

Issue No. 854

April 2023

The News Sheet

North London Society of Model Engineers



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Front cover photo; -

Winter working continues with the many jobs to be completed before the start of the running season. This month we feature just a few of the tasks currently underway at Tyttenhanger. Please come along and help. Any Thursday, Saturday or Sunday you will find club members ready to welcome you and find you something to do. Mick and George are finishing off the new base on a section of the raised track.



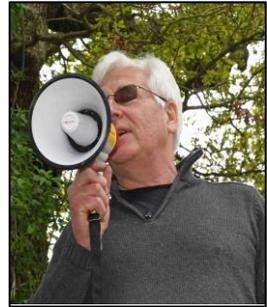
Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

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

Chairman's Comments

Les

At time of writing the weather is still pretty grim but we can look forward to the late onset of spring and another year's activities at Tyttenhanger. Plenty of maintenance tasks have been undertaken during winter and we soon will move into the grass cutting season. There is always something to be done and hopefully willing hands to do it. If anyone is not sure what, they can always assist Nigel and his team and generally looking after the grounds.



The Harrogate Model Engineering and Model Railway show in March was excellent, I recommend it to you all for a visit next year, well worth the journey. Highlight for me was the extraordinary Gauge O layout "Heaton Lodge Junction". You may have seen this featured on TV but in real life the scale of the modeler's ambition is stunning. It is huge, 200 by 50 feet floor plan, an actual 3 miles of track and accurately reproduces a stretch of main line in Yorkshire during 1980s. Astonishing.

Two reminders for you this month. First that our AGM is on 5th May. Elsewhere in the issue you will see nominations received for officers and council member positions. We are fortunate to have enough nominations to ensure a full complement for another year. This is an important meeting so put it in your diaries, HQ at 8pm. I have recently been given another of Geoff Cashmore's films, this one taken at Tyttenhanger in the early 1980's and plan to show this on conclusion of the business part of the meeting - a bit of "not seen before" quality entertainment for you.

Secondly be reminded that Sunday 7th May is members and family's day at Tyttenhanger. Hope as many of you as possible come along, anytime from 2pm, and feel free to bring own picnics etc. Tea and coffee will be available from the coach.

The NLSME What's App group is growing numbers. As a quick means of keeping members abreast of developments in workshops and across the hobby it is a very useful communication tool. Do contact the administrator, John Davy, details on back page, with your mobile number and join in. Be mindful to keep posts to club and modelling activities.

Next general meeting on April 7th is given to unusual tools, gadgets, fixtures, jigs etc. Anything out of the ordinary. We did this a few years ago, well many years ago now, and it proved a great meeting. So, bring along anything out of the ordinary- especially if you do not know what it is. See you at track or HQ.

Winter working at Tyttenhanger

Spring is just starting to show around the site and many a task has been completed over the winter to get things ready for the new season. Working parties have taken on the many jobs which keep things looking good and allow members to turn up and enjoy what the site has to offer during the summer months.

These are just a few of the jobs that have been carrying on over the past two months. Please come and lend a hand. It has been said before in these pages every little helps.

The raised track team each year undertake a thorough inspection of the sleepers which provide the track bed for the raised track.

This year a number were found to be in urgent need of replacement. As can be seen in this first picture Steve Coffill was able to put his arm through what remained of this one.



The club carries a small stock of serviceable sleepers for just this eventuality. As you can see from the pictures once the sleeper was removed all that remained were the anti-ti-p rails and signalling conduit



Sections of the track had to be removed. New sleepers were cut to size and placed onto the concrete piers.



The job is now well advanced. and a new concrete screed laid (see front page) before the track could be installed.



Some jobs are not so obvious but are just as essential.

Martin has spent many a "happy" hour going round the whole of the raised track either replacing, or tightening and then oiling fishplates. In case you're wondering that's a lot of plates.

The platform fence at Orchard Junction was found to be poor condition and the decision taken to replace it has now been actioned by another group of volunteers. The old panels were removed but most of the posts were still ok.



Trial fitting and installation of the new fence has started and the team are confident it will be all completed before May.

The more observant amongst you will have spotted the absence of the gantry which appears in the second picture.



The GLR team now have this project well advanced and as can be seen on the next page all painted and awaiting the fitting of the signal heads.



The full story of the gantry can be found in the GLR report (page 27).

Already snowdrops and Daffodils have been in bloom around the site suggesting warmer days are not far off now and making it a great place to be especially on a sunny day.



The grounds maintenance team have been continuing with the site tidy up. We may have a few less trees to shed leaves next year if the plans and consultations with our neighbours are agreed. But be assured this is all being carefully managed by Nigel and his team.

These are just a few of the jobs being done to make the site ready. Hopefully you can appreciate there is a job to suit every skill, so please come along and help. It all contributes to making the site the great place it is. If you have any pictures of what's been happening over the winter, please tell your editor.

Treasurer's Report

By Mike

On a personal note, I hope the coming year will be a better one for my family, which will allow us to enjoy the pleasure of attending Tyttenhanger more often and perhaps to visit other railways and locations.



Remember, if you are at a loose end for something to do any weekend, check out the fixtures list for the Fetes & Fairs Section. They are always on the lookout for additional help at their events and it is a great way of encouraging new members into the hobby and helping Society cash-flow.

No doubt members will be happy to see no increase in subscriptions for the coming year. This is because we were unable to be sure of getting a quorum at the March General meeting to agree the proposed increase from the 1st April 2023. This has been postponed until April 2024 and in future it is proposed wherever possible to relate our subscription rate increases to the Retail Price Index as announced for December of each year.

Further good news is that the insurance claim for the break-in at Tyttenhanger on the 3rd January has at last been agreed by the insurers for the full amount claimed less the £100 excess. The funds have yet to arrive, of course, but in the meantime, we are going to be renewing the policy for another year, despite the premium rates being increased across the board by 10%.

