

Issue No. 836

August 2021

# The News Sheet

North London Society  
of Model Engineers



August 2021

You can see this News Sheet in  
colour by visiting our web site at [www.nlsme.co.uk](http://www.nlsme.co.uk)

## Contents

Chairman's Comments	Page 3
COVID-19 Notice to members	Page 4
List of approved boiler inspectors	Page 5
Treasurers Report	Page 6
Repair of Dyak	Page 7
Great Eastern Railway Society	Page 8
Flora Spotted at Tyttenhanger	Page 9
Tyttenhanger Station water tower	Page 14
A Pleasant experience	Page 14
First run	Page 15
Bookworm	Page 16
Narrow Gauge Garden Railway	Page 17
Fetes and Fairs	Page 18
July General Meeting	Page 20
Forthcoming General Meetings	Page 21
Gauge 1 Group	Page 22
The Steam Whistle	Page 25
Visiting Locomotives remembered Part 5	Page 26
G.L.R. News	Page 28
Letter to the Editor	Page 29
Construction of 4472	Page 30
And Finally – Deptford Power Station,	Page 32
Dates For Your Diary	Page 34

---

### **Front cover photo**

Sunday 13<sup>th</sup> July and 5699 Galatea in immaculate condition heads away from the steaming bay.

Photo by Peter

---

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

Following UK Gov relaxations of Covid related regulations we are able to simplify considerably the club's interim rules. These are published on page 4. The most significant being that, as yet, we have not decided to allow public running to resume. In line with Government thinking of taking personal responsibilities you should decide for yourselves if you want to return to HQ or Tyttenhanger, with or without masks. It is fair to say that, in the main, most members have resumed normal activities.

Further to my comments last month I can advise that Dyak is now repaired and available for those who fancy trying their hand at driving one of the smaller locomotives. Also, repairs to Butch are well in hand, a report on those will be in next month's news sheet.

Tyttenhanger is looking wonderful at this time of year. We owe great thanks to those members who maintain the grounds in this condition.

Our first meeting at HQ since March 2020 will be the September general meeting comprising a sale of workshop items from Ron Thoroughgood's and Jim Robson's workshops. Proceeds to the families with a commission to ourselves. So, please come along and support it, there are many useful items of good quality to be had.

Two forthcoming events at Tyttenhanger of which you need to be aware.

### 1. Skip for unwanted items:

Aside from the need to empty the old running shed prior to its removal there are items on the site that either do not have owners or owner cannot be identified. A skip will be arriving on site soon and any such items which the club cannot see a need for keeping will be disposed. So, please, if you have anything at the track you wish to keep let myself or one of the section leaders know about it.

### 2. New carriages for the raised track:

As we go to press four new carriages ordered for the raised track are about to be delivered. These have running/foot boards two 2 inches lower than the existing stock. This change was requested by members to provide a more comfortable driving position. They will be stored in the container space number two, when that space is fitted out for them. (This is part of the existing plan to improve the steaming bay set up and facilitate preparation of trains, loco plus rolling stock, before going out onto the main line). Accordingly, the new carriages will not fit into the existing carriage shed so please do not try!

See you at track or HQ

## **IMPORTANT NOTICE REGARDING NLSME ACTIVITIES RELATING TO CORONAVIRUS (COVID-19) PANDEMIC**

This news sheet, being a monthly issue, can never provide members with up-to-date decisions on how the pandemic impacts on our club activities. It is therefore important that members always follow the latest government advice.

### **From the 19<sup>th</sup> July 2021 the following restrictions apply to our activities**

#### **Head Quarters**

HQ is open. Meetings at HQ are permitted at any time.

#### **Tyttenhanger**

Tyttenhanger is open to members. The following Interim rules (Rev 4) apply:

Members only, their families and invited guests allowed on site

Site is closed to the public

Gate to remain closed at all times

Note:

Public access and running will be subject to membership agreement and preparedness to undertake stewarding in consideration of Covid situation at the time.

#### **Fetes and Fairs**

Participation at events can resume.

=====

## Approved boiler test inspectors for 2021/22

The following Society members are approved for the inspection of boilers:

- Norman (Boilers – under 3 bar/litre)
- Les
- George
- Mike
- Brendan (Including boilers in excess of 500 bar/litres)
- John (Boilers – under 3 bar/litre)
- Mike
- Grahame
- Waz
- Geoff (Boilers – under 3 bar/litre)
- Ron
- John

On behalf of Council – Les (Chairman)

-----

## For Sale – Locomotives Large & Small

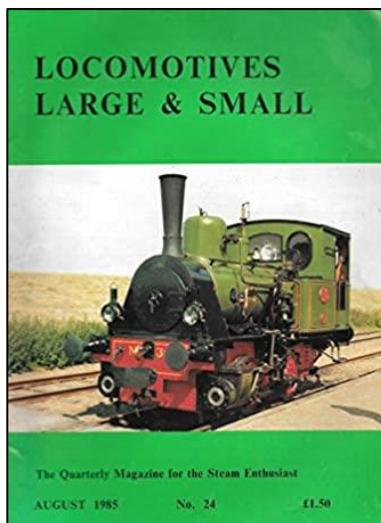
I have a complete set of Don Young's excellent Locomotives Large & Small magazines which need to find a good home.

