday 1951 saw them both helping out and getting things ready to have the trains running on the Monday, but so much needed doing to get even one

train away given the neglected state of everything in those early days. Meeting new people and with so many new names to remember Mr. Trinder the Chairman, Mr. Rolt General manager and in the loco shed Mr. Curwen with help from younger Mr. Snell all apparently rushed off their feet; meant for his dad, leading a painting gang and for him doing whatever he was asked to do, most of which seemed to involve him being covered in coal dust....

This then was to be the first of many an exciting visit to the railway. On their second visit another memorable occasion, they found another engine (with the number three just legible) had appeared inside the shed at Pendre, apparently ready to help with the running but unable to do so because there was something wrong with its wheels. Later they helped to remove them and roll them outside ready to go off to be adjusted.

From engines then to track work, every day was different. On the track he helped his father along with others in a gang to replace what seemed like mile after mile of rail and sleepers, that is after first finding it in the heavily overgrown track bed!

The 1957 visit brought even greater excitement when they found the BBC making a television programme there. Huge cameras were on trucks and miles of cable was everywhere, people with clip-boards wearing headphones and speaking with posh voices (or so his dad said) seemed to be talking to each other and into the camera lens..... what an adventure to tell his pals back at school.



As the reverend W. Audrey (his favourite author at the time) was known to be a keen volunteer at this time, during their visits he and his dad would both look out for him in a type of 'I Spy' sort of a way – the dream was always to meet him! People came though from all walks of life to volunteer on the railway and as they were all working towards a common goal, it meant no social snobbery existed between the groups, everyone was equal in the eyes of the teapot .....only it was just that some seemed more equal than others.....

So, after meeting up with some of his old mates on this most recent holiday, talk naturally turned to the Centenary celebrations of 1965 and what a great day it had been, despite the showers, and when the nations favourite poet John

Betjeman - the Tallyllyn's first signed-up member - officially opened the extended Wharf station building by unveiling a large commemorative plaque.

Some of these 'old boys' still volunteer today, but for my owner by the 1970's now married, model engineering became the dominant interest in his life (after Mrs. Owner of course...) so his visits became less and less until that tipping point was reached, when he had his first engine finished and the lure of Colney Heath became greater than that of Towyn....

All of this seems a very long time ago now, was it *really* my owner, did it really happen I sometimes ask myself?

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## My Grandmother's clock.



This clock is weight driven but hasn't worked for years - the mechanism seems to jam. Offered for a handful of £'s to someone who is interested in collecting it for refurbishing the mechanism, restoring minor blemishes in the case and giving it a good home.

Contact me direct if you are interested.

Paul





## Forthcoming General Meetings

By Ian

In the past our members have been as good if not better than the imported variety of speaker.

If you, or you know of a member who would be willing to talk for an evening or even half an evening shared with another member; then that would be excellent.

Please let me know.

The Programme at the moment reads thus: -

### Friday 7<sup>th</sup> October.

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

### Friday 4<sup>th</sup> November

Prof Tim will take time off from teaching his students to extract teeth to take us all on a journey from St Albans to Dorset with speed and thrills on the way by miniature traction engine! Not to be missed by anyone! (Talk rescheduled from 2/9/22)

### Friday 2<sup>nd</sup> December.

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

Any questions regarding the meeting contact, Ian

## September General Meeting. OMAH Mk2. Night Running Session at Colney Heath.

The Scribe approached the Steaming Bays at Colney Heath with a sense of anticipation on Friday 2<sup>nd</sup> September because it was the first Night Running Session for many a year. There are vague remembrances of night running in the long past when skeletons were hanging at the entrance to the tunnel and a flame thrower (no less) was shooting sheets of flame from Camps Cairn; but that must have been celebrations for the failure of Guy Faulks to ignite the Houses of Parliament. If our crew we had been the pay of Guy in those days it would have been a resounding success.

