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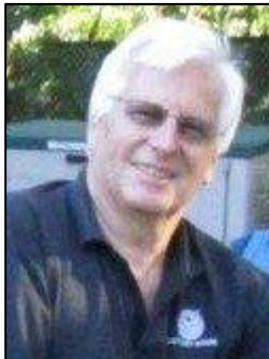
This Month...



The News Sheet

Vice Chairman's Thoughts, The most important job, Forthcoming General Meetings, The November General Meeting, Treasurer's Report, John Burden, '0' Gauge news, Building an 'A1', Grounds maintenance report, a Nuclear train, Dates for your Diary, Society Contacts.





The Thoughts of our Vice Chairman

prepare these notes!

Well this is a turn up for the books. I had been enjoying a fairly quiet year as Vice Chairman, safe in knowledge that our Chairman was doing all the heavy lifting, then he goes away for a few weeks and our worthy editor asks, or, more accurately informs, me to

Reflecting on 2017 it seems to me that our NLSME continues to be in very good shape. All sections are busy enjoying themselves, just as it should be. The British OO and O gauges plus North American HO layouts at HQ operate happily and Binegar (a fabulous recreation of a country station) was taken on tour this year. It has been a pleasure to read in recent News Sheets of the slot car section's exploits. Fetes and fairs section continue their remarkably busy schedule, steaming the length and breadth of Hertfordshire, generating significant contributions to society funds. Tyttenhanger activities continue to grow with the site in use several days each week. The garden railway proving an increasingly popular attraction. Increased maritime use of the boating pond risks wearing out the water. Public running at Tyttenhanger attracts an ever increasing number of visitors. The days when we could keep a low public profile and had fewer visitors, mostly Colney Heath residents, have been consigned to history by social media. A boon or curse?

General meeting attendances are fairly steady; members who do not attend are missing an enjoyable, sociable and informative evening. The November general meeting, reported in this issue, showed the membership's care and concern for the wellbeing of the society's development and our facilities.

Winter work parties at Tyttenhanger are now underway each Sunday, commencing 9 am for those eager to shake of the excesses of Saturday nights. Plenty of work is available for all so come along and join in the camaraderie.

First event for 2018 is the New Year's Day run at Tyttenhanger. Later in the year, 28th May, a bank holiday Monday, will be a members family day at Tyttenhanger. More of this later but it will be a date to put in your calendars. As Christmas is fast approaching I trust you all are prepared and ready for the seasons activities, or, if not, are looking forward to a last minute adrenaline rush

on Dec 24th as shops are closing. However your preparations go I wish you all the very best Christmas and a happy New Year. Let's look forward to 2018 and further enjoyment of this most remarkable, varied and absorbing hobby of ours.

**Les B
Vice Chairman**



The most important job!

Mike Franklin keeping us supplied with tea on a Sunday morning during Ian's absence.

Mike also supplied the sketch on the front cover of this month's News Sheet.

Thank you Mike.

*Front cover sketch.
"Who needs Reindeers?" by
Michael Franklin.*

Forthcoming General Meetings

Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening.

For more information please ring me.

Friday 1st December. Club Festive Gathering. THE Festive party for all sections. Please come along and have an evening of Festive fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings.

2018

Friday 5th January. An evening of members slides and photos. We all have slides taken years ago that we can talk about for a few minutes, so bring them along. Now that we are in the computer age, I think that we are able to scan those cherished photos to show on the silver screen so don't be reticent. Not too many slides of old flames please unless of course they happen to be of the steam powered variety!

Friday. 2nd February. The Battle for Midway Island. Ian J.

A fascinating period of Maritime History. A battle where sheer bravery, challenges, codes, luck and tactics all played their parts with a result that could not be predicted except by Admiral Yamamoto that was.

Friday 2nd March. Work in Progress. Your chance to show us what you were up to in the winter. So if you were not ready in November, now is the time to show the Club your prowess and progress. Bits of Locomotives please but this is a General Meeting so any general engineering is most welcome.

