

The News Sheet

North London Society of
Model Engineers



December 2020



You can see this News Sheet in colour by visiting our web site
at www.nlsme.co.uk

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Front cover photo

A winters scene captured last year on a calm sunny day with a light dusting of snow. No trains in sight but let us all hope for a return to normality next year. Perhaps a members Santa special might be possible by then.

Picture by Peter



Your editor is most grateful to those who have contributed to this edition and to all the News Sheets in 2020. My sincere thanks to all. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

As is usual there won't be a January 2021 issue to allow all those involved in compiling each months News Sheet to have a well-earned Christmas break. But we will be back in February next year.



So, if you have any photographs taken either recently like the one on the left or in the past showing club activities, people or models please send them to your editor.

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.

You never know the current Government advice might be eased to allow us to have a new-year's day steam up. (See Covid Notice on page 4). If it is allowed, photos to the editor please.

Remember, your news sheet is only as good as the contributions from members.

Happy Christmas to all our readers.

**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.

PLEASE NOTE

The following restrictions currently apply to our activities

Head Quarters

All meetings at HQ are cancelled until further notice. The building is currently closed to all activities.

This will be reviewed on or after the 2nd December when the Government are due to make a further announcement.

Members should assume HQ will remain closed until you are informed by NLSME Council of any change.

Tyttenhanger

From 5th November the site has been closed due to the new Government restrictions.

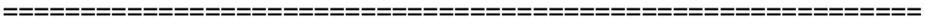
This will be reviewed on or after the 2nd December when the Government are due to make a further announcement.

Members should assume the site will remain closed until you are informed by NLSME Council of any change.

On reopening to members, the Tyttenhanger Site rules Rev 2 published in the November News Sheet will be revised and re-issued as necessary to comply with new regulations effective from December 2nd.

Fetes and Fairs

All events have been cancelled.





Chairman's Comments

Les

Another year is passing fast and what a year it has been. The COVID-19 nuisance significantly curtailed our fun. During the year the Council have been active in establishing what comprises permitted club activities within the UK changing regulations. I think we have managed it and are grateful for your support in complying with such restrictions as was necessary to impose, including the present shutdown. Tyttenhanger has been substantially affected, without our normal running or event days. Nonetheless outside of the shutdowns it was pleasing to note the use of the site on a member only basis, and furthermore that projects have continued to progress under sometimes trying circumstances. HQ had limited use during the year due to restrictions on indoor gatherings, not least of which has been suspension of our General Meetings. Let's hope that things are sufficiently improved soonest so we can reconvene at HQ, the May AGM will be on us before we know it! At time of writing who knows what new, or fewer, restrictions we will have to contend with after Dec 2nd. Council have postponed our December meeting by one week in expectation that we will be able to meet in person, we shall see.

Informing members of sudden changes in restrictions particular to our circumstances is tricky. This news sheet reaches all members but cannot ever be a rapid means of communication. Communication by email is only partially successful as not all members have email addresses.

An objective of our improved web site is to have a member only section to facilitate quicker notice of such changes for those with web access. Incidentally, those of you that allow your e mail addresses to be published will have received a mail from me advising the sites were closed as of 5th November. I would naturally prefer to address mails to each of you individually, but the sheer number prevents it. Hence, I hope you did not mind me addressing you as "Dear Member", though I know you personally and in some cases all your lives!

Ever hopeful, we are assuming a non-COVID-19 year for 2021. Whether or not that is achievable is beyond our control, nonetheless, let's have some optimism for the new year. To that end Nigel has provided a note in this issue regarding stewarding duties for 2021. Rest assured Council do not intend to proceed with public running if not permissible or considered by ourselves to be unsafe.

Great progress has been made on the four new raised track trucks being built for us. The ability to brake these from both ends will save the palaver of having to turn a truck right way for a guard. We can look forward to receiving these in the

new year. The valences will require painting so if a member is eager to take on a winter/spring project please let me know.

Jack , a long-standing member, recently had his 100th birthday – you kept that quiet Jack. The society has benefited enormously from generous donations Jack has made, enabling several projects to proceed. Mike provides more information on page 7. On behalf of us all I thank you Jack.

Mike has finally been able to have his knee replacement surgery and is expected home soon. We all wish him well for a speedy recovery and look forward to seeing him back at HQ and Tyttenhanger.

I hope this Christmas you are all able to have family and friends' celebrations and I wish you all the best for the new year. Trade suppliers to our hobby remain open, so I hope you leave your wish lists in the customary place in your homes.

