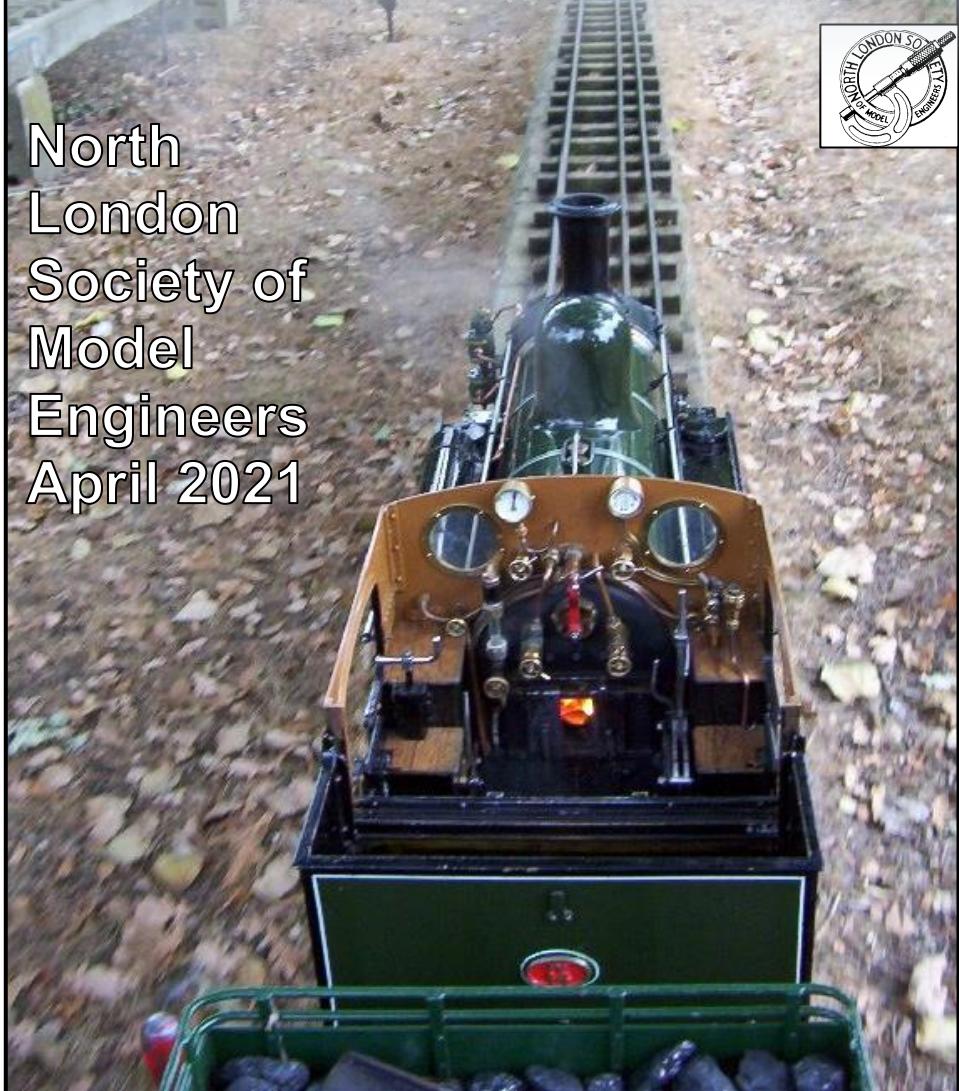


Issue No. 832

April 2021

The News Sheet

North
London
Society of
Model
Engineers
April 2021



You can see this News Sheet in colour by visiting our web site
at www.nlsme.co.uk

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Front cover photo

On the 16th April we are planning a general meeting via Zoom which includes a conversation with many photos from Owen. Owen also features in this edition of the News Sheet with the start of a series of articles entitled "Visiting Locomotives remembered".

This photograph was taken by Owen at a club open day on the 6th of September 2003. The cab of Adams class 02 0-4-4T locomotive owned by a member of the Sutton club is seen travelling along the back straight.

With little or no club activity at present your editor is especially 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 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 I'll do the rest.

IMPORTANT NOTICE REGARDING NLSME ACTIVITIES RELATING TO CORONAVIRUS (COVID-19) PANDEMIC

This news sheet, being a monthly issue, can never provide members with up-to-date decisions on how the pandemic impacts on our club activities. It is therefore important that members always follow the latest government advice.

From the 29th March 2021 the following restrictions apply to our activities

Head Quarters

All meetings at HQ are still cancelled and the building is closed to all activities.

Tyttenhanger

Tyttenhanger is open for members only use (including immediate household and bubbles) but subject to rule of six. No gatherings are permitted inside buildings at any time.

The interim rules (Rev 2) for Tyttenhanger published in the November News Sheet apply and are repeated in this edition.

Fetes and Fairs

All future events should be assumed to be cancelled until you are informed by NLSME Council of any change.

Under government current plans the next stages in reopening will be:

From May 17th; HQ opens

But subject to rule of six. Tyttenhanger open to members with maximum of 30 in each gathering, access allowed inside buildings subject to rule of six. No external parties or club visits allowed.

From June 21st; HQ and Tyttenhanger open for normal use.

However public access and running would be subject to membership agreement and preparedness to undertake stewarding in consideration of Covid situation at the time.



Chairman's Comments

By Les

By the time you receive this news sheet Tyttenhanger will have reopened to members. Whilst members are limited to six persons per group on site, this is same restriction we operated under last summer and I am sure you are all conversant with it. NLSME interim rules apply as last year and for your ease of reference are reproduced in this issue of the news sheet.

I must thank section leaders, council members and others who have undertaken daily security inspections of the site since commencement of the lock down in January.

Unfortunately, HQ remains closed, yet we can look forward to its opening subsequent to UK government relaxation of regulations as listed on page 3.

Prior to running at Tyttenhanger there is, as you may expect, a winters accumulation of tidying up to be done. The Tyttenhanger section leaders have all been copied the work list for comment and the finalised version is on page 8 of this issue. Please take your part in the clear up before running or sailing.

I attended the Southern Federation of Model Engineering Societies AGM on Saturday 13th March. This was an on-line Zoom meeting of course. It was decided that, since not all SFMES affiliated societies are geographically Southern, the SFMES will henceforth be known and operate as the Federation of Model Engineering Societies (FMES). Referring to the "Fed" might take some getting used to but I am sure we will manage it.

Many of you will by now have experience of Zoom meetings. However, we can all look forward to NLSME's first, the general meeting presentation by Owen on 16th April. (See details of log in elsewhere in this issue). If you are not familiar with Zoom this is an ideal opportunity to try your hand in advance of our AGM which will also be held via Zoom and on the traditional date of first Friday in May. Having participated in the April general meeting you will all be experienced Zoomers, ready for the off. We plan to use the Zoom facility for on-line voting via "poll cards", so that will be a shared experience for us all!

Over the past month's council have revised/reviewed and approved several club documents to reflect better the way NLSME operates and requirements of HS2020 relevant to our operation. (*A copy of these requirements can be found on the Passenger Carrying Miniature Railway Safety Group web site documents page via the following link www.pcmrsg.org.Uk. It will also be uploaded onto the NLSME web site.*)

The Tyttenhanger Site Rules review I announced in September 2019, and since contributed to by section leaders and other members, is finalised. We plan to make them available as a booklet to replace the existing blue A5 version and issue it with the May news sheet. Also, the guidance notes, or Terms of Reference, for committees have been revised, again to reflect the way we actually operate our affairs. These will be issued with the news sheet when we have space to do so. In the meantime, all section leaders have a copy and anyone wanting an advance issue can contact them or myself. Furthermore, we have approved a GLR track loading gauge and annual inspection logs for raised track and ground level passenger carrying vehicles – these logs being a requirement of HS2020. We will need to maintain a Technical File at Tyttenhanger for these and other relevant record documents.

Save for a visit to check the CCTV I have not been to Tyttenhanger since before Christmas, I am much looking forward to getting back and meeting as many of you as possible – at an approved distance of course.

We can all now look forward to the gradual easing of government restrictions which have prevented any activities at Tyttenhanger so far this year. With your



help to clear up the site in early April we can all get back to enjoying the company of others who share our interests and the facilities the site has to offer.

Picture taken by Nigel on a sunny day during a recent site security inspection.

See you at track or HQ, soon, I hope.