The Yellow subscription renewal form is enclosed with this issue. Please complete it, whilst you remember, write out your cheque promptly, or complete your Standing Order or BACS arrangements with your bank for future payment(s) for the periods of your choice for the correct amount(s) to the Society. Don't forget to enclose a Stamped Addressed Envelope when replying for return of your Membership Card and also let me know if you require a member's Public Liability Certificate, as this is often a standard requirement to visit many other Club and Society locations.

However, you intend to pay your dues, please send the completed form back to me either by post or electronically. Thank you.

Mike

Agenda for the Annual General Meeting of the
North London Society of Model Engineers
at HQ Finchley 5th May 2022 at 8pm

1. To open the meeting.
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 2022 Annual General Meeting and consider any matters arising therefrom.
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 2023.
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.

NLSME Secretary



Minutes of the North London Society of Model Engineers AGM

Held on 6th May 2022 at its Head Quarters

Legion Way Finchley 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.

The members stood for a minute's silence in remembrance of members Keith, Derrick, John, Jim and Jack, all who had passed away during the past year.

1. Apologies

Apologies were received from Malcolm

2. Minutes of 2018 AGM

The minutes of the 2021 AGM meeting having been previously published in the News Sheet were proposed to be accepted by Geoff seconded by Nigel and 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 to May 2022 has been one of steady recovery from the restrictions and limitations imposed by the Covid 19 pandemic. We started the year with limited access to Tyttenhanger (immediate household and bubbles) subject to rule of six and no access at all to HQ. These restrictions were relaxed in line with UK Government regulations enabling increased use of Tyttenhanger from June 21st and from July 19th normal activities resumed at both HQ and Tyttenhanger - excluding public access. Fortunately, we were able to continue like this through the year.

I must thank council members and all members for their compliance with these restrictions.

Events

Several events were held at Tyttenhanger these being invited clubs and charity visits. Fetes and Fairs undertook a few bookings during latter part of 2021 and have completed several in early 2022. The club had a visit to Bentley Priory Museum in November that was well supported and most enjoyable.

The 3.5inch running day in September was another success with many locos in steam or on display.

Our final event of the year was our members day at Tyttenhanger on May 2nd. This event, for members and families, was to celebrate the end of Covid and start of new season. We took the opportunity to formally open the RTR and GLR extensions and the refurbished Dingly Dell Station. Whilst these had been in use for some time it warranted a tape breaking ceremony. Susie M a loco with long history in our club and which also opened the first track in 1964 and first extension in 1970, did the honours on the RTR and Maid Marion did the same on the GLR.

HQ Sections activities

HQ general meetings recommenced and whilst attendance at General meetings has been reduced from previous years pre Covid the meetings were entertaining and informative. All HQ sections are back in operation and slot car section hosted a national race day in February.

Tyttenhanger Sections activities

Plenty of club activities recommenced in the year. It is pleasing to note that member use of the site had returned to pre Covid levels with regular attendance of G1 Section on Wednesdays and other days of the week, RTR, GLR and SM45 sections on Thursdays, GLR section again on Saturdays and RTR and marine on Sundays. Though we have yet to fully revert to our tradition of running on Sunday afternoons much running does take place on other days. Much work was undertaken during the year on maintenance activities across all sections

The grounds maintenance team continued with the eternal task of keeping the site in good condition.

Infrastructure

At HQ a leak to the gauge OO room roof was resolved promptly by members. A group of members that most frequently use the HQ sections developed an outline plans and costings for improvements to the kitchen facilities, something which is long overdue. Hopefully this will be developed into a project and implemented this year.

At Tyttenhanger progress was achieved on the steaming bay project. This involved completion of the washroom. This is a huge improvement to our welfare facilities which also incorporated supply of power and water to the G1 bothy and wastewater drainage from it. This is a big improvement on our previous arrangements.

The machine shop is available for use and six members agree to be key holders to control safe access.

The workshop fit out is nearly complete which, unlike the machine shop, is available to all members in an unrestricted basis. Following completion of the washroom and the workshop the existing prefabricated running shed will be removed, freeing up the space for new steaming bays.

Organisation

The council have reviewed all club documentation and have brought all up to date reflecting the way our club has, does and wishes to continue operating.

Considerable efforts have been undertaken to incorporate elements of HS2020- Managing Health and safety at passenger-carrying miniature railway, relevant to our operation. In particular the new expressed requirements of record keeping. We now have club standardised formats for inspection reports of passenger vehicles plus ground level wheel profiles and GL loading gauge. These records are kept at Tyttenhanger in a set of Technical Files also containing information on our site.

Significantly we have completed the Tyttenhanger Risk Assessment which will naturally for formally reviewed on an annual basis and amended as may be found necessary during the year.

Conclusion

As restrictions attributable to Covid 19 have receded club activities have resumed to a very great extent. Our finances have suffered from two years on much reduced income, but we are fortunate to have had sufficient reserves to continue funding our activities. Significantly we have maintained club activities at HQ and Tyttenhanger very successfully during these often-trying times. I want to thank you all on behalf of the Council for making that possible.

Mike proposed the Chairman's report be accepted seconded by Mike Foreman and the proposition duly passed.

5. Treasurer's report

A copy of the Annual Accounts was enclosed with the May News Sheet which you should have received this week.

Nobody has phoned or sent me any emails raising any questions about the Annual Accounts since they were published. I must thank Geoff and Michael for carrying out an audit of the accounting records for which I thank them.

At the 31st March 2022 our membership was made up of 81 Full Members; 81 Senior members; 26 Country members; 8 Junior members and 4 Honorary members, total 200. To-date this year I have been advised of two members not renewing and one new member was accepted at the May Council Meeting, so our membership stands at 199. At the present time I have 56 members who have yet to renew.

Referring to the two Total Columns on the right-hand side of the Financial Activities page, the figures show the considerable difference between 2020/2021 and 2019/2020 years. Subscriptions dropped slightly, because of non-renewals and by more members falling into the Senior discount category. Donations however showed an increase and

of course until part the way through the year we continued to benefit from the generosity of one of our oldest members, Jack, now sadly departed.