Ian
General Meetings Co-ordinator

JOHN BURDEN (1928-2017)

It is with sorrow that I write these notes. I have known John Burden for over twenty years through a common interest in railway matters. Not only was he a keen observer of the railway scene from World War II to the present time, but he was an active modeller until quite recently.

John attended the Queen Elizabeth Grammar School in Barnet and after National Service in the Royal Air Force, went to work for a life insurance company. He then moved into the Lloyds insurance market and became an underwriting member before retiring in 1988. He was also a Liveryman. He married Heather in 1957 and initially they lived in Hadley Wood. Always a keen observer of the East Coast Main Line and in particular the Great Northern Section, he extensively photographed the major works which took place when this portion of the line was widened in the 1950s. The portfolio of prints he produced was of a professional standard, helped no doubt by less than stringent health and safety rules – indeed he appears to have had the run of the main line! He was also a regular (but unofficial) visitor to Greenwood Signal box – which featured in one of Terence Cuneo's paintings.

John's understanding wife allowed him to develop a fine 4mm layout in a spare bedroom after they moved to Harpenden. This was operated in a very disciplined manner and woe betide an operator who made an unauthorised movement when in charge. The Burdens downsized several years ago, which meant that the layout had to be dismantled and sold. However John had developed an interest in Gauge 1 but felt that messing about with live steam at his age was asking for trouble. Nevertheless he joined the NLSME and arranged for the building of an electrically driven GN Atlantic which would be radio controlled, this to be finished in ex-works but wartime livery, with lettering on the tender confined to N and E. This took time and regrettably he did not have many opportunities to see it running in all its glory before he suffered ill health. Even so he very much enjoyed his Wednesday visits to Colney Heath where he was a respected member and where we enjoyed his company.

Our condolences go to Heather and to Keith and Anthea, his son and daughter, and their respective families.

Christopher Dean

Our Club 'O' Gauge Layout at Finchley.

Work continues most Wednesday evenings on improving the layout. A small but active group; Steve has recently completed a goods loading platform and is currently scratch building a new structure. Bill is facing an existing wall with a more authentic looking 'stone' surface so that the wall more closely matches the material used in the construction of nearby structures. Paul has been wiring and soldering. Do come along and see what we are doing.



Photo above. Bill adding a 'stone' facing to the wall.

Photo next page top. Paul doing some electrical work and making improvements on the O gauge layout

Photo next page bottom. Bill (above) has kindly supplied the photo at the bottom of the next page with the caption - "66174 and 66009 power the afternoon southbound Rail Head Treatment Train near Oakleigh Park on the 13th November. These autumn leaf-fall trains are a regular sighting at this time of the year. The dirty state of the locos is typical when used for this work".



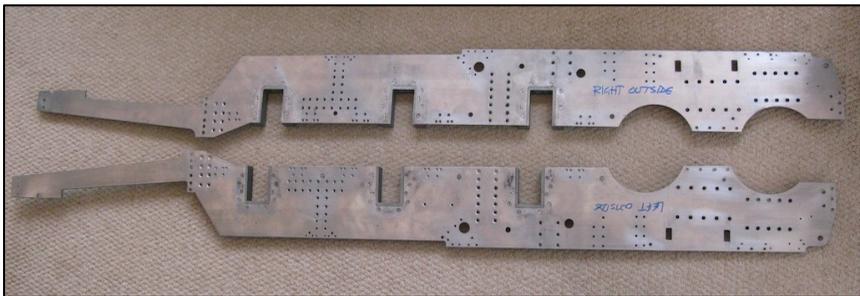
Building an A1



I still wonder why I should have chosen to build an A1 at an age when the average time for building a locomotive is likely to see me receiving a birthday card from whoever is on the throne if I am very lucky before it is finished. Just to be clear as well, I had made the decision before I bought the Jubilee and had not considered the work that it would require as well. Still a challenge is a challenge and one must rise to the occasion as it occurs and so into the build I jumped.