They are in good condition and are yours for a sensible, and I do mean sensible donation to NLSME funds.

You will need to collect them from my house in St Albans.

Please call me to discuss if you are interested.

Guy



## Treasurer's Report

By Mike

I am most pleased to say that I am only left with two unpaid subscriptions, one is known about and the other will get a final call in the next few days.



Recent expenditure has included three new high-quality benches for the Tyttenhanger site, a replacement tool-post has been located and purchased for the Colchester lathe in the TYT Machine shop. This is to replace the tool-post missing, presumed stolen whilst the lathe was in storage awaiting the construction of the Machine Shop. Panels for the Washroom walls have also been ordered and we are awaiting delivery.

Last Wednesday (20th) having supplied the OO with plasterboard for their ceiling repairs, I loaded up with lots of waste roofing materials from the roof repair and took it to the LBB dump. Very pleasantly surprised to find later that evening that our neighbours at the Hindu Temple (old British Legion building) had continued with their site gardening and had cleared all the rest of our waste into their skip, cleared our lower car-parking area, laid concrete blocks along the fence to form a continuous flowerbed and planted various bushes and plants. The down-side was that they mistakenly removed the steps from the Slot Car room fire exit! They are now remedying this by building us proper steps out of concrete blocks. So, a big thank you to them all for their help in improving the location.



Keep safe and keep engineering.

**Mike**

## Repair to Club's 2½ inch gauge loco – Dyak

By Les

Good practice with screw down type regulators is to leave them open as boiler cools down. The soundness of this advice was demonstrated on completion of Dyak's recent steam test when, on closing the regulator, the internal soldered connection between the regulator operating rod (5/32") and the regulator screw (5/16") failed as it closed. After a few thoughts the inevitability of removing the regulator screw and rod to fix the failure became apparent. The problem subsequently grew because the cooled assembly resulted in a screw held ever more tightly in the regulator body. We now had a jammed (or damned) screw to remove before repairing the rod/screw connection.

Removal of the dome cover showed that the screw could not be reached without moving the regulator body forward within the boiler and that meant disconnecting the superheater wet header, removing the superheater and undoing the wet steam pipe connection in the smokebox - and that meant boiler removal. A growing list of work.

Dyak's regulator/steam pipe/wet header arrangement are classic LBSC design. The regulator casting is profiled to match inside diameter of boiler and held in place against it by two screws through clearance holes in boiler shell into tapped holes in regulator body. The steam pipe (1/4" dia) connection at front tubeplate is



into a bush with ¼" internal thread for the steam pipe and 3/8" external thread for the tubeplate.

The regulator screw is 5/16 BSW with a 1/4" tail, drilled 5/32" for the operating rod.

(See photo)

With the boiler off, regulator body locating screws, superheater and wet header bush removed it was possible to move the regulator body forward within the boiler shell, gaining access to the jammed screw. However, no amount of keyhole surgery through the open dome would loosen it. More drastic action was required. A rod was made up with a sleeve, 7/16" external dia and ¼" internal dia, soldered onto one end and two 5BA screws fitted tangentially through the sleeve. The 7/16" end just about entered through the backhead regulator bush and pass between the firebox crown girder stays. The sleeved end was slipped over the jammed screw's ¼" dia tail and the 5 BA screws tightened to grip it firmly. The whole assembly was then pulled rearward until the regulator body locating screws could be replaced, holding the body firmly back in its normal place. Then, courtesy of

Grahame , an oxyacetylene flame was played, through the open dome, to heat the regulator body whilst anti clockwise force was applied to the rod projecting outside the backhead. To all round relief that did the trick, the screw came loose and was withdrawn, still attached to the rod, through the backhead bush.

A new screw was made and carefully silvered soldered onto the original operating rod, ensuring good penetration of the joint, and the boiler reassembled. A “boiler off” hydraulic test proved all was well and the loco reassembled, with routine maintenance to chassis and some repainting where necessary.

So, it was a lot of work to fix a simple issue. Whilst it could not have been anticipated that the regulator rod/screw soldered connection would fail, the moral of the story is nonetheless to open screw down valves whilst boilers are cooling down to avoid them jamming shut. (Incidentally, I do the same for blower and injector steam valves - after steam pressure is reduced to zero obviously.)

## Great Eastern Railway Society Modelling

### Showcase – By Paul



The Great Eastern Railway Society has just put a modelling showcase online. It contains nearly 60 entries, including around two dozen layouts for you to see. All curated by yours truly and a small team of Zoom helpers.



