

Issue No. 847

August 2022

The News Sheet

North London Society of Model Engineers
August 2022



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Front cover photo; -

Saturday 25th June and Mick pulls away from Tyttenhanger station with another train of Beaver Scouts enjoying a day at Colney Heath. A full report on the day can be found in this issue.

Photo by Keith



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

The under 16 years of age drivers' day was a great success. I had a positive Covid test that morning so had to withdraw, many thanks to Keith for standing in as event sponsor at one hours' notice.

I have had many positive comments from all who attended. It was a busy day with the cuckoo line, raised track and both circuits of the GLR in use and young drivers given responsibility or shown how to drive both steam and electric locos on all of them. In addition, Bryan brought along his steam lorry which was kept busy all afternoon trundling around the picnic area. A full report can be found on page 15. This is an event we will repeat next year.



In this hot and dry spell, we must always be mindful of potential fire risk. At present this is low, but circumstances change and all members should respond accordingly. The most recent public day, in the height of the heat wave, passed without event with two steam locos and three electrics providing service on raised track and petrol-powered locos on the GLR. Do ensure you always have an adequate ashpan fitted to steam locos, whether passenger hauling or not.

If the dry weather continues there may be a need to impose at short notice additional restrictions to those in the rule book on the running of steam locomotives. If required any temporary restrictions will be displayed on the notice board above the booking on point. Please ensure you check this notice board over the coming weeks before steaming up your engine.

I trust the article on page 31 addresses any concerns about personal liabilities associated with our, or indeed, any other organized club activities. As mentioned previously in my notes the governance of NLSME is up to date and whilst all members are expected to act safely and responsibly, following our rules, you can and should continue to enjoy our hobby without undue concern.

By the time you read this the new passenger trucks for the raised track should be in use. On test runs they have been found comfortable, due to deeper valences, and stable. Unlike our older stock they can be braked from either end, the brake handles are removable to allow this. However, since the handles are removable there is a risk, they get mislaid. So, remember, we have four trucks and four handles – handles for trucks.

Enjoy the present weather and hope to see you at track or HQ.

Treasurer's Report

By Mike



Sadly, I have only had limited success with the Post Code reminder given in the July News Sheet for those members who have still to pay their dues or at the very least advise me that they do not wish to renew their subscription to our august body. This issue will be the last one that they will receive unless they renew immediately.

Meanwhile the following members have indicated that they are resigning from the Society, so please delete Alex and Steve from your name and address lists pending the issue in the Autumn of an updated list.

The last Council Meeting passed without incidence and we were please to accept applications to join the Society from David, Locos & Stationary Steam; Stephen, Locos; Alan, Slot Cars. Welcome to you all.

The public open Sundays at Tyttenhanger have continued to be pleasant reasonably un-crowded occasions. In fact, the 17th July, noted for the extreme heat was very low key, but those who came along all seemed to enjoy spending the afternoon at our pleasant site. Groups of Beavers from Barnet and elsewhere have been appearing at the site over recent weeks and all have appeared to enjoy themselves.

In addition to taking delivery of a further supply of coal, regrettably at an increased price, we have just taken delivery of two 25Ltr drums of 1,000 grade and 460 grade steam oil, which after bottling off into 1- and 2-pint containers is available to purchase, see advert elsewhere in the News Sheet.

Keep safe and keep engineering.

Fallen tree damage at HQ

As the news sheet was going to press there has been a report of possible damage to the roof at HQ. A large section of a tree in the allotments at the rear of our building split and fell onto the roof. Only when the tree has been removed will it be possible to assess what damage if any there has been to our building.



Butch – Progress with repairs

By Les

We are pleased to report that the issues which have frustrated the club's ambition to have a reliable club steam loco are now hopefully resolved. A lot of time has been put into rebuilding various parts of the engine named Butch. And we must thank those who have assisted with the work.

Test steaming and limited running have demonstrated that it is now a free steaming engine. Various test runs had identified a number of minor faults which have now been rectified.

A recent steam up was arranged to test the repairs to the lubricator which was the one remaining issue. As can be seen several members had gathered with fingers crossed to observe the run.



The loco ran well and demonstrated it was a powerful little engine. Unfortunately, despite the changes made to the lubricator it still wouldn't perform correctly.

So, we were almost there but it was back to the drawing board to consider how to solve this one remaining but persistent problem. The new lubricator made by Brian and Ron was fine, the problem was the stroke from the existing eccentric

was insufficient for the new ratchet mechanism. Ron took the lubricator home and modified the drive arm to get extra rotation of the shaft and ratchet. That worked a treat and the lubricator is now fully operational. Problem solved!!

The club now has a fully working steam loco. Let's hope we will have a trouble-free Butch which is seen running regularly for the summer season. But we all know steam engines have a habit of nearly always needing some attention now and then.



The Bradford Cup.

OMAH MkII.

What is the Bradford Cup? It is awarded for the best article published in the *Model Engineer* during the past year.

As a result of the voting for this year's award one of our own members came a very close second to the winner! It was the immaculate series that Peter has and is publishing in the *Model Engineer* describing the construction of *Flying Scotsman in 5-inch gauge* that did the trick! The scribe knows that he is biased but the series does seem to be superior to those that have come before. Both in diction and the easy-to-understand photographs.

The scribe met Peter recently at Colney Heath where he was yarning as were most of the membership who were occupied in doing nothing at all on that sunny windless Thursday morning. The scribe had never heard of the *Bradford Cup* and to his amazement it transpired neither had Peter! And he definitely did not know he had almost won it!