During Covid-19, the Government chose to give relief grants to all business and organisations, who paid Business Rates on their premises. As a result, we received a £10K grant iro HQ, these funds, we are now planning to use towards the proposed improvement to HQ facilities.

We closed our HSBC account in October when they wanted to charge us and all similar organisations £5.00 per month and £0.40p for every cheque banked. Our other bank, TSB have improved their service somewhat and continue to pay us 0.30% interest on the majority of our deposited funds.

Our outgoings have not stood still I'm afraid, regular expenses still have to be paid for instance, Insurance, Electrical inspections and the News Sheet. This of course has been the lifeline of the Society keeping us all in touch during the various lock-downs and the restrictions on our movements and being able to meet together. We all owe a vote of thanks to our Editor, Keith. Projects in progress have continued wherever possible.

During this period of very little income into Tyttenhanger Site Fund, Central Funds have loaned it £2000 to keep things moving.

On the Balance Sheet, page two, this year shows the true effect of Covid on our revenue stream. A drop of 40% in our funds has required us to review the subscription rates, which have not changed since 2017. Let us hope that this year sees a brighter future for all our activities.

I will ask our Chairman to request a proposer and seconder to approve the Annual Accounts for the year 2021/22.

Nigel proposed the Treasurer's report be accepted seconded by Mick and the proposition duly passed.

6. Vote of thanks

Mike proposed a vote of thanks to the Officers of the Society which was seconded by Mike .

Jerry proposed a vote of thanks to the Council members of the Society which was seconded by John

7. Officers election

The nominations received for officers had been previously published in the News Sheet and their being only one candidate for each of the posts they were duly elected as

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

There being no other nomination Keith was confirmed as News Sheet Editor.

9. Other Business

The Chairman advised there had been no other business notified to him for putting to the AGM.

The meeting was closed at 8.30pm

Narrow Gauge Garden Railway

By John

Spring greetings narrow gauge fans wherever you are, and welcome to the latest musings on things that are narrow. March saw the annual model railway festival at Ally Pally and it was as enjoyable as it always is, the hours just fly by and I always come away feeling that I haven't done justice to some of the layouts. As ever there were some superb standard gauge layouts and some charming narrow-gauge ones. I was particularly taken by an 009-model based on the Launceston steam railway in Cornwall and another in 1:25 scale that was a fictional rural tramway which would have been an 18" gauge railway in reality.



As can be seen in the photos accompanying this article both were completely charming and full of character.

Whilst on the subject of narrow-gauge model railways. I was looking to build a new layout that was

something a bit different and having been inspired by a minimum space layout at the Stevenage model railway show a few years ago, I have embarked on

building a Gn15 layout. A what?? I hear you cry.... Gn15, the G means G scale, that is 1:25 or to confuse the issue sometimes 1:22.5 depending on the manufacturer, although there's usually not enough difference between the two to notice, to sum up the scale is about $\frac{1}{2}$ " to the foot. The n means it's a narrow-gauge railway being modelled, and the 15 means that the track gauge will represent a railway built to a 15" gauge. In this scale that means OO track, 16.5mm. is that all clear?

With the advent of 3D printing the availability of rare and unusual prototype railway items for modellers is increasing all the time from small traders, I have purchased and built the first loco for the layout and a couple of wagons which I sourced online from Narrow Minded rail works and lovely models they are too. The loco is a model of a Terrot which was a very small French engineering company. I have also purchased some resin buildings and when completed I will then see how I can configure them to create a small micro layout representing a farm estate railway. Of course, any progress will be in this newsletter when there is nothing else to report!

This photo shows progress so far.



The NLSME WhatsApp group

In the last newsletter our esteemed chairman Les mentioned the new NLSME WhatsApp group that has been created. I have volunteered to be the moderator so if you wish to become a member of it drop me an email, a phone call or even a WhatsApp! It's a forum for anything that is relevant or of interest to club members, we have seen pictures of works in progress, completed models, technical advice asked for and given.... it's been great to see what other club members get up to. my contact details are as ever on the back cover.

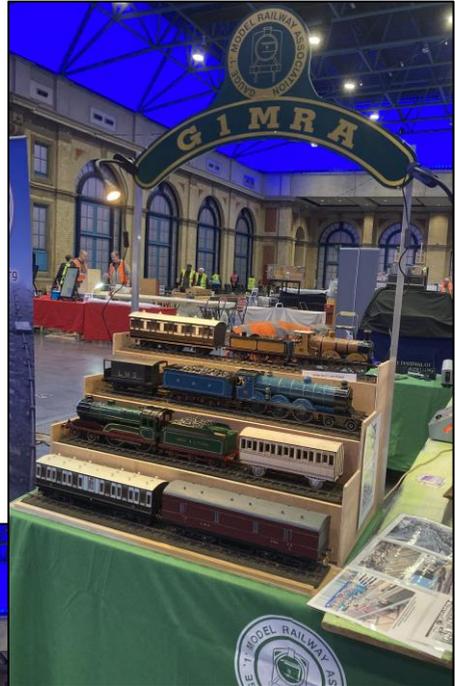
Hopefully next month with spring in full bloom I will be able to report on actual activity on the narrow-gauge garden railway...till then take care and enjoy your hobby!

Gauge 1 news sheet April.

Geoff

The Gauge 1 Model Railway Association supplied a stand at the London Festival of Model Railways held at Alexandra Palace 18th & 19th March. The stand featured a number of models and products from members of the NLSME as well as other volunteers.

With only 12 feet of frontage, it was a challenge to show off all the facets of the hobby. A display with moving



models is always more interesting than a static collection. So, the main feature was a shunting challenge.

This consisted of 3 sidings at one end of the table leading to a single head shunt at the other. On the tracks were 10 wagons and a locomotive.