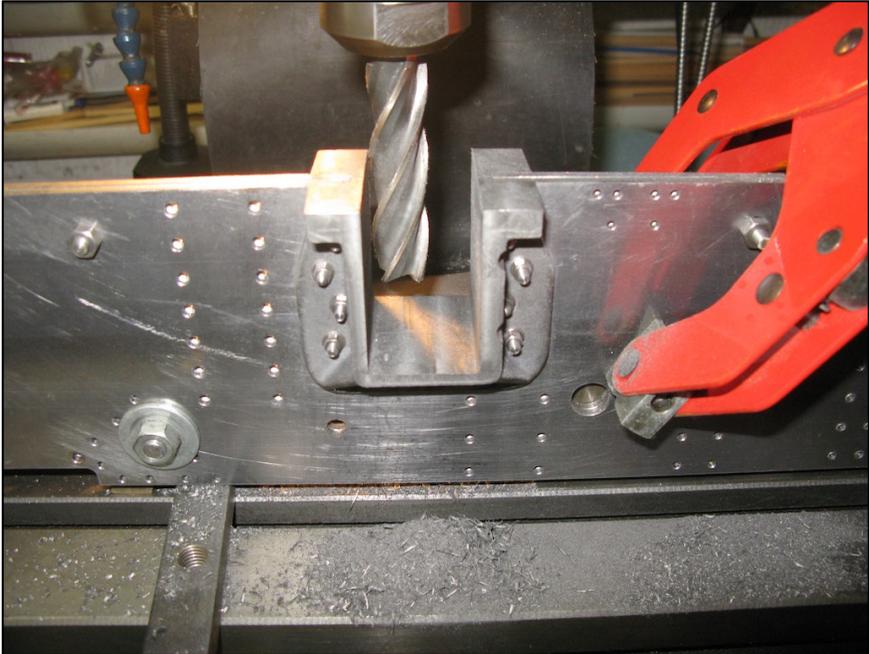
The A1 is being built to drawings by M. Breeze. These were done many years ago and are comprehensive and so far not very many "issues" have arisen in the build. It seems that most builders who write about their tender loco's start by building the tender first, I chose to build the loco first.

To start at the end as it were I am at the stage of having the frames all assembled with main axles fitted and just starting to machine the inside cylinder block. The logic or sequence of manufacture chosen stemmed from the early decision to make everything that fits inside the frames so the assembly could be painted. I am not one to make and strip down after completion for painting.



The starting point was of course the frames and these were water cut from CAD drawings that I produced from the Breeze drawings. I could have them laser cut but these were only available in metric sized thickness and I wanted good old imperial 1/8" as per drawing. Having them in metric would have meant lots of headaches in altering the many imperial dimensions that related to the gap between the frames. Fortunately a relatively local supplier was willing to source imperial material and water cut. One advantage of water cutting is there are no

hard edges left. The frames holes were all set out and drilled on the mill using the DRO. A two stage operation as the length of the frames is longer than the mill table.



The main driving wheel horn blocks came next which are cast iron and bolted to the frames. Once bolted in position the two frames were placed back to back and the axle block faces milled out to size thus ensuring everything would align squarely.

The A1 has a double frame at the rear with both the main frame and rear frame having an offset. Bending 1/8" steel especially near bolt holes was undertaken with trepidation but brute force overcame the fear by using a mixture of vice fitted bending V's and a garage press to get the offsets. With these done the drag beam and buffer beam were made and fitted.

The axle boxes and axles were next on my "to do" list. The axle boxes could be of solid or split design. I chose the solid version and these were cut and made from a single cast iron stick. The two plain axles were a straight forward turning exercise and when fitted in the axle boxes and then into the frames they turned freely. The axles have yet to be keyed.

