

Issue No. 869

August 2024

The News Sheet

North London Society of Model Engineers

August 2024



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Front cover; -

Public running has continued on two Sunday afternoon's each month. Brian ran on the sunnier of the two afternoons in July. He can be seen in typical pose with his splendid Black 5 locomotive and some happy passengers. Photo by Owen (*more on pages 5 - 8*)



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.

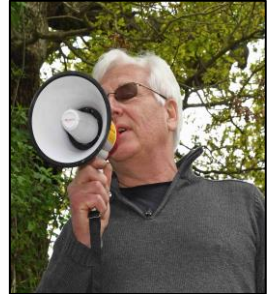
Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.

Chairman's Comments

Les

At time of writing at last, we have had some good weather resulting in increased activity at Tyttenhanger.

During the month events included another successful evening for one of the St Albans Beaver scout groups who enjoyed themselves on the GL and RT. This followed a first time visit from the infants at Colney Heath school. And the G1 section hosted a Tom Barratt Memorial Day.



As always, the Fetes and Fairs section have been out and about, though rain cancelled one event in the month. We always encourage events and visits from other clubs to Tyttenhanger. I would like to remind members planning an event to let council know in good time to approve and provide notice to all members via the diary section of the news sheet.

Mike has donated his collection of club news sheets, from 1964 to date and a complete set of Model Engineer Workshop magazine from inception to date. In addition, he has also given us club archive material, such as meeting registers. These are available from club library.

We have also had another donation from a non-member, more bound volumes of Model Engineer magazine. These, together with the set donated by Terry earlier this year, enable us to upgrade the quality of existing library contents. This has prompted us to review some of the journals and books we hold, many

of which are never checked out. The council consider it is time we looked at what we need to keep and dispose of those items which are of no significance to the club. Priority will be given to magazines and books relating to our club activities. Perhaps we can reorganize the library shelves into sections relative to club sections e.g. shelves for cars, marine topics, locomotives, workshop practices etc. This also provokes a discussion on whether it is useful to retain the large number of video cassettes we have, again these are seldom if ever withdrawn for viewing.

Finally, a reminder that Friday general meetings during summer are BBQ and evening run at the track. BBQ lit at 6.30, bring your own food. Next one is 2nd August.

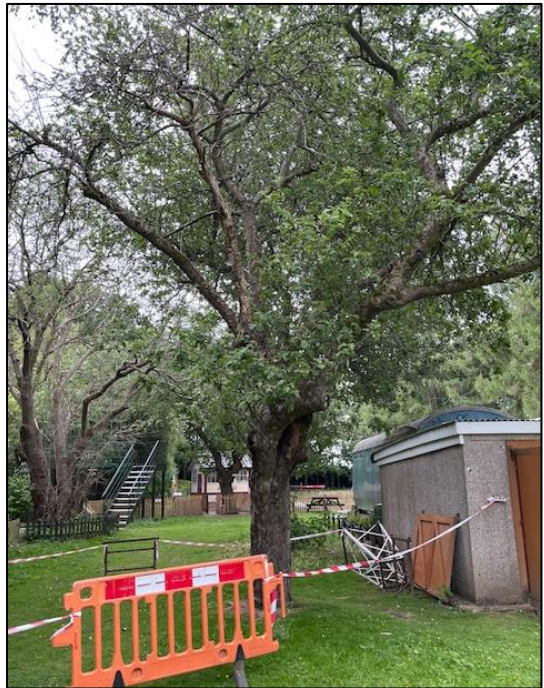
See you at track or HQ.

Unsafe Tree – Out Of Bounds Area

By Nigel

Those of you who have visited the site recently will have seen that an area has been barriered off underneath one of the apple trees near the garage.

The reason for this is that there is a very large and heavy dead branch in the tree and a sub branch has broken off of this. It is only being held up by a combination of the sub branch being jammed against the large branch and being supported at the other end by a branch which is alive. This has been reported and we anticipate action will be taken shortly to sort this out.



Please do not enter this area.

Public Running days in July

The two Sundays in July were very different. This was a result of our “summer weather.” The first weekend was a mix of heavy showers and very little sun. This kept many of our visitors at home in the dry. But we still had enough turn up to make it worthwhile. *All pictures by Owen*







The second Sunday was very different with fine weather the crowds turned up and a busy day was the result.



Well done and thank you to the stewards, tea making team, drivers, guards and all the other members who made both days run smoothly.

Narrow Gauge News August

By John

Welcome narrow-gauge fans to some more meanderings and wandering through the world of all things that are narrow. This month I thought I might leave the world of modelling and have another occasional brief look at a real narrow-gauge railway. So, let's sail across the Irish sea and across Ireland itself to county Kerry and so to the Tralee & Dingle Railway.



Opening in 1891 the financial backers were hoping that it would open up the West of Ireland to new trade and passenger traffic, this hope was very short lived and it hovered on the edge of bankruptcy from its very beginning. Indeed, for many Irish people it was the last train journey they took on their own soil as they emigrated to America.

From its headquarters in Tralee, it traversed 31 miles on a 3-foot gauge over some of Irelands most wild country. from sea level at Tralee, it crossed the spine of the Dingle peninsula climbing 2 major passes, one, the Glenagalt pass was at an elevation of 680 feet. It then dropped back to sea level at Dingle pier, the most westerly railhead in Europe. Approximately 12 miles from Tralee was a 6-mile branch to Castlegregory located on Tralee Bay. For much of its route it ran adjacent to unfenced roads, had gradients of up to 1 in 29 and crossed over 70 mostly unguarded level crossings, there are many stories of collisions with cattle, sheep and cars!

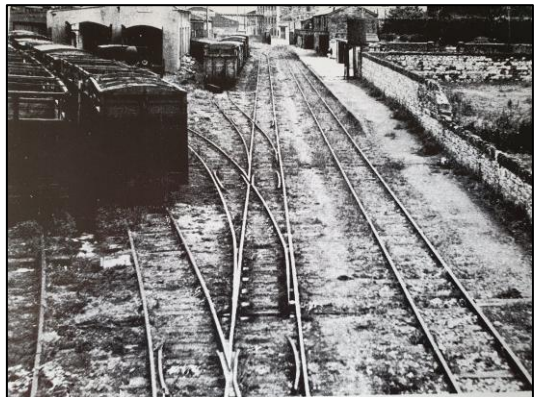


The locomotives used were from the Hunslet company they were quite unique; the cow catcher and bell were to be expected but they had very long front platforms where there were tool boxes and sand boxes. This was because the original design was that the locos would have a cab at both ends but this plan never came to fruition.