The challenge being to sort the wagons into a train of 6 on the departure road siding in an order dictated by a random set of playing cards.

The sidings were of such length that the front

siding accommodated 6 wagons while the other two held only 5. The head shunt could accommodate the locomotive and 4 wagons. There was a choice of locomotive some track controlled electricity or on-board battery powered RC.

Meanwhile we had a display of colourful quality locomotives and rolling stock. Added to this were models under construction. Steam powered, coaches and wagons.



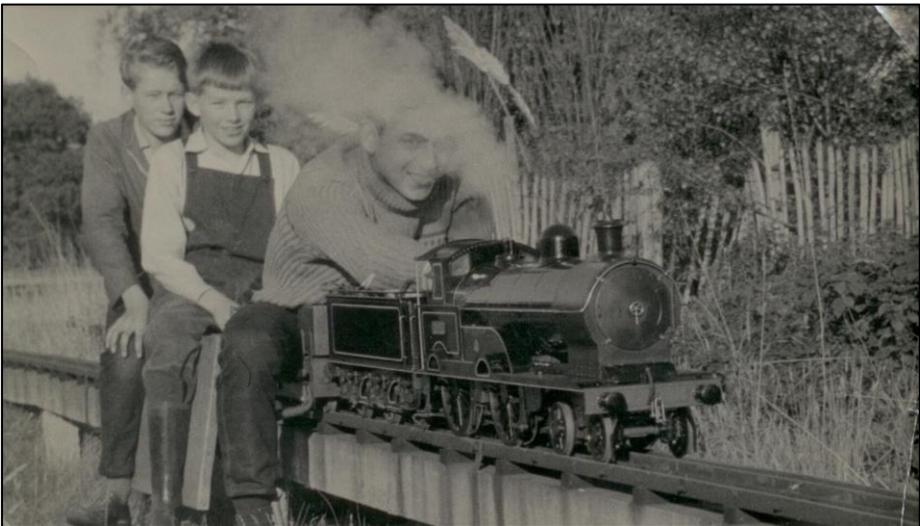
We also featured 3D printed locomotive, coaches, wagons and components, along with laser cut coaches and wagons and metal components.

It is accepted that many of the model railway layouts are outside the field of model engineering, but there are many superb models on display at this exhibition that can add stimulus for engineers to emulate.

I did see a number of NLSME visiting the show and trust they enjoyed themselves.

A trip down memory lane

A recent trawl through some old papers turned up the following local press pictures taken in 1961 at the club's original track at Arkley. Geoff Cashmore is standing behind LNWR George V loco and Bert Mead has his hand on City of Sarum. But can you identify the boy in the hat? In the second picture KGV is at speed with Charlie Doublesin at the controls but your second challenge, who are the passengers? Richard Prideaux is one but who is the other? The answer can be found on page 38



Backroom Boys* of Model Engineering Bookworm Writes

Clarksons of York

Just the other day with the weather being so inclement, my Owner and Mrs. Owner spent the day with their respective anniversary gifts they had given to one another. Mrs. Owner has always been easy to find presents for owing to her passion for music, that is not just records, but also in the

form of dots and words (if that is the correct way of putting it) usually with the hope that her local choir, of which she is an active member, will eventually give it go. Indeed, many is the time I have taken a wrong turn on the bookshelves only to find myself amongst her music scores in their distinctive red and white covers.

She then spent a pleasant afternoon on the day in question, poured over her new score for Handel's Messiah. Having her own large collection of LPs she will quite often put on the same piece of music and follow the dots through the score with her finger, underlining here and there, sometimes striking through, and sometimes making a note in the margin all the while seeking to learn what she sees. It is at these times I always say to myself " *each to their own* ". Her pleasure is certainly to be found in a Symphony of music.

He on the other hand, spent the same afternoon poured over the plans for his next engine. He had spread them all over the dining table and one or two had also found their way onto the backs of the dining room chairs. His is the same approach, a look here, a frown there, maybe a calculation or two followed by a scribble on the drawing; studying what he hopes will be a Symphony in metal. Least that's what I heard him call the "Duchess of Hamilton" the day he returned from taking measurements and photographs of it in York Railway Museum about twenty years ago. He likes to build in 3.5inch gauge so when he found the design in the 'Clarkson' catalogue he had picked up from the 'Blackgates' stand at the last exhibition he attended, he knew what he would be hinting to have for his anniversary present.... particularly since he had already promised to do all the washing up (it didn't last!).



For my younger readers who no doubt at this point are asking, “*Clarkson’s designs, who are they. Did they publish them in the Model Engineer?*” The answer is no they didn’t, which is why you may not have heard of them. Clarkson’s catalogue - which in fairness to all parties is said to include a few loco designs from the pencil of H.P. Jackson, one time contributor to ME in the 1920s and Secretary of the York M.E. Club - offered more than one design of steam engine at a time when probably the only other person doing so was LBSC (H. Greenly not included).

H.P. Jackson was a sort of father figure to Harry Clarkson being from an earlier age. In fact, history records it that it is he who ‘initiated’ Harry Clarkson into the world of model engineering, and that the design for the ‘Duchess’ loco, it is said, is from his drawing board. H.P. J’s introduction obviously worked, for after working in regular engineering for many years and following a fairly tough time in the Second World War, H.C. decided to set up a jobbing workshop in the York area aimed mainly at small scale engineering and model engineering in particular. Harry Clarkson was later joined by his son Herbert Clarkson (keep up there), who had also developed a taste for engineering. Being no slouch then with an HB pencil and a slide- rule, Harry C added several new designs of his own to expand the catalogue of engines.