Les Chairman

TYTTENHANGER INTERIM RULES

EFFECTIVE 12th SEPTEMBER 2020 UNTIL FURTHER NOTICE OR AS MAY BE AMENDED FROM TIME TO TIME

(Issue: Rev 2)

The Interim Rules for Tyttenhanger were issued to ensure compliance with the restrictions introduced by the UK Government. These temporary changes to the rules have been approved by NLSME council. Tyttenhanger will be open from 29th March provided there is compliance with the rules set out below.

1. General

- Members only and their families allowed on site as permitted by UK Government guidelines.
- ***Person's present must not gather into groups of more than six***
- Site is closed to the public and ***organised visits from*** other clubs or societies
- Gate to remain closed at all times.
- Maintain social distancing.
- Use sanitizers provided at steaming bays, bothy, RT station and old running shed.
- Members to provide their own masks and gloves if required or in accordance with government guidelines.
- Only one person in coach, bothy, toilet block or any other building at any one time.
- Members at higher risk advised not to come to site. Those that insist on attending should remain in the general areas where social distancing can be achieved.
- The carriage or other buildings not to be used for cooking. Storage of food in fridges not permitted in any buildings on site. Members should bring their own food and drinks to be consumed in open areas only.
- All seating areas shall be arranged to comply with social distancing guidelines.
-

2. Running – boating area

- Number of persons using the boating area shall only be limited by compliance with social distancing guidelines

3. Running - Raised Track

- Members not involved with the preparation or disposal of locomotives should remain outside the steaming bay fences to maintain social distancing.
- Alternate steaming bays shall be used to ensure social distancing guidelines can be maintained between club members preparing or disposing of locomotives
- Members riding on passenger cars to be socially distanced from each other and driver

4. Running – Ground Level

- Members not involved with the preparation or disposal of locomotives should remain outside the steaming bay fences and GL steaming shed to maintain social distancing guidelines. (note steaming shed is to be defined as a building for the purposes of this assessment).
- One loco at a time to be prepared/disposed on GR steaming bays to maintain social distance.
- Members riding on passenger cars to be socially distanced from each other and driver

5. G1 and Narrow Gauge

- Use gloves to set out tables and chairs. Only two persons per bench or table. (based on 2m (6ft) rule.)
- On G1 only one train per circuit. If middle circuit is used the start time to be staggered in relation to inner & outer circuits. (this restricts raising steam to one person at a time).
- A Track Marshall for G1 railway shall maintain a running list to ensure no sharing of general equipment
- Numbers of persons inside G1 and Narrow-Gauge railways to be limited to ensure social distancing is maintained

6. Ground's maintenance

- One club member or family group only to enter the equipment store at any one time Sanitize controls after use.

7. Caution

- Any club member not willing to comply with these or government guidelines will be asked to leave the site.
-

TYTTENHANGER SITE CLEAR UP

LIST OF WORK (FROM 29 MARCH 2021)

Prepared by section leaders this list outlines the essential work to get the site back into an acceptable condition for the members to be able to use and enjoy. No running or other activities should start until we have completed this work. It would be most unfair and inexcusable to expect a few members to be carrying out this work if others are on site but not assisting.

Contact Peter Funk, George Cannon, Geoff Hammond or Nigel Griffiths if you are unsure of what you can do to help.

1. Fill potholes in the lane leading to the site using the pile of black stuff in the lane.
2. Cut the grass both around and inside the G1 track.
3. Remove overhanging branches on the raised track and GLR.
4. Remove debris from all tracks.
5. Strim all overgrown areas which the mowers cannot reach.
6. Strim the underside of raised track.
7. Clear debris around the boating area.
8. Pull weeds out from under the raised track.
9. Collect and remove leaves from all areas and pile these along the fences behind the G1 Bothy, along the back straight leading to Dingly Dell and along the far fence beyond the raised track next to the Common.
10. Clean up around the lake area and remove any debris from the lake.
11. Clean up around all stations & in front and rear of the carriage.
12. Clean kitchen in carriage.
13. Clean ladies and men's toilets.
14. Re-teak oil the stored seats on the station and then move all seats from the station to their summer locations.
15. Clear G1 and NG netting and base boards from tree debris.
16. Clear the ground around G1 and NG tracks (inside and out) of any fallen branches and twigs to reduce trip hazard and general tidy.
17. Repair any damaged G1 or NG track covers.
18. Block any rabbit holes which may be trip hazards.
19. Repair the leaking tap near raised track carriage shed.

Treasurer's Report

By Mike

Whilst we are still in the grip of Covid-19 and we have been in the main unable to meet up and do the things we have wanted to do at both HQ and at Tyttenhanger during the past year, I hope this has not demoralised you too much to the extent that you would consider not renewing your membership.



I am sure that better times are around the corner, but which corner that is I do not know. The subscription rates are unchanged as detailed on the Yellow Renewal form enclosed with this issue. Please complete the form, whilst you remember, write out your cheque promptly, or complete your Standing Order arrangements with your bank for future payment, periods of your choice for the correct amount(s) to the Society. Don't forget to enclose a Stamped Addressed Envelope when replying and also let me know if you require a member's Public Liability Certificate, just in case we are able to visit other locations this summer. However,

you intend to pay, please send the completed form back to me. Thank you.

Meanwhile, March and April are always an expensive time of year for the Society and our outgoing expenses have not stood still. This month alone we have paid away over £4k in bills for Fire Extinguisher inspections at both sites, an electrical safety inspection and the renewal of our Society insurances through Walker Midgley with the newly named Federation of Model Engineering Societies insurance scheme.



I took this picture during my recent site security inspection. Let us all hope the rail heads become rust free very soon.

Forthcoming General Meetings

Unfortunately, General Meetings at our Legion Way Headquarters in North Finchley remain cancelled until further notice. However, we plan to hold a general meeting on-line via Zoom. Also due to government restrictions which will be in force during May, this year's AGM will also be held on line, details of which can be found below.

Any questions on how to access Zoom please contact Keith

General (via Zoom) Meeting Friday 16th April – 7.30pm

Owen will be giving a presentation entitled;

The NLSME In Focus, a member with a camera 1998-2020.

The meeting can be accessed by all members via the following link and password.

<https://us02web.zoom.us/j/3070442111?pwd=enZ50TJNYII5NHQ4a2UvMTkvTXZWUT09>

To save you having to type in this long link it will be E-mailed to all members who have an address listed on the contacts list prior to the date of the meeting.

Click on the link, enter the meeting ID if requested and the passcode. You will then be taken to the “waiting room” The meeting co-ordinator will then let you in.

During the presentation everyone will be muted to allow the presentation to be clearly audible to all. There will then be an opportunity for discussion and questions at the end. If considered a success then we will organise more virtual meetings until we are able to meet in person again at HQ.

Annual General Meeting via Zoom – Friday 7th May 2021 – 8pm

This is a most important meeting where we summarise the progress and activities of what has been an unprecedented year. The meeting will elect the members of council and various offices to run the society for the forthcoming year.

The meeting is for members only. The meeting can be accessed by all members via the following link and password.

<https://us02web.zoom.us/j/3070442111?pwd=enZ50TJNYII5NHQ4a2UvMTkvTXZWUT09>

To save you having to type in this long link it will be E-mailed to all members who have an address listed on the contacts list at least 5 days prior to the date of the meeting. Members who do not have a published mail addresses in the membership list wish to join the meeting should contact Keith by 1st May for the link.

Click on the link, enter the meeting ID if requested and the passcode. You will then be taken to the “waiting room” The meeting co-ordinator will then let you in.

If you further information regarding any of these meetings contact, Ian

AGM: NLSME Council Nominations 2021 - 2022

Nominations were received by e-mail by the deadline (7.00pm 15th March 2021) from members of the Society for the elected positions on the Society's Council to be elected at the forth coming AGM on the 7th May 2021.

The elected positions are Chairman, Vice Chairman, Treasurer, Secretary, and five Committee members.

In the past nominations from all candidates required a brief statement describing the Nominees interests, reasons for standing and vision for the future of the Society this will be only necessary for any candidate who has not served on the 2020-2021 Council and wishes to stand for the 2021-2022 Council.

Nominations received for NLSME Council 2021-2022 are as follows; -

Chairman Les

Proposed Mike, Seconded Peter

Vice Chairman Ian

Proposed Ron, Seconded Gerry

Treasurer Mike

Proposed Grahame, Seconded Michael

Secretary Malcolm

Proposed Nigel, Seconded Peter

Council Members

Peter

Proposed Derrick, Seconded David

Nigel

Proposed Alan, Seconded John

Geoff

Proposed Paul, Seconded Geoff

Keith

Proposed Terry, Seconded George

Dudley

Proposed Geoff, Seconded Rai

I have been a member of the Society since 1977 and over the past 44 years have enjoyed the Club's many activities. My primary interest is in Model Railway building and I am an active member of the Model Railway Section at HQ specializing in electrical wiring and Control Panel design and construction.