It can be found via the following link and is well worth a look.  
<https://www.gersociety.org.uk/index.php/home/modelling>

## Flora Spotted at Tyttenhanger

### Plus, a Postscript Picture!

By Nigel

It seems that our long-awaited Summer has finally arrived - I'm typing this when the outside temperature at 6.00 pm on our home weather station says it is 30.8°C!



I thought that it might be an appropriate time to let members of the Society who do not visit Tyttenhanger Site very often see some pictures of the flora which we have. Thanks to Cheryl and Richard the area we know as the 'new land' down at the far end of the site has been transformed into a wild flower meadow which attracts a lot of beneficial insects. Here are just some of the flowers which have appeared this year.

*Pyramidal Orchid*





*Bee Orchid*

*Ragwort (much loved by Cinnabar Moth caterpillars)*



*Large Flowered Evening Primrose*

It's hard to believe that all these wonderful flowers have appeared around the Tyttenhanger site. But they have and it is the result of careful clearance and management of what was until a few years ago just a mass of brambles and undergrowth.



If you have access to the internet then your editor would recommend you view these pictures in colour to really appreciate what the team have created.

How to find the NLMSE web site can be found at the bottom of the front cover of this news sheet.

I'm certain you would agree all the hard work was worth it and all those involved can be justifiably proud of what has been achieved.

In addition to all that could be seen around our site, on the land managed by Affinity Water a mass of Oxeye Daisies appeared during late June and early July.



The postscript picture I mentioned in the title for this article relates to the article published in the April 2021 News Sheet entitled Air Compressor Safety.

Well, following the monthly reminder I set up on my computer email calendar I drained the tank and this photo shows what was expelled.

Some clear water and emulsified oil indicate to me that at least the tank is not rusty inside

Photos by  
Nigel  
&  
Owen





## Tythenhanger Station Water Tower Refurbishment

The water tower at the station has for some years looked a little weather beaten. It has recently received some much-needed TLC courtesy of Ian Johnston and Gerald Ackroyd.

It has not been used for its original purpose for many years as a water supply for locomotives but with a new coat of paint still very much enhances the station area.

Thank you to those who have helped painting the station fence.

There is still more to be done and if we all paint one panel it would soon be completed.

Paint and brushes are available in the station shed if you would like to volunteer.

---

## A pleasant Experience.

By Ian

Today (Sunday morning 18/7/2021) a pleasant experience came my way. I was at the steaming bays when I felt that urge that is all too common in more mature men. I wished to answer a 'call of nature'. I went to enquire at a building that looks remarkably like a Swiss Chalet where the gang headed by Graham and assisted by Mike, Jonathan and Mike were at work. They put their tools down and explained that I would need to hold it for a least ten weeks before their new urinal would be ready for use!

My next thought was the *Super Loo* attached to the soon to be demolished workshop. It was constructed by David Green some years ago and my initial introduction to it and to the Club was by Tom Luxford (God rest his soul). My first task was carrying the ultra-full chamber of old men's urine about a hundred yards

up towards the coach where a handy sewage manhole was situated. That was before the wire fence was erected shutting off the said manhole which deprived us of the pleasure of emptying the chamber of urine into that cavity. We then carried the empty smelly can back to Dave's building. This procedure was performed by using a stout pole under the handle. And carried the can hanging between us. A method bonding with Tom?

My ultimate visit was the newish loo by the coach. Being a key holder, I unlocked with trepidation. When the door opened, I was assailed with an extremely pleasant clean smelling aroma! The sort of fragrance one gets when going into an area which is really, really clean! The floor sparkled and the ceramics were spotless. The walls were faultless and the whole outfit was well looked after.

Whoever had cared for and cares for this building needs lots of praise and we should be very proud of them and respect their hard work; which I'm sure we do.

So, a big thank you to you all!!!

## First Run – 60018 Sparrow Hawk

The 12<sup>th</sup> July was a very special day for Alan with a successful hydraulic and steam boiler test. Witnessed by Ron and Nigel. Alan then took his new 5-inch gauge Kingscale A4 on its first outing around the raised track.



At 75 inches long the locomotive is impressive both in looks and performance. We wish Alan many happy and trouble-free miles.

To mark the occasion Nigel brought along his Gauge 1 Bowande A4, by coincidence it is also called Sparrow Hawk.

## Bookworm Writes: *Still* in the Holiday Mood

I was out having a stroll through vol 104 the other evening whilst still thinking of holidays when I came across this brilliant offer...