Bookworm historical note: For those not familiar, a slide-rule (not to be confused with a flexi measuring rule) was a hand-held calculator before Casio or anyone else thought of using a battery to jiggle digits about inside an ‘integrated circuit.’ No, slide-rules looked a bit like a 12” measuring ruler and a depth gauge combined and were covered in numbers and symbols...ALL over it. Invented at a time when maths WAS maths (that is my owner’s generation and older), getting your first slide-rule was considered one of the rights of passage to growing up and becoming an adult. A slide- rule was not just for Christmas.... it was for life! And the fantastic thing about them was that they never needed a change of battery, never wore out, and saw you through your school days, your university days and the rest of your working life. It could even double to scratch the back of your leg, retrieve a dropped biscuit or just to stir your tea with... at a pinch.

Anyway, all of this led to our Harry (possibly Herbert and not forgetting H.P.J.) adding several interesting designs to the growing list of locos in 3.5 inch and 5 inch gauges available to the post second world war model engineer - Had the designs appeared in the ME your guide is of the opinion that they would be better known today - However , like some long forgotten musical work(s) of Beethoven or some old time composer, over time Clarkson’s and H.P.J. s designs rather slipped from the public gaze particularly after Clarkson’s workshop closed in the 1970s and left no doubt to languish in some old tea-chest .

Just waiting then to be rediscovered, the back catalogue was eventually taken up by 'Blackgates Engineering' in 2013/14 who is now in the 21st century presenting them to a new generation. As they fill some of the design gaps not covered by the Model Engineering super-stars, the newcomer to the catalogue may indeed be surprised by the range of the designs offered by our H.C and H.C (not forgetting H.P.J.). In 3.5-inch gauge, how about taking a look at a B1 or B/2 Royal Sovereign, an A3 'Gresley' Pacific, a Stirling single, a Princess or a Duchess class? AND, how could I forget to mention his design for the 'Gresley' A4 Pacific....and there are more. With some of the designs drawn for 5" gauge as well, those builders possessing bigger equipment (..) and muscles will also be well catered for.

So, how about it then? Mrs Owner will soon be off to tackle her new musical challenge, and after further study of his score, my owner will shortly be looking to make a start on his own new symphony in metal. You too could do worse than to spend the next wet afternoon studying your own new project. If a Clarkson symphony seems a bit daunting first off, why not try something a little less challenging, such as a concerto for lathe and brass? Now you know what that slide-rule thing is used for, take it from propping the shed door open, dust it off, throw caution to the wind by dumping that electronic calculator, rootle out those books of Log tables from your dad's school days and get scribbling – *Old School* is the new cool, say I.

Keep engineering heritage (and music) alive! Don't let the backroom boys*of history be forgotten.

*= Heritage expression - precedent on identified sexual stereo type

Local planning applications – April 2023

Members will recollect the proposed large housing development of the area around Colney Heath which has now been abandoned. However, rumours persist within the local community and some NLSME members concerning the motives behind the refurbishment of Dingley Dell and the new low-level station last year.

Many theories have been placed on social media platforms and these have recently been given new momentum with the announcement of proposals to build a rail passenger link along the route of the long abandoned North Mymms Light Railway. The history of the NMLR was described by John Davy in the December 2019 news sheet.

NLSME Council would welcome the views of club members on this proposal. How it might impact club activities, your possible design ideas and location for interchange station between our railway and the proposed new passenger line. Apologies for the short notice but the deadline for receiving comments or ideas is 23.00 on 1/4/23.

March General Meeting

Tomorrows World in ME'. Or. 'A Glance at the future'. OMAH MkII.

A large group of members assembled at HQ to enjoy an evening viewing members work achieved during the last few months. An orderly queue was formed.

Peter B had been to Porth Curnow during the summer and of course attended the Cable Museum there. The first under-ocean cable was laid from there by the Eastern Cable Company in 1872. So, one can understand why a museum was created there with cables radiating worldwide. Peter managed to rescue a temperature recording device or temperature data logger from a fate worse than death. It had been resuscitated by Peter and seemed to be quite content in its new surroundings.

Nigel G. Carried in a large long article clothed in an immaculate scarlet gown. The article proved to be the immaculate body of a Class 20 locomotive which we will hopefully soon see at Colney Heath together with its four powerful motors with thanks to the Avery's.



John D. The future is here! 3D printing or 'additive manufacturing' in the construction of a three-dimensional object from a 3D model. Material is deposited, joined or solidified under computer control, with material being added together, typically layer by layer. John gave a very erudite explanation regarding 3D printing. Undoubtably the future is here; and we look forward to getting to

grips with this new process. So, the bevels for Alan M's Shay could, at a later date be constructed with little difficulty after a sojourn on the computer.

Alan M is building a Shay locomotive in 3 ½" gauge without the benefit of castings. The cylinders are installed vertically on one or both sides of the locomotive which drive a horizontal shaft that powers the wheels. Not much speed but a good deal of tractive effort so more suitable for logging railways. The mind boggles at Alan's challenge of machining the Bevel Gears.

Les B showed his model of *Petrolea* which the scribe admires every time he sees it. Surprisingly the boiler is mounted higher than it was in full size leading to an animated discussion regarding the petticoat pipe's design and length.

Geoff H. gave an erudite explanation regarding Scanning. Without a doubt the future is here. Illustrations can be copied from a magazine and converted into a 4mm model. Just like that! All the members of the NLSME need to learn how to do this on their computer and "Bobs your uncle". The trouble is that few of us have an uncle called Bob. The models seen were superb.

Mike H had waited patiently for his turn and soon the expectant group saw fine examples of the future in picture framing, the Otley Shank and numerous other devices that could transform engineering but not the Coventry Die head.

The big hand on the clock had crept to Ten-o'clock and it was time for the exhausted group to wend their ways safely home after the vice Chairman had heartily thanked the brave men who had demonstrated their skills and originalities to an enthusiastic audience.

Coal, Steam Oils and Lubricating Oil for Sale

Coal: Anthracite Beans in 25kg bags

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

Anthracite Grains in 20kg bags

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

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

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

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

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

Contact the Treasurer – Mike

Forthcoming General Meetings 2023.