I also have a very keen interest in live steam and enjoy taking my turn as a Colney Heath track steward particularly driving passengers on open days using the club's electric locomotives. I would like to offer my services to help to run the Society to repay all the good experiences I have had during my long membership. My background is of a 31-year career as a railway signalling Design Applications / Project Engineer with GEC / Alstom working on major re-signalling projects for Railtrack / Network Rail after first working for the electrical supply industry.

Notice of the Annual General Meeting 7th May 2021

The Annual General Meeting of the North London Society of Model Engineers will be held on-line via Zoom meetings on 7th May at 8pm.

The meeting can be accessed by all members via the following link and password.

<https://us02web.zoom.us/j/3070442111?pwd=enZ50TJNYII5NHQ4a2UvMTkvTXZWUT09>

To access the meeting click on the above link which will be emailed to you 5 days (or more) prior to the 7th May. This will then ask you to download the app if you don't already have it on your PC. Then just enter the meeting ID and Passcode. You will then enter a virtual waiting room until the administrator lets you in.

Any voting required will be undertaken using a poll card system on Zoom. How members can do this will be explained at the start of the meeting.

Agenda for the Annual General Meeting of the North London Society of Model Engineers

1. To open the meeting and provide a brief explanation to attendees on how the meeting will be managed and voting procedure via Zoom.
 2. Receive any apologies for absence and remember any member who has passed away since the last AGM.
 3. To receive and approve the Minutes of the 2019 Annual General Meeting and consider any matters arising therefrom. (Note, the 2020 AGM was cancelled due to the Coronavirus outbreak).
 4. To receive the Chairman's report for the past year.
 5. To receive the Treasurer's report and approve the Annual Accounts to 31st March 2021.
 6. To propose a vote of thanks to the Auditors and appoint two auditors for the next 12 months.
 7. To propose a vote of thanks to the officers of the past year and to elect a Chairman, Vice Chairman, Secretary and Treasurer for the next twelve months.
 8. To propose a vote of thanks to the Council Members and News Sheet editor for the past year and to elect five Council Members and a News Sheet editor for the next 12 months.
 9. To transact any other business properly brought to the Annual General Meeting, notice of which shall have been received and sent to members 10 days before the meeting.
 10. To close the Annual General Meeting.
-

Minutes of the North London Society of Model Engineers AGM

Held on 3rd May 2019 at its Head Quarters Legion Way at 8.00pm

With more than 25 members present and signing the attendance record book a quorum was established for the meeting to proceed.

The Chairman welcomed all members to the meeting noting all sections of the Society other than slot cars were represented.

The members stood for a minute's silence in remembrance of members T Barrett, P Bexfield, W Mason, R Luxford, A Perham and P Precious all who had passed away during the past year.

1. Apologies; -

2. Minutes of 2018 AGM; - The minutes of the 2018 AGM meeting having been previously published in the News Sheet were proposed to be approved by a show of hands.

3. Matters arising; - There were no matters arising from the approved minutes.

4. Chairman's report; - The Chairman gave his report for the year as follows:

The year may be summarised as one of consolidation with no new projects started, progression of existing ones and, most importantly, time spent using the facilities we have created.

The club cannot function without the input of time, expertise and care from our members. It is salutary to note that satisfactory management of our affairs requires the appointment of Society Officers, Council members, Section Leaders, Tyttenhanger Site Committee Members, Boiler Inspectors, an Editor, Auditors, an HQ Key Holder, Senior Stewards and a Webmaster. These total 58 positions. No less significantly and in addition to the above, are members who undertake a myriad of other tasks. For example, maintaining our passenger trucks, making tea, grass cutting, building and fabrication works plus stewarding duties that enable us to run our events, sometimes within their own sections but often for the benefit of others. I extend thanks on behalf of all members to those undertaking these roles which contribute so much to the wellbeing of the NLSME.

Events;

The society had a busy calendar with various sections attending external events and hosting visitors to our own facilities. At Tyttenhanger we hosted two charities, ADD Vance and Barnet dementia, and two visits from the Samuel Ryder School. Three toy boat regattas were held and the G1 section hosted visits from the West

Kent and East Anglian Gauge 1 groups. Gravesend, Fareham and Chelmsford model engineering societies visited as did the St Albans signal box group and Epping and Ongar Railway. Plus, we held an invitation day for owners of 3.5- and 5-inch gauge locomotives. Fêtes and Fairs attended many events throughout the region, I made it 40 plus days at last count. OO section exhibited their layouts at Bishops Stortford and Theydon Bois.

Public running has continued to draw large numbers of public to Tyttenhanger. Through the good will of yourselves we managed the visitor numbers, though waiting times for rides did become very extended on some days.

Our own events included the hugely enjoyable members day at Tyttenhanger in May and the 3.5" locomotives running day in September. Unfortunately, heavy rainfall on day of HO sections annual visit to Tyttenhanger conspired to spoil the event. It is gratifying to note that in addition to these formal events members have used the site for personal events/parties throughout the year. The ability to do this is a considerable advantage that our private site has to offer.

Section activities at Tyttenhanger;

The year has seen the formation of a new section, SM 45 Narrow Gauge, under leadership of John Davy, which has taken over and transformed the original Gauge 0 and 1 layout opposite the coach. The modelling work undertaken on this layout is remarkable and provides a most interesting diversion for visitors to watch whilst queuing for rides on the raised track. The RT section now led by Martin had a busy running season and has undertaken winter maintenance replacing six main support sleepers, regauging where necessary, correcting alignments of rail joints and oiling of all fishplates. The ground level section has upgraded the signalling system to improve train detection, comprehensively refurbished and improved the turntable and generally prepared for running into Smallford station including re sleepering of that section. Gauge 1 section continue with very well attended Wednesday running and manning the coach serving teas on public running days. Marine section has operated the pond successfully throughout the year. The pond lining was breached by fallen branch resulting in a leak. The intrepid section leader wasted no time carrying out an underwater sealing operation worthy of the Royal Navy. Ground's maintenance has a never-ending task at which they never flag. Grass cutting is the least of it. The work to keep the site looking good is very labour intensive and the dedicated few who do it are undaunted by the magnitude of what it takes. Just clearing of Autumn fall of leaves, given the much-increased tree population we now have, is a growing challenge each year.

Section activities at HQ;

HQ sections have been busy with regular Wednesday attendances at OO, HO and Gauge 0 railways supplemented by slot cars of Thursdays.

The gauge O section have been busy reconfiguring the layout to incorporate a gas works scene together with other scenic detailing. Extended cab control has been introduced and automatic train coupling to improve operation of the layout. OO section are developing a new yard but are temporarily diverted by the need to strengthen the structural supports for the Midsummer Norton layout. HO continue operation of their layout using realistic custom and practices. The amount of detail incorporated into the OO and HO layouts is astonishing as is the ability to squeeze members into the spaces to operate them. The HO card system denoting what wagon goes to what destination is something I have yet to fully comprehend. I am pleased to see the slot car group refurbishing their track where necessary to improve electrical contact between conductor and vehicle pickups. Slot cars now run Wednesday and Thursday nights running different classes of cars on each. Workshop nights during the winter months continue to attract an appreciative audience of participating members as do the general meetings on first Friday of every month. We have been fortunate to have interesting speakers both from within our ranks and from outside.

Infrastructure;

Our HQ building suffered a break in where entry was gained through the roof at two locations, one into main building and the into slot car room. Fortunately, no damage was caused. However, it was decided to replace the meeting roof rather than an attempt and patchwork repair of life expired roofing materials. This reroofing has now been completed. The break in has caused the council to consider steps take to deter similar vandalism. Given the remoteness of the site we are limited in options, but an internal klaxon alarm is one under investigation.

The access lane to Tyttenhanger beyond the houses at Park Corner has now been designated a Bridleway. Upgrading of the lane from its previous status as a path to a bridleway is part of Herts County Council policy to improve county wide access. As licensee of the Tyttenhanger site we are signatories to the Bridleway agreement. The agreement expressly provides our right of vehicular access into our site.

The site management team have completed the machine shop building which now houses the donated lathe and milling machine. The base for the separate workshop has been cast. The management of these two facilities has yet to be finalised but members are reminded that the machine shop is “as it says on the tin” a machine shop - it is not a general workshop. The new workshop, space number six between the containers, will be available for general use. In contrast access to the machine shop will be controlled.