As was mentioned money was always a problem for the T & D so lack of maintenance of the rolling stock and the permanent way was a major cause of train failures. There were many derailments, loss of steam or vacuum, trains dividing on gradients and on one instance a total abandonment of a train, everyone just walked away and left it! The T & D became a mecca for railway fans in its latter days because of its dereliction and exhausted engines being thrashed beyond the call of duty.

The line closed to passenger traffic in 1939 due as usual to road improvements allowing easier motor transport, it had been taken over by the Great Southern Railway in 1925 and actually enjoyed a very brief Indian summer, though that did not last long. When passenger traffic ceased the line continued as cattle transport only, indeed from 1947 to 1953 there was just



one monthly cattle special to Dingle fair. And so inevitably in 1953 the line closed for good. incidentally the branch line to Castlegregory completely closed in 1939 when passenger service was withdrawn.



Being married myself to a Kerry girl I can vouch that the area is indeed very beautiful and the occasional glimpse of existing infrastructure is very evocative maybe even melancholic and a testament to the people who kept the line running for 62 years. A trip to the wild and rugged west coast of Ireland wouldn't be complete without a trip to the most westerly point of Europe at Dingle, most recommended, best sea food I have ever had too!

I hope the accompanying photos show to some degree the challenging terrain it crossed and also the awful state of the infrastructure. Of particular interest is the double headed cattle train on the bridge and viaduct, apparently, it's out of control on a downhill gradient, all brakes on, the leading loco is in reverse with wheels spinning ineffectively backwards, at the rear of the train that's not a cloud but smoke from the screaming brake blocks! Apparently, the photographer remarked that it was the most remarkable sight he had ever seen.

As ever enjoy your hobby and let's hope by the time you're reading this summer has finally arrived!

GLR Waffle

By Paul

Hello I'm back from my holiday in Normandy, what a beautiful place. Having visited all five of the D-Day beaches and many of the hundreds of museums, it's still very difficult to imagine the devastation and destruction the battles caused in this area 80 years ago. If you haven't visited this area do go especially if you're too young to have known those times. it's a real education and certainly made me realise how lucky I am never having had to go through it.

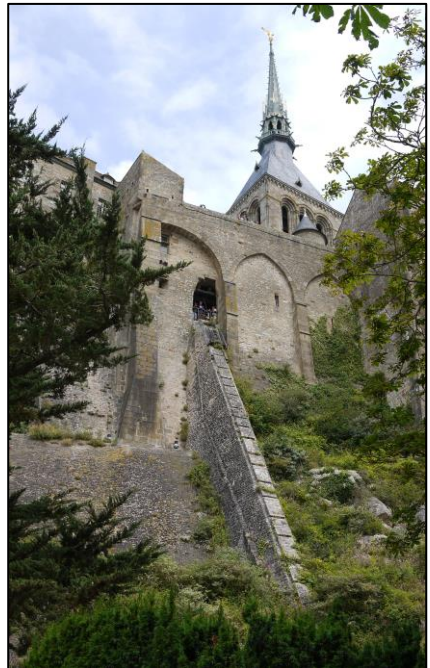


During our visit my wife and I did visit several other places around the area and in doing so went over many railway crossings but in the two weeks we were there I only saw the backend of one train. I was starting to get withdrawal symptoms that was until we visited Le Mont-ST Michel. It was originally built as a medieval monastery but in the 1800's was used as a prison. There was a need to find an easy way to get the supplies to the top The problem was solved by building a railway up the side of the mountain well actually more a very steep ramp with a wooden guideway built into it on which ran wooden sledge with rollers built into them.

I know this is stretching a railway theme a bit but it's the best I can do. This was interesting enough but even more so was the power source used to pull the loaded sled up?

At the top of the ramp is a very large wheel much like a giant hamster wheel but it employed men inside who made it to turn by walking around the inside. As they did so the rope pulling the sled wagons was wound in around the central shaft and pulled the sled up. This system is actually a copy of a medieval crane which was used in the building of castles and large churches 500 years earlier.

Today items which need to be taken to the top are now lifted on a tray hung from electrically powered cable car.



Now back home, the GL team have completed the garden by the signal box using three different types of plants. It really does brighten up the station area.

Sadly, it appears that rabbits seem to love lavender and there's a little left of some of these plants.

So, if anyone would like a rabbit pie which comes pre-seasoned with lavender, you know where to find some.

We've also had two visits from the beaver groups which I think went extremely well and great fun. That's all until next time.



The Geoff Cashmore Photo collection

The Society has been gifted the photographic collection of the late Geoff Cashmore. It is a vast collection, prints, slides and negatives, mainly dating from the late 1950's to mid-1960's.

Last month we had a collection of pictures taken at the NLSME exhibition held at Southgate in the early 1960's. This has prompted a very interesting letter to the editor (see page 33).

This month we spend a day in July 1961 around Hadley Wood.



A4 60003 Andrew Kirkwood McCosh heading north with a pullman service.

The engine was originally called 'Osprey,' the locomotive was renamed ' in October 1942. Andrew. Kirkwood McCosh was Chairman of the LNER Locomotive Committee. He was appointed to the LNER Board from that of the NBR.

The locomotive was built in 1938 and based at King's Cross Top Shed. It was withdrawn in 1962 not a year after this picture was taken.



Class A2 No 60518 Tehran on a down fitted freight



This time A3 60046 Diamond Jubilee passes on the Down line

Many locomotives in the A3 class were named after race horses. Diamond Jubilee was a British-bred and trained thoroughbred race horse. In a career which lasted from June 1899 until October 1901. He ran sixteen times and won six races. The locomotive was withdrawn 61 years ago in in August 1963.

G1 Group – 2nd Tom Barratt Memorial Day

By Geoff

Tom Barratt was a long-term member of the Gauge 1 Model Railway Association and during his life time he built for sale a significant number of model steam locomotives in Gauge 1. Research has shown that he constructed in excess of 220 models. Not surprisingly a large number of North London Members have one of his locomotives, The number of these total into the teens.