If one of our more educated members can perhaps explain to our vast readership of *The News Sheet* what the Cup is and where it originated then we would all be much the wiser and get the whole thing into perspective.!

There have been several editorial references in *Model Engineer* during 2022. See pages 8, 68, 248, 488, 608, 728.

G1 Group

By Geoff

Gauge 1 activities have all been as usual this month with the weekly Wednesday run and alternate Saturday session. All the regulars have been there. For August we should be in attendance every Wednesday and on Saturday 6th & 20th August. It would be good to see other members coming along even if you are just curious. Many of you have a gauge 1 loco purchased for a rainy day so bring it along during the summer. Tyttenhanger is nice in the shade of the trees at this time of year.

I attended the 16mm Narrow Gauge show at Peterborough at the end of June to man the G1MRA meet and greet stand in association with the G1 Yorkshire group layout "Ridings". This is a large 4 track layout that features steam operation on the two middle tracks and electric traction on the other two. Coupled with this there are separate dioramas at each of the corners to entertain the visitors. These include the steaming bay and engine sheds, goods yard for shunting, a mine and a mineral processing plant. The show is predominantly garden rail but there is a sprinkling of Gauge 1 traders and modellers.

It was good to meet and talk to a number of NLSME members who also visited the show (not sure if they were wearing their G1 hat or 16mm Narrow gauge!) and some old members as well.

I have been lucky enough to enjoy two mainline steam tours in the last month. The first, an evening run out of Victoria and round through the Surrey hills, complete with a 3-course meal and wine. I was very impressed with the evening and had a thoroughly good meal, not bad for £109. It even impressed my wife!

The loco, Black 5, "Sherwood Forester" put a faultless performance. This train had been marketed through Steam Dreams but that company has now merged with Locomotive Services Limited which caused a change of publicised loco and stock. The new Mark 3 air-conditioned coaches were very comfortable, albeit you could not open the window to hear the locomotive working.



The second tour was an all-day trip from Waterloo to Exeter and back via Bristol & Salisbury behind Clan Line. I slumped this in the cheaper seats and was very lucky to find we were third coach from the front. "Clan Line" had a brilliant run down the South Western mainline and put a sterling performance.



Time was kept and, in many places, we would have been ahead of time if control would have allowed. I have been wanting to travel the Devon banks for many years but the dates never seem to work out. It would have been good to travel the Atlantic Coast Express in the days of steam. This was a good replacement. The trip included the racing flat though the Somerset levels, and we flew.

Footbridge refurbishment

The footbridge over the GLR which provides public access to the toilets during public running has been closed for some time. The wooden stairs were found to be structurally unsafe and had to be removed. It is tempting to insert a few puns into this article but hopefully the editor has taken steps to avoid this.

The problem with the bridge seemed impossible to get over until research identified a low maintenance and affordable solution. This has allowed the project a take a step closer to completing the repairs required to the bridge.

Like all good projects the only way to approach the task is step by step. By treading carefully, the team have planned the job and started the repair. A few “willing volunteers” stepped up to the plate (or should I say plates) and have started work. Graham and Jonathan made a couple of jigs to



assist with the drilling of many holes which I am sure you agree is riveting to hear about but I am told they intend to use bolts.

As can be seen Mick has been busy with the paintbrush with red oxide the chosen colour of primer. Due to the hot weather the paint was drying within minutes of application so no tea breaks allowed.

We can clearly see from the pictures this project has already taken a significant step forward moving from the planning and design stage to starting the next step, construction.

There is a little more work to be done treading carefully as they progress to ensure each step is drilled and painted before the project takes the next step which is to start installation on the bridge.

This step-by-step approach has allowed the team to step up their rate of production so by the time you read this they may have started fitting the new steps which is obviously the next step in the programme.

When we asked the project team leader recently how he thought the project would progress at first, he gave me a blank stair but then he suggested it was essential to keep looking one step ahead. He said they will need to tread carefully to ensure they don't trip up as installation proceeds. He expected the project would have its ups and downs but he was confident the team would rise to the challenge.

The current programme suggests that construction will rise to a peak about halfway through the installation before the final downward phase starts after which the project team will be able to step down.

A recent project safety review meeting decided that by continuing to follow strict safety protocols the team could meet the challenges of working at height. With the key safety message to all those working on the project being to tread carefully at all times and only take the next step once you have completed the previous task. By strictly following this step by step process no gaps will be left in the construction programme or more importantly the stairs.

This project once completed will allow all members the opportunity to step up and reach new heights to get a long-lost high-level view of how the site operates.

Members of the public wishing to access the toilets will again be able to be kept away from the Ground Level Railway by being directed via the footbridge taking one step at a time of course. Stewards will need to remind members of the public directed to use the footbridge to watch their steps, particularly the early risers.

As to avoiding any puns I think we just made it but one or two may have inadvertently slipped through.

But to be serious for a moment great job so far and well done to those involved for all your efforts to date. Thank you for "volunteering."

Barnet Beaver's visit – Saturday 25th June



On a sunny Saturday over 60 Beavers descended on Tyttenhanger for an afternoon of fun on the trains. The visitors came from various groups around the Barnet area with their respective leaders. We provided the GLR and RT for rides but besides the rides there were also lots of activities to occupy the Beavers. Train related wordsearches, model engines to make, bracelets to make with colourful beads and an engine. Beavers busily explored the site with a picture quiz that one of the leaders had devised.



The weather was kind to us and Beavers relaxed on the grass with their individual bags of refreshments.



At the end of the day happy tired Beavers headed home after a great fun filled afternoon.

Family Day & Under 16 years of age drivers' day.