A friendly postcard one could or might say from Tenby to the ME offering those holidaying in the area not somewhere to rest one's head, but somewhere to unpack the suitcase, park the chassis and take out those partly finished items and start machining! The kindly offer was being made by a fellow model engineer to those likeminded visiting the area who maybe suffering separation anxiety from their workshops, and rather than let rain spoil their holiday to come and use his workshop and share ideas – *No greater devotion to others doth a model engineer have than to throw open the doors of his or her workshop and welcome strangers in*, say I. (don't think this extends to my owner though)

**Source: ME May31 1951 p688**

Talking of welcoming in strangers and lest we forget Model Engineering has international appeal, it would be very remiss of me not to remind you all of the various International Steam Rallies and Festivals held in this and other countries in the 1970's. As holidays are my theme again this month I will home-in on just one Festival and super holiday that I think you will agree with me that once tasted has you wanting for more.

This fantastic event held in Japan in 1977 and to use its proper name "The Miniature Steam Locomotive International Festival 1977 Japan Convention" was an event organized by the Japan Miniature Club of Tokyo that took place in Tokyo over 9 days in August. Those English Club members lucky enough to be given an invitation found themselves on an all-expenses paid trip of 22 days to Japan – now that's what I call a holiday!

However, to set the scene I will offer you a starter so let's have a dip back to May 1975 which saw a steam weekend organized by the steam section of Dutch Model Engineers who invited members of the Guildford ME Society to attend their "weekend of Steam" held in Leek (the one in north east Holland). The Guildford lads took three locos and one traction engine and had a splendid time of it. Now so successful was this outing that our Guildford boys (& girls?) accompanied by members of the Chingford club attended the second "International Steam Rally" held in August 1975 in West Germany organized by the Dampfbahnfreunde of Friedrichshruhe and took five locos and had another splendid time of it.

July 1976 brought Guildford's own "Steam Meeting and Exhibition" which also had an international feel with model engineers coming from USA, France, Germany, Belgium, Holland and Vienna all taking part and having a very splendid time of it.

The Japanese convention of 1977 seems to owe its origins to the Guildford International Rally of 1976 and the very generous sponsorship of Sumitomo Real Estate Co. Ltd. and the Sumitomo Mutual Life Insurance Co. of Tokyo and the Hokkaido Broadcasting Co. Ltd of Sapporo.

So now onto the Main Course .....

Showing just how generous the spirit of model engineers of the world can be, the Japanese hosts having invited members of the Guildford Club gave them probably the best model engineers *package holiday* of the 1970's. A twenty-two day all expenses paid visit to Japan including a nine-day steam festival with models shipped to Tokyo also at the hosts expense – wwWOW!

Noted for their no-nonsense get-things done attitude the Japanese Club had arranged with the authorities for the track to be laid not in some local park but ground-level, on the pavement around one of Tokyo's Sumitomo skyscrapers. Clearly expecting the numbers of visitors to be high, four policemen were stationed (what *have* I said!) around the track with loud-hailers to act as Marshalls and with 53,000 visitors eventually attending the event this seems to have been a wise precaution. National TV companies got involved and the Guildford gang found themselves part of a 45minute TV documentary telling the whole story – I wonder if this is on e-tube or what-ever it's called? A Party closed the convention with 200 guests invited and with the overseas visitors being guests of honor.

With the Festival over our 'lucky gang' was next offered a trip of 2000 miles sight-seeing around Japan which included a visit to the Shinkansen Bullet Train control room and a ride on the famous Bullet Train itself including a visit to the driver's cab – I told you it tasted good!

Cooo! did I dream this feast? Whilst taking a nap after this Festival fantasia I *did* dream of how an English club may have reciprocated such *bonhomie* with a British *package holiday* offering what England could muster in the 1970's. Our lads may have laid on a visit to Clapham Junction signal box followed by a visit to the footplate of some grimy 1950's class 33 as it chugged its way into Waterloo station taking the guests to a slap meal in the local "Berni Inn" restaurant. . . .

In Britain we used to say, "*this is the age of train*" and in Japan they used the name *Bullet* to describe their fastest rail service. Do you suppose our slogan was arrived at to explain the state of our railways in the 1970's.....perhaps less like a bullet and more like a pop gun!

As they say in Japan "*May your lathe never go rusty*" (they say this in Guildford as well)

**Sources: ME Sept 5-18 1975 p862 / ME Jan 2 1976 p36 / ME Dec 17 1976 p1253 / ME Sept 17 1976 p919/ME Dec 2 1977 p1357**

Happy Holidays - Bookworm



## Narrow Gauge Garden Railway

By John

Deepest summer greetings everyone and welcome to your August look at all things narrow gauge.

For as long as I can remember Railway Modeller magazine has always devoted its August layout of the month to the great outdoors and features a garden railway. As a young modeller it was always an issue. I particularly looked forward too, and could only dream of a day when I too could run trains in a garden outside. Wind forwards a few years and here we are, living the dream!