The evening was dry and warm and ideal for a 'steam up' and soon the usual suspects were at it with blowers hard at work raising steam for the run into the night. Mind you Les had already walked the track and installed the raised track signals. And had given strict instructions about red lights at the stern of all trains.

The first locomotive off was, of course a rather neat electric which was rapidly accumulating a high score of circuits. The steamers were soon on the track resulting in an exciting evening with no catastrophic results.

By ten pm all was cleared up and the participants were wending their way home or further stimulation.

A picture taken at the event can be found on page 31

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## For Sale

Julian

I am rationalising the equipment in my workshop to a place with only the essentials. As a result, I have three items up for sale.

1. A grade (was used for Metrology teaching) hand scraped Surface Plate 15 inches by 8 inches. with cover and in "as new " condition. – Open to offers
2. Rotating Centre of good quality European manufacture. MT2 Taper. Has probably had very little use. – £20.
3. Eight Assorted small Imperial Hand Reamers, various sizes. – Small donation to Club Funds.

If interested please contact Julian



## Saturday 27<sup>th</sup> August – Visiting clubs

By OMAH Mk2.

This visit by three clubs was just too late to be reported in the September news sheet. It was a day to remember for Chelmsford, Chingford and Fareham Model Engineering Societies all came and a very busy day it turned out to be for the North London Society to facilitate. They had all been invited to visit our track at Tyttenhanger and had willingly accepted but I don't think we had anticipated just how many would come.

Ian had been enlisted to provide teas and coffees to the visitors, by a member who could easily sell central heating systems to Bedouin Arabs in their desert tents. Things started early with visitors arriving from 9am onwards and Chairman Les and others had been busy earlier



installing the signals and had already inspected the raised track. Before long the passengers of two hired minibuses and numerous cars and vans were vying for



positions on the steaming bays for their beloved locomotives; for this was, for many, the first time visiting another railway in almost three years.

By mid-morning many steam and electric locomotives were getting to know our wonderful raised track which was the product of many hours of hard work by the NLSME members.

It has been some time since the board recording times and loco's had a waiting list as the track was running at capacity. There came a point when time slots had to be rationed to allow all to have a run during the day.

Teas and coffees were supplied to visitors on the steaming bays and to drivers on the raised track. Visitors without locomotives found the coach and the refreshments therein and were very complimentary regarding the general layout of the site and especially the toilet facilities the platform seating area around the station and outside the coach.

There was in excess of 20 locomotives in attendance on what was a memorable day with old friendships renewed and many interesting conversations had.

The GLR was also in use and a very nice Shay locomotive spent a good part of the day enjoying the 7¼ gauge railway.

It is hoped to repeat the occasion again next year but with its popularity only likely to increase we may need to consider splitting the event over two dates to allow those travelling such a long way to have a reasonable amount of time on track.



## NLSME. - Engine Plans Available.

By Ian

I have just found two sets of locomotive Plans; (while I was searching for lost Boiler Certificates.)

They are, -

- One complete set for Petrolea in 3 ½" inch gauge.
- One complete set for Springbok in 5" gauge.

If anyone is interested in either or both sets then they would welcome a new owner for free adoption.

Contact, Ian

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## The editor needs your help

The success of this news sheet each month relies on the contributions received from club members.

I wish to express my sincere thanks to all those who contribute regularly to this publication and to those who provide articles from time to time. We have had some fantastic items to publish since I took over the role as editor.

It has of late become increasingly more difficult to encourage other than the usual few members to contribute.

A diverse selection of articles on different subjects is the secret to a successful and interesting edition each month.

So, it would be great if you, yes you hiding in the corner would put pen to paper. And yes, we would be interested.

Even if you don't feel able to put pen to paper perhaps you could take a few pictures which are always worth a thousand words of what is going on at HQ, your workshop an event at Colney Heath or a recent visit you made to a place of interest.

We are now about to run into the winter period when less is going on and without that interesting article from you this news sheet will inevitably have fewer pages.

