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*This Month...*



# The News Sheet

**Chairman's Chatter, Treasurer's Report, Forthcoming General Meetings, Mike Lee's new loco, Photos at Colney Heath, Open Day in Barnet, Steward List, The July General Meeting, Marine news, *MV Cranborne*, *Dyak* club locomotive, GLR news, Mr Grumpy, Diary Dates, Club Contacts.**



## Chairman's Chatter



**Robin Thorn**

So, following our extended break around Europe, the Boss and Boz and Me are all now safely returned and it is good to get back to Colney Heath to see so many familiar faces again.

In my absence, dare I say, not much seems to have changed, the tunnel lining has been completed [as reported last month], the vegetation of all varieties is looking resplendent, the boating lake [pond] looks very clear and the site is generally looking in very good order. Many thanks as usual to all those soles that turn up regularly to keep our facilities in such good order.

This last Sunday, the 17<sup>th</sup> July, was another well attended open day with an abundance of stewards to keep an eye on safety and the general running of things. The catering team were on form as usual and a point that I may have overlooked in the past is to say a big thank you to the boys that decorate the main station with the hanging floral baskets. It must be an effort to carry them to and fro each time, but it makes the whole area look very welcoming. There was a good turnout of loco's on the day even though some on the raised track had a few problems to contend with a good service was maintained all afternoon.

It was also a pleasure to see the Wolsey Team running their trains on the ground level railway; following their absence to help restart the Fancott Railway and assist other clubs in the region. Welcome back team.

I know that it is only August, and many are still waiting to get away for their hollibobs, but now is the time to start looking towards winter projects, both at Colney Heath and Headquarters. So, don't leave it too long before you start to clean up those tools, sort out the toolboxes, organise some new safety gear and get prepared for another busy winter.

During the course of each year, as a club, we often have visits from other model engineering societies, arrange special running days for disabled groups and also members own open days. These events are always a great pleasure for all the visitors and once logged in the Society diary all arrangements are normally the responsibility of one of our members acting as the 'host'. Normally these events run without a hiccup but it is important to remember that any one hosting

one of these events has personally made sure that there will be sufficient of our membership there on the day to help where required as Stewards/Helpers, Drivers, Guards, Caterers etc. and most importantly ensure that they are in possession of the correct keys to open and secure the site.

Our 'Fetes and Fairs' section is still beavering away every weekend providing an excellent service entertaining children of 'ALL' ages and promoting our Society to the general public. From those events we often have a follow on of public coming to our public running days and quite often this wakens an interest in some who then apply to become members. Well done to Jim and all of his overworked team.

**Robin Thorn, Chairman.**

## Treasurer's Report

The July Council Meeting was a quiet one with no new member applications and no earth shattering events to cope with. Regrettably the list of postcodes indicating overdue subscriptions, only produced a further nine payments. A couple I know about and expect payment shortly, whilst the rest will get a final written reminder, after which they will be removed from the membership list with effect the end of August, five months after subscriptions were due.

Any member who ceases to be a member and has had a boiler certificate issued, should be aware that the standing of this certificate will be compromised by failing to renew their subscription...



**Mike Foreman**

### **Photo on front cover.**

"S-10 1234 switches McKeen at the end of the branch from Baldwin, in the top centre of the room." Owen Chapman.

## **MENCAP DAY, SATURDAY SEPTEMBER 10<sup>TH</sup> 2016**

**Ladies & Gentlemen.**  
**The MENCAP DAY 2016 is nearly upon us.**

Just a reminder that this year our annual invitation to the  
St. Albans Mencap Group has been arranged for  
**Saturday 10<sup>th</sup> September 2016.**

This is normally a wonderful day out hosted by the Society for many of those  
whom are less fortunate than ourselves.

If you are available to Volunteer as DRIVERS, GUARDS or STEWARDS on this  
day can you please confirm this to me as soon as possible.  
Phone, text, email or mail messages are eagerly awaited.

This day brings so much pleasure to all these visitors,  
both the patients and their carers.

It is planned for the event, weather permitting,  
to run from 13:00 to 17:00 on that date.

The visitors normally arrange all their own catering  
and use our coach for the making of drinks etc.

Actual numbers of visitors are expected to be about 35, maybe more.

I understand that they tend to arrive and leave as and when they wish  
so there will possibly be a steady turnover of visitors all afternoon.

I do need to update my list of volunteering members as soon as possible  
so please let me know.

As usual the more volunteers the merrier as many of the visitors  
will need a lot of help getting on and off of the trains.