The station canopy replacement is now complete as is the refurbishment of the heritage railways benches.

Organisation;

Our Health and Safety Risk Management Plan is under revision including an update to our risk management structure. A revised risk assessment has been carried out by the Tyttenhanger Site Committee and is under final review at present. This update is a particularly important exercise given how we have extended our operations since the last review. This is ongoing for completion during 2019.

Revised codes for boiler testing became operative in May 2018. The significant revisions to previous codes are in respect of testing small boilers, 3 bar litres and below. Some clarifications regarding the application of revised code to small and vintage boilers were required. These have now been resolved. As part of the review, it was considered that the NLSME appoint three additional boiler inspectors, two of whom are approved for testing the smaller boilers and gas tanks.

The Tyttenhanger Site Committee have adopted a project proposal form to be completed by the promoter of any new project at Tyttenhanger. The form summaries the proposal objectives, budget costs and timescale. The purpose of this procedure is to prevent unapproved work taking place without wider consideration and approval by the TSC or full NLSME membership as appropriate.

Recent donations of model/equipment have prompted council to adopt a donation form to signature for donor and NLSME to clarify entitlement of ownership. This is similar to procedures used by museums and gives NLSME clarity as to our obligations toward the donation.

Conclusion

Under Chairman's comments in the news sheet, I avoid complimenting any particular person by name for fear of omitting another equally deserving member. However, I am asked by the Auditors at this time and meeting to commend the excellent work done by our Treasurer Mike and I gladly do so. I also add thanks to Alan who has admirably performed secretary duties over many years and to council member Paul, both of whom are standing down at this AGM.

As my opening comments refer, I am appreciative of the work performed by the membership which enables us all mutually to enjoy the facilities at our disposal. I cannot pretend that the past year has always been sweetness and light – differences of opinion do arise! However, pleasing at least most of the members most of the time has I hope been an achievable goal.

I certainly hope we have met the objectives of our society as written into our constitution at its formation 75 years ago.

5. Treasurer's report; - The Treasurer presented the year end accounts (copy attached) that had been previously circulated to members with the News Sheet

Copies of the simplified Annual Accounts were enclosed with the May issue of the News Sheet and I hope you have brought your copies with you tonight. As I mentioned in the News Sheet, I have a few copies of the full accounts, if anybody wishes to peruse them after the meeting.

This simplified version of the Annual Accounts which I am presenting tonight contains all the categories of Income and Expenditure in a format and probably more importantly a font size that members will be able to read. I hope this will meet with your approval.

Again, Subscriptions have slightly decreased from 2017/18 year, but donations have risen. Our ageing demographic means that more members are stepping into the 'Senior' rate category, but at the same time many continue to pay the Full rate or more in some cases. For the statistics I put the overpayments into donations, so that we have a truer picture of the ratio between Full and Seniors. Currently, we have on the membership list 217, split Full 99; Senior 82; Country 28; Junior 5; Honorary 3. Of course, some may not renew.

The Fêtes and Fairs Section for 2018/19 under the stewardship of Jim have exceeded the total of the funds raised in 2017/18 and I thank them for their efforts in raising £6,676.00 for the Society, this is in addition to the amounts given over to the organisers of the various events attended. As in previous years I will shortly be able to spread this income out to the Sections and Projects chosen by the individual members of the F&F team.

The Slot Car Sections have again done their bit to spread the North London word with a number of competitions and events for visiting teams. Well done to them and all other Sections at HQ, who have also had an influx of new members in the past year and are thriving.

The Auction in March raised a goodly sum for Paul's widow and we must again thank our Benefactor for his continuing generosity.

The Tyttenhanger Site income is nowadays mainly made up of Carnet Ticket sales, Catering income have declined with the decision to stop selling confectionery. A few Birthday Parties and a School visit have taken place, but these are dependent on us being able to effectively steward them.

Total income derived from TYT activities amounted to £6753.36

Expenditure

The insurance bill for both sites has again increased, plus another increase in IPT (VAT). Although we are still awaiting the renewal bill from LBB for the Fire Insurance for HQ due last October. Both HQ and Colney Heath have incurred additional expenditure for renewing Fire Extinguishers.

At Colney Heath, the Station Awning was finished and a lot of money was spent on improving the Ground Level Railway, not to mention all the dozens of other small items needed to make our enjoyment of the site better than ever. All the funds raised at TYT are spent at TYT plus additional funds from Central Funds.

Regular running costs of HQ have held fairly stable. Again, thanks to the generosity of a couple of the F&F team, the Sections at HQ have benefitted from additional funds to enable them to buy a few little extras.

As you are aware, we had a break-in through two sections of the HQ roof last year and whilst we did not appear to lose anything, it did bring home to us that we have been living on borrowed time as far as the condition of the HQ meeting room roof. The material used at the time was said to be good for 15 years, however that was some 25 or more years ago. The decision was taken to employ contractors to renew the entire main hall roof, using some of the funds already earmarked for some remedial repair work to the exterior and to the interior of the building. We are still awaiting a response back from LBB to our CBAT return submitted to them last September 2017, or any discussion about our lease and rent.

General Expenditure;

The News Sheet costs has remained almost exactly the same and is still below my budgeted figure. Well done to our Editor Derek for all the hard work he has put into producing it.

Referring to the Balance Sheet on page three, our funds are sufficient for our immediate needs, providing we do not incur any large unexpected expenditure.

Under the heading 'Financed by' the total Society funds of £39,986.16 are listed into the various areas that they are earmarked to be used for.

Finally, I would add that Jean, who ably assisted by Michael has dealt with the examination of the Society's accounts for a number of years, has indicated that she wishes to relinquish the task. Many thanks to her, but it does mean that we will need a new volunteer to take on the task. Only requires two or three hours once a year.

Has anybody got any questions?

If not, I will ask our Chairman to request a proposer and seconder to approve the Annual Accounts for the year 2018/19.

The accounts were proposed to be accepted by Paul, seconded by Rai and the proposition duly passed.

The auditors of the accounts Jean and Michael were duly thanked for their diligence in checking the accounts by a proposal from Geoff seconded by Nick. The meeting was informed that Jean did not wish to act in that capacity for the

forthcoming year and the Chairman asked if a volunteer would be forthcoming from those present. Geoff indicated he would be willing to undertake the role and was duly accepted.

6. Vote of thanks; - Mike proposed a vote of thanks to the Officers of the Society which was seconded

7. Officers election; - The Chairman expressed his gratitude to the officers of the Society for their work over the past year.

The nominations received for the post of Chairman, and Treasurer had been previously published in the News Sheet and their being only one candidate for each of the posts they were duly elected as follows:

Chairman: Les & Treasurer: Mike

There being no nomination for the post of Secretary the Chairman invited nominations from those present but none was forthcoming.

Mike proposed a vote of thanks to the retiring Secretary Alan which was received with acclamation.

8. Council election; - The Chairman extended his thanks to those council members serving for the past year.

The nominations received for Council members had been previously published in the News Sheet and their being only five nominations received for the five places on council plus the Vice Chairman they were duly elected as follows:

Vice Chairman: Ian

Council members: Tony Geoff Peter Nigel Keith

Derek had been previously asked if he agreed to continue to act as News Sheet Editor to which he had agreed although indicating he wished to stand down having edited some 35 News Sheets to date. There being no other nomination Derek was confirmed as News Sheet Editor.

The Chairman enquired if there was any member present that would take on the role in the future and Keith indicated he would be interested in taking up the role next year.

9. Other Business; - The Secretary advised there had been no other business notified to him for putting to the AGM.

The meeting was closed at 8.44pm

Gauge 1 Group – April

By Geoff

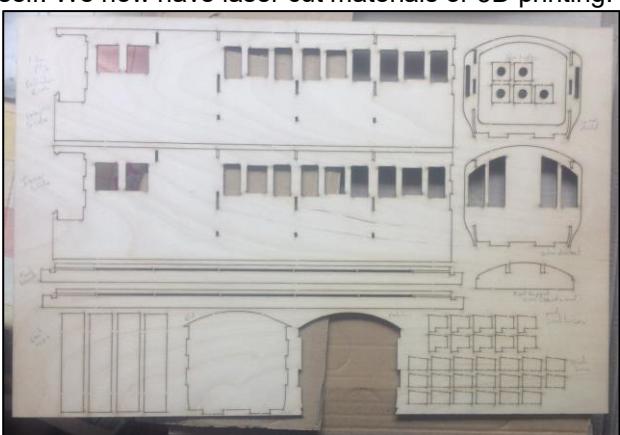
One of the benefits of gauge 1, while involving Model Engineering to construct locomotives, is that it works better with a train of rolling stock behind. Unlike the larger scales where the load for the locomotive is normally measured in human passengers, gauge 1 relies on models of coaches or goods rolling stock.