So, please help you editor over the coming months keep the news sheet going.

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## Little LEC Competition 2022

By Ian

Regular readers of the valued *Model Engineer Magazine* will, I'm sure have stumbled across page 372 of the 22<sup>nd</sup> September issue in which John Billard reports on the 2022 Little LEC Competition hosted by the Reading Society of Model Engineers.

Our esteemed Treasurer Mike and *Rob Roy* were competitors and are featured with a photo (*reproduced courtesy of the Model engineer magazine*).

There was also a description of *Rob Roy's* prowess on the track at Reading that day.

Apparently, *Rob Roy* was conceived by Mike in 1961 at Ravenscroft School and partly built during his time there.

Ravenscroft School with its 3 ½" track must have been the birthplace of many locomotives and numerous of fine model engineers of today.

It turns out that *Rob Roy* was the oldest locomotive entered into the competition proving that age was no barrier to a plucky 3½ inch gauge locomotive!

Mike and *Rob Roy* gained fifth place in the competition carrying 60 Kg the first run and a load of 75kg of ballast on the final run of a slippery rainy day.

Well done Mike and of course well-done *Rob Roy*!



## Malden club visit

By Keith

As referred to earlier in this edition we hosted a visit from the Malden club in September. A very enjoyable day was had by those who attended as demonstrated by the letter we received after the event;

*On behalf of myself and the other Malden members, I would like to thank you for your hospitality during our day out at your club yesterday. We all had a great time and really enjoyed running around the very interesting and challenging track.*

*Very best regards, Denver.*



With thanks to George, Pete, Geraldine, Michael and Laura for all your help on the day.



## Narrow Gauge Garden Railway

By John

Greetings everyone and welcome to an autumnal narrow-gauge news.

Sadly, even though the excessive heat we experienced during the summer is thankfully long gone, its effects are still being felt. The dwarf conifers that were in the garden section of the layout haven't survived the heat, and neither has one of the large conifers in the tubs which gave the layout area a bit of interest. These will be replaced with suitable plants, probably alpines which can cope with extreme conditions, anyway, hopefully the garden section will become a colourful and interesting backdrop to our locos and rolling stock once again! Incidentally the hedge which runs the length of the layout caused me a lot of concern and began to turn brown in many places despite my watering whenever I could, thankfully it seems to have turned a corner and is greening up again, fingers crossed!

There have been a couple of events at Colney Heath recently apart from the public days, visiting clubs and most recently the congregation from St Marks our close neighbours. All have been very enjoyable and many favourable comments were received not just for the garden railway of course but for the whole Colney Heath experience!

The narrow-gauge layout has also experienced some action from members who are usually found on the Gauge 1 layout but who also have a love of all things narrow gauge. So, it has been a real pleasure to see some absolutely wonderful locos and rolling stock on the NG layout.

I hope you enjoy seeing the photos of George's Merlin and Robin's Peckett (see *front page*). Both in beautiful condition and they run as good as they look. Thanks gents, a real treat to see them in action.



In last month's article I mentioned Laurie's 5-inch gauge "Tin Turtle" and its associated 18 pounder, unfortunately the photo was missing, (*Sorry my error Ed*) so with my apologies here it is this month!



As ever enjoy your hobby, and as we go into the indoor season, I hope your workshop/work station is nice and tidy and ready to see some work done. I really must crack on with my own latest project a micro industrial 7mm layout!

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## For Sale

### An 0-4-0 7¼" Gauge steam locomotive & tender.

Originally to a pre WW11 design for a GWR dock tank but now has a freelance narrow-gauge outline. Illustrated in Old Glory magazine (August 2022) page 88.

- The Loco has a Tom Snorall copper boiler.
- 3 sit inside carriages articulated on 4 bogies plus 2 spare bogies.
- 160 feet of portable track (ground level).

Currently in store in the Dunstable area and can be viewed by appointment

Offers over £10K

Contact David

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# Traction Engine

By Peter

A gent I know, from my restoration work at the Mosquito Museum, wants to give away FREE his dads part-built traction engine.