By Les

Saturday the 9th July, the weather was fine and we opened the gates for a club family day to give members and their families young and old the opportunity to drive a locomotive. The intention was to give under 16's the opportunity to drive a locomotive. The only rule was that they had to be directly supervised by a member,

preferably dad or grandad who had experience of how the railway operated and to ensure the safety of those driving. We had the two club battery locos running on the raised track,



a diesel and steam loco on the ground level railway and Dottie had travelled all the way from Cornwall to provide a loco on the cuckoo line.

Refreshments were provided for the young visitors which went down well. It was a fairly relaxed atmosphere with everyone enjoying the site on a

summer's afternoon either driving or just being a passenger on the various railways. And not forgetting the steam lorry.

We received the following note from Craig following the day;
*“What a great afternoon! My two grandsons, 11-yr old Eli and 6-yr old Isaac had a ball, I might have had the odd smile myself!
Thanks to all the members that took the time to set it up. The only downside was that the 6-year has now driven a steam loco whereas his 70-yr old Grandad hasn't (yet!), I won't live that down... It reminded me what a great society we have”.*

Here are a few more pictures taken on the day.







July General Meeting – A BBQ at Colney Heath. OMAH MkII.

The Scribe arrived at Colney Heath together with fire making tools and a large pack of Lincolnshire Sausages. A charcoal fire was easily ignited and was soon ready to roast sausages and any other products of nature that it was legally permitted to roast.

The evening was fine and warm with only a whisper of wind; soon the sausages were sizzling over the charcoal awaiting sausage less members. Unfortunately, only two other members arrived to partake of the sizzling delights. The attendees were both prominent members of the Club so a relaxed evening was enjoyed in their company talking about Model Engineering, the Society and the Membership in general. All too soon dusk was imminent and so the select group dispersed after a pleasant and informative evening.

Bookworm Writes

Our worthy Editor reminded me the other day that if I was going to review a book for members to take on holiday or to enjoy on their sun loungers this summer, it had better be soon or it will become winter bedtime reading instead.

So, at the risk of upsetting those following the ingredients inside my current cooking pot of delight, the history LBSCs Polar Route, I will take that risk and hold it over for next month.

Straight away and in case anyone thinks my loyalty to all things engineering has slipped a notch, I will explain why the book reviewed this time *is* something very different. Concerned by the urgency of our Worthy Editors request I was (but) lucky enough to find a volume on my owner's desk top still in its wrapping paper - I suspect its one of those books he got for his birthday or Christmas given by a well-meaning relative who didn't know what to buy someone with a passion for engineering, when looking around the bookshelves in the local Garden Centre.

Serendipity though. Stay with me, for having seen the title I know you are now saying "*he really has lost the plot this time*". Well, I do think you will be very pleasantly surprised by the salty edge of the alternative flavours to be found in this one, you may even find that like me once tasted you will really want to share it with others.

Attention All Shipping – A Journey Round the Shipping Forecast

My owner's day would not be complete without hearing the shipping forecast on Radio 4 in the morning and last thing at night before he goes to bed. But, unlike my owner who by comparison is a mere voyeur of meteorological nautical information, the author Charlie Connelly wants to know where all these places are located and perhaps just as importantly, what they are. The result is a book that is a cross between a history lesson given by one of those trendy history teachers you hear about and tales of travel adventures told to you by an entertaining friend you meet in your local now and again.

The book starts with the author presenting his families nautical credentials by explaining how his great-grandfather first got sea water in his veins during W.W.1 when he was accidently kidnapped and put to work in a ship's galley. Eventually finding himself miles from home and not fancying his options following a torpedo attack on the ship, he slipped over the side at the Falkland Islands.....

Having now got us baited and hooked the author, no-doubt aided by the diluted sea water of generations in his own veins, next explains how he felt he should make more of an effort to earn his own place within the family's maritime history (but lacking the desire to work on the sea itself, as he already had a steady job), by deciding to set himself the challenge of actually visiting every named area of the shipping forecast and to write a piece about each location.

With everyone now safely on board, Mr. C. launches straight into a bit of history by introducing the reader to Captain Robert FitzRoy without whom there would be no Shipping Forecast story to tell. Seems Bob FitzRoy was somewhat disturbed by ships of the day bumping into rocks and islands around the British coast (and other places) owing to bad weather. He was also no doubt piqued by the fact that barely was the ink dry on the various navigational maps showing where everything was, in relation to everything else to make life easier, only for ships to still have a habit of blundering into them, albeit unintentionally.

Against an already poor track record it seems the loss of *Royal Chester* off Anglesey with the loss of 500 lives adding to an existing total of over 200 ships already lost...in just two weeks, was the final spur that was needed. Now if the scholars within our Club think they have already heard Mr FitzRoy's name mentioned elsewhere, then I will give them a nod by saying that he was mates with Charlie Darwin and knew a *Beagle* when he saw one.

From this point on our author takes us on a tour of the 31 sea areas covered by the SF starting at Bracknell..... Bracknell? stopping along the way to impart facts (not all savoury), anecdotes and hilarious asides before leaving for the next area.

Now, as you have come to know by now, my style when reviewing is not to spoil the journey for you by telling you about all the good bits.... However;

-You really will not be disappointed by the story of Heligoland (German Bight) which it appears belonged to Great Britain (Empire builders to the world) at one point, but has a back story that would make our recent crop of Politicians appear worthy recipients of 'Sainthood' status....