The first Memorial Day was held in 2019 following Tom's passing at his home club in Chelmsford. This event should have happened in 2020, but Covid put a stop to that.



We had a number of visitors during the day including from Bristol, Kent and East Anglia. In all a very enjoyable event.

Hitchin Station



A friend of the editor made a rather incredible discovery last month. He was at a wedding venue and shown a model of Hitchin station. It was modelled on a specific day in 1959.

The wedding venue closes at the end of this summer and is being sold. The owners cannot take the layout with them and the new owner does not want it so it is in desperate need of a new home, otherwise it is going to be broken up and thrown in the bin, which would be a terrible shame for such a stunning layout.



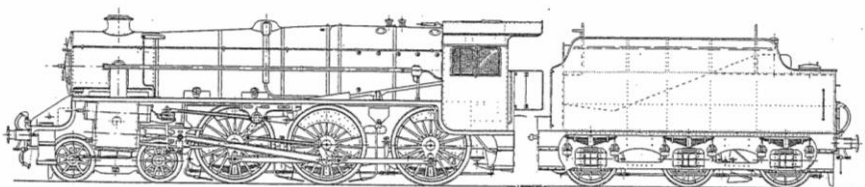
The layout has been modelled in EM gauge and is 40 foot long. If you can think of a possible home for it, please let me know and I will pass on the details.

The NLSME editor has more photos which can be forwarded to anyone who may be interested.



For Sale

Long standing club member Geoff has a 3 ½ inch gauge Black 5 (Doris) Locomotive for sale. The Locomotive was constructed by Geoff.



The engine has obtained club steam and hydraulic certificates in the past but these will need to be renewed. The engine runs freely on compressed air which can be demonstrated on request. The engine can be described as in good condition. Sensible offers will be considered.

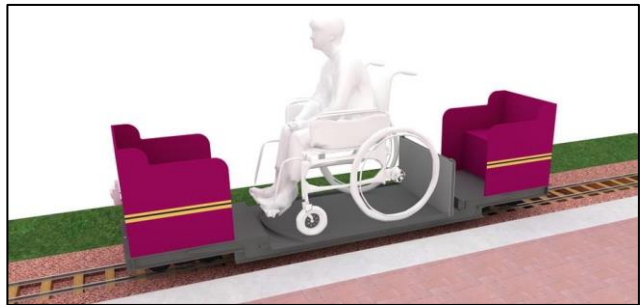
If you would like further details or wish to inspect the locomotive please contact; Geoff.

Wheelchair Accessible coach

By Keith

The acquisition of a privately owned wheelchair accessible coach project has entered the next phase.

Over the past six months or so the funds required to purchase the coach and liaising with the manufacturer has been ongoing. We can report that the engineering company supplying the coach have now started manufacture.



The picture below was taken in mid-July and shows that fabrication of the frames is now well advanced. By the time you read this assembly of the coach body should have started.



The funding for the coach has been raised from private individuals and it will be owned and maintained by this group. The method of operation on the Ground Level Railway and inspection of this vehicle together with the training of club members in how it will be operated will be subject to the approval by NLSME council before it will be used at Colney Heath.

Bookworm Writes

A Summer Mystery (Based on a true story)

The other day I was invited to attend a literary *soiree* being held on the top shelf where Mr and Mrs Owner keep their stock of classic novels, hosted by the Bookworms residing in the works of Anthony Trollope. Why I go to these events I don't know, because ordinarily all they seem to do is look down on us from their 11/13 point Dante MT std pages and do their utmost to make us feel small - though what some of them have to be smug about I can't imagine for I know for a fact that most of them, far from coming through the pages of the Oxford English Dictionary (aka OED) the way they like to make out, actually came from the shabbier pages of some very questionable turgid Victorian potboilers that my owners father picked up second hand in the late 1930s. Unlike myself that (according to my almamater), can trace my own path all the way back to a certain Mr Wordsworth – but then one doesn't wish to name drop.

Anyway, I have digressed. The gist of this month's story comes from what one of the *posh boys* said to me that day, for in his supercilious way he expressed the opinion that our shelves, the ones containing Model Engineer and Club News Sheets will never as he put it, 'cut it'. For to use his words, *'your stories dear boy just don't have the right ingredients in them. When 'Yours' contain the elements of all really good stories, that is a mystery to solve, a bit of travel, preferably to some faraway place, and that touch of the seemingly impossible about it; well. Always makes for a better class of storytelling dear boy'*.

Naturally my first response to this slight would be unprintable, but I turned the other page as we say here and said nothing.

Now, it so happened about a week later a worm from the Club News Sheets shelf dropped by and without knowing it gave me just what I needed to prove our smug friend wrong. For during his visit my visitor asked me if I had heard about the seventy-year-old legend that tells of the tale when an engine from our club reputedly built in 1951, ran at the NLSME Club exhibition held in Barnet that year, only then to disappear and to turn up thirty-three years later 2,000 miles away on the other side of the world, and no one knew how it got there.

Well, with the good name of my fellow Bookworms at stake and being eager to show those *Posh Boys* our stories can be every bit as good as what theirs can be (...); I grabbed my Inspector Bookworm hat, collected up the clues such as they were and resolved to take up the challenge and to solve the mystery. Was it just a legend or was it indeed true?

Over the next couple of weeks, I set myself the task of going through as many dusty old volumes as I could making it my business to drop in on dozens of old mates and to gather facts as I went. And after travelling many hours leaving no page unturned I emerged not just that bit older but a whole lot dustier, all the

while though a picture was forming in my mind and I began to feel that what I needed to do now was to just sit quietly and to let all that dust of time to settle. As it did so I found myself coming to the conclusion that I needed to go back to that 1951 eight-day Exhibition held in Barnet's Ewen Hall seventy-three years ago, for I felt sure that was where I would find the answers.

So, after a good night's sleep I packed some sandwiches (come on I have to make this appear entertaining), set off early the next day back to find Vol 104 and the advert I had found previously on page 653 and plunged in....

Shut your eyes then and join me back at the Ewen Hall as I find myself entering a venue full of excited chatter....