His father used to belong to the NLSME many years back.

As he knew I belonged, must keep my mouth shut in future! He

asked if I could see if anybody wanted all the bits before he scraped them. He only lives up the road from me, so I could collect if needed. These pictures show the bits. The garden chair is not included!!!!

The design is unknown and there



are no drawings. Anyone interested in taking on this project should contact Les or Peter for more details and pictures.



## It seemed a good idea at the time! The “Lazarus Project” for 5” gauge

By Paul

### Part 2



In part one I described how I came to acquire a scrap Martin Evans designed Gresley 2-8-0. The paint job alone is something to behold, and I gather that some of you followed my advice and looked at the colour pictures of my purchase in the online version of September News Sheet. You can find it on the NLSME Website.

In this part I will explore further my “logic” in buying the loco in the first place together with the history of the boiler both original and new.

Some might say, indeed did say, “why on earth did you buy that”? A good question. The answer to this can be traced back to my O level days when I started to build a “Tich” – the diminutive tank engine designed by “LBSC” aka “Curly” Lawrence. (How many nicknames does a Model Engineer need?) Whilst that build went well, albeit never completed, I found the marking out, drilling, cutting, and filing of the Frames, Plateway, Motion etc incredibly tedious. Therefore, a scrap loco that clearly had all this already done would save tens, if not hundreds of hours of work. I was not disappointed in this respect.

As mentioned in Part 1 the boiler was a complete write off. The story here was that a Gas Fitter had fitted the loco with a steel tube boiler comprising a single

flue containing a Propane Gas torch. A decent regulator was fitted along with a pressure gauge and water sight glass. Ancillary gas control equipment was fitted into the tender. The loco was set up for bench running only and, as deduced much later, was worked in "Saturated" steam mode.

There was no point in keeping the steel boiler and so I needed to acquire a new one. In his series in *The Model Engineer* [18 October 1968 – 17 July 1970], Martin Evans describes two boiler designs for this Gresley model. The first incorporates what Evans describes as a "simplified Nicholson thermic syphon" which is a modification to the firebox to increase evaporative capacity. The second design Evans describes as "an alternative boiler." This design has a more conventional firebox with very heavy stiffeners on the crown rather than top stays joining it to the boiler shell. In his article Evans argues his preference for this arrangement. The new boiler follows this "alternative" design.

I ordered the new boiler after a visit to Devon Steam Boilers whilst on holiday in that area in the summer of 2011. It duly arrived by courier in February 2012. A beautiful piece of workmanship bushed, and shell tested ready for fitting out. But how to achieve the fit out?