Thanking you all in advance, Mr. Grumpy.



**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 5<sup>th</sup> August. BBQ at Colney Heath.** This year instead of tomato soup it is to be vegetable with sausages as before. Please come along and join in but try to let me know how many sausages you will need! Come for a nice sausage and soup. Bring the missus to see what you get up to.

**Friday 2<sup>nd</sup> September.** Do you fancy driving from Singapore to Bangkok in a MG TD and also using railways? You can find out all about it from **Colin Gent** who did it as a young RN Officer in 1961. Remember he gave us two fantastic talks some time ago to sell-out audiences about the Merlin Engine and the Type C Destroyer.

**Friday 7<sup>th</sup> October.** You will all remember the fantastic talks that **David Render** gave about his part in Motor Racing before WWII and as the youngest tank commander at D Day plus 2. David has volunteered to give a talk entitled '**Something Concrete**'. It will be about the part he played in the survival of a concrete firm in Ware. David will also bring his 'Legion d'Honneur' medal for those who wish to see it. Due to time restrictions at David's last talk he is also prepared to answer questions about the part played by his Regiment in France and Germany.

**Friday 4th November.** Our own Geoff Burton will inspire us with tales of daring do in a talk entitled "**The Metropolitan Railway northern extremes Brill and Verney Junction**". You will remember the short fascinating talk that Geoff gave recently sketching the Brill Tramway; well this is to be an interesting expansion of that talk and will be a 'must' for all members from all section to visit HQ for an informative evening.

## Mike Lee's new locomotive project by Derek Perham



A proud moment when your first build loco has its initial hydraulic boiler test and all is to the inspector's requirements. This fine example of the very popular loco made its first visit to the club site on Sunday 10th July for the test and perusal of several older members who were around, all giving encouraging advice. Mike, the owner/ builder is a fairly new member of two years membership who participates in all the clubs activities at Colney Heath and still finds time to make this loco, as well as a full time job. Who said that modeling was a cheque book hobby? This engine has very easy to follow plans and owing to the numbers that have been successfully built, and they are at nearly every club and rally field world wide. They have a marine type boiler which is easily managed when



firing and cleaning down, superheater are optional and very little advantage is gained by fitting them I believe. The running gear is simple and easy to make with no cams or curved machined expansion links, setting the valve gear is not very difficult and they run nicely and are a powerful engine. They are designed for a half round saddle tank but they can look a quite different loco with a shortened chimney and square tanks fitted, this gives them a European look. A trailing pony set also gives a different appearance and helps with the see-sawing effect that some 0-4-0 wheel configuration locos suffer from. I await the next visit by Mike to the track when his nicely made loco will probably need a steam test. Nice job Mike!

**Derek Perham**

**Some photos taken recently at Colney Heath by Owen Chapman.**



**Photo above.** The 5<sup>th</sup> of June 2016 was a very warm pleasant running afternoon with locomotives steaming on all available tracks and boats on the lake. This is Susie with a 2 ½ inch gauge Green Arrow on the Cuckoo Line with boating in the background. **Owen Chapman.** (Due to a lack of space the captions for the photos on page 8 are to be found at the bottom of page 12).





## An Open Garden and Miniature Railway in Barnet. 19<sup>th</sup> June 2016.

Gosh it is the Summer Solstice all ready and we don't seem to have got the hang of writing '2016' and yet the year has half gone already. Although one could be forgiven thinking that it was still early spring with all this dull cool and wet weather.

However on Sunday the 19<sup>th</sup> of June the weather relented and the sun shone. Ian Johnston had prepared his back garden to have an open day at the house. The preparation takes some time because firstly he had to apply for public indemnity insurance for his five inch gauge railway track and the lucky folk who would travel on it. Secondly he needed drivers and guards and station hands to ensure that all who travelled by rail did so safely. The next item on his agenda was the security of the track itself. The railway was laid down in 1993 which is now 23 years ago. It was first opened to the public in that year for the benefit of the charity NSPC. That year over six hundred folk entered the garden, but not at the same time of course. Mind you there were at least four steam locomotives carrying children round the track with a couple held in reserve. These locomotives consisted of a couple of *Pollys* and several *Sweet Peas* all supplied and driven by members of the NLSME. The electrics *Daisy the Diesel* and *Toby the Tram* had to wait their turn.

On this occasion in 2016 however for safety reasons it was thought proper to just run electrics in the form of two Planets for motive power. By the way the whole idea of the open day was to raise funds for the Jubilee Sailing Trust.