.... either side are tables filled with examples of members work, a loco here, a plane there, a miniature racing car parked and waiting for its next race and boats a plenty (not forgetting the OO and Scientific sections that looked pretty impressive as well). And standing beside and behind all the tables members take it in turns to speak to the visiting public as they crowd around and ask their many questions.

Down the centre of the hall a portable railway track is set-up where an engine and two riding cars is just returning back to the little station set-out at one end having taken its load of happy children up the length of the hall and back; two runs for thruppence.

A shiny green locomotive, to the 'Paddlebox design I believe, comes to the end of its run and as it does so the driver is seen to have a cheery smile on his face perhaps made broader by the thought that he knows he is going to come off now and let the next engine have a run, leaving him free to sit quietly have a smoke and enjoy a well-earned cup of tea and bite of his homemade sandwiches.

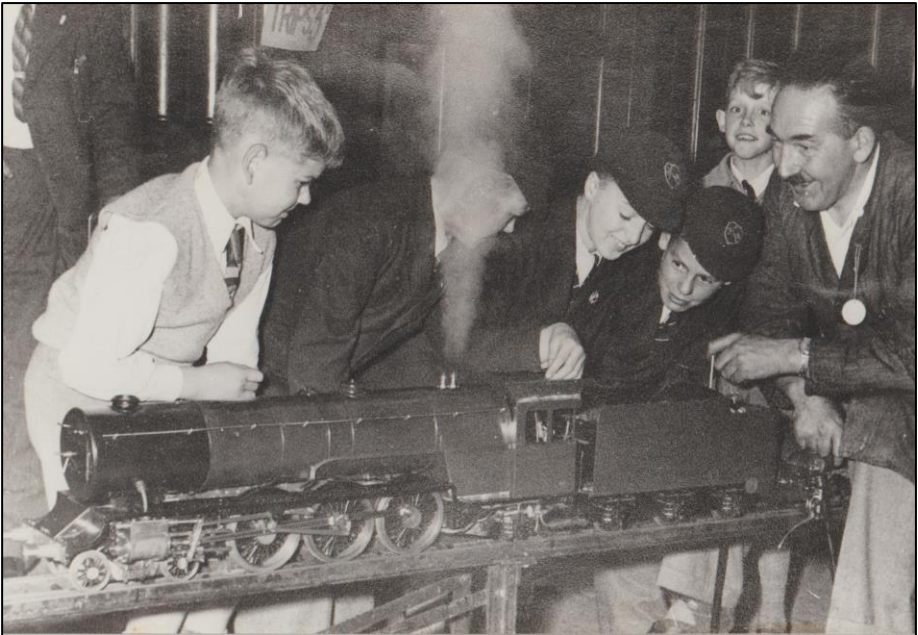
By the time the 'Paddlebox' has been lifted from the rails and returned to the little length of track where it was steamed but two hours earlier, the next loco to go on is seen just starting to raise a roar as its safety valves lift indicating its keenness to get on with the job.

With the new loco now attached to the train a Mr J.E.' Rolleux' Wuidart, destined to become the hero of our story, the then loco section leader of the NLSME swings a leg to climb aboard, tends the fire opens the regulator on his new freelance 4-6-2 Pacific locomotive and sets off down the track with the next load of happy visitors.

At that moment I felt a slight nudge against my left shoulder followed by the sound of a voice obviously roughed by years of smoking strong cigarettes, it said to me..., *'Impressive 'ant it, you know that three cylinder job was built in thirty days'*. I looked round; the voice belonged to a swarthy broad chested individual dressed in what looked like an old army battledress that had clearly

seen better days, threadbare tweed trousers and a pair of dilapidated desert boots on his feet who I saw was standing rather close to me. 'Really, is that even possible?' I said sounding doubtful and taking one step to the left. '*Tis if you got an engineering business*' my new acquaintance replied looking hurt that I should even have doubted his statement. '*I see,*' I said finding myself now transfixed by this animated assemblage of clothing standing before me and wondering what time Millets in the High Street closed. '*I see*' I said again hoping it would distract him long enough for me to edge myself away with all the dignity of '*Maigret*' by leaving a trail of (quality)tobacco smoke in my wake.

Three hours later found me still at the show, now mulling over what I had gleaned from talking to other Club members (...). The only victim that morning had been the tea urn for I had been obliged to ply my potential witnesses with its contents of stewed hot brown liquid served into old China tea cups, a rough bun or even rougher fairy cake precariously perched on the edge of the saucer in an effort to further mellow them. *But*, I told myself my sixpences had not been spent in vain for now I had a much clearer picture, clearer than before..



I tapped the page of my 1951 Loco Spotters notebook, stroked my chin thoughtfully and pondered further what I had learned:

- 1 -Mr 'Rolleux' Wuidart it transpired was an engineer.
- 2 -Apparently Mr R. W. lived a very short distance from founding Club member Mr H.E. (Bert) White, fellow resident of the parish of Southgate who not only

built locos himself but also had his own *up and back* track in his back garden on which to run them. Mr R. W. had been much impressed by what he had seen at Mr White's track and wished to have a loco of his own.

3 -H.E. W had offered Mr R.W a design in 3.5inch gauge for a 3 cylinder freelance 4-6-2 Pacific and patterns to make the loco who then, possibly using his own engineering works and or contacts had had castings made and the loco built up.

I added to this further information slipped to me by someone lurking in the shadow of the' *Pin the Funnel on the Engine*' stall who wished to remain anonymous, but who told me they had seen an Australian visitor to the Ewen Hall exhibition apparently strike a deal with Mr R. W. to buy the freelance 4-6-2 Pacific loco and have it shipped to Australia to start a new life – might the loco then have qualified as a '*ten pound Pom*' * I did wonder?

4 –Mr E. Nelson of Bullcreek Western Australia I later found out was that individual.

I knew now I was onto something. So, following my visit to the 1951 show, I felt for my investigation to progress further and to be credible I really needed to pull myself back to the safe and familiar reality of today, to make sure this was not a dream nor the product of an eight-day wonder but to have all this confirmed by a second source, but how? As luck would have it around this time Mrs Owner had reason to send a birthday card to her sister in Australia, so if the Australian part of the story was to be proved, what I needed now was to smuggle over a special agent inside that card to check out the antipodean angle for me.