Much fun can be derived from building the rolling stock. Only recently have coaches been mass produced. Previously we have relied on our own scratch-built models, kits or specialist-built models. The latter can be expensive to obtain while the alternative can be more rewarding in their production.

With modern technology available there are more ways to build one's own stock by generating the kits one's self. We now have laser cut materials or 3D printing. More on the 3D printing in future editions.

I have been lucky enough to be working with a friend who has the skills to prepare the artwork for laser cut plywood kits and we have been assembling a rake of coaches.

The Kits are made up from different thickness plywood with the relevant pieces cut into them. The design includes an inner layer of the thicker ply which tabs together with the sides, base and ends to form a solid body. Over this is a spacer layer which allows glazing to be inserted into the middle of the construction. Following this is the outer layer of the coach body which in turn has the beading layer applied. Below are the initial sides with some ends or body profiles.



The method of construction is to temporarily fix the floor to a building board and then glue the ends and compartment dividers in place, rather like the profiles of a boat hull. The side can be offered up to ensure that the tabs will interlock with the body side. Once the glue is dry the sides can then be glued into place on to the tabs and interlocking coach ends. Remember that the profile of a coach has a tumblehome, so at this point only glue the upper sides at window level in place. Having left this to dry the tumblehome can be glued in and the lower sides clamped to ensure that the body shape is formed as required. The use of the sturdy angle iron and the quick grip clamps ensures that the body profile is maintained and in line.

Air Compressor Safety OR The bomb under your bench!

By Nigel

Quite recently I had a need to check something on the Southern Federation of Model Engineering Societies (SFMES) website – www.sfmes.co.uk and noticed on the homepage an item of news about a failure of an air receiver. Included in the article was a link to a You Tube video about the catastrophic failure of an air tank. The video can be found here: -

https://www.youtube.com/watch?v=sm_FJ6Pat4I



Also, on this You Tube page on the right-hand side there are a number of other videos where a similar catastrophic failure of the air tank has occurred.

After watching a couple of these videos, I got to thinking about the 24-litre compressor I have under the bench in my workshop. I expect that mine is like a lot of other members who have bought these at an advantageous price at some time. Mine was on a special offer at Netto in Hitchin who sold all their stores to ASDA in 2010.

I have been very pleased with the compressor which has sat somewhat neglected under the bench occasionally making me jump when it springs into life topping up the air tank. It is only switched on when I am in the workshop although occasionally, I have forgotten to switch it off when I leave for the day. This causes me to jump even more if I happen to be in the workshop at a later date and haven't switched the compressor on. But then I'm a sensitive soul, aren't I????

I remember that after first buying it I occasionally opened the air tank drain valve to get rid of any moisture and a few years later I remembered changing the oil in the motor but when was that I thought? I resolved to pull it out from under the bench to check and carry out a bit of maintenance. The first thing I found was that because I had fed the electric cable round the side of my workbench which sits snuggly against a wall, I couldn't pull it all the way out. So, I was down on the floor on my hands and knees and pulling it as far as the cable allowed. Now the drain valve on my compressor is not at its lowest point but offset by about 30° but luckily facing towards where I was kneeling. I put a small pot underneath and tilted the compressor and found this soon filled up. Eventually I drained all the water from the air tank which, as can be seen in the photo below, was quite substantial. Luckily the water was clear with traces of oil in it but no sign of rust.



Having done that, I decided to change the oil. Now where was the litre bottle of compressor oil I remember buying all those years ago? A search of the workshop proved fruitless but during lunch the old grey cells finally fell into line and upon returning to the workshop I found said oil in the safe place I had put it. It now resides in a more obvious place at present until displaced by something else. Changing the oil wasn't the easiest of tasks mainly because there is an inconvenient handle in the way but eventually the oil was drained and 250 ml of fresh SAE30 oil was poured in.

Going forward I have put a reminder note on my computer email calendar to drain the air tank monthly and also to change the oil annually. The leaflet that came with it says to drain the tank after every 4 hours, or weekly, of use and to change the oil every 200 hours or 3 months. Apart from the last year of lockdown my use of the compressor has not been very high so I am content with the reminders I have set up.

I found a plate on the back of the compressor indicating it was made in 2005 – have I owned it that long I ask myself, but the answer is probably yes. So, as it is some 15 years old should I think about replacing it? I think it cost about £50 and the accessories about another £15 of which I've only used the curly extension, airgun and tyre inflator. As there were no signs of any rust in the water drained off, I hope it will last a few more years yet. But I might well be tempted if a replacement comes to my attention or I am asked what I would like for my birthday or Christmas present. This beats socks, jumpers etc. doesn't it?

In the meantime, if you've got a compressor, I would recommend that you give it a thorough inspection and if there is any sign of rust do think long and hard about replacing it. After all, if nothing else the You Tube videos referenced above may convince you to do so.

Nigel

BSA's BIGGEST MISTAKE

By Michael

My lockdown project was fifty years in the making.

In 1969 I bought a non-running 1957 BSA Dandy. It was the British motorcycle industry answer to the growing post war popularity in light motorcycles, or scooters as they were to be known. The main competition was from the likes of Germany and Italy with of course the Lambretta and Vespa, the Far East had not yet entered the world market they would come to dominate.

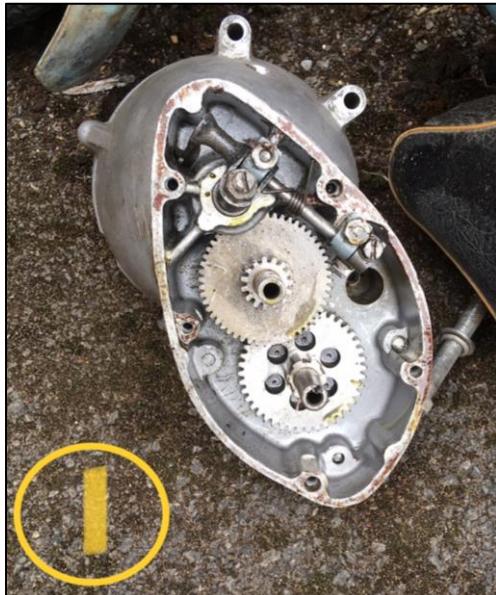
As a 23-year-old and newly married at the time I owned a 1956 Ford Consul mk1 but wanted to save on petrol going to and from work, (all of two miles away!) After all petrol was a giddy 6/6d a gallon (7p per litre!) and by buying a motorcycle, I thought this could be the answer.

I found one advertised in a shop window and scraped together the £5-10-6d asking price. As it was local address my wife and I walked there and we wheeled it home with me boasting that I would soon have it running. Well, we all know what twenty-year-olds say and do are two different things, so it went into the garden shed and there it stayed for over half a century! It has then followed us through three house moves, two budgies, one cockatiel and two children who arrived and who have both fledged some twenty years or more ago. It always ended up in the garages or sheds looking more and more forlorn. So, in the lockdown when it was a choice between switching on the TV again or restoring the Dandy, there could only ever be one winner. The BSA Dandy was a 70cc two stroke scooter produced from 1957 to 1962. I think it was announced at the 1956 motorcycle show but did not get into production until the following year costing £72-17-4d. Its drawbacks were many,

but the major one was the fact that just to adjust the points gap, (remember doing those with feeler gauges?) the whole crankcase had to be split in half! It also was extremely heavy with its welded steel mainframe and with the engine facing backwards it was prone to seizing up on a long run in hot weather, (not to be recommended for a good run out.) So, after a couple of years the word on the street was to avoid at any cost, and its demise was sealed, sales plummeted and

BSA quietly dropped it. An interesting feature was the pre select gearbox.

(photo 1) It has two gears, the first is engaged before pulling in the clutch, and the second gear is selected whilst accelerating in first, before pulling the clutch in again to actually change up. As far as I know this worked well. Either Lucas or Wipac Pacy supplied the stator and electrics. With the later models having the luxury of a speedometer that was fitted in the headlamp casing. To stop the engine, you turned off the petrol but obviously



the same goes for starting it, so not exactly the most secure machine when left at your destination. Everyone has heard of the BSA Bantam or Vincent Black Shadow, incidentally the Vincent's were built in Stevenage and their original factory still exists in the High Street. I was told that they road tested their machines along the straight at Six Mile Bottom south of Newmarket on the original A11 road for the legendary speed they were capable of, apparently,





they could cruise at 100 mph quite comfortably all day! But unless you were a true biker like Gerry Moore, then there is a good chance the name, BSA Dandy has passed you by. So, on a cold 2021 January morning I turned on the garage

light and heater and started by taking off the wheels, mudguards, engine, leg shields and front forks. (photos2,3,4) In fact every assembly that could be dismantled was, and stored accordingly. I even had to count out the ball bearings from the wheel hubs as they were not in a ball race, but loose.

