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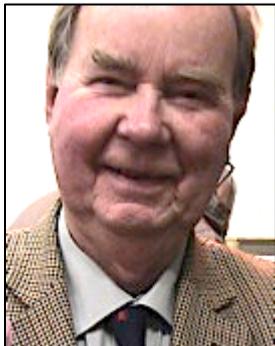
This Month...



The News Sheet

The thoughts of our Vice Chairman, Treasurer's Report, Raised Track Report, Forthcoming General Meetings, 2016 Steward List, First Aid, '0' Gauge News, Members standing for election, Minutes of the 2015 AGM, The March General Meeting, Scribe's Scribbles, Marine News, Diary Dates, Club Contacts.





Ian Johnston

The thoughts of Vice Chairman Ian

Robin has escaped to the sun of Spain for a well-earned break. I ought to say holiday but I guess that Robin has found some worthwhile work to do, for instance, like restoring an iron ore quarry locomotive or putting up a blackboard in the village square with suggestions and whipping the locals into some activity in their siestas.

Despite Robin's absence, work at Colney Heath has proceeded apace. On Sunday morning members formed into social groups as usual. And enjoyed the warm sunny weather and worked quite hard until coffee time when biscuits, coffee and tea was enjoyed by all. If members from other sections have got as far as reading this, then I can recommend a Sunday morning trip to Colney before it is too late. (First public running is on May first when most working parties pack up for the summer). ALL members are most welcome; just let someone who looks sympathetic know you are there and you will be introduced. Tea is at eleven so just try dropping in for that, it would be good start.

One of my enjoyments is reading through The News Sheet. It keeps me informed about events and progress in the Club. The standard is and has always been excellent. When I first joined the Society, which was some time ago, there were often 'Letters to the Editor' where members spread the word about devices they had made, places they had visited, or observations of other clubs and places. They thought that the general membership would be interested in these items and wanted to share that information with a wider audience. Why not have a go and share some of your observations and intelligence with the Club? But not destructive criticism please; constructive if you must.

It is good to see that George Cannon (our new Marine Section Leader) is contributing to the News Sheet. We have a wonderful resource at Colney; something that even exclusively boating clubs don't have. So let us support George especially when we host the Toy Boat Society regattas. Or we could just dig out some of those models and go for a sail sometime.

Mike Hodgson has now gone into print regarding the Workshop Meetings. Let us support him in the same way as we did Charlie Starns.

Have a rewarding month all of you.

Ian Johnston. Vice Chairman NLSME.



Mike Foreman

Treasurer's Report

Enclosed with this issue of the News Sheet is the subscription renewal form for the forthcoming year 2016/2017. Please give it your most immediate attention and forward your dues to me as soon as possible. This will make my life so much easier, thank you. Because of the importance of the item at the bottom of the form regarding Data Protection and our future Name and Address list, I would ask you all to send the form back to me even if you already have payment arrangements in place with your bank. No confirmation of your wishes will mean that all your details, except your name, will no longer be shown on the next N & A list.

Mike Foreman

Photo on front cover – Mike Foreman's V2 locomotive at the recent 'Work in Progress' evening at Finchley.

Raised Track Report

The main sleeper beam replacement programme has been completed and all rails are back in position. Super elevation (cant) checking has still to be commenced, but will be done before public running starts in May. The line is usable now except that the 'lift-out' section on the new land is still OUT. This can be reinstated without a problem, depending on the next concrete mix for the GLR tunnel. All fishplates and track circuit links have been oiled by Martin Cooper. A back breaking job if ever there was one. The track circuit continuity testing has to be done, as has the checking of the signals for satisfactory operation. The passenger unloading station is almost complete and will be finished by fitting gravel boards along the base of the fence.

Les and Robbie Brimson have nearly completed reinstating the old Cuckoo Line lift out section with the original steel rails.

Thanks to George Cannon and all the others who have helped me this winter with the work of getting the Raised Track into a satisfactory condition to use for another season. May everybody enjoy it this summer.