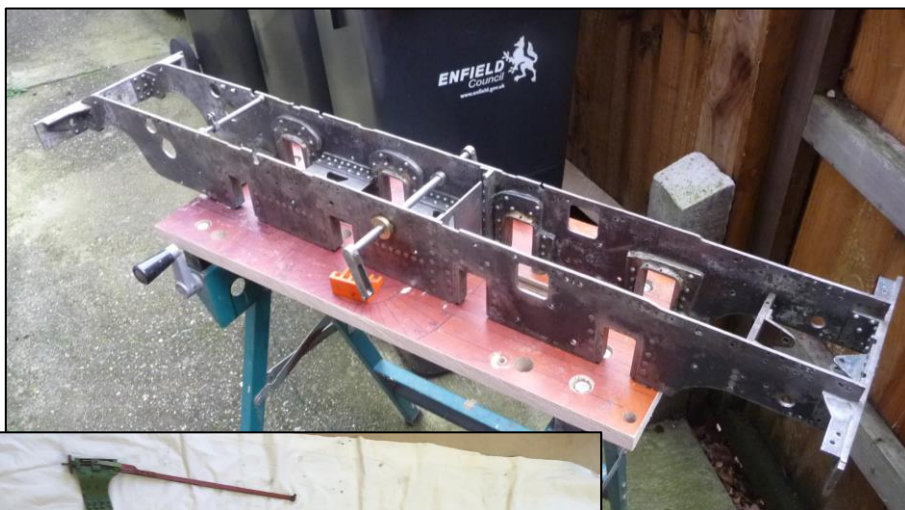
I had a number of options as to how to go about fitting out the boiler. In summary this meant one of the following: (A) cadging favours from others, (B) finding a Commercial Contractor or (C) buying a lathe, finding a home for it, relearning how to use it and (here is the decider) accumulating all those tools, materials, bits, and pieces that Model Engineers seem to have around them. Option C was ruled out straight away – I would have needed to sacrifice my model railway to make space as well as spend out on things I would never need again. Option A was also a non-starter. So, finding a Contractor was the route selected. Researching Contractors on the Internet led me to the Chingford Club who had published an online account of their Club build of a the same loco. Not that this directly helped but, as I recall, but it led me to visit a modest workshop business off Honey Lane, Waltham Abbey. I regret to have lost the name of both the workshop and the chap that ran it. He was into Computer aided machining for Motorcycle parts and seemed to do steam locos on the side. He had a fine 5" gauge steam crane on the go when I visited. But, after much correspondence and a further visit, the proprietor declined to take on the job.

In the end (early 2014) I focussed in on Lynx Model Works in Mablethorpe. I understand they now trade as "Steamways." Until I went to see them, I had not realised how long it would take to get to Mablethorpe. Not in miles so much as the slow roads of Lincolnshire. The Lynx Workshop was full of "Ready to Run" Britannia's from Modelworks sent in by customers to be rebuilt into running condition. History repeats with Kingscale, but that is another story. I agreed a fee with Lynx and entrusted them with my boiler shell, and drawings, to make and fit the Superheater, Regulator, Header, Gauge Glass, and all the other fittings required.

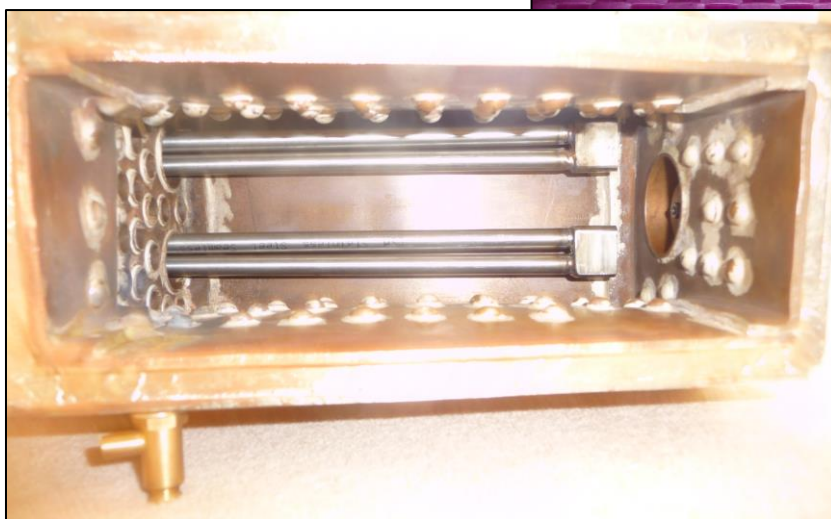
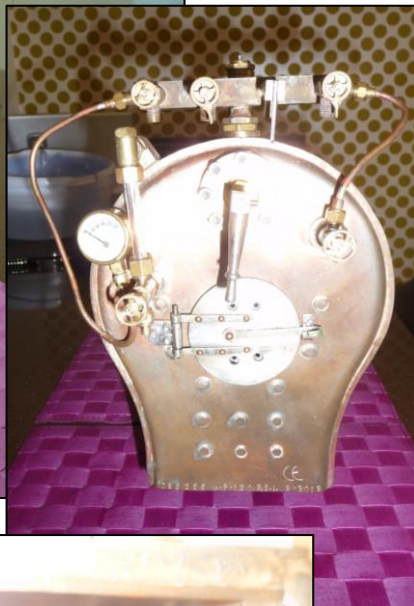
We go to the Edinburgh Festival most years by train. But that year, we went by car, which meant I could collect the completed boiler on the way back in the August. My wife was none too happy to discover just what a detour from the A1 Mablethorpe involves – especially as it was a Sunday and we needed to eat but discovered that Lincolnshire was, well, shut.