-Rockall (no loyal reader I am not being all modern quoting north London slang). Rockall the place. I will tempt you here with but a tit-bit.....slab of rock it may be, but it's had nations eyeing each other off over it because of....., but in 1955 HM Gov felt a firm and decisive gesture should be made to show anyone and everyone else thinking of adding the land to their own portfolio, by planting the British flag (suitably authenticated by having a handful of the right officialdom present) and by cementing its official place along with its plaque, in history.....but was that the last word ?

Those *nearly* of a certain age can also confidently find something for them in this book with the incredible story of Sealand. 'Roughs Tower' in sea area 'Thames' being a relic of the early 20th century found new life as a Pirate radio station in the mid-1960s – For my younger readers, Pirate radio stations were not places where the DJs walked around with a patch over one eye and a parrot on their shoulder. No, these were illegal radio stations broadcasting off- shore from boats and structures set up by people outside of the BBC wanting an alternative to a daily diet of the Spinners and Max Bygraves records fed to them (wholesome though they may have been). Craving excitement for the young ear, young personages wanted to hear music from the best 'Popular Beat Combos' of the day (aka pop music.) – when Roy Bates of Westcliff-on-sea (maybe) felt the urge to '*let it all*

hang out man' (heritage precedent - 1960s slang expression) took up residence in 'Roughs Tower' to play pop records to the aforementioned younger generation of England; and being outside English jurisdiction he contently played them until the Government got fed up, the BBC relented, and Radio 1 was invented. Meantime, feeling he should make things a bit more permanent (Englishman's home etc), he declared his new found off-shore home 'independent' called himself Prince Roy and set up the Principality of Sealand. Well, you can imagine, the British Government were not too chuffed about that so.....

All good history books should have at least one human story to *lift the spirit* and to make one wonder, "*have I done my bit for my fellow man?*". The heroic story of Henry Blogg of Cromer will do just that; RNLI volunteer from the time salt water first washed over his toes, by the time of his retirement fifty-three years later he had a clutch of medals for bravery and he and his mates had saved 873 lives.....and he couldn't swim!

.... these then are just four good reasons to enjoy the 373 pages of this book, can you imagine what else may follow, these are just the tip of the alpha-grammatical iced bun, sorry iceberg (though no actual icebergs appear in the stories, or do they?)

Bookworms Verdict

This well packed feast will leave you entertained, better educated and provide you with enough facts to host the pub quiz for the next ten years all in one book. I was so taken with this one I invited some of the lads to come and join me. One said of his experience "*fantastic, best I have ever tasted*". "*A jolly good romp around the areas of the Shipping forecast*" said another. "*The story of the talking mongoose just had it for me*". "*The Road Atlas of Britain will never taste the same after this*" said yet another.

Go on then, set the mood for yourself by playing 'Sailing By' on the gramophone whilst reading this one in the hammock or deckchair this summer and you too will be able to smell the salt in the air and hear the lapping of the waves.....is that a storm brewing?

I recommend it to you.

Attention All Shipping – A Journey Round the Shipping Forecast – ISBN 978-0-349-11603-7

Available from all good booksellers (and maybe one or two Garden Centres)

Bookworm Foot Note – Before the BBC first modulated the airwaves with the Shipping Forecast (originally called 'Weather Shipping') around 1924, does anyone know how the information was relayed to ships at sea?



Forthcoming General Meetings

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.

The Programme at the moment reads thus: -

Friday August 5th 7pm - BBQ at Colney Heath

Bring your own sausages; heat provided.

Friday September 2nd From 6pm onwards.

Night running session at Colney Heath

Friday 7th October.

Work in Progress. Bring along a piece of machinery or model that you are involved with and tell us about it; you are among friends who will no doubt give you advice. The Nation is running low on skills so please do your bit to help.

Friday 4th November

Professor Tim will take time off from teaching his students to extract teeth to take us all on a journey from St Albans to Dorset with speed and thrills on the way by miniature traction engine! Not to be missed by anyone! (Talk rescheduled from 2/9/22)

Friday 2nd December.

A Festive Gathering. A chance to meet and chat to members from other sections over some light refreshments with a backdrop of films from past glories at the Club. A good chance to see some hidden films from the previous of the Club.

Any questions regarding the meeting contact, Ian

OO News

By Geoff

For the last 8 months (or has it been 9, I've lost count!), work has been carried out to investigate numerous problems with the electrical installation on the Loco Shed layout. This has culminated with the replacement of various multi way plugs and sockets which connect both the control panel to the layout and baseboard to baseboard connections. Whilst this was being done, a full log has been made to catalogue where each and every connection goes to and its function. After many, many hours of work both at the club on Wednesday evenings and at home, we are now in position to, at last, unplug the soldering iron as the light at the end of the tunnel has been reached. At the time of writing, (14 July) all faults have been identified and rectified. Hurray!! Technically speaking, the layout is now working. Only a thorough test will confirm this.

There is still some electrical work to be undertaken, this being to wire in the numerous yard lights and the street lights in the town sector which will be done at a later date. But for now, it's time for us to relax and enjoy the layouts once again to their full potential. If any member wants to join us to run or test a model loco or two, then please feel free to come any Wednesday evening.

As well as model railways I am also interested in steam traction in general, especially road and stationary engines; and you will often find me attending various rallies and events around the country at weekends. The variety of steam powered vehicles is vast and there are, amongst the general run of the mill engines the odd quirky unit to be found. One such, which I saw a few years ago was a steam powered milk float. The owner has converted a battery powered milk float using an upright boiler and cylinders from a boat to provide power.

A more recent discovery earlier this year was referred to as the 'Arthur Trotter 1 Ton Steam Roller "Old Butty"'. Mr Trotter, from Coleford, built this unique steam roller in 1933 to roll the gravel paths and driveway



around his house and had used flat belt pulleys for the rolls and steel angle for the frames.