Mike Foreman

LittleLEC 2016

This year the event will be hosted by the South Cheshire Model Engineering Society. The event will take place over the weekend of 25th/26th June 2016. Entries are invited by post or e-mail. For postal applications a form can be obtained from our Secretary Alan Marshall. Their web address for competition guidelines and an entry form is - www.southcheshiremes.com/events.html

Letter to the Editor

For disposal.

A quantity of '0' gauge track, points and crossovers. Free, but a donation to the Society would be appreciated.



Ian Johnston

Forthcoming General Meetings

Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening.

For more information please ring Ian.

Friday 1st April. David Render. This evening David will talk about **Wartime Tanks**. David was the youngest tank commander on the Normandy Beaches and will give an absolutely fascinating talk both of his experiences and the Military Tank. I propose that the proceeds of the raffle should go to the widows of his group of Sherwood Rangers Tank Regiment.

Friday 6th May. AGM. The Annual General Meeting. This is a most important meeting where we summarize what great progress the Club has achieved in the past year. Where we plan for the future of the Club and where we elect members to take up various offices to run the Society for the forthcoming year. **Members only.**

Friday 3rd June. Chris will carry on from where Mike Gibbs left off at the recent 'Work in Progress' evening. Chris has been the senior restorer and rebuild of the powerful ore and coal hauling 2-8-2T locomotive from the Woodham's Yard to Quainton Road and on to almost running order. Come and see what a determined team can achieve when the spirit is willing.

Friday 1st July. First Aid Evening at Colney Heath. Now the evenings have drawn out again we hope to entertain Verity Maclachlan at Colney Heath with our knowledge of **First Aid** and of course to be corrected by her expert opinions. Please make an effort to visit the track and see what goes on there. You never know when you will need that knowledge in an emergency; you could save a life!!

2016 Stewards list

The stewards list for 2016 has now been adjusted to accommodate the changes that some have requested and to remove some names that could no longer act. Please look at the list and check whether or not you have been affected by the changes, some new names have been added and some swapped.

If for any reason you are unable to do the allotted date please come to an arrangement with another steward to swap duties and inform the relevant senior steward of the swap. The onus is now with members to ensure duties are carried out and not with the senior steward or me.

Alan Marshall (Secretary)

NLSME **A little bit of first aid.** **Ian Johnston.**

A short time ago I was informed that the First Aid Kits at Colney Heath and Headquarters were **deficient** because they had no 'cups' for douching eyes that had been affected by dust, cinders or liquids. I immediately felt guilty and so went to several pharmacies to purchase the said douching cups. Much to my surprise they are unobtainable unless a bottle of a well-known eye antiseptic is bought as well! The obvious logic must be that an eye bath lying around in the First Aid box for months on end will probably get contaminated with dust, cinders, and bugs of all sorts; just the things we want to remove from the damaged eye!

So if one of our colleagues gets a contaminated eye then keep him calm and immediately douche his eye with clean water. Running water into the eye from a tap, or a clean jug from the coach containing clean water will be beneficial and may remove the contaminating agent. If you are worried and the douching does not seem to have been affective enough then getting further assistance will be of value.

But remember, in the first instance: - Immediately washing or douching the affected eye with copious clean water may bring instant relief and hopefully a cure. But also remember if you are not completely satisfied then seek more help, our eyes are very important to us.

Ian Johnston

'0' Gauge News

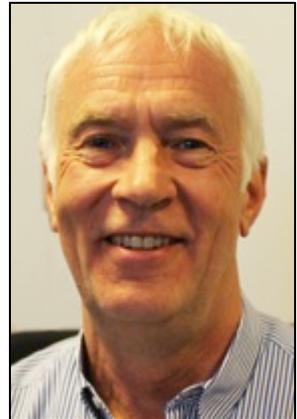
Now we are well in to the New Year and in the middle of the indoor modelling season, I thought it timely to give you all an update on the progress of the Gauge O layout situated in the (nearly) smallest room at Finchley.