I didn't have to wait long (actually it did take while, but for the sake of the story) for my messenger to return with on the face of it exciting news. For what I hadn't reckoned on was for him to have traced and found not the man who had done the deal in Barnett's Ewen Hall all those years ago, but a man who knew the man who had done the deal in Barnett's Ewen Hall in 1951 (stay with me, it gets better).

From the moment I saw the headed notepaper he was clutching I knew that it was going to be good news, for the hand typed note I received back was from the Australian branch of the brother (& Sister) hood of International Bookworms read:

B.I.B (Aus) sends greetings to our British cousins.

Re your recent request for information concerning NLSME loco and Mr E. Nelson.

Mr Earnest Nelson did indeed purchase not only the locomotive but also a new Jaguar car during his visit to England in 1951. The locomotive arrived in Australia in the boot of the car when it was shipped over.

Upon receipt of the loco Mr Nelson named it " Lord Forrest" after the politician who developed the Australian state around 1900s and where after slight modification to its plate-work to give it more of an appearance of the V class of Australian locomotive, including fitting roller bearings to all main axle boxes – *BW Note: It is possible the loco had already been fitted with these bearings as Mr Wuidart used this type of bearing on his second loco, a GNR Atlantic believed to have been called "Lady skefco" which I think gives us a good clue* - The engine then ran successfully for the next 25 years.

Mid-1970s saw the engine passed to a Mr J. Maddin again within Western Australia, who gave it a birthday overhaul. In the 1980s it was converted to gas firing so it could be run on an indoor portable track for fundraising events to help generate funds to build the track of The Northern Districts Model Engineering Society of Western Australia.

Mr S. Reeves of the same club confirmed to our enquirer that he knew Mr Nelson and had driven the engine on several occasions and commented on how powerful it was and how well it ran.

By the 1990s the engine had passed to another owner who ran it until it required its next overhaul. It is currently stripped with the overhaul ongoing.



Mr S. Reeves sends the enclosed photographic reproductions.

B.I.B (Aus) sends good wishes to all fellow B.I.B members on the bookshelves of Britain.

Receiving that note was the clincher and made me as happy as the Christmas day I fell into my owner's whisky glass (Topsy! The lads tell me I didn't stop singing for a week), for the mystery was at last solved.

So loyal reader, with the facts now established and confirmed my investigation into the onetime baffling case of the engine that emigrated is at an end. The only loose end I was unable to tie-up was if the engine really was built in 30 days, for even though the clues I found do suggest it to be a strong possibility, with that train having departed long, long ago I can't say for sure, and we may now never know...but what a story that would make if it were true!

Inspector Bookworm can now close the file on this most interesting case. I think what this tale certainly shows us is how model engineering really is a global hobby and that the bonds that tie us all together are greater than the distance that separate us (sure I read that somewhere). This then maybe but one story of everyday model engineering folk, but of one thing I am sure, there will be many more stories out there yet to be told.

I can't wait now to be invited to the next *soiree* of the *Posh Boys*, for next time I really will have a tale to tell...

Happy Steaming.

 Inspirational sources: Model engineer May 1951 p653 / Mar 1983 p371 / Jun 1983 p742 / Oct 1984 p463 Special thanks to Mr S. Reeves of the WDSME for his help in preparing this story and for supplying the photos - Bookworm 2024 * = 1950s Heritage expression

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

Lucky Seven

Last month we reported on progress with the rebuild of this large narrow-gauge loco. Donated to the club some years ago it was steamed and with several faults identified the decision was taken to strip it down and refurbish or replace parts as reassembly proceeded.

John has taken on the task of rebuilding the engine with a little help from other club members.

Since last month's report things have again progressed with the rebuild of the rear bunker completed and fitted to the frames.

Just as the editor was about to send this edition to the printers more pictures arrive (*thank you Owen*) showing the boiler now installed. The journey has been long but the end is now in sight.



My model boat collection part 19

By Roy

Two sailing boats.

These go back to just 20 years ago, a note had been left at a local exhibition we had been invited to attend. Paraphrasing it, it was a request for a refurbishing of 2 sailing boats. I had ignored it for several weeks and then a member asked me what I had done? I then rang the number and spoke to a lady who lived in Harpenden. I agreed to come over and see the models.

I was greeted by a jovial-gent, I mentioned the models and he showed me in and a bit later the two model boats. I was talking to him about restoration for about 5 minutes when he interrupted. "No good talking to me, don't understand anything you've said"! I was somewhat taken aback. Then he said "You need to talk to my wife, she's the technical one".

His wife, Pamela arrived and as I learned later, from school, and that she was the head of science at the local private school and taught physics. One of our club members was Head of Crafts there and we had had our club track in their grounds until a few years previous, when it was decided to build on the land there and we vacated. Noel as it transpired, was in advertising, they had 'downsized' into a large 4-bedroom detached house which was where I was now.

I was shown the two sailing boats and they had a very neglected look with sails hanging in tatters but otherwise the wood and construction was all there. When boats get to this age even the string falls apart with a small tug and these boats dated back to about 1950. The green one took my eye first, a sort of fishing boat with sails. Pamela told me that her father had made them, one for her and one for her brother, but she had them both now and wanted to pass them on to her sons.

I took Eleanor, (the green boat) home and first started with photographs, I had my first digital camera then. I started stripping her down saving all of the pieces into a shoe box. I like to restore rather than re-build if possible but



my conversation with Pamela included converting her to radio control. Later after searching for inspiration on the Internet, I thought a typical full-size conversion to power might be the way to go. I sent a picture of a prototype fishing boat with the propellor poking out of the port side adjacent to the rudder. Pamela approved so I could do the drilling for the prop shaft prior to stripping back the paint and starting again. The addition of a motor meant I now needed 3 channel control radio.

Colours looked like they had come from the Humbrol palette, so were easy to source again. Getting the internals in through the existing hatch was to be something to think about while stripping paint and cheering up the hull.

I kept Pamela informed on progress by email and pictures and suggested I would work out how her father might have restored her had he been around.



The rather nicely made brass fittings were heavily tarnished and almost black. I felt they would benefit from a clean-up. I got a lot of the dirt off and then tried a 'chemical' clean! This was in the form of vinegar and tomato sauce which contains tamarind which was the active 'chemical'. It worked after a fashion and a final clean with fine steel wool did the trick. The wooden gaffs (spars that fit on the mast and hold up the sails), were very nicely made and all received a clean but also retaining their patina.