The original boiler was a single cross tube producing an impressive 40psi. The origins of the actual engine are unknown, having only an ornate letter C on the cylinder casting which to date has not been identified 100% by the present owners. There are two high pressure cylinders $2\frac{3}{4}$ " bore x $3\frac{1}{2}$ " stroke, each piston having 4 rings and the slide valves are worked by Joy valve gear. The crankshaft has cast gunmetal, lead filled balance weights and the crankshaft and connecting rods are hollow. The engine stands on turned pillars and incorporates plunger pumps driven from the crossheads.



Following Trotters death in 1977, the roller (together with other models) was left to the Gloucester Folk Museum when it was established that the boiler, now over 40 years old, was in bad need of repair. In 1989 a full restoration was begun and the boiler repaired with the restored and working roller being rallied between 1997 and 2000. At that point, it was established that the original boiler was now beyond further restoration and a new replacement was sourced but not installed. In 2016, after lengthy discussion the roller (and new boiler) left the museum into the care of the current owners who have undertaken a further restoration, including the installation and commissioning of the new boiler, with a return to full working order in 2017. The new owners have since rallied the roller several times and occasionally it has been used for its original purpose on rolling driveways.

When I saw this roller, my first thoughts were whether we have enough brains and knowledge within the Society to build our own version for use at Colney Heath – to roll not only any rough ground as may be present, but also in the maintenance of the lane. Food for thought!!!



Finally, does any member use a HP printer which uses HP301 ink cartridges? Due to a malfunction in my own printer, I now have 3 unopened packs of HP301 black and colour cartridges going spare. If they are of any use to you, then please let me know.



Narrow Gauge Garden Railway

By John

Welcome narrow-gauge fans to another month's musings on all things related to the world of narrow gauge. And a mixed bag it certainly is this month. In fact, to start with I'm going off piste and going standard gauge! It's only a 30-minute trip from my house so it's an absolute disgrace that I've only just visited for the first time the Epping and Ongar heritage railway.

I'm sure you're aware that it runs on the closed part of the Central line from, you guessed it Epping to Ongar, at the moment it doesn't get as far as Epping station on the Central line so they recommend you park or get the tube there and then travel on the heritage bus to North Weald station. Imagine our surprise when the Route master bus which pulled up was the same bus and crew which a month before ferried the wedding party at my son's nuptials from Islington town hall to the reception, small world. North Weald station is the main operating base for the railway and they've created a bucolic country station with all the charm of a typical Great Eastern station. We had a grand day travelling behind a heritage DMU and an ex GWR prairie resplendent in a London transport livery. With a 03-shunter bustling about in the yard and lots of other locos and railway ephemera to see it's a visit well worth taking.



Back to narrow gauge matters! I was recently in Lancashire visiting family and we had a day trip to Southport. Although it's a somewhat faded resort now compared

to the magnificence it once must have been in its prime, there were some narrow-gauge railways to keep me away from the usual seaside tat. The pier is actually the second longest in Britain and running the length of it as similar to Southend's is a narrow-gauge railway. Unfortunately, as a weekday it wasn't running however a brisk walk to the end afforded views across to the mountains of North Wales one way and to Blackpool and the lake district the other. At the landward end of the pier is a station serving a 15"-gauge railway, the Lakeside miniature railway which runs the length of the pleasure gardens and lakes to its main station at the pleasure fairground. It seems that this is the longest running 15"-gauge railway in the UK, opening in 1911 and never closing, although you've guessed it, it was closed the day of our visit! Fortunately, what was open was the nearby model village which incorporated a model railway running through it. The loco's and rolling stock were all LGB and talking to the owner most have been running for over 20 years, German quality?



It may not have been of Beckonscot standard but for a railway enthusiast a pleasant enough hour or so, the obligatory quiz to fill in while walking round may have helped " what's the colour of the car parked outside Mr Bun the bakers? ", " we've still got 6 fairies to find" etc.....

Incidentally I would recommend if you're ever that way a walk around the Albert docks area of Liverpool, a restoration project which is still ongoing of the old warehouses etc, fantastic if you're interested in industrial archaeology. Amongst other things of interest there's a propeller from the Lusitania next to a magnificent bronze memorial to the ponies used for shunting wagons, and with of all things a Billy Fury statue nearby! Of course, there's the superb dockside buildings too, Cunard, Royal Liver insurance with the famous birds on top, plus the amazing Beatles statue too, certainly a great place to visit.

Finally, the recent public open day coincided with the start of the heat wave and I hope you enjoy the photo of the garden railway station sign with advice for the public, thanks to Michael's daughter Lizzie for her great idea!



G.L.R. News July 2022

By Peter



Not a lot to mention this month other than the ground level welcomes new member Steven Farrar we would love to see you running at the track as steamers are in short supply in the club, there will be plenty of help and advice for you at hand to get you going if you need it.

We have passed out another G. L. driver namely our one and only editor and thank him for doing a stint on the hottest day of the year pulling public and helping to swell the club coffers, much appreciated Keith.

I have not been running Maid Marian of late one of the reasons being that everything is so tinder dry and I do not want to be the one who sets the site alight. We did have a ruling on this issue during hot weather that not so long ago was implemented. I feel that no steamers should run when it is as dry as it is now without ample members on site to douse a fire if one happens, please be vigilant if you must run then have someone with you in case of a problem.

As ever in the muck Pete.

Ground level section leader.