I introduced this layout to readers of The News Sheet some 18 months or more ago. But as a reminder I will recap on why the layout came to be at Finchley.

The erstwhile Barnet MRC lost it's home about five years or more ago and were grateful to be offered a home within the NLSME. Barnet brought both their OO (Bowes Park) and Gauge O layouts with them. The Gauge O layout had just been acquired third hand at a very modest price from a local Vicar. The Barnet team decided to adapt the Gauge O layout to fit the room allocated and this has kept us, and some visitors, amused since we joined – both working out *how* to fit a large scale into a small space and then actually getting on with it. I recall many emails amongst members in a debate as to what the layout could become. We chose the Gauge O as both a challenge (hardly any of us had tackled this scale before) and as a scale that NLSME didn't already have within its model railway groups.

We would be the first to admit that the Gauge O team motto could well be “to travel is better than to arrive”. Progress has been slow, but that is a function of us enjoying a good chat and cup of tea, as well as modelling, which is what makes it worth being a club member. But progress *has* been made. The layout is substantially built, wired and operational. The task of beautifying it (scenery) is under way. In the background, we have also managed to build or acquire some locos and rolling stock to run on it and accessories to enhance the scene.

We have designed the layout, not just to fit the small space, but to give us maximum operational interest for operators. The layout is ideal for those who enjoy convoluted shunting or who simply like to indulge in leisurely end to end operation. It is based loosely in Midland Railway territory – nowhere in particular but somewhere in a region whose main building material is stone. It consists of a small terminus station at the end of a passenger branch line which climbs into the station precincts at a point where a goods line descends from the industrial area of a small town. There are some exchange sidings in the station and,



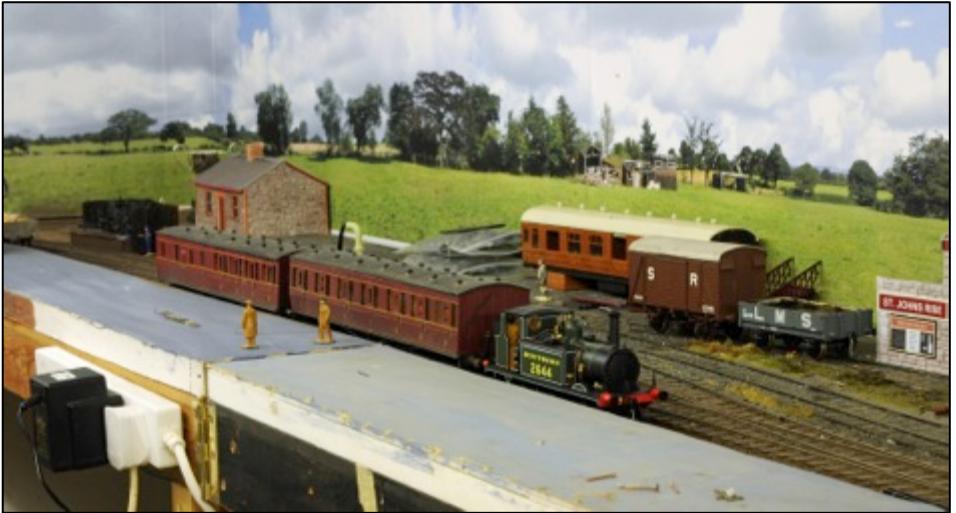
Paul Godwin

recently added, a large rail served warehouse. On the upper level there is a teasing hint of sidings serving other industries.

Given the gradients necessarily built into the design it's a challenge for the small locos, that suit the scene, to haul the trains around. The gradients are the inevitable consequence of squeezing a quart size scale into a pint pot room.

We enjoy showing our efforts to visitors so don't be shy to come and see us on Wednesday evenings. You can have a drive if you wish and would be most welcome to contribute to finishing the layout. All we ask is, if it's cold, is to close the door behind you to conserve what is our real secret – we have the cosiest room at Finchley in the winter!