The completed boiler spurred me on to the next stage of the work which was to strip down the chassis and remove the cylinders which were both seized solid. Mike kindly offered to de-seize the cylinders for me. At the time he was working on his wonderful “Crompton” loco and was “in the swing” of cylinder boring. The refurbished cylinders were gratefully received back and put away ready for mounting back onto the frames at a later stage in the rebuild.

At the time, we never envisaged that the cylinders would turn out to have a life of



their own and in a later instalment of this saga, I have invited Jonathan to describe how they became infamous amongst the great and the good at the Thursday Pub sessions at The Plough and one of the HQ General meetings.



So, until next time, I will leave you with some pictures of the completed boiler and the chassis which I stripped down to its component parts.

TO BE CONTINUED

## St Marks Church visit.- Sunday 11<sup>th</sup> September

Some time ago and invitation was extended to the local church to have a day at the site for the church members and families. The offer was readily accepted and on the day of the visit perfect weather was provided the authorities.

It turned into a wonderful day after an eventful start. Six steam locos failed, two of which failed in steaming bays plus the blue electric only managed one hours running. Shirley and John with their electrics, Derek with club green one and Jon with Nigel Greasley saved the day.

As can be seen in the pictures that follow there was a good crowd that afternoon. The day after we received this letter from the vicar of St Marks Church;



*Dear Les,*

*Can I please share my thanks to you and all of your team for making yesterday such a special and joyful day. We had a fantastic time and everyone at church said what a wonderful, enjoyable and welcoming event it was. We were really blessed by it.*

*Debbie alluded in her email about me coming down to see you and as I wondered, since you are not in this Thursday, might I be able to pop down at 11am on Thursday 22nd really only to say thank you in person? I would really like to thank you all sufficiently and as Debbie joyfully pointed out I will this time be in my collar as I am 'on duty' that day but I think she may be teasing us about a photo opportunity, though I would be very happy too!*

*I am really grateful once again for a fantastic afternoon. Can you please pass on my thanks to everyone who helped, we had a great time and felt well cared for.*

*Many thanks*

*Revd Caroline*

Alan ran on the GLR with his wife acting as guard and made many trips during the afternoon.



As can be seen in the picture below with the toy boat regatta in the background the site was very busy. Mike took on the role as relief driver with Shirley's Metro which kept going all day.

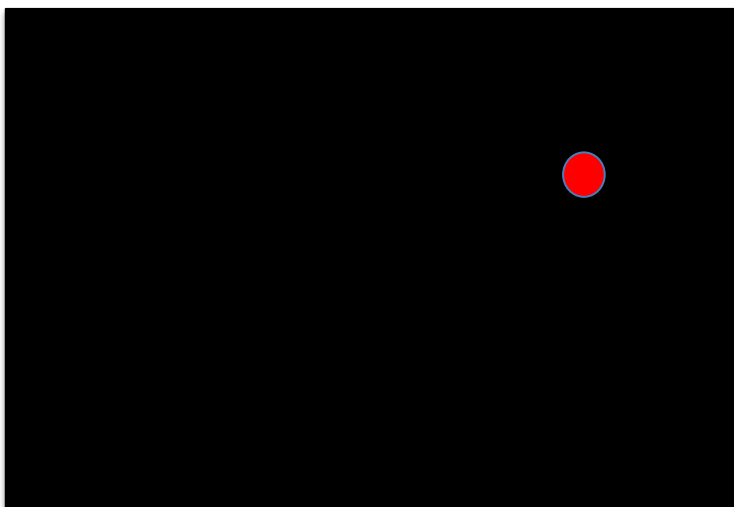


Under close supervision some of our visitors had a drive.