Keep well and healthy, see you at track or HQ, CV 19 permitting!

Les Chairman

Treasurer's Report

By Mike

With this issue of the News Sheet, we enclose a copy of the new Name and Address list of Society members. This is a confidential document for use by members to enable them to make contact with other members and must not be disclosed in whole or in part to any third parties.



Unfortunately, I was unable to attend the Council Meeting which was held on the station platform in the cold at Tyttenhanger on the 3rd November. The hardy six who did attend dealt with various matters in hand and were able to accept two applications from previous members to re-join the Society. Welcome back to Steve and John , both of the Slot Car Section. Following on from Tony's decision the previous month to stand down after 33 years as an officer of the Society, including a period of Chairman, it was voted unanimously that he be made an honorary member. This honour was also bestowed on Jack , see item elsewhere in the News Sheet.

With Covid -19 still with us and preventing us from meeting up anywhere, this December and Christmas will be a strange experience. So, hoping for an improvement in circumstances, I'd would like to take this opportunity to wish everybody a Happy Christmas and Best Wishes for the New Year.

Keep safe and keep engineering.

Mike

Hon. Treasurer

Jack's 100th birthday

By Mike

Jack joined the Society on the 13th September 1977 and was a familiar sight at Tyttenhanger over the years, helping out with many Society activities.



Some years ago, he decided to support the Society in a more tangible way by becoming a benefactor. His monthly donation of funds has assisted us in a number of projects, both at HQ and at Tyttenhanger. The most recent project to benefit has been the decision to provide a proper washroom facility at the steaming bay area for which we greatly thank him.

Unbeknown to us, Jack celebrated his 100th birthday a couple days after the country went into

lockdown in March and we all now take this opportunity to belatedly wish him our very best congratulations. As mentioned in my Treasurer's Report, Council has decided to confer him with honorary membership to the Society for his support and generosity.

Forthcoming General Meetings

General Meetings at our Legion Way Headquarters in North Finchley are now cancelled until further notice.

Any questions please ring, Ian

Gauge 1 Group

By Geoff

By the time you all get to read this, we should be out of lockdown 2 and able to visit Tyttenhanger – Hopefully. We cannot even offer a few photos of action at the track, so our report this month can only be about achievements from various members off-site.



Something Positive; as well as heavy engineering we in the Gauge 1 section also do a bit of modelling on the lighter side by building stock to go behind our loco's.

Recent progress; Greg is building a LMS 57ft non-corridor coach using a Peter Alliot aluminium shell.

I am basing the model on one built in the 1920's in Derby. My son Michael bought me a spray gun, so I have used that to spray it. That's another skill learnt. The LMS Crimson Lake paint was from Phoenix. The transfers which I have yet to put on are from Fox. The clear glazing, I bought some years ago for the coach, from Hobbies.

I am currently working on the bogies which are very basic; I have bought some G1MRA coach bogie sides, which are slightly longer in the wheelbase than the Alliot bogies. The photos show the interior and the coach body.

Bookworms Christmas Hamper: LBSC & NLSME Special

What an exciting time of year December is, all these presents. The lads in the other volumes knowing the difficulty of us meeting up in person this year have put together a Christmas hamper and sent it with their good wishes, thanks lads. Knowing of my fondness for the taste of articles by LBSC and anything to do with the Club, they have really worked hard in putting this basket of delights together. It is my wish now to share this good fortune with you all, so let us feast together.....

Where did it all start, I hear you say..... The North London Society of Model Engineers and the ME magazine have been pals from the time the Club started, reporting on its activities and publishing many articles written by members, some even going on to become regular contributors to ME. The Jan 4th 1945 edition carried the news of the Clubs formation (inaugural being meeting Nov 5th 1944) and reported on its future hopes and aspirations, including the establishment of a Club Workshop. Much enthusiasm existed in the local area to support such a Club with 70 members enrolling initially rising to nearly 100 by the start of 1945. The foundations of the new enterprise were certainly solid as the membership included the then Chairman of the SMEE Mr T. Pinnock who was reported to be a very active member – What a great start!

Wasting no time, the Ewen Hall, Wood Street, Barnet was booked to be the venue for a Club Exhibition on 5/6/7th April 1945 which was also to include Engineering and Educational bodies.