Article written by **Paul Godwin**. Gauge O group leader.

Photos kindly supplied by Bill Bass.

March General Meeting. **Work in Progress.**

Despite the very cold weather a large number of Society Members gathered at Headquarters to sit at the feet of some accomplished engineers to hear of their sagas in the model engineering world; that included models on a scale of 1:1. Mike Foreman with his treasurer's hat on was able to convince the General Meeting that a rise in our subscription rate was necessary, and had been recommended by Council. This was approved and voted on nem con. After a welcome and very brief introduction with safety instructions by Ian Johnston the members sat on the edge of their chairs for a feast of engineering perseverance and accomplishment.

Peter MacDonald.

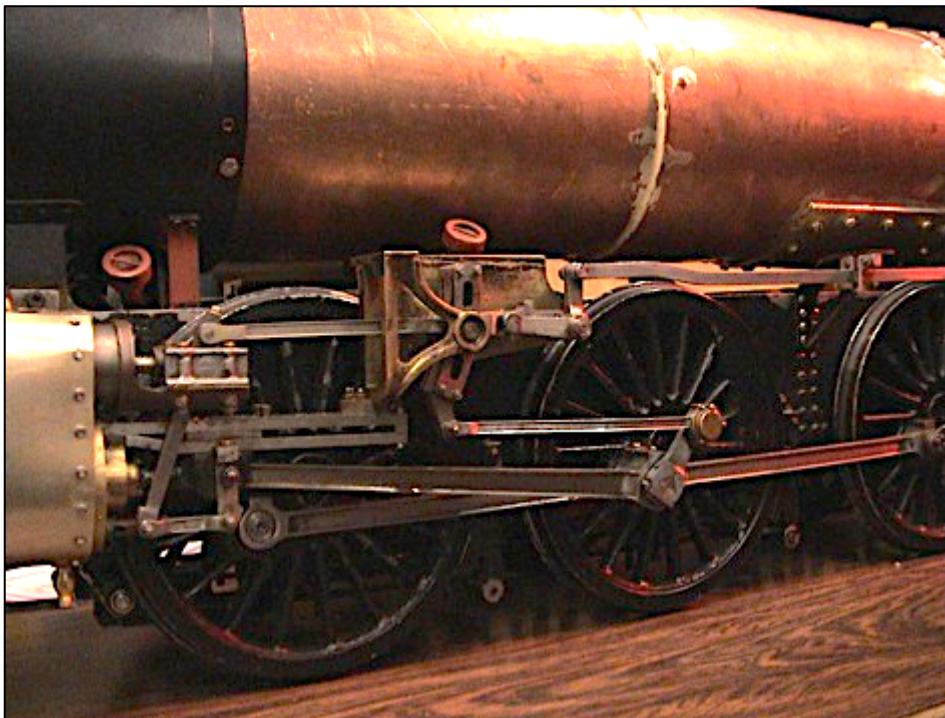
We were privileged to have a sight of Peter's latest creation on video. He had acquired a 'smallish' petrol engine and had imaginatively created a 7 ¼" petrol hydraulic locomotive. It was seen on the silver screen (in silent mode) charging up and down Jim's garden being hungrily fed with petrol through an appliance that looked remarkably like an enema.

Les Brimson.

Les (photo on next page) is no stranger to Work in Progress. The scribe remembers Les organising several Work in Progress sessions when Les was Loco Section Leader at least twenty years ago. His 'L' type SR locomotive by Wainwright in 5" gauge is an old friend to the Club and we have watched its progress over the years; over forty years in fact. Les has put a lot of thought into the building and design of his model and one reason for the longevity of the build was concern over the ultimate authentic appearance of the locomotive. He actually rejected the front bogie wheels which he had turned up because they appeared aesthetically too small. His steam reverser was a work of art. Les failed to mention of course that he was also engaged in a particularly busy career which kept him in foreign parts for substantial periods of time so reducing the intervals available for model engineering.