This month in the spirit of the railway modeller and its wonderful photo's I'm going to let some recent photos do all the talking for me they include Michael's recent acquisition of a spirit fired Shay...which after a few teething issues is now as mesmerising as only a Shay can be. incidentally this is a model of a loco which operates on a 2'6" gauge railway in Taiwan.

We also see Jim's son Nathan showing him how to operate his new side rod American



loco...plus a few of my own rolling stock...what a broad church the narrow-gauge world is!! Enough words, now just enjoy the photographs...and until next month take care and enjoy your hobby.

P.S. As regards the Dingly Dell reinstatement .... watch this space!

## Fetes and Fairs.

By Keith

Following approval from council this group attended the first outing of 2021 on the 26<sup>th</sup> and 27<sup>th</sup> June. Your reporter went along to see on the Saturday arriving in the village there was no sign of any fair. After enquiring with a local I was directed to the Whitwell Steam and Country Fair which was located in Codicote. There is a reason I'm assured for why it is held in a different village. Once I found the site a great day was had. The ground level track was in a prime location with a constant stream of passengers on both days.

On the 17<sup>th</sup> July F&F attended a fete at St Johns church Boxmoor which was very successful.

They have now accepted an invitation from the Shuttleworth collection in Bedfordshire to attend a Vintage Weekend at the Biggleswade site on the 4<sup>th</sup> and 5<sup>th</sup> of September. At this event we will be paid a fee and then all rides will be free. It expected that this will result in a very busy weekend and so the F&F group would greatly appreciate any help you could give them. Contact Jim if you can help for part or all this weekend.

Here are a few pictures from the Whitwell (Codicote) weekend.





## July '21 general Meeting BBQ at Tyttenhanger.

The Omens for the July General Meeting were good. (There was to be a BBQ at Colney Heath.) The main concerns were that the weather was fine and warm and that it was yonks since the members had an opportunity to get together for fellowship.

An important element was that our special Sausage Chef Brian had been engaged to be the maestro of the Day! In the interests of good hygiene everything in the Galley was washed down and dried clean. The same treatment was inflicted upon the kitchen utensils and plates. The cleaned oven was used



to prepare the main consumables of the evening which was sausages of different natures. The charcoal BBQ was disregarded for reasons of perhaps hygiene such as sausages not being soundly cooked through but burnt to a crisp on the outside and remaining cold inside! So, the regulated heat in our oven was more sensible.

Starting early was a good sign and eventually a group of at least twenty-six members with families gathered to take advantage of Brian's cooked fare and the brilliant weather.

Music was supplied by Ian Johnston and once the Christmas music CD had run its course things brightened up considerably with CD's appropriate to the season like *Pipes of Pan*.

All too soon the heat had gone out of the day and the magic worked by Brian on his sausages had expended. Then cups of lapsang souchong was the order of the day; or was it, Brooke Bond?

After relaxing there was just time for a member to give Brian thanks for the evening with a spontaneous round of applause; finish that cup of refreshing tea and wend their weary well fed way home.

Well done, Brian.

## Forthcoming General Meetings

In the past our members have been as good if not better than the imported variety of speaker. So, if 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 6<sup>th</sup> – An evening of First Aid revision at Colney Heath.**

In this litigious age we need to show that we have at the least thought about the care of our members and their friends. Help needed.

### **Friday September 3<sup>rd</sup> – Workshop Content's Auction at HQ**

The September General meeting will be an auction of the contents of Jim Robson's and Ron Thoroughgood's workshops – excluding machines. Viewing from 7.00 pm. Auction starts at 7.30pm. Everyone Welcome, especially if you are going to bid for that mystery box full of tools?

Most of the items are very good quality. Included in the auction are:

Compressor

Various hand tools, hammers, punches, pliers, files etc.

Complete boxed tap/dies sets

Complete boxed drill sets

Taper Pin reamers

Various clamps

Measuring equipment

Thousands of BA size screws

Dozens of tobacco tins - some with useful contents

Bench grinder

Trolleys

Woodworking tools

Bar and sheet material

If it is your first visit to HQ since 2020, please be reminded that our assigned parking is to the left of the site alongside and beyond the end of our building. To the right, where we have traditionally also parked, is space allocated to our new neighbours in their lease.

### **Friday October 8<sup>th</sup> – Nothing yet planned**

Any suggestions. What about a 'my job' talk, any budding specialists out there or interesting reminiscences from our active and exciting working lives?

Any questions regarding the meeting contact, Ian

-----

# Gauge 1 Group – August

By Geoff

August has arrived and hopefully you have been enjoying the fine weather. It makes it more enjoyable to be visiting Tyttenhanger and meet fellow members.

We have now gone through the release day and hopefully more members are confident and able to use the facilities. Out of the Gauge 1 group of about 28 regulars in the club we have seen 20 or so back at the track since May. I believe everyone who has attended feels comfortable with the arrangements and do not feel at risk. I would like to take this opportunity to welcome Dan who has joined our group.