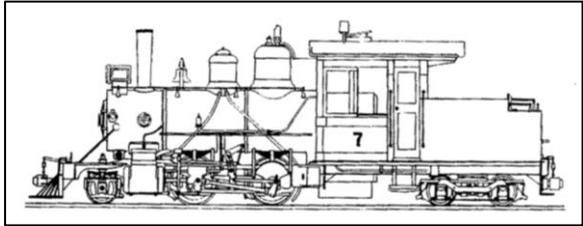
Lucky 7 – The refurbishment *Continued from July 22 p23*

By Keith

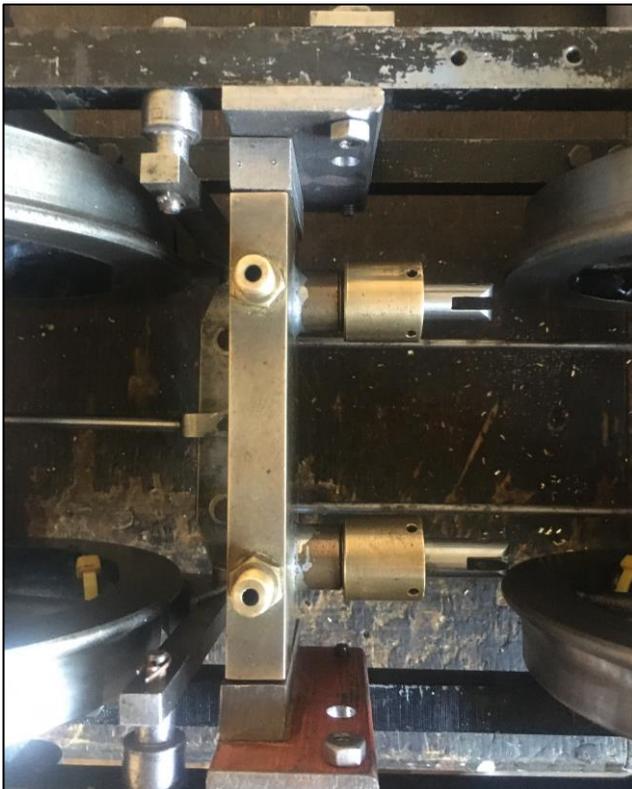
Part 5

This is the story of how a rather unique locomotive generously given to the club some years ago by NLSME member Harold Newman came to be languishing in

the store at Tyttenhanger. It is now being overhauled, repaired and refurbished by John who has volunteered for this task.



The original layout for getting water to the boiler was via two injectors and a hand pump. Because this engine will be a club loco when rebuilt it has been decided that an axle pump would provide an additional safeguard against running dry. So, during July John has been working on fitting a new axle pump to the frames.



The twin pump was donated by a club member. It had originally been destined for a 5inch gauge B1. As can be seen in the photo's the pump was made to also act as a frame stretcher.

Lucky 7 is an outside framed 3.5-inch gauge engine. It wasn't surprising that holes in each end of the pump didn't match those in the frames where it was to be located. The overall width was also too small. So, if it was to be used then additional packings would be needed. The packings were a very straightforward to make but to solve the

mismatch between the fixing holes in pump and frames two further pieces of MS were added to achieve to overall width required. These also solved the other problem by providing matching holes for attaching the pump to the frames and in addition they have been extended to provide mounting points for part of the loco's suspension. The pump has two $\frac{3}{16}$ " dia rams which will together provide a steady and even feed to the boiler.

As no axle pump had originally been fitted the next task to be addressed was the drive to each pump. The design of this engine is unusual in that the diameter of the axle within the axle boxes is greater than the diameter between the backs of the wheels. So, the only solution was to fabricate a pair of split eccentrics. These are held together by a couple of 4BA screws and the appropriate grub screw to fix onto the axle. Offset by $\frac{3}{16}$ " these eccentrics will give the necessary ram movement.



The next task during August will be the eccentric rods.

Don't be alarmed about Health and Safety Obligations, just be sensible!

By Paul

Introduction

The purpose of this article is to allay any fears that I know some members have, of “inadvertently getting something wrong and ending up being prosecuted because someone else has been harmed”.

I aim this treatise principally at those who visit the Tyttenhanger site but the message applies equally to HQ and any Society activities at other sites

I will start with an explanation about how Health and Safety law works and how it affects the NLSME and its members.

Avoiding Harm

Running a site, such as Tyttenhanger, brings responsibilities with it. That is responsibilities on individuals to *protect one another from harm and for the Society to protect members and visitors from harm*.

Harm can arise from simply walking around the site or, more likely, from the activities undertaken there be they maintenance activities, train running activities, boat sailing activities and workshop activities.

In Law, the Society owes a “Duty of Care” to anyone on the site. Individuals owe a “duty of care” to others.

The Federation of Model Engineering Societies has issued advice on the relevant requirements set out by the government that apply to organisations such as model engineering clubs.

Members will have noticed that, for Tyttenhanger, the management of Health and Safety has become more “codified” in rules and instructions which has led to some worrying about getting things wrong.

Just like a Workplace, which is subject to the Health and Safety at Work Act, the key component of exercising a duty of care is to make an honest attempt at foreseeing what harm could befall anyone on site and to identify **reasonable** measures to ensure harm does not happen. There is no fixed set of harm avoidance measures that universally apply to every Model Engineering society but there is a universal way to identify them for each society. This is called **Risk Assessment**. The Society has a Risk Register which is constantly monitored and updated.

From my experience at London Underground, I have been pleased to have assisted NLSME Council in creating the Risk Register of all the harms, and the causes, that can be reasonably foreseen that could befall anyone on site. From

the risk register arises the rules and instructions that NLSME has adopted and communicates.