I now had a kit of parts and a newly painted hull and it was time to re-assemble her.

Eleanor, needed only a small electric motor and I tested a few combinations and 4.8 volts at 100 milli-amps worked



just right. I used a standard servo with an extended arm to operate the sails. This meant I could use just one set of high-capacity rechargeable batteries for motor, sail winch and rudder.

I dislike having visible push rods poking out to activate controls, in this case the rudder. So, I decided to fit a chain system. I reversed the position of the tiller and had chains either side that disappeared into tubes to go below deck to connect to the servo. This was a problem as you cannot push a chain up a tube, and anyway if there is any slack they jam up! So it was a thin cord that went into the tubes, having the cord tied and knotted to the chain.



I made up the sails and then there was the job of replacing all the rigging and whipping. If you are not sure about whipping remember the old potato peeler?



A wooden handle tied with string to a metal peeler blade, the thing to note is there are no knots. This was the key piece of training I brought with me when I left the RAF!

I used various cord and thread for the stringy parts and she started to come back to life as soon as the sails were fitted it was quite a transformation. I invited Pamela to join me over the boating lake in St. Albans and I demonstrated Eleanor sailing, there was some wind and she easily came back under power. I showed Pamela how to sail her and she now took her over. I, we, were lucky as she sailed just right. Fate stepped in and I trod on the transmitter aerial! It was easy to replace from spares so no harm done. Learning from this in later years I prefer the re-launch of a model to be a strictly private affair!

I later handed her over officially and then took on the blue yacht. It was all much the same with the hull and sails as it was for Eleanor but I suggested that the control of the sails could well be on deck. The servo for the sails was below deck and the winch cord system was now on deck with bi-directional strings to attach the sails to.



I launched her on her own without mishap and then drove over and handed the last boat to Pamela. They were popular with her family but are only sailed under strict matriarchal control!

We all became quite friendly and they both joined the St. Albans society. Noel bought a 5-inch gauge steam loco and learnt to drive it and was a regular with us until he had a stroke and had to drop his activities.

Track Steward Rota

Until the end of October on the first and third Sundays each month between 2pm and 5 pm the public will be admitted to take the opportunity of having rides on both our raised and ground level railways.

Would you please look at the updated Track Steward Rota below and check when you are scheduled to be a steward. The full years rota was published in the May edition. Also, in the centre of the May News Sheet there was an updated copy of the Stewards Duties which you are advised to bring with you for reference when you are scheduled to be a steward.

4 August 2024

Owen – Senior Steward

1. James
2. Robin
3. Alan
4. Mark
5. Paul
6. Ian
7. Roy
8. Casimir
9. David
10. Roy
11. Alan

Ground Level Despatcher
Steve

1 September 2024

Martin – Senior Steward

1. Brian
2. Malcolm
3. David
4. Steven
5. Grahame
6. Rob
7. Gordon
8. John
9. John
10. Michael

Ground Level Despatcher
Steve

18 August 2024

Michael – Senior Steward

1. Frank
2. Peter
3. Peter
4. Peter
5. Waz
6. Nigel
7. Alan
8. Jack
9. Dave
10. Roy
- 11.

Ground Level Despatcher
Steve

15 September 2024

Les – Senior Steward

1. Bill
2. John
3. James
4. Robbie
5. John
6. Peter
7. Gerald
8. Daniel
9. Daniel
10. Dudley

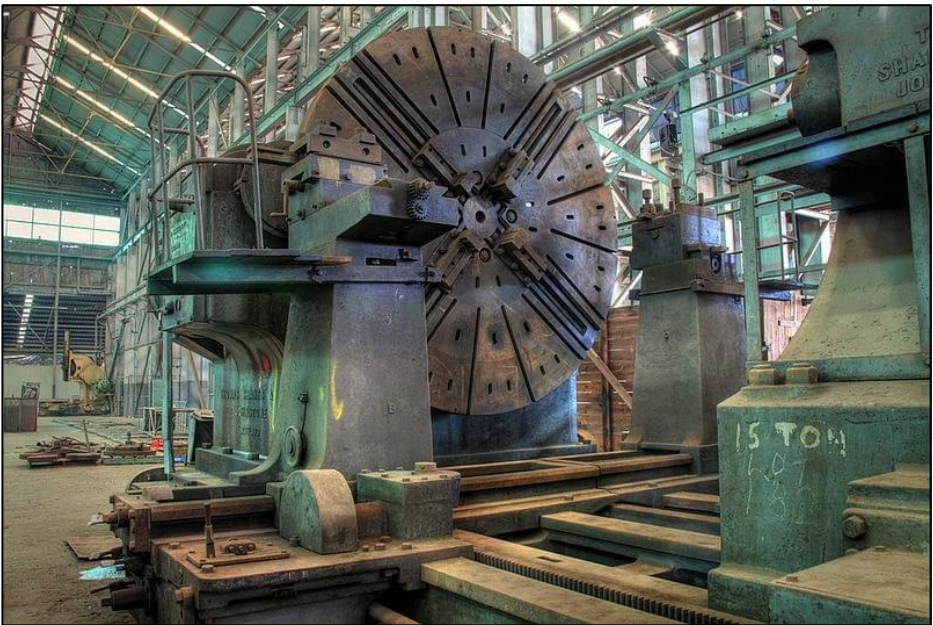
Ground Level Despatcher
Steve

How Big Can a Lathe Get

The world's biggest lathes fashion the world's largest shafts to spin the world's largest propellers on the world's largest ships. And if you're in need of a lathe, the world's largest lathe just happens to be for sale.

The world's ships are getting larger and larger. Take the "Emma Maersk" cargo ship built by the Danish Odense Steel Shipyard: it is 1,302 ft (397 m) long, 183 ft (56 m) wide, 98 feet (30 m) in depth, has a gross tonnage of 1,70,794 tons and moves at a speed of 26 kn.

As you can imagine, the engine and propeller needed to move the ship are huge; but what about the lathe needed to fashion the propeller shaft?



So how Big Can a Lathe Get? The theoretical limit of a lathe is only limited by the Earth's curve; a flat line of about 3.1 miles (5 km), after which point the lathe would be unable to do its job: making symmetrical changes to a rotating object.