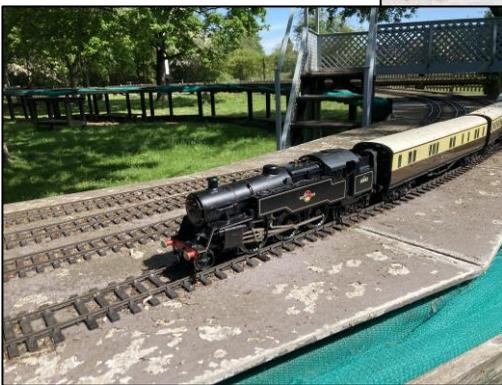
Most weeks when we meet, we do not exceed much more than a dozen of us so we would like to welcome the remaining members in the next few weeks while the weather is so good.

You are no doubt asking yourself what have full size trams got to do with the gauge 1 section.

I was fortunate enough to pay a visit to the East Anglian transport Museum recently and had an enjoyable day riding the trams and trolley buses.

There has been a good number of locomotives running around our fantastic track during July. Here are some pictures of just a few of the loco's which were seen over the past month.





## The Steam Whistle

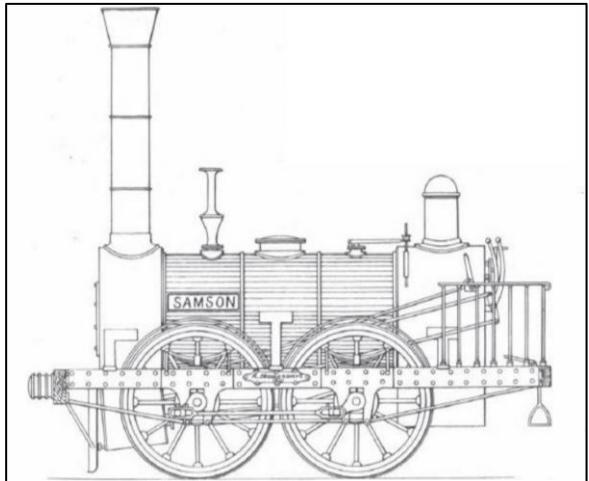
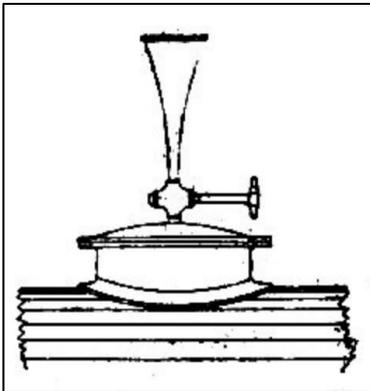
On Saturday 4<sup>th</sup> May 1833 the recently built 0-4-0 engine Samson was pulling a train on the Leicester and Swannington Railway. At Thornton level crossing it was in collision with a heavily loaded farm truck. Fortunately, nobody was injured but the butter and eggs being conveyed by the farmer didn't survive.

Train brakes were not that efficient in the early days. The locomotive driver could see the farm cart was going to cross in front of him and although he applied his brake could not avoid hitting the cart.

The driver of the locomotive was Robert Weatherburn who thought the accident could have been avoided had he been able to attract the attention or warn the farm carts driver of his approach.

In those days engine drivers only had a mouthblown his horn these were in common use on stage coaches and initially thought suitable for this new mode of transport.

Although nobody was injured, the accident was deemed serious enough to warrant George Stephenson's personal intervention. Stephenson subsequently called a meeting of directors and accepted the suggestion of the company manager, that a horn or whistle which could be activated by steam should be constructed and fixed to the locomotives. Stephenson later visited a musical instrument maker in Duke Street in Leicester, who, on Stephenson's instructions, constructed a "steam trumpet", which was tested in the presence of the Board of Directors ten days later.



Stephenson mounted the whistle on the top of the boiler's steam dome, which delivers dry steam to the cylinders for locomotion. The device was apparently about 18 inches (460 mm) high and had an ever-widening trumpet shape with a 6-inch (150 mm) diameter at its top or mouth. The company went on to mount similar devices on its other locomotives.

## Visiting Locomotives remembered – Part 5

By Owen

The picture on page 26 of the July news sheet of Brian's Black 5 brought back memories of another member of the same class which visited Colney Heath in 2014.



Stanier Black Fives were ubiquitous with British steam and popular to model.

A highly detailed 5-inch engine was brought to Colney Heath by Richard and Alex Lenkins from the Maidstone Club.

Attention to detail went as far as a slacker pipe on the footplate working off the injector.



On the same day and also from Maidstone we watched a BR Class 2 2-6-0 have a fine run ending the day with the two locomotives double heading.