The Society now has an organisational structure which enables risk mitigation requirements to be cascaded and explained to members. The risk mitigations that have been identified have been allocated to “Duty Holders” – that is those who should have the information and knowledge (through training in some cases) to see that risk mitigations are applied. Some Duty Holders are in recognised Positions, and some are more transient like Stewards.

Almost every act of avoiding harm will already be second nature to you – especially those that you encounter every second of your life when interacting with others.

But in the case of running trains, sailing boats etc, the Society rules and instructions are in place for members to follow when undertaking specified activities such as Stewarding, Site Infrastructure Management, Projects, Train Driving, Locomotive operating, Boiler Testing etc.

It is recognised that most members, many of whom are Stewards for an afternoon each year, won't *naturally* know what their duties are, or the rules and instructions, but please comfort yourself that such requirements have been and will continue to be communicated to you either through the Newsletter, Site Notices, Competency assessment and, in particular, Stewards Briefings. Council asks members to familiarise themselves with and carry out any instructions relevant to their duties or activities.

How the Law views H&S

As stated already, the purpose of this article is to allay any fears you might have of “getting something wrong and ending up being prosecuted” if anyone suffers harm. I hope this section will help you relax but, at the same time, understand your duty.

Accidents happen. The law accepts this. But when something does happen, the law will ask “why” and, amongst other things, it will ask if harm has been done due to an act of *Negligence* or *Recklessness* by the Society or an individual.

It's probably worth stating that the law also recognises if someone is acting **Reasonably**. I used this word deliberately earlier on. I don't think it needs further explanation except to say that if any member acts “unreasonably” and harm is a result, then there could be consequences.

More significantly, in law, there are just two other things that are relevant to a successful prosecution. There is some overlap but here is what these are at an individual or Society level.

Negligence

Under the current law, for a claim in negligence or for breach of a statutory duty involving a standard of care to succeed there must be a duty of care owed by the defendant to the claimant; **a breach of that duty** by the defendant; and loss or injury suffered by the claimant which is causally connected with the breach.

Definition. **A failure to behave with the level of care that someone of ordinary prudence would have exercised under the same circumstances.** The behaviour usually consists of actions but can also consist of omissions when there is some duty to act (e.g., a duty to help victims of one's previous conduct).

Recklessness

In criminal law and in the law of tort, recklessness may be defined as the state of mind where **a person deliberately and unjustifiably pursues a course of action while consciously disregarding any risks flowing from such action.**

Case Law 27 Jul 2020: Cunningham recklessness

The Cunningham approach to recklessness is now referred to as standard recklessness. Cunningham recklessness requires that the accused foresees the consequences of his actions as being probable or even possible and yet goes on to take the risk.

To conclude

Hopefully you will have noted four phrases that are key:

- Understand the risks of causing harm
- Act reasonably & follow rules and instructions
- Do not be Negligent in your duties of care
- Do not be Reckless in how you act

I hope this is all clear to you. You will be just fine if you follow the rules and instructions communicated to you and exercise plain common-sense whilst on site or undertaking Society activities.

Email me (see the rear cover) if you have any queries.

How I got interested in Model Engineering.

By Ian

A few days ago, I phoned our (now) country member Colin Bainbridge who resides with his partner, adjacent to that beautiful port of Whitby.

The reason for the call concerned the acquisition of new tee shirts with NLSME logos attached to them. Colin had masterminded the previous supply. The conversation drifted off the subject as it often does when a contact is resumed after an interregnum of many years. The item that Colin wrote some time ago regarding how he got interested in Model Engineering was discussed and that one purpose of his item was hopefully to stimulate other members to follow him; but to date no-one has! So, here goes!

Many years ago, I had the very good fortune to join a general medical practice situated in Wood Street Barnet. The practice had over 9,000 patients and that meant 3,000 for each partner! Today's practitioners might think that it meant an unacceptable work load; we did our own nights and afternoons and had no appointment list. The surgery opened each day at nine and closed at ten in the morning for as many patients who wished to have attention crammed in. In the evening the surgery opened at six pm and closed at about eight. The patients liked it because they knew that were able to see their doctor when they liked and usually did not have to wait for long. The evening surgery starting at six pm making it easier for City workers to get treatment without losing work time. (It also gave one partner time to get in a round of golf and more time in the workshop in the afternoon for another!) it is hard to believe but some evenings I actually ran out of patients so I would nip across the road to the library, and read a copy of the *Model Engineer* until the receptionist phoned the library assistant to say the there was a patient had arrived to be seen!

Barnet College was almost next door to the surgery; they had fully equipped metal workshops for the apprentice scheme that was in operating at that time. Fortunately, they had a metal work class on Tuesday evenings starting at eight, just as I completed my evening surgery, so off I went to the evening class as soon as I had finished work. I managed to join the end of the queue for tools from the store keeper. The Storekeeper was very generous. I think because he thought I was 'on the Square'! I'm sure that I was probably the only doc in Barnet that wasn't. The Tutor was a nice old boy who had been the manager of a Jute Works in Karachi he was a good instructor but became ill and had to retire. The new Tutor was very different he had a dislike, almost hatred of full-time students and of the College but we just got on with what we were doing be it a demonstration work piece or cylinders for a steam launch engine. (This evening I had a chat with a chap called Robin, a retired dentist and model engineer; he thinks that reminiscing, we were working in the College evening classes for at least twenty years).