The wheel rims, handlebars, rear springs and headlamp bracket were quite rusty so I took them for rechroming and they will be ready early May.

Because spare parts are now almost impossible to source, (eBay have bits and pieces every now and then, usually at silly, exorbitant prices) so before taking



the rusty spokes out of the wheels, (photo5) I made sure I could buy the new ones as their removal necessitated in their destruction and I





perished. The 6-inch spokes have arrived as has the new ignition lead so I am well on the way to start reassembling.

The big enjoyment for me is using my old imperial A/F spanners, feeler gauges etc, working on solid British engineering and re-using the skills I had been taught as a craft apprentice in the early sixties. When the wheel rims etc come back rechromed I will respoke them, and in the meantime, I will respray the frame and reassemble what I can. So, come early summer it should all be back together and running. Proof of the pudding will be its finished photo in the newsletter in due course.

I could have it as a static non running exhibit as seen in museums, but that's not what us engineers are about, we are only really happy when machines run. I still have the original brown Log book made from light card with the names and addresses of all the previous owners, folded up and stamped with the annual road tax of 17-0d.(85p).

Up to lockdown, Knebworth Park always hosted an annual motorcycle show, so if it returns, I could take it there, and who knows it might even win a prize for rarest bike. I am usually a positive character, but at 75 I don't think I can afford to wait for another 50 years to complete the restoration, as that's being too optimistic, even for me!



have taken photos of the wheels before the spokes removal to help me install the new. I have cleaned the points, (photos6&7) and on hand spinning the generator flywheel I got a good spark, so it bodes well for starting up. I am now sourcing the paint and the four cables, (clutch, front brake, gearbox and accelerator.) I have already got the two new tyres and inner tubes as the existing ones had

Work in Progress from club members workshops.

With the current restrictions in place, we thought it a good idea to find out what project's members are working on with all this enforced spare time. So, we asked and several have responded.

If you have a project or just a picture or two of your latest projects please send them to the editor.

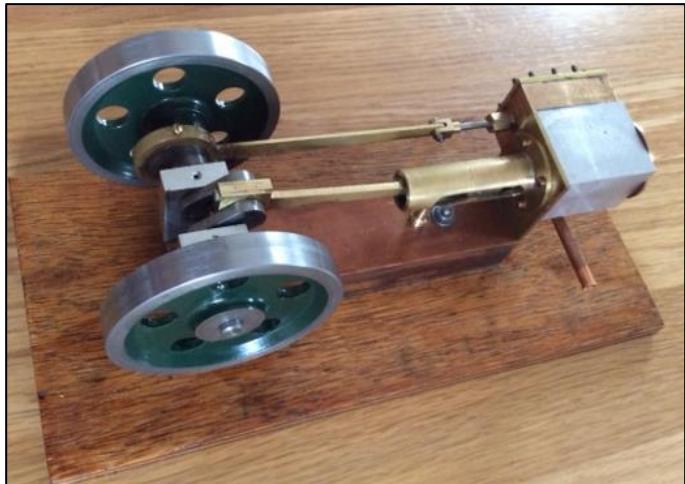
A Small Covid project

By Gerald

Looking for a quick project I decided on a small stationary engine, loosely based on a 19th century mill engine. No drawings were made and I wanted to use odds and ends in the workshop. Size was determined by a piece of Dural that could make the cylinder block, giving 3/4 in bore. The valve chest is a gunmetal casting I found.

From there it was made up as I went along, starting with a length of thick wall brass tube for the crosshead guide.

The twin flywheels followed, carved from a billet of mild steel. The base is a piece of well-seasoned oak from some old furniture and the solid crankshaft pedestals are aluminium. Not an ideal bearing material, but nothing better was to hand.



Throughout I made many mock ups (and cock ups!) in wood and card before cutting metal. The pictures should give the general idea.

Was it worth the effort? I think so, as it runs sweetly on 10 psi of air and looks good on the shelf in the kitchen. If there's any interest I could bring to our next Edward the Compressor meeting when sanity returns. Meanwhile, I hope all members stay safe and enjoy their model engineering.



Classic Sports boat

By Martin

By way of light relief from my metal whittling exploits on my Maisie loco build during lock-down I thought I would try a bit of boat building. After the success I had with a plastic boat kit a few years ago I wanted to go for something in a more traditional material, i.e., wood. I chose a laser cut kit from Aeronaut of their Classic Sports boat, its approximately 22" in length by 7" wide of all wood construction



using plywood for the hull/ribs and mahogany for the upper sides and deck area. The kit includes all the wooden parts required to build the model and includes prop shaft, propeller and rudder. I have to admit that I didn't use the prop shaft supplied as it looked a bit weedy to me, nor the propeller. You have to supply the

motor, battery and RC gear. I went for a 385 motor with a 15AMP ESC and a 9-gram servo for the rudder. I plan to use 7.2v Ni-MH battery as this is the same for the plastic kit I built previously.

A set of pictorial instructions are included with notes in German, also included is an English translation, but these didn't appear to follow the pictorial instructions. So I used an online site to translate German to English. I now had 3 sets of instructions! I decided to just follow the pictures.

The build is straightforward as the kit comes with a template which you lay on a flat surface and the ribs of the boat slot into this so spacing and alignment are taken care of. Its then just a case of gluing on the keel and the various stringers



to the ribs to get the basic skeleton completed. Then for me came the tricky part, attaching the outer hull which is made up of 2 strips of thin plywood and 2 strips of mahogany, for these to follow the line of the ribs much bending and gluing was required. I did this in stages, gluing/clamping and leaving to set over night before bending and gluing/clamping the next bit. Not the quickest of methods but it worked. After fitting the prop shaft and rudder post I waterproofed the inside of the hull with varnish and then glued up the upper deck.

I've made a start on sanding/varnishing the mahogany parts, so that leaves the painting of the underside of the hull and fitting the RC gear before I can try it out on the water.

Peppercorn Pacific

By Alan

My main tasks at the moment are to complete all the external bits and pieces on the loco. The off-side smoke deflector is made and needs painting then the grab



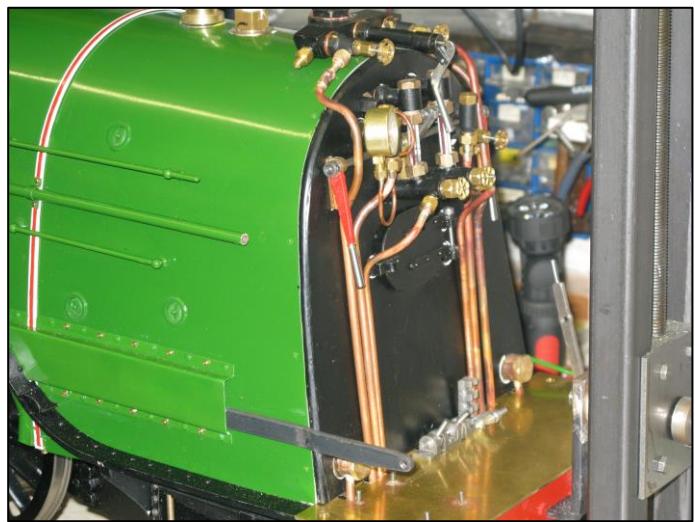
rails have to be done, the steam exhaust pipe from the ejector to the smoke box, the drain cock rods from cab to the front and safety valves have to be completed.

Then finally once the loco is on its own feet, the buffers and vacuum pipe on the front and draw bar at the back.

I have not started

the tender yet (no room whilst the loco is on its turnover stand) so there is a year's work on the tender still to come.

I hope to have the loco finished this year. I have the cab plate work still to be done but I will not tackle that until I have all the backhead pipework and injectors installed. There is also the tender connecting pipe work to be fitted.



So, plenty to keep me going for the rest of the year methinks.

My lockdown bogie project for a 5" – GWR King

By Dave

I thought I would put finger to keyboard and provide a brief note on my modelling progress throughout the various lockdown periods.

I call this my lockdown bogie. The photos are of the bogie of a 5"-gauge GWR King class locomotive that I have been building on and off over the last 30 years.