The Jubilee Sailing Trust is a charitable trust that runs and owns two tall ships which are equipped to carry a disabled crew. The disabled crew play an important part in sailing the ships. By this means the folk with disabilities are able to achieve something that they perhaps only dreamt of. It is a life changing experience for these willing members of the crew and it is a life changing experience for the buddies who support especially when helping a blind person climb up the mast when the vessel is in a seaway! Of course all this altruism does not come cheaply and so a cohesive group of volunteers is needed to help raise money for this worthy charity which does not have a mega fundraising department.



The event opened at 11am and soon the *Planets* were carrying happy children orbiting the main grass area where numerous stands were situated. The little trains were moving excited children round the garden for a donation of one pound sterling. Before very long the bottle tombola was doing a brisk business and the plant stall was selling tomato plants like hot cakes. Busy stall holders were peddling their wares of toys, bric-a-brac, cakes, teas, coffees and children's games. There was a publicity stall for the Jubilee Sailing Trust letting all and sundry know about the wonderful things on offer to disabled folk on board the training vessels, and the possibility of booking an adventurous voyage on one of the Trusts Tall Ships.



All too soon the clock struck five and it was time for the exhausted helpers to pack up shop and count the money gathered in for the Charity. The sum of £1,600 had been raised which considering competing activities in Barnet was quite respectable.

A couple of days later a wonderful photo was left on the door step. It featured a photograph of one of the drivers which was in black and white with the locomotive picked out in Midland red with a letter of thanks for a wonderful day.

**Ian Johnston**

## Letter to the Editor

Dear Editor,

As a (now) country member I have been watching with interest the development of the ground level railway. The series of photographs in the July News Sheet are a real eye opener as to the size of the 'civils'.

It is obvious that many people have been involved but I feel that there should be some means found to recognise the remarkable feat of bricklaying undertaken by Ted. But for his skill and dedication all else would have been for naught. I look forward to a trip through the tunnel on my next (overdue) visit.

Regards,  
Ian Murray.

Captions for the photos on page 8.

**Top photo.** Ron Price with his model of Nigel Gresley's Experimental "Hush Hush" 4 cylinder compound Locomotive. 29<sup>th</sup> May 2016.

**Bottom photo.** Derek Perham having fun with his Black Five on the 29<sup>th</sup> May 2016.

**Owen Chapman.**



## The July 2016 General Meeting.

Ian Johnston welcomed a small enthusiastic group of members of the Society to the Colney Heath site. They had gathered on the Station Platform at Tyttenhanger to revise some of the First Aid knowledge they had gained two years ago at the feet of Verity MaClachlan. This time Ian was accompanied by Dr Keeley Howard who was newly qualified and knew a lot more than Ian Johnston.



**Dr. Howard and 'patient'**

Ian led a skilful interactive discussion on all aspects of First Aid apart from child birth and emergency contraception that is. As well as having an abundance of common sense one of the most important aspects was knowing the position of the telephone in the Coach and having an idea where the locations of the first aid kits scattered around the site were. When a call for help was made via a 999 or 112 then the essential action of sending a member to the end of the Lane to meet and direct the ambulance was established.

Dr Howard explained the procedure for dealing with an unconscious patient and the realisation by the group that cardiac massage was in and Holgar Neilson and mouth to mouth was out. The intricacies of the AED

machine were discussed as well as the much better chance of survival with the AED as opposed to getting violent thumps on the chest by a beefy character from the Ground Level Railway.

The importance of acquiring a clear airway and maintaining the recovery position in the unconscious patient were stressed. Convulsions expected and unheralded were explained.

The procedures for dealing with the gory issue of bleeding externally, and from varicose veins enlivened the proceedings as well as dealing with Ticks. Ticks should not be removed with a lighted cigarette because it causes the tick to vomit into the poor person before letting go. The approved procedure is to gently prize the creature out by means of a pair of tweezers.



Recognising when a pal was having a stroke was the important bit of information gained by the interested group before Ian Johnston produced delicious cups of *Yorkshire brew* and *CO-OP* choc biscuits.

Darkness was falling when the newly informed gang cleared up and wound its way home or to welcoming hostelryes for the remains of the evening.

**Ian Johnston.**

## Marine News



What can I say,

The wet bit is clear and cool, no known problems and open for business. It has been good to see so many older (as in long term members) returning to the lake with boats I had heard talk of but never seen. With such great club facilities at Colney Heath it is so easy to get distracted and hooked into the loco scene. But we have stuck to our word and taken boats only on a Sunday with various members joining us it has been a sanctuary to hide from the hustle and bustle of everyday life and sit in the sun or shade for a relaxing few hours.