All lathes are the same in that they rotate a workpiece made of wood, metal, glass or other material on its axis of rotation for the purpose of cutting, sanding, knurling, facing, deforming or turning it.

There are three types of lathes: engine, turret and special purpose. It is the special purpose category we are considering and specifically rotary lathes. For example, one of the longest horizontal lathes in the world is used for machining direct driven propeller shafts for very large ships. The lathe is 118 ft (36m) long, making it the second largest of its kind in the world.



It's been reported Waldrich Siegen of South Africa built the largest lathe in 1973 at 126 feet (38m), weighing 485.6 tons, the same weight as a jumbo jet aircraft, and capable of handling a workpiece up to 330 tons.

Some specs:

- swing over bed – 16 ft (4.87m)
 - max turning diameter – 3000 mm
 - boring diameter range – 350-1800 mm
 - max workpiece length – 13,000 to 10,000 mm
 - spindle speed 60 to 2400 rpm
 - speed adjustment range: 60 ~ 2400 rpm
 - faceplate speed (1st.step / 2nd. Step): 1~41 / 4.2~169 rpm
 - nominal speed (1st.step / 2nd. Step): 10.3 / 42.2 rpm
 - torque at the faceplate: 130000 N
-

Letter to the Editor

Dear Keith and Fellow Conspirators

Thank you for another interesting July News Sheet. I have spent quite a while looking at Geoff Cashmore's photos, including on-screen, enlarging the original images to 150%. (See July NS pages 21 – 24 Ed)

I was enrolled into the Society as a junior member in the summer of 1959 at my birthday, so I'm now 77. In the Society's early years an annual exhibition was held at the Ewen Hall in Wood Street, Barnet, including an indoor passenger track. (What would today's insurers and H&S people say to that, I wonder?) After a lapse of several years, the next exhibition was held at St. Andrew's Church Hall in September 1959, followed by a further one at the same venue in September 1964, and I'm pretty sure that the photographs date from that time. From memory, both exhibitions ran for several days, possibly a week.



The top image (*reprinted above Ed*) shows a good selection of locos. Starting from the nearest is a *Britannia* (whose?) with a label tucked into its boiler handrail and to its left a *Maisie*, probably Geoff Wren's. Ahead of that is, I think, Ed Hobday's *Hielan Lassie* to the left, between it and the track, is of course Geoff's *George the Fifth*. Ted Moon's de Winton 0-4-0VBT is tucked into the space between *Maisie* and a GWR 4-6-0, maybe Arden Marchant's 'Hall', with another *Britannia* to its left and just beyond it can be seen Ted's *Molly*.

On the track is an LMS 2-6-4T whose driver looks like Harold Pill and by his left arm is another *Maisie*, I think the one started by Lew Hunter in the 1950s, who lost a leg and was not well enough to finish it so gave it to Ted to complete in 1963. I remember that we had to go to Norfolk to fetch it. Beyond it appears to be Ron Price's *Jubilee*, another loco and Ron's *Princess Marina* and beyond her, three other 3 1/2" gauge locos too distant to identify. Beyond them again are two 5"-gauge engines on a slightly lower table and at the far end, Ted's *Susie M*. I expect those engines were for passenger hauling whereas the others were on display. *Susie M* certainly did her share.

Page 23 shows (inset) Cyril Drayson looking intently at a portable engine but the only information I can give about the other two photos is that the 0 Gauge Southern G6 0-6-0T and wagons on the shelf fixed to the pegboard were built in the 1930s by Bert Mead who constructed a garden railway for his son and subsequently gave them with a lot of other stock to Ted for me in the 1950's. I restored them when I grew up and have them still. The cars are some of the diesel-engined cars to run on the railed track in the foreground of the photo on page 21. They were very noisy, especially indoors! About the various boats, ships and aircraft I regret I cannot help, but maybe someone else can.

The photo at the foot of page 24 is a bit of a puzzle, as the only 5"-gauge Midland 999 I know of was built by Peter du Pen of the SMEE. I wonder if this photo has been mis-sorted and has no connection with our 1964 exhibition?

The 00 Section went its own way under John Edgson's leadership and formed the Barnet and District MRC - their track was at the old Club Workshop in Prospect Road, Barnet (Barnet & District Water Co. property, long since redeveloped for housing. When the Society took it over, I'm told, it contained a gas engine with a substantial flywheel which was cut off its shaft and toppled, then buried in the concrete floor. I've often wondered what the developers made of that!

The diesel cars and track went to Colney Heath a few times in its early days but the younger generation was more interested in electric slot cars and the diesels faded out.

With best wishes George

ROB ROY plus other 3.5-inch Locos Rally

14 SEPTEMBER 2024 10.30am to 4.30pm

The ROB ROY plus other 3.5-inch Locos Rally will be held once again at Bromsgrove Society of Model Engineers at Avoncroft,

Please come along and bring anyone else who may be interested.

We will have Gauge 1 and our garden Railway operating plus a Simplex giving rides to family and friends.

Lunch will be provided as well as refreshments throughout the day.

please spread the word and note the date in your diary.

Please contact Ian Horsfield if you are planning on coming for catering purposes.

Fetes & Fairs List of events 2024

By Peter

This is the provisional list of events for this year. As you will see, we start next Friday and if Laurie isn't feeling better, Jim and I will be on our own unless any of you can help. We aim to start at 11 a.m. and if we have help, should take about 2 to 3 hours.

	EVENT	SET UP
AUGUST		
16 th , 17 th & 18 th	Flamstead Scarecrow Festival	Rig and run Friday 16 th
26 th	Burnham Green Village Festival (near Tewin)	

The Fetes and Fairs team need your help.

If you could help support the team either setting up or on the day of any of the events listed you can be assured of a warm welcome.

For more details, please contact Peter



**Federation of Model Engineering Societies
Rally 2024**



Hosted by the

**Nottingham Society of Model and Experimental Engineers
Saturday 31st August 2024**

The Nottingham Society of Model and Experimental Engineers is pleased to invite you and your members to attend the FMES rally hosted by the NSMEE on Saturday 31st August 2024. Anyone visiting the rally is invited to take part in Public Running on Sunday 1st September, subject to the approval of the Operation Superintendent or his appointed Deputy.