By Ian

In the past our members have been as good if not better than the imported variety of speaker. If you, or you know of a member who would be willing to talk for an evening or even half an evening shared with another member; then that would be excellent. Please let me know. All meetings are on Friday evening starting at 8pm.

The Programme at the moment reads thus: -

April 7th Interesting Equipment. A new venture for the vice chairman and the Club. Most members will have a piece of equipment that they find very useful and which may be unique. Even if it is not unique, please bring it along and show us but please no Steam Rollers with tarmac diggers please.

May 5th. The Annual General Meeting. This the most important meeting of the Club Year. It is the members opportunity to help run the Club and be part of it. Old codgers may be wishing to stand down and new folk wishing to be voted into places where they can help steer the Club on a different course or just support the club on its travels through the year. Please attend if only to observe the progress the Club has made in the past year. (*The day before the Coronation*)

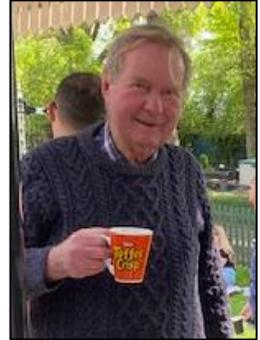
June 2nd. A pleasant evening at Colney Heath. Hopefully we will all be grumbling about *Flaming June*. So, bring something to eat, a locomotive to steam if you have one, or a boat to sail or just relax and watch the activities of the others. There are BBQs at Colney so it should all go off well but not into the sky to join a Chinese Balloon. It would be wise to start a little earlier so that we are not caught out in the dark.

July 7th. General Meeting at Tyttenhanger with all sections involved. Bring your own BBQ.

August 4th. General Meeting at Tyttenhanger for all sections with an accent on First Aid and to give the AED an airing.

September 1st. Professor Tim talks about building a steam traction engine his own way. But without gold fillings.

Friday October 6th. Work in Progress. Please share the challenges of the summer's model engineering.



G.L.R. News March-April 2023.

By Peter

Hi Lads and Lassies looks like spring has sprung, the Blue Tits have taken up residency in their boxes in my garden, the daffodils are yellow, the snow drops white and the old boys have completed the great erection at the end of the platforms at Orchard Junction Station! What a busy time of year this is and true to my gardening book that reads "March in like a lion out like a lamb" written seventy odd years ago looks to be spot on with their forecast! So where does that leave today's global warming question?



The new signal gantry fabricated, painted and erected by the team

Well crew you have done it again by producing another great piece of Tyttenhanger Light Railway infrastructure that will be around long after our boilers burst and we are shunted to the back of Woodhams yard for disposal. With an average age of around Eighty years "didn't you do well" I am proud to

be part of the team that is a credit and asset to NLMSE. The Gantry was started during December 2022 in the depth of winter with freezing cold weather to contend with. Un-thwarted some days it was getting dark when we packed up shop and went home.

The Gantry stanchions and crossbeam were built out of black iron angle and flat section steel. These were cut and welded in the confines of the fitter's workshop. The welding splash was then cleaned off and each section undercoated. Finally, the whole thing was sprayed with the topcoat (Ford White) and erected by the end of February 2023.

Michael and Brian have now fixed the conduit runs to the respective lamp positions and are beginning to wire up ready for the signal lamp head connections. Many thanks to my son Danny for donating conduit and fittings.



Thursday 16th March was a smashing day to be up the track many members had come out of hibernation to play and check their locos ready for the season ahead. I had occasion to talk to Jim on the day about the gantry and the signal box. When first built, the box was envisaged to have a lever frame with Semaphore signals. We will look into this again and when time allows, I am sure it would be a great addition to Orchard Junction Gantry, In the meantime the crew wish you well Jim and wish you a speedy recovery.

New member; on Saturday 11th Mike and Brian were on their knees engrossed in fettling the Gantry conduits when a new face walked up and introduced himself enquiring how to join the club. On hearing this both Brian and Mike sprung to their feet and looking at the boiler suited gent with dirt on his hands proceeded to ask him if he could get on his knees! Looking a bit puzzled by this request, yes said the gent Mike was in and out of the coach like a ferret up a drainpipe returning with a proposal form. His interests are both raised and ground level railways. The proposed new member had been to visit us during winter when Harrow and Wembley paid us a visit on a snow-covered site. (*Feb 23 news sheet page 35 Ed*) On that occasion the group checked out the club's petrol hydraulic locos and the Tyttenhanger crew obligingly double headed the locos completing two circuits of our Tyttenhanger track (It's making me feel cold now thinking of the day).

And finally, where have I been?

Answers on the back of a fifty-pound note sent to me please.



Laser Cut Grate for a 3½ inch gauge Princess Marina

By Martin

After a numbers years of regular running some of the stainless-steel grate bars on my 3.5" Princess Marina were looking decidedly thin, so time to replace.

As I'm not keen on working with stainless steel I decided to get the replacement bars laser cut. A measure up of the existing grate and then drawing it up in CAD followed so I could produce a suitable file for laser cutting. The file was then emailed to the supplier.

When the grate bars arrived, it was a simple assembly job using stainless steel threaded rod, nuts and packing to produce the replacement grate seen below.



My model boat collection

Norderney an old Graupner fishing boat kit.

By Roy

I bought this model partly made in an auction at the Luton model boat club, over 30 (1990) years ago. Model Boats did do a small b/w review of the kit and this must number amongst the very early reviews the magazine ever published. But readers expectations have moved on and they like to see building methods and type of construction before taking the plunge and buying the kit.

Getting it home was not easy as the original owner had decided to glue the mast in place and eventually with a small amount of mast poking out of a window I returned home. On unrolling the plans, I was very gratified to find a nicely made set of sails but the fittings were missing so my model is not the standard one.