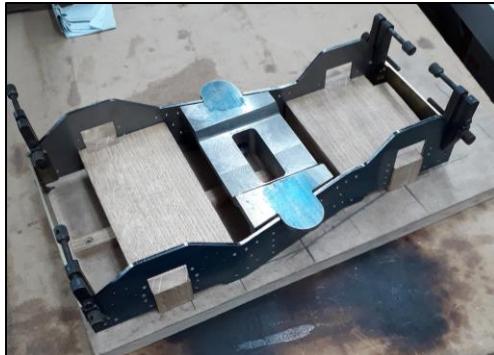
As many will know, the King bogie has the leading wheels on the inside of the frames and the trailing wheels on the outside of the frames. Accordingly,

the frames have to be bent and to make a tidy job of this I constructed a bottle jack press from an old car jack I had under the bench and the remains of a glider trailer. I also made up a press tool with fence and depth stop so I could ensure repeatability with each bend.

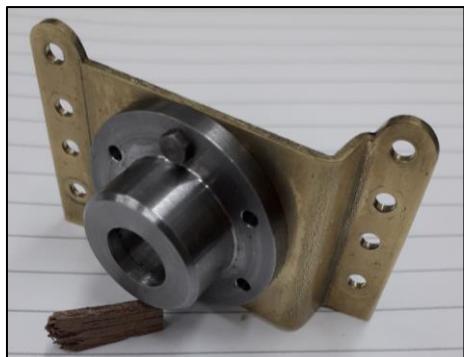
Fortunately, both bends on each frame were the same distance in from the end of the frame so the fence only needed to be set once for all four bends.

To check that the frame was bent to the correct angle I made up a wooden jig that I could place the frames on using the horn cut outs for location.





I also made up a smaller press tool so I could bend the side plates that mount on the side of the bogie and contain the lateral spring mechanism.



These had to be bent so that the axis of the central hole was perpendicular to the longitudinal axis of the bogie.

Most of the components are now complete with just the leaf spring assemblies to construct for the front axle.

All in all, an interesting project all by itself.



See article by Owen starting on page 37



G.L.R. News March 2021

By Peter

Hi gang,

Not long now, fingers crossed and with a following wind we might get back to some sort of activities at the track soon. Judging by the phone calls and emails that you have been calling and sending to me it can't come soon enough!!

March is always a busy time for me as I am sure for all the growers amongst us model engineers in the club will know and as the old adage goes "an ounce of march dust is worth a king's ransom". So in between sowing the tomatoes,

parsnips, garlic, swede, beetroot, turnip, potatoes, lettuce and many more flowers I have slowed up a bit on the tender construction for Maid Marian.

Here are a few pictures of the work done up to now. The tender sides will be flared an easy job to do until you come to the corners, I had to put my thinking head on



for this one but as the picture below of the top hat shows that I think I have cracked this one and once cut to size and welded in you won't even see the join.



I was delighted to hear that good old Brian has taken up the cudgels 'again and has re started building his loco "way to go Brian!"

Another bit of good news is that Nick and his apprentice Paul have indicated to me that they are willing to do safety checks on all rolling stock and locos. This will

need to be ratified by council. Derek will advise on procedure etc. Thanks, lads, for your help.

There is plenty of clearing up to do at the track and if anyone wants a free work out after being stuck indoors for such a long time all are welcome to come along and help. We meet mostly on Thursday and Saturdays and sometimes in-between, lots of leaf blowing, ballasting and fencing for a fun time!

As ever in the muck Peter
G.L.R. Section Leader.

Bookworm Writes

I am feeling my appetite is on top form, it must be because spring is in the air and the promise of another volume being added to the bookshelves, and can it really be that long since the last one was added?

The lads greeted me the other day in great excitement. “*Do you know your name is print?*” they said. Off I went following their directions and sure enough there it was on page 840, ‘The Bookworm Filing System’. It appears someone had a great idea for filing Model Engineer magazines, a binder if you like, by producing a stiff glazed manila cover containing punched adhesive bindstrips. These when fixed to the back edge of the magazine could be used to attach them using a syststoflex-covered wire, into the cover to form an easy-to read volume – So easy, no bookshelf should be without it I say, endorsed by Bookworm!

Source: ME 1951 June28 p840

One morning when that snow was down, I heard my owner muttering about how cold he had been whilst out driving. Standing there in his shirt sleeves small wonder I thought, but doesn’t he remember in the 1950s and 1960s a car heater was very often an extra, if it existed at all on some models. The ever-resourceful contributors to the ME often offered hints and tips to improve the modern motorist’s lot, so when I read the title “A Car Heater for Ten Shillings” I knew this was an article that he should read.

The authors suggestion (and fitted to his own car) was to fix a funnel shaped piece to inside of the car’s front radiator and run a flexible hose - a type that used a sealing of asbestos thread, generally used on exhaust systems at the time - back over the top of the engine, and after cutting a hole in the internal bulkhead and shelf above the front foot well to terminate it in a vent in said shelf. The author reported that after a few miles running “*a much-appreciated current of warm air enters near the driver’s feet*”

I did wonder if that was the only thing that entered.....

Source: ME 1951 June21 p801

Wind! It can be such a problem. Well, why not be the first in your street to put it to good use and impress your neighbours. How? By being able to point to where it is coming from.....with a model engineer's weather vane! I am looking at a smashing example here with the outline of a steam loco, but why not try a diesel, boat or racing car?

Source: ME: 1956 Jan12 page 57

Here is another idea to make your neighbour look over the fence in wonderment. If in doubt.....bury it! A practical tip published in ME and offering a solution to holding a large otherwise unmanageable piece that won't fit in the bench vice isto bury it!!!! The example given was for the removal of rusted in bolts from a large plate attached to the front of a piece of machinery. The idea proffered is to dig a pit and put the item in, then to ram pack earth around it to hold said item leaving both hands free to work on it.....obvious when you think about it.

So, the next time that chuck or faceplate won't come off the lathe you now know what to do about it and how to handle that enquiry from your neighbour, wife or loved one asking why you have just buried your beloved Myford up to its headstock in back the lawn! - Never be frightened to think outside the box (or Shed).

Source: ME 1957 Sept 5 p337

Back to the future HS2

By Geoff

Following on from Ian's article about the London to Birkenhead line I bring you into the 21st century with a trip along HS2.

Leaving either Euston or Heathrow, we are in a long tunnel, just like the St Pancras Eurostar departure on HS1. Speed mounts rapidly, and when emerging into daylight between Neasden and Northolt we are doing 150 mph. The route north for the next 60 miles follows the closed Great Central Railway. Close to Ruislip and Denham, leaving Rickmansworth and Amersham to the east we get very close to Great Missenden. Recrossing the Met at Wendover we speed at just under 200 mph to the west of Aylesbury. Continuing in a north westerly direction and close to Aylesbury Vale Parkway we slide through Quainton Road, where the Great Central new build started in 1897. The Brill tramway diverged to the west and the Met line to Verney Junction branched off here.

We are now travelling on the former GCR track bed (a bit faster than the Master Cutler) and approaching Grendon Underwood then Claydon Junction which was built as late as the second world war to allow GCR line trains access to Bicester and Bletchley. The fairly new Oxford to Milton Keynes service runs underneath us here. We stay on the GCR formation until we are 3 miles south of Brackley, where the fabulous 1896 built viaduct was mindlessly demolished. Our speedster

takes a diversion to the east of Brackley Town and a long sound wall has been built to minimise train noise. Brackley had a very aggressive anti HS2 movement which secured both the diversion and the wall.

Continuing on at breakneck speed we come very close to the oddly named but now redundant Cockley Brake Junction, which was on the Banbury Merton Street to Verney Line

From here northwards we move further away from the GCR tracks. Near Culworth we cross the former SMJ tracks from Towcester to Stratford on Avon. Shortly after the closed Banbury to Woodford Halse line is also crossed. HS2 is a few miles west of Woodford Halse, which was a very important junction for both freight and passenger traffic. A little to the north of Woodford Halse is the reopened 3-mile-long Catesby Tunnel, which has found a new use as a wind tunnel for testing race cars.

We are moving from Northamptonshire into Warwickshire and pass near the site of Southam station which was on the GWR line in Ian's article. A long tunnel takes us past Leamington and Kenilworth and back in daylight we approach Berkswell on the LNWR. A few miles further on is the high-speed junction for Birmingham International (and airport). We carry on to the Coleshill Triangle where a turn due west heads us through Castle Bromwich to our stop at Birmingham Curzon Street. An interesting 49-minute journey.