Source: ME Jan 4 1945 p 7 / ME Club notices Feb15 1945 p 168

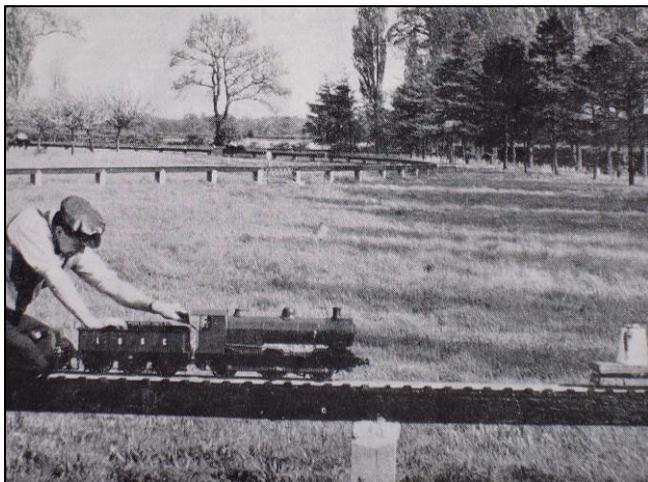
Did I hear someone say, “what about Arkley”? It was the site of the first NLSME raised track and was situated on the Barnet Water Co sports ground...in Arkley. The site was shared with the Companies cricket and football pitch and ran around its outer edges. Apparently in 1951 a bunch of NLSME lads turned up spades in hand and dug 70 or 80 holes and proceeded to set up posts with concrete beams atop to play trains on....They didn't care did they.....

Source: ME 1954 Nov 18 p 589

An extra tit-bit.....seems an extension was added to the Arkley track 6 years later making a continuous length of 1,580 feet and it was officially opened 3pm Easter Monday 1958. A contemporary report suggested “ Because of the shape of the layout it is anticipated that drivers will find a new and sustained interest in driving” – if only video had existed then!

Source: NLSME Newsletter 120 April 1958 p11 (don't tell that I've chewed this one)

All Change! By the early 60s the Arkley site had to be given up, however the

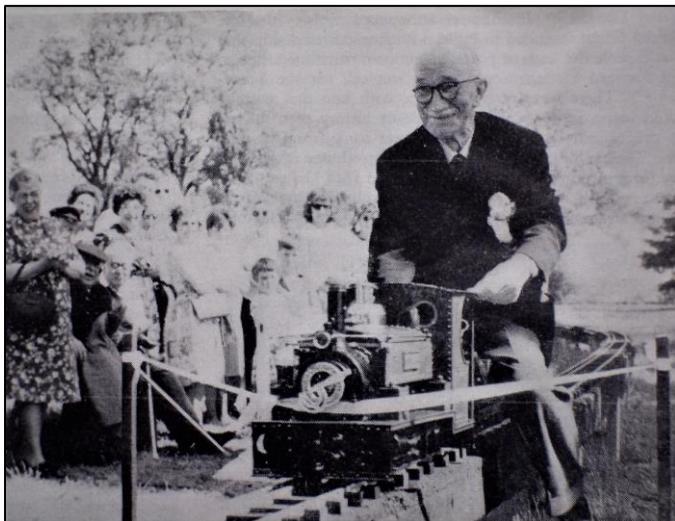


Waterboard (now called Lee Valley Water Co) kindly offered the use of another site at Tyttenhanger Pumping Station which is where the Club still resides.

General view of Tyttenhanger 1964

The new track was 1,207 feet long and laid initially in a semi-oval with a long straight running

through a line of poplar trees and returning via a sweeping curve past a group fruit trees – most of which still exist today. The Club's President Mr E. Stace –



Director of the Water Co drove Mr T. Moon's "Susie M" to break the tape at the opening ceremony followed by fifteen other engines in procession – What a spectacle!

My mates tell me that all sorts of interesting people were invited as guests of honour on that day with Drivers Walter Harris (GWR 'Bristolian' fame)

and William Starvis (LMS 'Caledonian' fame) in attendance and no lesser person than Dr Beeching was invited but courteously declined. Mr Martin Evans did attend and wrote the piece for the M.E. magazine.

Source: ME 1964 Aug 1 p556/Club notices

Another slice?