There is just a small drop-down keel on the fishing boat and rather than spoil the scale shape of the craft with an extended keel I opted to place all the lead inside the boat. Being a fishing boat, she is quite tubby with a 9-inch beam and 30 inch hull the bowsprit adds a further 8 inches. I decided to rely on the wide beam for stability, and I put the lead in the form of builders flashing in layers all in the centre



section of the hull. I needed the yacht to turn as easily as possible. Spreading the lead to the extreme ends would give a dumbbell effect and an increased resistance to turning. She weighs in at just over 12 lbs, 5.5 kg. A full catch indeed!

The keel is permanently fixed in place and mainly lead but stiffened with some ply, but as you can imagine it does a minimal job of stopping the boat going sideways. However, sailing proved to be rather better than I expected and despite the kit manufacturer's suggestion not to carry a staysail she goes rather well. The two sail booms use a jaw with a retaining half ring of piano wire with tiny black child's beads and the sails are attached using curtain rings suitably painted.

Producing the sail booms was not difficult. I did have several attempts at the right jaw shapes but eventually settled on the shape as you see. I used straight grained dowel flattened on two sides just enough to receive the two pieces of jaw which are fashioned together from obechi (Bass wood). These are glued in place, then 'nailed' with cocktail sticks and sanded to shape, I used an aliphatic glue. When tackling the gaff boom, I angled the jaws to suit the angle of where it bears on the mast.



The bowsprit (as per plan) is in hindsight a bit fragile and has broken twice, a hazard when contacting the bank. There is a lower wire connection to the bow at the water level, where there is a hook, this will take the load of the mast flexing when under way. I made all the hooks myself from stainless steel wire about 0.7mm dia with the aid of some tapered round nose pliers, a must for this kind of work.

The rudder control as per plans was a brass wire poking out of the cabin. I did not like this and decided I wanted a man on the tiller and not wishing to articulate him I attached the tiller loosely just held in place with a screw. The actual working tiller is lower down and is pulled and pushed using a rope system going through pulleys and then down to the rudder servo. The servo top has a compensating machine screw on a nut to adjust the tension.

There is a propeller as well, it is useful to help with tacking in a light wind I have motor control on the Tx on a flick 3rd. channel adjuster, by my right thumb, this controls a servo operated micro switch to turn the motor on and off. Yacht and sailing boat hulls have a much lower drag in the water and so not much power is needed to drive them. I have a 380 with a reduction 1:2 Graupner open frame gearbox which is noisy, however the good side is you can hear when it is on!

I fitted a standard Sanwa arm winch for the sails; however, this acts a bit like a scythe when in use and so I bought a servo slow down kit from Action and this can be adjusted as required. The main sail and Jib are controlled by the arm winch but the flying jib is on a horse collar loop, fixed at one end and a hook at the other and several concealed eyes in the bulwarks to latch on to.

The electrics all run off a 4-cell pack, I am still using 40Mhz radio so there is an aerial run up the mast and this has a gold-plated connector, but sometimes I forget and it does not notice. The switch is just under the large hatch. I use a harness that has a charging point to save removing the battery.

Sailing has to allow for the extra turning circle and although the rudder is large it has only a small area of the keel to act upon as the pivot point. Sometimes it is easier to 'wear ship' rather than tack through the eye of the wind. This entails turning away from the wind and going all the way round to get on the other tack. However as previously mentioned a judicious use of the motor does help.

The original Captain, one James T Kirk by name, got caught in very severe weather, I was glad just to get the boat back, but despite all his efforts he was lost overboard and paid the ultimate price and he rests in peace in the lake at Black Park, Slough. His successor took a while to hire but eventually a certain Captain I. Jones applied for, and got the job.



He does not say much and mostly glares back at me but with a bit more Blu-tac on his feet.

I am hoping for a longer lasting employment.

Roy Verden

Coal Rails

By John

I had constructed a tender tank for Maisie after a bout of unsuccessful steaming attempts with my Gauge 1 engine. I felt that doing a bit of riveting was a good way of relieving frustration. Having completed most of the body and made the hand pump and other associated bits of the tender body the next step was to do the coal rails, but upon reaching this point progress stopped, as LBSC is not very illuminating on the subject in his book. The coal rails are shown in the drawing and the photo but there are no words to accompany them. Therefore, further progress required a certain amount of thought. Subsequently



having successfully created coal rails for my LBSC 3940-gallon tender in gauge 1 (**Photo 1**), I thought it was time to have a go at Maisie's coal rails.



While I was contemplating how to do the coal rails for Maisie, I thought it would be a good idea to see how others had addressed the problem and fortunately as it is a popular locomotive, there are quite a number to be seen at



exhibitions. All with their own interpretation of how to do the flares and coal rails it seems. **Photos 2 – 5**. The problem for me is that though a number of these implementations are either practical in holding more coal or simple in easing the construction, Maisie is a GNR locomotive and the RCTS book (ref. 1) shows that all the attached tenders had a flared out top, with either 2 or 3 backed coal rails. So as far as I was concerned it had to be one of these options, and as the majority had 2 coal rails and this would require less effort than 3, that was the one to go for.

As you can see from photo 1 the LBSC seem to have been quite considerate to the needs of the model engineer and went for the simple method of flaring out the tender with a bent out top. For the GNR Ivatt used a curved-out flare which is much more difficult to form, but with a bit of annealing I managed to beat the top into a reasonable representation of flared out top, though I had a lot of difficulty with the rear corners.

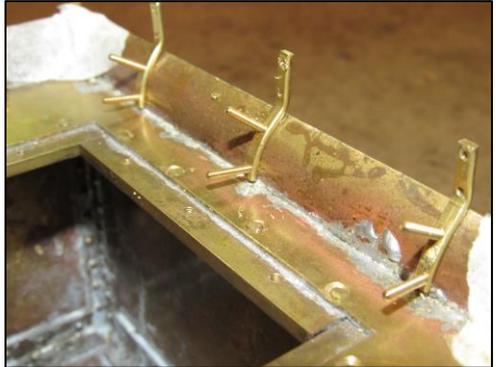
I spent some time considering how to best represent the coal rails, I wanted the support to be distinct from the backing, so decided that the supports would be made of 1/16" thick material, with the backing from 1mm thick material.