**Mike Foreman.**

Mike presented his V2 locomotive in 3 1/2" gauge (see photo on next page). It too is forty years in metamorphosing into a very fine locomotive indeed. He had purchased plans and castings from Clarkson's of York to a design of H P Jackson in 1976. Mike is a man of few words but the work involved in progressing the locomotive to this stage could be seen and wondered at, especially when full time work is involved and a part time occupation being spent as treasurer of various other societies.

**Peter Badger.**

Peter showed the gathering two *Footprint* wrenches which were patented in 1875 and still being manufactured today in very much the same shape and size as then. They are very satisfactory to use and of course there are many imitations from abroad. The illustrious firm still survives although recently restructured. The firm in Sheffield started in 1760 not long after the industrial revolution occurred. Peter told us a little about spring manufacture and the method of making a new pin for one *Footprint* wrench.

Mike Gibbs.

Mike showed us photographs of 'his' 2-8-2 tank locomotive to 4' 8 ½" gauge. It was originally a locomotive built by the GWR as a 2-8-0T to handle the coal traffic in South Wales. It was much liked by the drivers because it had excellent adhesion on the steeply graded lines. The 7200 became redundant when the coal trade declined but was unsuitable elsewhere due to the small bunker capacity; this problem was solved by adding a new pony wheel and larger

bunker. So the locomotive then became a 2-8-2T with a large bunker capacity. These rather muscular members of the class saw work on Northamptonshire iron ore trains and were shedded at Banbury. In 1963 7200 was withdrawn and ended up in the Woodham Bros Yard. In 1980 she was purchased from Woodhams and is now being restored at Quanton Road. That is where Mike with his abundant engineering skills came in. We saw photographs of Mike replacing a white metal lining to a coupling rod bush. From start to finish the procedure was explained by Mike, it was both interesting, dramatic and concise.

Mike Avery.



Mike re-introduced us to his Crampton locomotive in 5" gauge. It is rather like seeing a favourite recalcitrant grandchild again. The cylinders and valve gear are now in place and it runs perfectly on air backwards but just won't run forwards. The locomotive is looking great and a credit to Mike who also puts in many hours at Colney working on the ground level structures. He moved many tons of spoil to build embankments for the raised track amongst many other things. We all look forward to seeing the Crampton again.