The Peckett & Sons of Bristol developed a locomotive type to compare and compete with market leader Hunslet for use on narrow gauge railways in quarries and industry christened the Cranmore type. A few were built and exported. In 1904 works number 1030 was built for the Mendip Granite and Asphalt Company and named Gamecock but sadly scrapped.

Keith Catchpole of Chingford club built a highly detailed 5-inch model of the engine. Brought to our track in June 2008 by his son he had a final drive around our track – many times visited – before he passed away not long after.



## G.L.R. News July 2021

By Peter

Just a few words to repeat to the lads at the track that cheered me up and gave me hope, when George phoned me last week from the hospital ward, he is currently residing in asking me how I was! He told me to stay safe and then rang off.

Well George It looks like you will be returning to the fold some time sooner than later, and on your return your carriage will be



waiting with a large cup of tea and a big hug from us all. Well done George keep on pushing for the best result possible we all wish you a speedy recovery. As a bonus you can go on light duties from now on (no more ballast loading) until fit that is.

My thanks to all those who helped with my grandson's birthday party. We had a lovely day and Maid Marian pulled her first four coach train all afternoon without any mishaps. Thanks again crew the cheques are in the post.



Thanks also to Marcin, for answering my plea and offering to have a go at sorting the signals out at Smallford to Henley Halt hopefully with your expertise and the support of the GLR team we may soon have a result?

Not a lot more to say other than it's been too hot and now as I write this it's too wet.

As ever in the muck Peter G.L.R. Section Leader.

---

## Dear Editor

### A Jamboree at Tyttenhanger.

At a recent Council meeting Ian Johnston made the comment;

“Could the Club have a nice party during 2020?”

Ian suggested it would be for members, their families and friends. This would reinforce the fact that the Club is still very much in business and was there for all to enjoy no matter what section they ‘belong’ to?

Then a Wise Old Owl (Les The Chairman) informed the Council that 2022 would be the 60<sup>th</sup> year that the Society had occupied the site at Tyttenhanger!

So, keen members will need to think about items such as,

1. Should the Club have a celebration to acknowledge the fact that the site has been occupied there for 60 years?
2. If the Club does have a celebration, what form should it take?
3. If the answer is positive, when should it take place?
4. The most important question is who will be able to chip in and help organise further volunteers?
5. Should it be Section Leaders from each Club section? Or delegates suggested by those section Leaders to move things on.
6. What about the sections based at HQ? They have a lot to contribute and should not be ignored. Should they be asked to sustain an exhibition at Tyttenhanger or a celebration at HQ?

Ian suggested if folk could mull over these suggestions, discuss ideas and share views with each other and come up with some answers that would be great

Let me or any member of council know what you think about the idea.

Cheers.

Ian

## Construction 4472

By Peter

### Sandtrap Shields



These were tricky little buggers but important for the trap. At least this article is shorter than most, next will be another long one covering the working steam ejectors.

Don stated in his articles that these little things are perhaps the trickiest part, they certainly took some thinking out. Since these look-like castings full-size they look a good subject for those among you who have a 3D printer....



Being a pauper myself I had to make do with some brass shim, first job was to make a pattern to shape the shim over. The picture shows the result of a few hours playing around with the lathe and mill taking measurements from the traps to judge sizes. The centre section is from copper and was made a drift fit into the brass round bar which as you can see is partly machined with a 30-degree angle to match the trap. It was then put on the rotary table to have some metal removed off both the front and rear faces leaving the area where the tabs are, a little hand filing gave us what we see here.

I then cut up some brass shim and drilled two 1.8 mm holes for the mounting tabs and allowing for the raised section that needed to be formed, this section btw is to allow air ingress into the trap as the vacuum draws the sand/air through. I guess if no air can get in it's possible for the vacuum to just crush the sandbox. I recall when making the vacuum reservoir for the brakes that Don stated to test it at 100psi, of which I'm happy to say it passed, that seems an eternity ago now.



After drilling the holes, the shim was heated cherry red and formed around a round bar and then bent out using flat-faced pliers. It was then bolted to the pattern and held in an old machine vice for the next round of heating.



This is after a few more heating sessions, I did perhaps another two or three after this before calling it a day and then set about with a cutting disk and files. I used a small hammer and blunted chisel for doing most of the forming.



And this is a picture showing the shield fitted to its trap.

There's a couple of blemishes which I later filled in with solder before painting satin black.

## And finally – Deptford Power Station

By Paul

Engineers, and engineering, are rarely considered to be interesting in the arts world. But here is an example of a feat of engineering appearing in Prose.

I have never found the source of this piece – believe me I have tried – but it was spoken on a TV film in which the late Michael Hordern narrated over a film of



London where the camera zoomed in mainly from the air. This would have been back in the 80's. I was taken by the whole narrative which was largely made up of poems and prose relating to the aerial shots. Luckily, I had taped it and was able to transcribe this particular piece bit by bit. The hardest bit was understanding the opening line and the first line of the last verse so I claim no accuracy for those. I found my transcription recently whilst tidying up some papers and thought I would share it. So here goes:

### Deptford Power Station

Descend of Belloc's Muse to thine abode,  
To Deptford on the Blackwell Tunnel Road  
For under Deptford's Solitary Shade  
The bulk of the electric light is made.