The front axle is a crank axle and the method adopted to make this was to machine the webs and then put the crank pin in and the axle right through the webs which made for a very rigid assembly as the axle and crank pin fits were a tight push fit. The holes in the webs were chamfered and the whole assembly silver soldered together. As the tight fit of the axle and pin would not let solder flow into the joint only the chamfered area creates the permanent fixing and to provide additional strength the joints were pinned with 5/32" silver steel pins loctited in position. Finally the centre part of the axle was cut out. The resulting crank ran true when fitted in the frames.

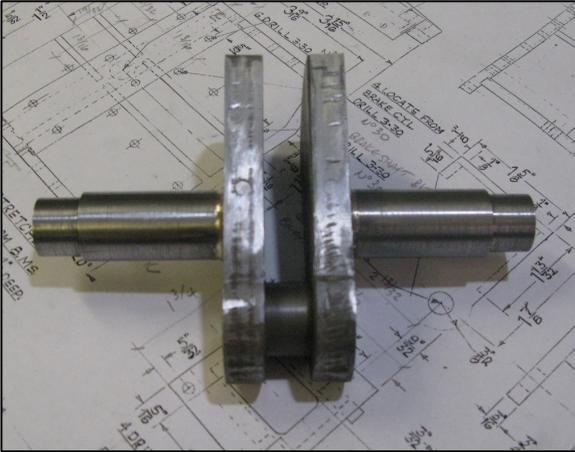


In case you wondered, the white stuff on the crank pin is Tipex. It is a good medium to use to stop solder flowing and it also protects the surface from heavy oxidation when using a lot of heat. I should have put some on the axle bearing areas as well but forgot! Yes I know there are machine marks the webs were cut on

my little X1 mill that I converted to CNC and it really was too much to ask of this little machine.

The frame stretchers were the next on the list and these are a mixture of castings and assembled stretchers. The castings are in the main a machining task but the assembled ones are a bit more of a challenge having to make each component and then silver solder the bits all together. The most difficult one has 14 parts and some parts were machined with a 1/32" deep slot to hold other

parts in position. The whole assembly was initially wired together to hold the parts in position but this turned out to be too wobbly so I resorted to spot arc welding a few main parts together at a time and this proved a lot easier to ensure a firm arrangement of parts and a lot of heat was then needed to get the silver solder to flow to make the final joints.



Which brings me up to date having just started to machine the inside cylinder block from a cast iron casting. I am at the stage of machining the first reference face so a long way to go.

During the examination of the drawings for this casting and getting to understand the exhaust arrangements and piston valve bits I discovered that the fixing holes for the K exhaust

arrangement (so called as the casting is in the shape of a K) had not been drawn on the frames drawing so these will have to be drilled in situ. Just one of the “issues” found so far.



Just another anecdote, I publish my build story on my blog <http://a1peppercorn.com> so if you are interested you can read more detail there. I did receive a question on “using bolts for the horn blocks and fitting of the rear frames?” The unfinished question was obviously should I not have used rivets? Well yes prototypically perhaps but bolts are much easier, Then the comment “are they fitted?” er no, but the amount of play in the standard clearance holes is very small and the large number of bolts being done up tight leave little room for movement. So there you have it. It’s my loco and I

will build it how I feel comfortable to do so.

To Leaf or not To Leave **(Ah now that is the question!!)**

Sorry about the title for this article but I wanted a title to attract your attention into reading it.

Now that the Sunday winter working parties have started it is good to see members of the Society at the Tyttenhanger Site actively working and enjoying themselves on the tasks which keep the site in a suitable condition for us all to enjoy. There will always be a welcome (and a cup of tea or coffee and biscuit at 11.00am) to any member who has been thinking about coming along to get involved, but has yet to take that step.

Now back to the title of this article. With the large number of trees on site, each year we have collected the leaves when they are dry and used the wood we collect on site to assist in burning them – the ash is much easier to dispose of than the large piles of leaves we collect.