You can follow this journey on [OpenRailwayMap](#)

The northern extension is partly shown as well. Whether it will be built is another question.



Visiting Locomotives remembered – Part 1

By Owen

Visiting locomotives are something of a tradition, one that goes back a great many years with the full-sized railways. In recent times the preservation scene has featured many, increasingly ambitious gala events with ten or more visitors as a draw for enthusiasts. In our own way model engineering is no exception to this tradition with many clubs and societies having gala days, weekends and rallies with modelers from other clubs encouraged to visit and bring with them their engines.

The North London club has been a little more conservative but nevertheless held invitation and theme days a few times most years. Hopefully this tradition will return following the lifting of the current social and travelling restrictions. Following a suggestion by editor I will be presenting to you some of the many visitors I have photographed at Colney Heath over the last twenty or so years. Some I know more about than others and some have appeared in these pages before at the time of the actual event, especially if they have visited more than once. I hope you enjoy this series.

The first I shall describe was very special indeed. In July 2003, a normal operating day, we had a visit from Roel Voetberg of the Netherlands with his 3 ½ inch gauge Javanese CC50 2-6-6-0 Mallet. He was visiting the then Bedford club chairman



who was building the same locomotive in 7 ¼." This locomotive was a traditional mallet with the four cylinders compounded in two pairs. The 3'6" gauge prototype was built in 1920's in Holland. The attention to detail on the model was stunning with fully working scale controls, including vacuum brake. This was complimented by a working tender water gauge (pointer around a semi-circle), re-railing jacks and

headlights with coloured filters that moved across the lenses to change their



meaning. Roel happily joined in public passenger hauling with great ease and many turned heads.

The club held an open day on the 6th of September 2003 which became a bit of a free for all with many visitors turning up for a run. The one I remember the most this day was a 5" Adams 02 0-4-4T finished with exquisite detail as Isle of Wight allocated W14 Fishbourne brought by a member of the Sutton Club. Dummy Westinghouse air brake equipment and cab valve were fitted along with the large Island coal bunker. Finished in Southern Olive green just like the preserved W24 was at the time. My family on my mother's side come from the Isle of Wight and W24 was the first locomotive I ever fired as a volunteer so I was very kindly offered a drive!



One engine gets a lot of attention and is a regular visitor to the August days run by Brian.



Built in 1993 by Martin of the Maidstone club is a 5" model of Duchess of Hamilton.

This bright crimson engine purrs along all day with its four cylinders, our gradients not bothering it in the least. The model represents the iconic locomotive as it was running in the 80's and 90's and features a forced lubrication system topped up through the hollow axles – gauges in the cab indicating its effectiveness as well as a very effective steam brake. On its 2007 visit Martin also brought along his N, OO and gauge 1 models and we lined them all up.



Ticking a great many of my personal boxes is the Don Young Lucky 7 design.



A chunky outside framed American 2ft narrow gauge engine the prototype was built 1913 by Baldwin for the Bridgton & Saco River Railroad as the largest progression of the 2-4-4T Forney type. The engine survivor entering preservation in 1941 (!) at the Edeville Railroad and is currently operational at the Maine Narrow Gauge Railway museum in Portland, Maine.



Several of these large 3 ½" engines have been built, including this one owned by Jack of the Maidstone club, that visited us in 2013.

More next month in part 2.



Narrow Gauge Garden Railway

April 2021 By John

Greetings narrow gauge lovers wherever you are. Well, here we are still in lockdown, so still unable to bring you the pleasures of the narrow-gauge garden railway, however with fingers crossed next month hopefully will bring some photos of trains actually running on our garden railway! Can't wait...

Last month's article on the Ffestiniog railway kindled fond memories of a few members of their time at the Ffestiniog. It was good to hear that Keith our esteemed editor was in fact one of the original "deviationists" and he has fantastic memories of his time working on the line, its only due to the efforts of volunteers that today we can enjoy so much of our railway heritage. Though it's sad that as I write this, I hear that the Llangollen railway is in the hands of receivers, let's hope that they can all start having fare paying passengers soon.

As I mentioned last month, I thought that an article on the double ended Fairlie articulated locomotive which has become associated with the Ffestiniog might be of some interest, so without further ado....

The line was originally worked by horse and gravity and after 27 years of such working in 1863 two 0-4-0 locomotives "Mountaineer" and "The Princess" were purchased. Last month's article included a photo of the diminutive "Mountaineer".

Then in 1869 the first double Fairlie was introduced onto the line "Little Wonder". A Fairlie locomotive is articulated which means that the driving wheels are on bogies in fact much like most diesel and electric locos today. They could be double ended (double Fairlie) or single ended (single Fairlie) the double ended concept made them able to be driven equally well in either direction negating the need for them to be turned. The design was invented and patented by Robert Fairlie in 1864. He believed the conventional design of locos was deficient in that there were unpowered wheels also coal and water carried in a tender contributed nothing to tractive effort. So, his solution was a double ended loco which carried all its coal and water and with all wheels driven. Initially his design had two 4 wheeled bogies thus creating a wheel arrangement of 0-4-4-0, there were two boilers which shared one firebox but with two smoke boxes, this proved to be unsuccessful with draughting issues from 1 firebox. So "Little Wonder" had a fire box for each boiler and proved to be far more successful. The bogies on the locos have the cylinders mounted on them along with the couplers and buffers so that they swivel along with the curvature of the track. To begin with copper tubing that had been coiled was used to deliver steam from the boiler to the cylinders however there were problems with fractures. Later on metal ball and sockets linking rigid tubes provided the necessary flexibility.

In a trial in 1870 witnessed by commissioners from Russia, India, the board of trade and the Duke of Sutherland "Little Wonder" hauled 112 wagons weighing 206 tons up the line at an average of 12 ½ MPH whereas one of the lines other Locos the 0-4-0 "Welsh Pony" just managed to pull 26 wagons weighing 73 tons at 5 MPH this proved what a great success the design was.



Because "Little Wonder" had been such a success Robert Fairlie continued to stage demonstrations on the Ffestiniog to delegations from around the world not only demonstrating his locos but also the narrow-gauge railway concept itself.

Eventually his locos were found in places as diverse as Australia, Mexico, New Zealand and Russia. They were also found in the USA and Canada but were less successful there. Because of the help he received from the Ffestiniog he granted them a perpetual licence to use his patent without restriction. The Ffestiniog eventually owned 6 Fairlies "Little Wonder" built 1869 – withdrawn 1882, "James Spooner" 1872 – 1930, "Merddin Emrys" 1879 still in service, "Livingstone Thompson" 1886 – now in museum, "Earl of Merioneth" 1979- now in storage, "David Lloyd George" 1992- in service. The Ffestiniog workshop at Boston Lodge is currently building another one so the seventh "James Spooner II" is due to enter service this year. What fantastic and unique locomotives they proved to be, hopefully a trip behind one can once again be a reality soon!



The photos show "Little Wonder" in 1870 and the Roundhouse Engineering 16mm Model "David Lloyd George" go on spoil yourself!! Finally, as ever, keep safe, get the jabs and see you up Colney Heath soon!

And Finally – Big Boys Toys at Earls Court

By Paul

Members who saw my talk on the Earls Court Development (Feb 2019) may remember I showed pictures of the world's largest land crane.

Its use at Earls Court has now popped up on Youtube under the following link:
<https://youtu.be/2iHUBdm84F8>

This film starts with another novel lifting structure for removing a bridge over the West London Line.

There are other films about how the big crane is made up if you search Youtube for ALE SK190

Dates for your Diary

The current government restrictions resulting from the COV-19 virus has resulted in all NLSME organised events other than those listed below being cancelled until further notice.

April		2021
Tue 6th April		Council meeting On Line via Zoom at 14.30 (see note below)
Fri 16th April		General Meeting – 7.30pm start On Line presentation via Zoom by Owen Chapman which is open to all members. The meeting can be accessed by all members using link which can be found in General meetings section of the News Sheet.
Wed 21st April		Deadline for copy to Editor for the May News Sheet
May		
Fri 7th May	NLSME – AGM On Line via Zoom at 20.00. The meeting can be accessed by all members using link which can be found in General meetings section of the News Sheet.	

The current Government Coivd-19 restrictions have resulted in Council having to hold the 6th April meeting via an on-line platform (ZOOM).

A Non-council member, representing a section or committee, can, on request to the Secretary, attend council Zoom meetings as an observer or to submit proposals as set out in the club's constitution. If attendance is agreed then the relevant links and passwords will be issued to the member(s) concerned.