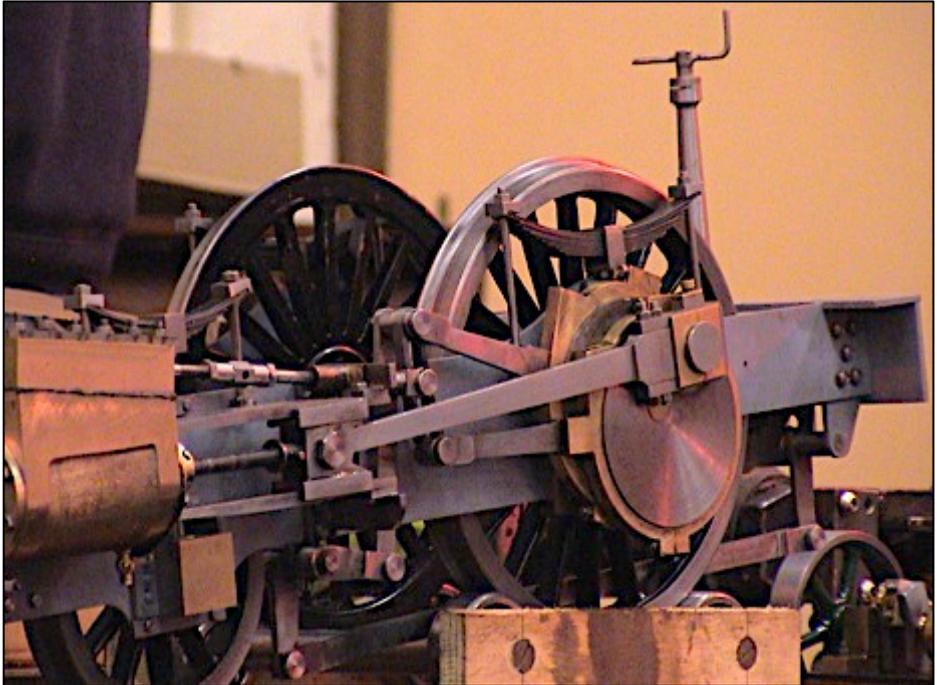


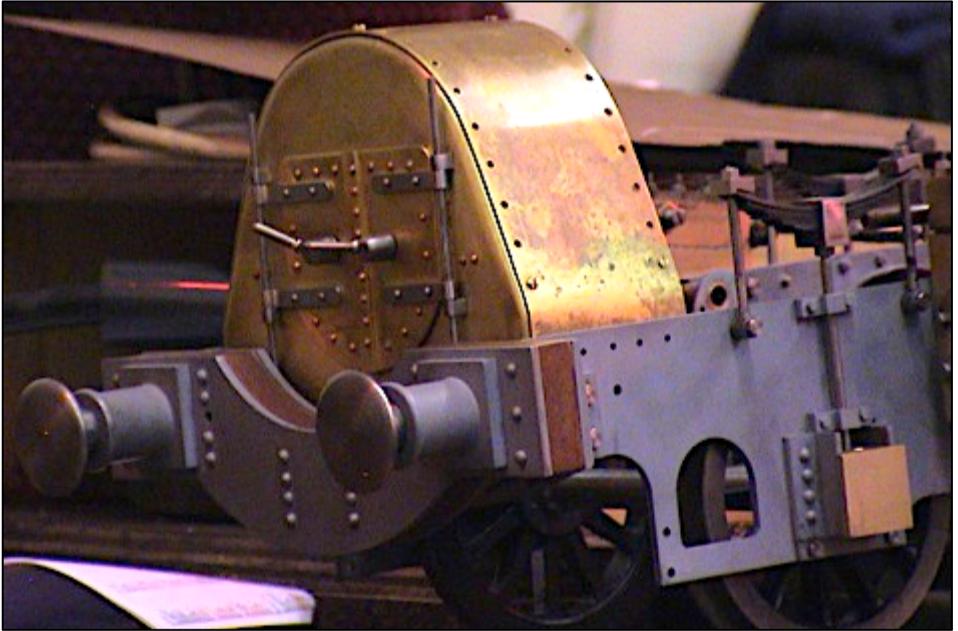
Photo above, Mike's Crampton locomotive - a closer view of the mechanism.



Jonathan Avery.

Jonathan (photo left) is also involved with the Crampton and has constructed the smoke box in sheet brass. It is a most intricate container and when in place acting as a real smoke box will have trap doors at the base to release the ash, because clearing ash via the front smoke box doors will be almost impossible.

The photo on the next page shows the smokebox in position on the locomotive.