Now, if you are at the site on a day when none of the regular grounds team are there and feel the need to rake up leaves into piles may I ask you to do so only if they are dry and then please, please put them in one of the ballast sacks which are normally to be found where we have our bonfires. The reason for this is quite simple, wet leaves in piles do not dry out and when we get



round to collecting them we then have to tip them out near the bonfire and hope for a really dry spell. If you have to rake leaves away which are wet please do so to a clear area and then spread them out as thinly as possible to dry. We have found over the years that when the leaves are dry we can collect and burn them very quickly whilst wet leaves hang around for ages. We do not have sufficient space on site to turn the leaves into leaf mould as it takes about three years for leaves to break down into usable compost.



The whole of the Tyttenhanger Grounds have benefitted from the efforts of new members Richard and Cheryl as well as existing members John P, Derrick, George, Derek, Keith, John D, John R, John C and not forgetting my wife Helen. We have all seen the fruits of their labours from the grounds clearance in the new land to the cut grass and flowering plants and shrubs around the site. I am extremely grateful to all of them for their help.

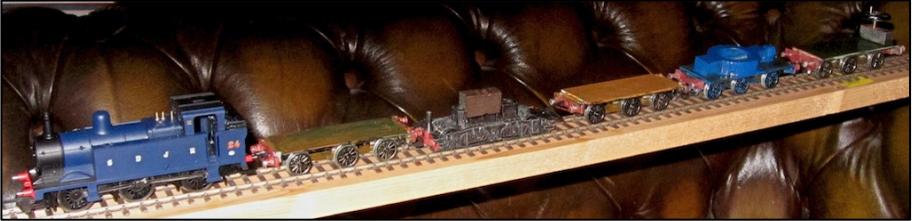
Finally, we all like a nice blazing bonfire on a cold winters day but may I remind you that the wood we collect is there to get the fire going to burn the leaves and not just to burn the wood – we can have a nice blazing bonfire once all the leaves have been burnt!

Nigel G.
Grounds Maintenance
Team Leader



Helen busily collecting leaves.

Train 1X25 Sellafield to Highbridge Hinckley Point Nuclear Train



The photos show the somewhat secret nuclear fuel train returning to Highbridge after reprocessing nuclear rods at Sellafield.

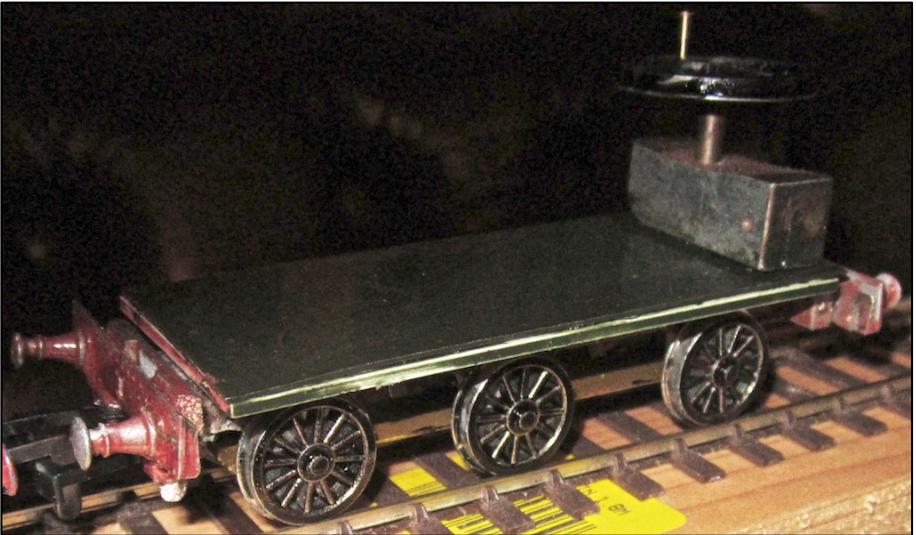
Despite it being mid winter, protesters are at Barrow station, so 1X25 has to make a circuitous journey. Heading north from Sellafield in darkness to Canal Junction, Carlisle, the train reverses and the 9F is turned at Canal Shed. From Canal Junction the 9F heads south using one of the through roads at Carlisle station. Preston, Wigan, Crewe, Colwich, Rugeley, Walsall, Bescot, and Aston are reached before daybreak. The 9F is sent off to Saltley shed for servicing whilst members of the Staffordshire Light Infantry patrol and protect the train during the day. The 9F returns at 4 pm and sets off via Camp Hill to Gloucester and Bath Green Park. The route from Bescot has followed that of the summertime Pines Express.