We still attend site two other days a week with our locos and have seen a few using the lake on Wednesdays mainly as we chunter around the track. Some are from the garden rail section whilst they wait for their time slot on the track.

Always something to see and someone to chat with.

With a bit of luck by the time you read this John Davy and Myself will have finished painting the shelters so it's safe to come and play without fear of being press ganged.

Although I have been informed that the person who in the past had cut the grass around the lake is no longer able to do this, so I have agreed with Nigel that I will take over cutting the grass but as Shirley will attest I am not a gardener and will not touch the muddy flowery areas. Any volunteers for the pretty bits gratefully welcome.

If you are short of a boat to sail give Derek Perham a shout as I know the one in last month's News Sheet and at least one more are up for sale. Had a couple of responses for articles, always room for more so keep them coming. *M.V. Cranborne* has been sent in by Jeremy Lewis, on the almost all brass boat I often see at the lake.

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Most Sunday afternoons at Colney Heath.  
**George Cannon. Marine Section Leader.**

## M.V. Cranborne

A 1/48 scale (4 ft) model of a 430 ton general purpose coaster made by David Robinson, Corby from plans by Oliver Smith in Model Engineer 1961-64 (vol 126-130, 37 articles).

The full size ship was built in Holland for John Carter (Poole) and spent most of its life visiting small ports around the UK, Ireland and continental Europe. She was broken up in 1997.

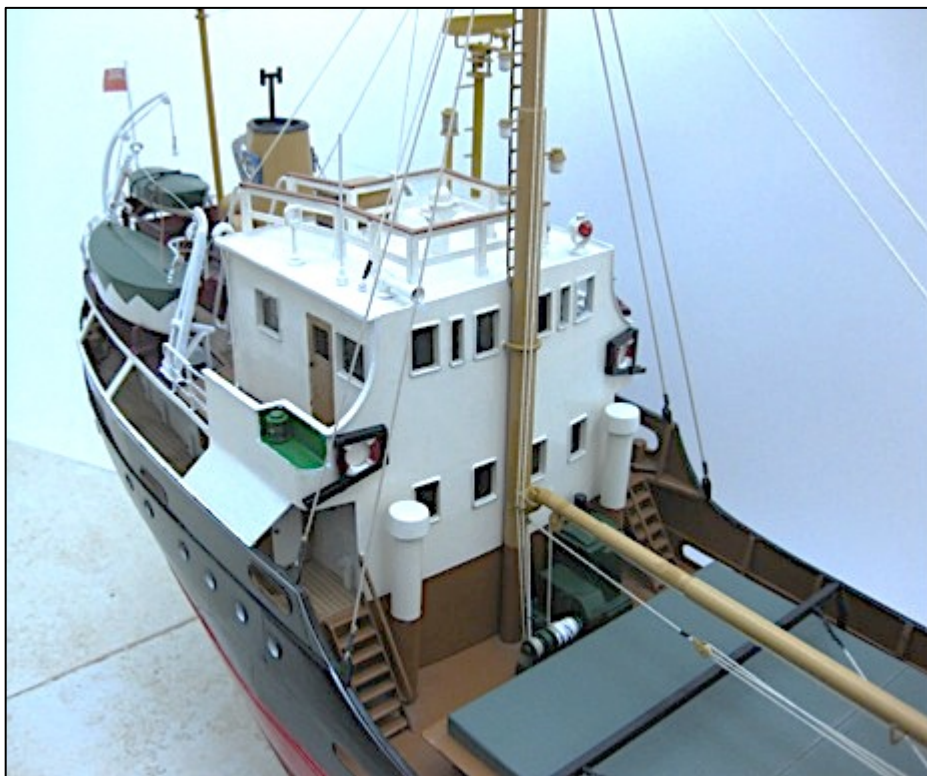


The model is constructed mostly from brass, with only the hatches, fore deck and funnel from tin plate. Masts and boats are hardwood. Most details are true to the build instructions in Model Engineer, but this model differs in its method of hull construction. Oliver Smith advocates making brass frames and a full length keel, yet this model has neither. I assume that Mr Robinson built the hull around a wooden former.





I purchased the model as a bit of a wreck in 2011. She had no name and came with no history. From the shape of her hull I identified her as a late 50's coaster, and the National Maritime Museum identified her as *Cranborne* from the house flag on the funnel. A visit to a forum called 'Ships Nostalgia' completed my research as a member identified the model as being serialised in Model Engineer, and actual crew members responded with details of the correct hull colours!