We have extended the invitation for a repeat visit in 2023 which has been readily accepted. With thanks to Owen our resident club photographer for all the pictures.

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## Track Stewards Rota – September & October 2022

By Nigel

### **02-Oct-22**

#### **Mike – Senior Steward**

- 1 Derek
- 2 Tim
- 3 Waz
- 4 Michael
- 5 Peter
- 6 Adam
- 7 Timothy
- 8 David
- 9 Dudley
- 10 Daniel
- 11

Ground Level Despatcher

Steve

### **16-Oct-22**

#### **Keith – Senior Steward**

- 1 Les
- 2 Peter
- 3 Susie
- 4 Peter
- 5 Ron
- 6 Joe
- 7 John
- 8 Antony
- 9 Max
- 10
- 11

Ground Level Despatcher

Steve

## Coal, Steam Oils and Lubricating Oil for Sale

**Coal:** Anthracite Beans in 25kg bags

The size most used by our locos. £14.50 a bag.

Anthracite Grains in 20kg bags

Suitable for 3 ½” gauge and small fire-hole doors. £13.00 a bag.

This coal is for private use, the Society supplies coal for locos that are used for passenger hauling on public Sundays.

**OIL:** 1000 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00.

460 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00

Lubricating oil for your locos is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00.

Contact the Treasurer – Mike



## Dates for your Diary



**MIDLANDS  
MODEL  
ENGINEERING  
EXHIBITION**

**THE SHOW FOR MODEL ENGINEERS**



**THURSDAY 13<sup>th</sup>  
to SUNDAY 16<sup>th</sup>  
OCTOBER 2022**

Thursday - Saturday 10.00am - 4.30pm  
Sunday 10.00am - 4.00pm



**WARWICKSHIRE  
EVENT CENTRE**

**...more than just an exhibition  
- it's an experience...**

**Meet nearly 30 clubs  
& societies. See nearly  
1,000 models. Learn  
from the experts in the  
workshops. Buy from  
up to 50 specialists  
suppliers.**