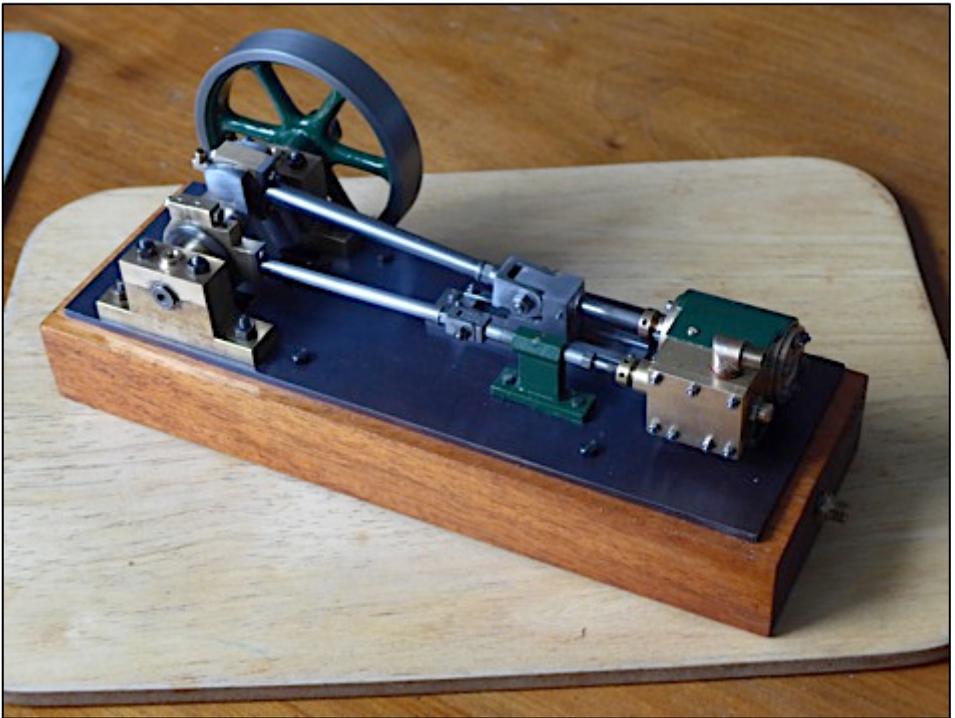
David Lawrence.

Dave never fails to excite. He always has something ingenious to show or demonstrate. This time it was a casting of an Ematt locomotive. Not Tracy with her bed but Roland (who was incidentally born in Southgate) with his locomotives and whacky lineside furniture. David saw an illustration of an Ematt Locomotive, and so set about making a lost wax negative model of it and set it in 'clay'; he then melted brass by an electrical arc method of his own design. He cast the molten metal to make a realistic model. He did the casting when his good wife Pat was out shopping, which was timely because he fused the lights as well. David did not volunteer any information as to the number of Finchley streets that were

engulfed in darkness.

Ron Price.

Ron was unable to attend the meeting but presented a complete horizontal mill engine. The flywheel was three inches in diameter with the cylinder one half an inch bore. It was exquisite. If Mr Bradley had seen it some years ago when he came by invitation to a General Meeting to talk about judging models for exhibitions, then he would have given it full marks and a prize. Ron said that he just made it in three weeks. He had no plans and used bits and pieces lying around in his immaculate workshop. Makes one jealous doesn't it.

**Mike Hodgson.**

Mike (with the number of Mikes in the Club you might be forgiven for thinking the St Michael was the Patron Saint of Model Engineers instead of Haberdashers!). Mike had purchased a CNC milling machine at a recent exhibition from a well-known machine tool specialist; it had no controls. Mike set about making computer controls from base boards and other devices inherited from scrap bins. He is on the verge of completion of the controls; investing 7/6 instead of \$60!

Ian Johnston.

Ian demonstrated a nibbler that he had mounted in a purpose built bench table. This enabled him to cut sheet metal very swiftly and accurately with minimum of effort controlling the sheet metal with two hands. Unlike the three arms needed to control the portable nibbler, the drill and the third hand to control the sheet metal.

Mike Chrisp.

Mike Chrisp had prepared and was ready and willing to present a piece of work that would have been both compelling and imaginative; but there was just not enough time to have it presented. Ian Johnston apologised profusely. Never the less Mike shall have the first bite at our next Work in Progress evening.

Ian Johnston then thanked all the participants for a wonderful and most stimulating evening, he thanked the members for supporting the evening and Peter and David for raffle and teas. The happy crowd then made their way home or to local hostelrys to talk about the wondrous things they had seen.

Ian Johnston.

Mr. GRUMPY'S BIT

This month you are all being let off from my usual moans and groans as we have been off on our hollibobs and not back in time to meet the deadline for this month's News Sheet. You have all been saved. In the meantime thanks again to every one for their very hard work, all is greatly appreciated.

Mr. Grumpy.
Tyttenhanger Site Manager.
[A.K.A. **Robin Thorn**]

Marine News

As you would expect still not a lot happening on the lake itself, but it will soon be time to dust off the collections and come out to play.