One of Evening Class 'students' was David Rogers who was not only a keen model engineer but a stalwart of the *North London Society of Model Engineers*. He constructed the 'small crush hall at the Summers Lane Head Quarters and made many locomotives which he never steamed more than once but he taught me a lot in workshop practice and was immensely proud when we visited breweries in order to see the pipe work that were his responsibility for planning. David and I got together building a *Bridget* which was a 7 ¼" locomotive to Ken Swan's design. It was to be run by me so I bought the metal and he supplied the skills and teaching. We met each week and set each other 'homework' to be completed before the next meeting. It was really just like home work because I had the same rush to complete before the next meeting with David. I remember the sadness when we completed *Bridget* and had her in steam because David was no longer interested in *Bridget* apart from one trip to Tyttenhanger where we made a turntable to turn *Bridget* when she got to the end of the ground level line, which at that time was by the then new toilet block. But he did persuade me to join that illustrious club of North London Model Engineers.

So, after David I have not given up Model Engineering having started three *Williams*, two *Tiches* and two *Sweet Peas*; all **still** to be completed. So, with no personally finished locomotive I feel the I am a truly well uncompleted model Engineer!

Ian Johnston

Tee Shirts and Sweat Shirts with NLSME logos.

Ian

The Scribe wrote a note to a previous *News Sheet* asking if there was interest in the Club into acquiring logoed garments for club members. There seems to be an interest especially as it is some years since Colin Bainbridge carried out a similar and successful venture.

Fortunately, a member of the Slot Car Division was in contact having been in the garment business previously and had in the past provided a famous Pop group with logoed shirts. One problem discussed was obtaining a good well-defined Logo to copy for the shirts.

The other problem is finding out how many folks are interested. And to that end I propose to put a notice in various places around the Club, which members can respond to by saying if they are interested in obtaining shirts. Incidentally bespoke shirts are very expensive but shirts bought in bulk are remarkably cheap. If anyone is interested in managing the enterprise, then I would be very pleased.

Track Stewards Rota – August & September 2022

By Nigel

07-Aug-22

Owen - Senior Steward

- 1 Paul
- 2 Roy
- 3 Craig
- 4 Roy
- 5 David
- 6 Geoff
- 7 Alan
- 8 Mark
- 9 James
- 10 John
- 11 Robin

Ground Level Despatcher
Steve

21-Aug-22

Nigel - Senior Steward

- 1 Roy
- 2 Alan
- 3 Paul
- 4 Graham
- 5 Peter
- 6 Peter
- 7 Peter
- 8 Jack
- 9 Dave
- 10
- 11

Ground Level Despatcher
Steve

04-Sept-22

Martin - Senior Steward

- 1 Brian
- 2 David
- 3 John
- 4 Steven
- 5 Graham
- 6 Gordon
- 7 Malcolm
- 8 John
- 9 Christopher
- 10
- 11

Ground Level Despatcher
Steve

18-Sept-22

Les - Senior Steward

- 1 John
- 2 Gerald
- 3 Bill
- 4 Daniel
- 5 Waz
- 6 James
- 7 Robbie
- 8 David
- 9 Rob
- 10
- 11

Ground Level Despatcher
Steve

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 1/2" 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

And Finally - A new arrival

It was great to see a new locomotive take to the track at Colney Heath recently. The 5-inch gauge Duchess performed well and made a great sight. With four cylinders, City of Birmingham is a large and powerful locomotive.



Perhaps someone can tell the editor why the picture seems to have captured Brian wearing that hat.

Dates for your Diary

August Bank Holiday Saturday 27th August Visitors to Colney Heath

By Mike

Until Covid-19 put a stop to everything, it had been our custom to welcome friends from Chelmsford SME, Chingford DMEC and Fareham DSME to enjoy our facilities at Colney Heath on Saturday of the late summer bank holiday weekend.

The pandemic seems to have eased so we sent out invitations for this year, have had replies and look forward to a pleasant day entertaining our friends.

We are sure they would appreciate a welcome from any North London SME members free for a while that day and appreciate the opportunity to spend time chatting with like-minded colleagues. We anticipate arrival times from about 10.00am.

We shall provide hot and cold drinks but suggest members bring a packed lunch to sustain them during the day!



EAST SOMERSET SOCIETY
OF MODEL & EXPERIMENTAL
ENGINEERS Ltd

Royal Bath & West Showground
Shepton Mallet
Somerset
BA4 6QN



Model Engineers' Open Weekend.
24th – 25th September, 2022

Club Dates for your 2022 Diary

August	
	No Council meeting in August
Fri 5 th Aug	BBQ for all at Colney Heath bring your own sausages; heat provided. starts at 7pm
Sat 6 th Aug	Brean Visit – Sponsor George
Sun 7 th Aug	Public Running
Fri 12 th Aug	Birthday Party – Sponsor Jim
Sat 13 th Aug	Jim Robson memorial afternoon 12.00 to 17.00 Sponsor – Pete
19 th to 21 st Aug	Fetes & Fairs at Flamstead Scarecrow festival
Sun 21 st Aug	Public Running
Sunday 21st Aug	Deadline for copy to the Editor for September News Sheet
Sat 27 th Aug	Visiting clubs – Fareham, Chelmsford & Chingford Sponsors Mike & Les
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
September	
Fri 2 nd Sept	Night running session from 6pm onwards Sponsor Les
Sun 4 th Sept	Public Running
Tue 6 th Sept	Council meeting 13.30 at HQ (See note below)
Sat 10 th Sept	3½” Loco day – Sponsor Martin
Sun 11 th Sept	Toy Boat Regatta – Sponsor George
Sun 11 th Sept	St Mark’s Church visit – Sponsor Les
Sat 17 th Sept	Visiting club – Maldon – Sponsor Peter
Sun 18 th Sept	Public Running
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

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.