NSMEE is located on the grounds of the Nottingham Transport Heritage Centre; and has a 3½ & 5-inch dual gauge raised track approximately 2312 feet with gradients of up to 1 in 115. The ground-level railway is a 7¼ inch gauge track of 3168 feet or 0.6 of a mile.

(A current boiler certificate will be required for any model running on steam together with an insurance certificate for any running model).

The following types of models are welcome

- a locomotive of any gauge up to 7¼" gauge, (a limited number of driving trolleys are available)
- road vehicles of any type up to 4" scale,
- clocks which will be displayed indoors,
- static marine (no pool or pond to run on)
- static aircraft (no airfield to launch from)
- any type of stationary engine running or static
- dioramas which will be displayed indoors

Also

- Refreshments on the day and to include a sandwich lunch.
- Car parking is available on-site. A car park donation of £2 may be requested.
- The Australian Association award will be made at the rally.
- A prize will be awarded to the visitors who have travelled the furthest to the rally.

Our address is:

**Nottingham Society of Model and Experimental Engineers
Mere Way,
Ruddington,
Nottingham,
NG11 6JS**

***Site Entrance can be found using the following What 3 Words
Bath.fuzzy.doctor***

Finally, if you could let us know the approximate number of members that would like to visit us so that catering can be organised it would be appreciated.

Please complete the Booking Form

If you require more information contact Tony Knowles by email

tony.knowles12@btinternet.com

Seminar for Boiler Inspectors

A seminar for Boiler Inspectors will be held on Saturday 21st September 2024 starting at 10.00 am, through to 4.30 pm.

The seminar is jointly sponsored by FMES and NAME.

Kindly hosted by Echills Wood Railway, the seminar will cover the Pressure Systems Safety Regulations 2000 (PSSR), design calculations for boilers, steel boiler design and construction, certification, and a demonstration of a hydraulic and a steam test. A light lunch will be provided.

Parking in the Kingsbury Water Park car park, operated by Warwickshire County Council, currently costs £4.95 for the day with payment BY CARD ONLY – the machines do not accept cash

The seminar is open to boiler inspectors who wish to broaden their experience, trainee boiler inspectors who wish to understand more such as the legal aspects of boiler examination and testing and those who regularly act as witness for the tests to enhance their knowledge.

The numbers of delegates is restricted to 40, so booking in advance is essential.

To reserve a place at the event, please send details of home club/society and delegate(s) name to;

boilerseminarbooking@gmail.com

Information about the venue and the seminar content will be provided.

For Sale

My father was a dedicated model engineer building many 5"-gauge live steam locomotives in his life. Following his death last year, we have a pair of locos he started but never finished. They are 0-6-0 pannier tank engines called Pansy and he was well into the chassis construction including the main frame wheels, buffers etc. I can supply photos if required.

Our hope is to donate them to an enthusiast who may, one day (no promise required) finish them. Can you help?

If you would like to take on this project please contact; -
Tom

Visitors to Colney Heath Saturday 24th August

By Mike

As has been our custom and practice for some considerable time, colleagues from Fareham, Chelmsford and Chingford Societies have been invited to our Colney Heath site on Bank Holiday Saturday, this year on 24th August, to run on our tracks and enjoy our facilities.



Steve from Fareham with his Lion

At one time, David and I hosted the event but David moved to Dorset some years ago while *Anno Domini* and limited mobility mean I am no longer able to organise the event unaided. I am delighted that our Chairman, Les, has agreed to manage the event and I intend to be present all day to 'meet and greet'.

In previous years, a good many North London members have attended during the day to meet our visitors and make them welcome. I hope this will be the case again this year and would welcome any help you feel able to provide on Saturday 24th August between about 10am and 5pm. Hope to see you there,

3½ inch gauge locomotive day at Colney Heath

A reminder that the 3½ inch gauge loco day at Colney Heath will be held on the 7th of September starting at 10:00am with the Raised Track and Cuckoo Line reserved for our exclusive use. You will require an in-ticket boiler certificate for steam powered locos obviously. 3 ½ inch gauge locos for display purposes only are also welcome.

If you need further details, please contact Martin

Club Dates for your 2024 Diary

A reminder that the 3.5" loco day at Colney Heath will be held on Saturday the 7th of September starting at 10:00am with the Raised Track and Cuckoo Line reserved for our exclusive use, in ticket boiler certificate required for steam powered locos obviously. 3.5"-gauge locos for display purposes only are also welcome. If you need further details, please contact Martin Cooper

Every Wednesday; G1 group meet at Colney Heath	
Every Thursday; A mix of RT & GLR Loco running & working groups	
Every Saturday Ground Level Rly at Colney Heath	
Every Sunday; A mix of RT Loco running & working groups,	
August	
Fri 2 nd Aug	7pm BBQ at Colney Heath (bring own food)
Sat 3 rd Aug	Brean Loco group visit – Sponsor George
Sun 4 th Aug	Public running day at Colney Heath
Tue 6 th Aug	Council Meeting at Colney Heath – 13.00
Wed 7 th Aug	East Anglia G1 group visit – Sponsor Geoff
Sun 18 th Aug	Public running day at Colney Heath
Sun 18th August Deadline for copy to Editor for September News Sheet	
Sat 24 th Aug	Farham, Chingford & Chelmsford Clubs visit Sponsors Mike & Les
Sun 25 th Aug	Family party at Colney Heath 12 – 6pm Sponsor Peter
September	
Sun 1 st Sept	Public running day at Colney Heath
Tue 3 rd Sept	Council Meeting at Colney Heath – 13.00
Fri 6 th Sept	7pm BBQ at Colney Heath (bring own food)
Sat 7 th Sept	3½ inch day – Sponsor Martin
Sun 8 th Sept	St Marks Church picnic – Sponsor Les
Sun 8 th Sept	Vintage Model Yacht Assoc visit – Sponsor Peter
Sun 15 th Sept	Public running day at Colney Heath
Sat 21 st Sept	Keech Hospice visit – Sponsor Keith
Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar and also tell the news sheet editor. Approval for special events still rests with Council.	

A representative of any Section or Committee or an Officer of the Society shall, on request to the Secretary, be entitled to attend a Council Meeting as an observer and submit proposals thereat. If attendance is agreed the secretary will advise the member concerned. The Editor of the News Sheet shall be entitled to attend, ex officio, all Council Meeting