Personally during the closed season I have been attempting to build a barge yacht for Shirley. It's basically from a 5" square by 24" lump of balsa, albeit built by laminating 1/2" planks hollowed out then carved to form the shape. Whilst the glue was still setting the model boat show at Warwick loomed and it was there that I stumbled across Perma-Grit tools tungsten carbide abrasives which I had heard of but never laid hands on. The man had a hard job trying to convince me they were worth the money no matter how well made they are, as being a poor old pensioner (well Yorkshire man anyway) it takes a lot to make me part with my ill gotten gains. As we walked away from his stall Shirley prompted why did we spend that long looking at them if they are not wanted, so following the motto buy cheap – buy twice I put my hand in my pocket and bought some.

Wow! How easy the job became when armed with the right tools which proved to be worth every penny and no way will I part with them now. I bought the sanding blocks in contour for stern and flat for anywhere else, along with Dremel type rotaries drum, taper and cutting discs. Used on wood, metal, plastic and fibreglass so far.

Having said all that don't expect any masterpiece to be under sail as it is still the first ever model boat I have made from scratch. Or should I say in process of making. If it sails like a brick and takes all day to sail from one end to the other

of our vast lake, Shirley will still be happy with me for building it, especially as it meant leaving her in peace whilst I was doing so.

Which brings me to my point. What have you bought or made to make your model boat creating so much easier or even your oops that did not work lessons. Email me and let me publish for benefit of all.

George Cannon

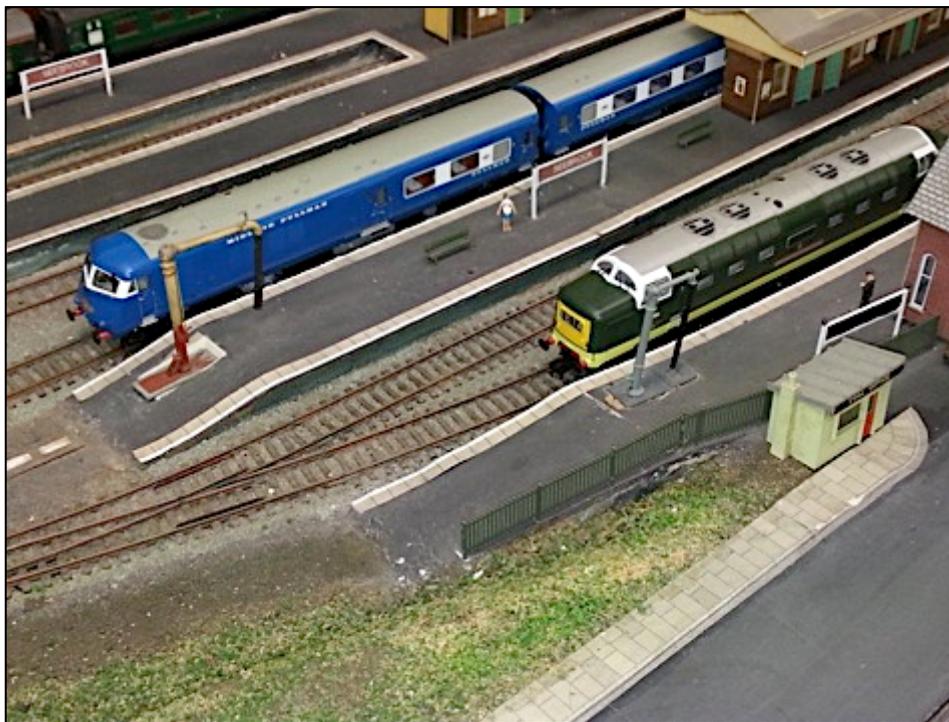


Photo above - Midland Blue Pullman six-car diesel unit together with a Deltic Diesel Locomotive stands at Seebrook Station on the '00' Layout at HQ. Dudley Willan.

**NORTH LONDON SOCIETY OF MODEL ENGINEERS
Officers, Council Members & Section Leaders**