At Bath the train pulls into the deserted Green Park station and S&D Jinty number 24 attaches itself to the front. Driver Beale and fireman Smith are in charge, both very experienced on S&D metals. On the stroke of 2 am, 1X25 pulls out of Bath onto the S&D. Evercreech Junction is reached in 90 minutes, the sound of silence echoes round the Mendips. Running round the train, Beale and Smith get the Jinty heading north west to Highbridge, this takes another hour. .

Just before Highbridge is an unmapped junction, the line going due north is the CEGB Hinckley branch. The Jinty trundles along at a steady 15 mph and just after 5am, arrives at its destination. The Jinty leaves its train at Hinckley and runs back light engine to Evercreech, where Beale and Smith enjoy a well earned pint of tea.





The photos show a Hornby Jinty, out of the box. The Flask wagon is the power bogie of a Triang class 37, and the nuclear flask is a lump of steel. The other 4 wagons were all made from



tender chassis's from Sutherland Models. A hefty white metal casting which needed a good deal of cleaning and filing. The rotor (blue) was a piece of steel in a jar. The brake wagon was a metal cube, drilled for the brake rod and a Kays wheel and crankpin complete the set. The wagon flats were a mixture of heavy duty plastic card and some thin springy steel.

Happy Christmas: keep your eyes open for the !x26 going back to the north.

Geoff B

Dates for your Diary

DECEMBER	2017
Fri 1st Dec	General Meeting, Christmas Party for all sections. 8pm HQ.
Sat 2nd Dec	Fetes & Fairs at St. Andrews School
Sun 3rd Dec	Working party at CH. 9:00 – 12:30
Sun 3rd Dec	Fetes & Fairs at George Spicer School
Tues 5th Dec	Council Meeting. 8pm at HQ
Sun 10th Dec	Working party at CH. 9:00 – 12:30
Sun 17th Dec	Working party at CH. 9:00 – 12:30
Tues 19th Dec	TSC meeting, 8pm, St. Mark's Church Centre
	Note - There isn't a January News Sheet
Sun 24th Dec	Working party at CH. 9:00 – 12:30
JANUARY	2018
Mon 1st Jan	New Year's Day Running at the track
Tues 2nd Jan	Council Meeting. 8pm at HQ
Sun 7th Jan	Working party at CH. 9:00 – 12:30
Sun 14th Jan	Working party at CH. 9:00 – 12:30
Tues 16th Jan	TSC meeting, 8pm, St. Mark's Church Centre
Fri 19th Jan	<i>Deadline for copy to Editor for February News Sheet</i>
Sun 21st Jan	Working party at CH. 9:00 – 12:30
Fri 26th Jan	Workshop evening with Mike H. Tooling. 8pm HQ
Sun 28th Jan	Working party at CH. 9:00 – 12:30
FEBRUARY	2018
Fri 2nd Feb	General Meeting at HQ, 8pm
Sun 4th Feb	Working party at CH. 9:00 – 12:30
Tues 6th Feb	Council Meeting. 8pm at HQ

NB. Please notify Alan M (Secretary) of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.