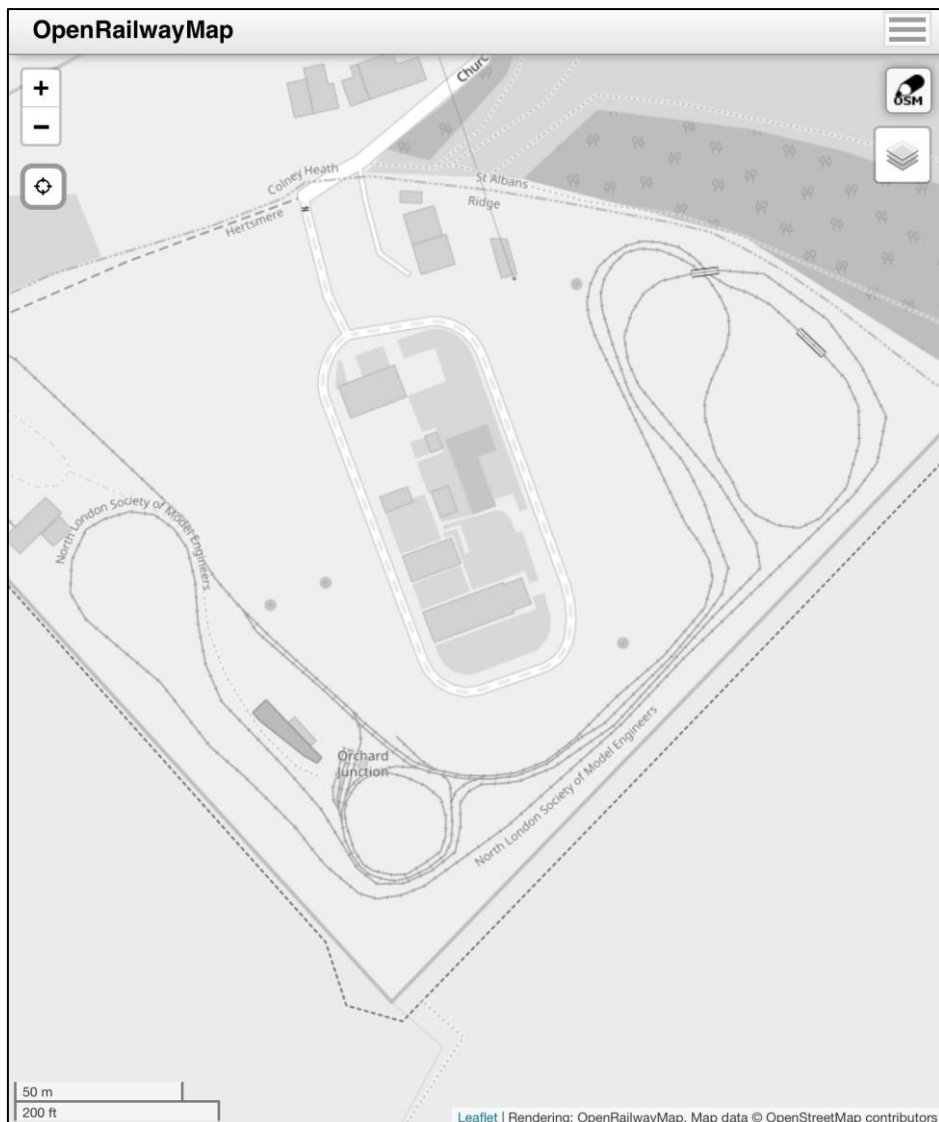


## And Finally

Paul has sent the editor a web link with the message; “take a look at this web site and zoom in on Colney Heath!”

<https://www.openrailwaymap.org/mobile.php?>

You will see a remarkably accurate plot of the railways around the site.



## Club Dates for your 2022 Diary

October	
Sun 2 <sup>nd</sup> Oct	Public Running
Tue 4 <sup>th</sup> Oct	Council meeting 13.30 at HQ (See note below)
Fri 7 <sup>th</sup> Oct	General Meeting - Work in Progress. 8pm at HQ
Thurs 13 <sup>th</sup> Oct	Mount Edgecombe club visit – Sponsor Les
Sun 16 <sup>th</sup> Oct	Last Public Running session of 2022
Sun 23 <sup>rd</sup> Oct	Working party at Colney Heath 9.00 to 12.30
Wed 26 <sup>th</sup> Oct	Surrey Gauge 1 Group for their visit Colney Heath
Sun 30 <sup>th</sup> Oct	Working party at Colney Heath 9.00 to 12.30
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
November	
Tue 1 <sup>st</sup> Nov	Council meeting 13.30 at HQ (See note below)
Fri 4 <sup>th</sup> Nov	General Meeting - 8pm at HQ Talk by Prof Tim – A journey from St Albans to Dorset by miniature traction engine!
Sun 6 <sup>th</sup> Nov	Working party at Colney Heath 9.00 to 12.30
Sun 13 <sup>th</sup> Nov	Working party at Colney Heath 9.00 to 12.30
Sun 20 <sup>th</sup> Nov	Working party at Colney Heath 9.00 to 12.30
Fri 25 <sup>th</sup> Nov	Workshop Meeting – 8pm at HQ
Sun 27 <sup>th</sup> Nov	Working party at Colney Heath 9.00 to 12.30
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

A Non-council member, representing a section or committee, can, on request to the Secretary, attend the council meetings as an observer or to submit proposals as set out in the club's constitution. If attendance is agreed then the secretary will advise the member concerned.