The final sentence from Oliver Smith's series says 'good sailing with the *Cranborne*'. Unfortunately good it would not have been as without the addition of a 2kg false keel the ship would turn turtle and sink like a stone! I doubt that Mr Smith ever tested his own design in water! With said keel, she now weighs 12.5 kg and sails well, yet with a freeboard of only 5mm - ok in the NLSME boating lake on a calm day – but not for rough weather!

**Jeremy Lewis**

## 'Dyak' our club locomotive steams again.

### Les Brimson.

The club's 2 ½ inch gauge locomotive, '*Dyak*', is again available for use by all members who fancy trying their hand at driving smaller gauge, and challenging, engines.

Its overhaul was commenced by Martin Kennedy, progressed by John West and finished by Robbie Brimson and myself. The work required replacements for the screw down type regulator, water gauge blowdown valve, dry steam pipe in smokebox and steam connection to right hand valve chest. The duplex axle pump needed attention and replacement of both balls on the suction side. The boiler has been descaled and a new bronze washout blanking plug fitted as replacement to the existing brass one. Whilst the boiler was out of the frames the opportunity was taken to include the superheater in the hydraulic test, blanking plugs were fitted to the dry steam headers for this purpose. The test showed both dry headers to be leaking, two sessions of silver soldering were required to achieve leak tightness. An old repair to the hand pump feed pipe, under the tender, failed on first use. This section was cut out and a new piece soldered in place. **Photo** - Robbie Brimson taking the loco for its first test run.

It has been a pleasure to work on this engine. It is well made with some nice details to the motion work, noticeably the pump eccentrics and lubricator drive. It is a tribute to its builder and NLSME member the late Glen Black. It's hoped members will enjoy its use and care for it as Glen would have wished.



**G.L.R. News.****August 2016.**

Happy days, it was nice to see Graham Gardener, the Woolseys, Rose and Stanley back in the fold on the last public running day, the boys all sporting the latest in 'visi vests' and hi tech radio equipment, looked the business as they hauled passengers for most of the afternoon, a great example to all. It was even nicer to see Mr G. Gardener and his number one apprentice Mr M. Avery putting in their second shift since Graham's return, drilling holes to hold the shuttering on to our beloved tunnel in readiness for pouring concrete. I also hear that Les Brimson would like to have a go at mixing and pouring the concrete now that he has retired? Well I

**Peter Funk**

have pulled rank with the boys and called in a few favours, it wasn't easy and guess what Les you are now top of the mixing, pouring list, Liz has assured me it will be all right to do the Ironing on Mondays instead of the weekend, light duties after concreting, just what the Doc ordered, enjoy.

**Saturday the 9<sup>th</sup>.**

We were blessed with smashing weather on the last birthday party and a very large Ice cream each, the kids were all well behaved, and four locos took care of the crowds, many thanks to the members who gave their time namely, Waz and dad, Brian A, George, Nigel, John, Brian B, Ted, and Station Steve, hope I haven't forgotten anyone. We really should try to resurrect this activity as they are fun to do with not much hassle. Anyone like to have a go at organising this? The pay is naff but the conditions are great and you get to play trains.

I am off for a few days, hope to see you all at the track soon,

As ever in the muck. Pete.

**P.A.K. Funk G.L. Section Leader.**



## **Mr. Grumpy.**

On the G.L.R.; the work of lifting the track and replacing the ballast; plus fitting new plastic sleepers is still making very good progress. The trusty but small team is pressing on and are currently on the 'Home Straight' towards the level crossing at the site entrance, then it will be onwards to Smallford Station and the carriage sidings. Still a lot to be done.

On the Raised Track, the foundations for the new traverser have been cast and work is progressing on building the traverser in the workshop.

Smallford Station has now been completed with new roofs and guttering. Thanks to another small but dedicated team. Similarly the roof of the garage workshop will be replaced and insulated in the near future.

For new members and those of you who are not accustomed to the Winter Working Parties, we normally work through the winter months on Sunday mornings from as early as you want to get there till you have drunk enough tea and the Sunday lunch beckons. The tasks are many and varied and I normally try to keep a black board up to date with the most urgent tasks appended. As usual, it all depends on the weather at the time and jobs can vary from filling potholes in the lane, shifting bricks and ballast to the new land, checking and adjusting the condition and super elevation of the running tracks, keeping the pond clear of weeds and leaves, to note just a few.

**Mr. Grumpy.**  
**Tytenhanger Site Manager.**  
**[A.K.A. robin Thorn]**