Initially I thought that the uprights could be made from 1/4" by 1/16" thick material, but after a few items made to test the theory, it was obvious that these looked too wide. So, I set about reducing their width. It quickly became obvious that it was quite difficult to cut these formed parts to a consistent width and that it would be much simpler to start with narrower material, such as 1/8" by 1/16". Next came the problem of finding a source for the material, so the project stalled for a number of months. Eventually I got some suitable material at a model railway show in Stafford and started work on it once again. **Photo 6** shows the comparison between 1/4" wide uprights and 1/8" wide uprights.



Initially I considered that the way to assemble the coal rails was to silver solder them together, but it quickly became apparent that I needed a secure means of holding each part in its desired position as the rails have a mind of their own once any restraints were removed and that I couldn't silver solder in situ as I had soft soldered the body of the tender to seal it.

So, I decided to initially assemble the coal rails with 10BA bolts through each joint and to then soft solder the whole thing as I was going to solder the backing plates in place anyway. This method did have the unfortunate side effect that it would be necessary to drill and tap a lot of holes in difficult positions. **Photo 7** then shows the uprights curved and bent to shape.



When I started out the only screws I had were a bit long! **Photo 8** shows the upper coal rail being attached.

The other area that I had some difficulty with was the front of the coal rail, where it bends down and is attached to the body, it didn't want to bend in such a way that the flat of the rail was against the body, so I ended up making a little bracket to attach the rail to the body at the front (**Photo 9**).





Once the upper rail was aligned and attached it was easier to do the lower rail and at the front this just attaches to the upper rail. **Photo 10** shows both coal rails in place. When I came to make the backing plates, I found that the gaps between the uprights were all very slightly different, so I had to make individual backing plates to suit each and when I was soldering them in position be extra careful to get each one in the right place.



Photo 11 shows all the coal rails and backing plates in place and soldered into position. There aren't backing plates at the back so the coal rails can be seen more clearly there. There is still a bit of cleaning up to do, but at least I have now completed the coal rails assembly.

The coal rails and their backing plates in 3 1/2" gauge is really a lot of work, much more than for the Gauge 1 tender, which is more a case of bending a few bits of wire and soldering them on. For the amount of effort involved they do not increase the coal carrying capacity very much, nor do they add much to the tender body itself. But they do finish off the look of a GNR tender. Mine are not all perfectly straight, but photos of the full-size ones show that they got a bit bent from time to time so I am satisfied with the overall effect, though it was rather more effort than I expected.

21 May 2023

First Public Running session 2023

Peter – Senior Steward

1. Malcolm
2. Roger
3. George
4. Steve
5. Dave
6. Chris
7. Mike
8. Cheryl
9. Richard
- 10.

Ground Level Despatcher
Steve Coffill

4 June 2023

Ian J – Senior Steward

1. Gerald
2. Howard
3. David
4. Michael
5. Alan
6. Simon
7. John
8. Peter
9. Marcin
- 10.

Ground Level Despatcher
Steve



18 June 2023

Chris – Senior Steward

1. Stephen
2. John
3. Peter
4. Ian
5. Keith
6. Julian
7. Steve
8. Rob
9. Thomas
- 10.

Ground Level Despatcher
Steve

St Albans and District Model Engineering Society

Annual Day Out Sunday 25th June 2023

Fawley Steam Railway and Museum

By Coach: Tickets £35 including coach and museum admission
NLSME members and friends are welcome to join us.

Fawley Steam Railway and Museum was established in the 1960's by the late Sir William McAlpine on his estate near Henley on Thames in Berkshire. The Steam Railway is standard gauge.

The museum and railway are open on a limited number of days each year and is not open to the general public. Admission is only open by invitation.

St Albans Model Engineering Society is privileged to have been invited to one of the open days.

More information is available on the Fawley Museum website. Light refreshments are available although taking a picnic is recommended.

Travel details:

The coach will leave from outside St Albans City station at 09.30 arriving at the museum at around 11.00.

Leaving the museum around 17.30 we will arrive back in St Albans at 19.00

All day parking is available at St Albans City station on Sundays for a nominal fee.

How to reserve your tickets:

Contact St Albans MES Treasurer: Mike Grossmith

Email: mikegrossmith@btinternet.com

Tel: 07810 394048

All tickets must be paid for by mid-April.

Club Dates for your 2023 Diary

Every Thursday; A mix of RT Loco running when track is available, working groups, and general conversation	
Every Thursday & Saturday Ground Level Rly Working party at Colney Heath	
Every Sunday in April; Working party at Colney Heath 9.00 to 12.30	
Every Sunday in May; A mix of RT Loco running when track is available, working groups, and general conversation	
April	
Tue 4 th April	Council meeting 13.00 at HQ (see note below)
Sun 23 rd April	All Day Slot Car meeting at HQ
Sun 23rd April	Deadline for articles to Editor for May News Sheet
May	
Tue 2 nd May	Council meeting 13.00 at HQ (see note below)
Sun 7 th May	Club family day at Tyttenhanger
Sun 14 th May	Toy Boat Regatta
Sat 20 th May	Birthday party
Sun 21 st May	FIRST PUBLIC RUNNING SESSION
Advance notice of other events in 2023	
If you know of an event not listed below, contact the Secretary to ensure it is added to the club calendar and also tell the news sheet editor	
17 th June	104 th Birthday party
1 st July	Under 16 drivers' day
8 th July	Keech Hospice visit 11am to 3pm
10 th July	St Albans Beavers (Monday) 6.30 to 7.30pm
5 th August	Brean group visit
12 th August	Gravesend club visit
6 th September	Swiss Gauge 1 visit (Wednesday)
9 th September	3 ½ inch gauge running day
10 th September	Toy boat regatta and St Marks Church visit (pm)

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

Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council.