Here are the works  
From hence the current flows  
Which, as the company's prospectus goes,  
Can furnish to subscribers  
Hour by hour  
No less than less than sixteen thousand candle power.  
All at a thousand volts.  
(It is essential to keep the current at this high potential  
In spite of the considerable expense).

The energy developed represents  
(Expressed in foot tons)  
The united forces  
Of fifteen elephants  
And forty horses.

But shall my scientific detail thus  
Clip the wings of Pegasus?  
Shall pure statistics jar upon the ear  
That pants for lyric accents  
Loud and clear?  
Shall I describe the complex dynamo  
Or write upon its commutator?  
No!

Advise the Muse and chaunt in accents rich  
The interesting processes by which  
The electricity is passed along.  
Here are my rhymes;  
To these I bend my song.

It runs encased in wood or porous brick  
Through copper wires two millimetres thick  
And insulated upon their dangerous mission  
By India rubber, silk and Composition.

Here may you put with critical velocity  
The following question  
"What is electricity?"  
Molecular activity say some  
Others, when asked, say nothing  
And are done.

Anoint to the Muse inspired, the poet sings,  
I cannot help observing future things  
Life is a veil  
Its paths are dark and rough.  
Only because we do not know enough.  
When science has discovered something more,  
We shall be happier than before.

---

## Dates for your Diary

August	2021
Tue 3 <sup>rd</sup> Aug	Council meeting to be held at 14.30 (See note below)
Sat 7 <sup>th</sup> Aug	Brean visit to Colney Heath. Sponsor George Cannon (used to be called the Brian Althorpe Day)
Sat 14 <sup>th</sup> Aug	Birthday party – Les – Colney Heath
Sat 21 <sup>st</sup> Aug	<b>Deadline for copy to Editor for the Sept News Sheet</b>
September	
Fri 3 <sup>rd</sup> Sept	Model Engineers Auction at HQ. Viewing from 7.00 pm. Lots of fine tooling. Auction starts at 7.30pm. Everyone Welcome, especially if you are going to bid for that mystery box full of tools?
4 <sup>th</sup> & 5 <sup>th</sup> Sept	Fetes and fairs at the Shuttleworth Vintage weekend. They will pay us a fixed fee and rides would be given free. Help from members would be appreciated. If you can help, please contact Jim MacDonald.
Tue 7 <sup>th</sup> Sept	Council meeting to be held at 14.30 (See note below)
Sat 11 <sup>th</sup> Sept	3.5" Gauge Running Day returns. <u>The raised track will be for the exclusive use of 3.5" gauge locomotives from 9:00 till 17:00, be it steam or electric.</u> If you require any further information contact Martin Cooper.
Sat 18 <sup>th</sup> Sept	Southern Federation Rally at Reading SME
Sun 19 <sup>th</sup> Sept	Open afternoon 130 Wood Street Barnet EN5 4DA 1200 to 1730hrs in aid of the Jubilee Sailing Trust. Lots of entertainment including brick-a-brak, 5" gauge railway, plants, books and bottle tombola.
Sat 25 <sup>th</sup> Sept	Birthday party – Jim – Colney Heath
25 <sup>th</sup> & 26 <sup>th</sup> Sept	St Albans MES Exhibition Opening times to be confirmed Townsend Church of England school St. Albans. AL3 6DR.

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.

## Reading Society of Model Engineers

### Southern Federation of Model Engineering Societies Rally

**Saturday 18<sup>th</sup> September 2021**



The Reading Society of Model Engineers is pleased to invite you and your members to attend the SFMES rally to be hosted by the RSME on Saturday 18<sup>th</sup> September 2021, subject to any restrictions that may apply.

Our railway consists of 1100ft of 5", 3½" and 2 ½" raised track and 1350ft of 5" and 7 1/4" ground level track in the grounds of Prospect Park Reading. **(A current boiler and insurance certificate will be required).**

All types of locos are welcome.

A limited number of driving trolleys are available.

Refreshments on the day to include lunch.

Camping and car parking available on site.

The Australian Association award will be made at the rally

A presentation will be made to the visitor who travelled the furthest and ran their Locomotive or Traction Engine at the Rally

Our address is

**The Reading Society of Model Engineers**

**82 Bath Road  
Reading  
Berkshire  
RG30 2BE**



**If using the what3words app entrance to our site can be found using**

**actor.monks.stove**

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

If you require more information contact Peter Harrison on 07920 833546

or email [pjharrison31@btinternet.com](mailto:pjharrison31@btinternet.com)