Mr G.M. Cashmore in an article written for the ME in 1971 reported the opening of a new extension to the track. By 1969/70 the lads were feeling the call of the open spaces once more, so with spades to the ready strode out into new lands (beside the existing track actually) seeking a place to dig holes and lay more track. Under the watchful eye of Mr T. Luxford (reported to be "Clerk of the Works") the dream was realised. With a total track length of 2,393 feet it was one of the longest tracks in the country at that time, the back straight alone was said to be 500 feet in length and boasted a working water trough for engines so fitted to 'scoop-up' water on the run. On May 16th 1971 Mr. Moon's 'Susie M' loco was once more used to break the tape at the opening ceremony with Mr W.J. Reynolds Chief Engineer of the Water Co at the regulator followed by 15 other engines.

Source: ME 1971 July 2 p657/ A. Nuther

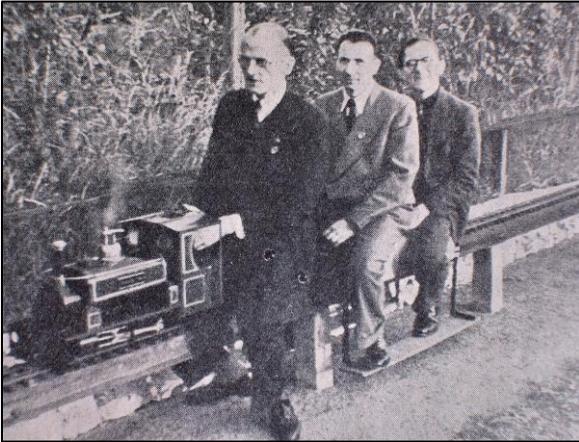


Mr W.J. Reynolds breaks the tape at the opening Ceremony – Mr Moon is seated behind, Mr A.E.W.(Ernie) Simes is seen standing and Mr A (Bert) Mead is waiting patiently at the rear Mr T (Tom) Luxford standing on right

Let's move down into the second layer of this hamper of delights.....

LBSC (Curly) became the NLSMEs patron quite early on in the Clubs history but quite how and who asked remains yet to found on another shelf. Many members

of the period however were privileged to know him or be invited to visit his home (by strict invitation only).



ME for Dec 1949 reported one such invitation when members T. Moon, C. Drayson and A.J. Bradley then Editor of the New sheet visited with Mr Moon's narrow gauge loco "Susie M" where a pleasant time was had by all.

Source:

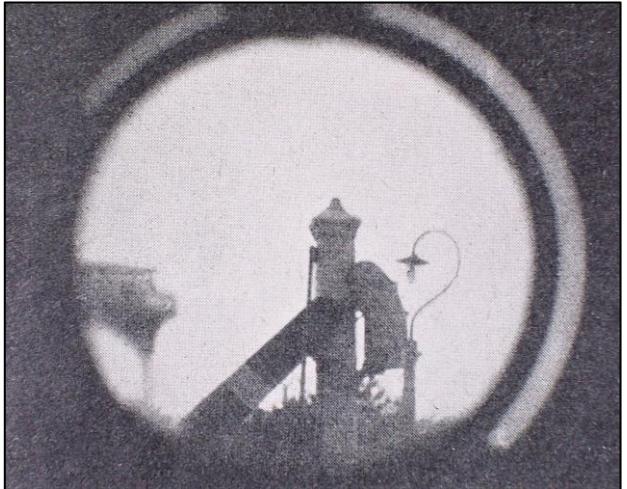
ME 1949 Dec 1 p 693

Mr T Moon, Mr C Drayson and Mr A.J. Bradley on the Polar route.

View through 'Susie M' spectacle window – Polar route.

This delicious morsel gives you all the flavour of a visit to LBSC in 1951.

" Quite recently, J. Calderbank, A. Gudger, A.E.W. Simes and A.J. Bradley were guests of Curly, our Patron. Those who have been privileged to enjoy Curly's hospitality will know what a good time they had. Arriving in the early afternoon, they inspected the workshop, and saw additions to the already beautifully equipped locomotive works. On the bench under construction, was 'Britannia', Curly's latest. A new acquisition was a 'Hungry Lion' emblem, especially painted for Curly by British Railways.



After inspecting the locomotives, Curly invited his visitors to choose an engine for a run. Not surprising, perhaps, 'Ayasha' was their choice.

On the track the new signalling was admired. Then steam was raised, and turns were taken at the regulator.

During the afternoon, what Curly calls 'a footplate tea' was enjoyed. This is an informal meal, partaken in the workshop. Piles of sandwiches are followed by plates of luscious home-made cakes, and the conversation is mainly locos.

Oh, how I wish I were 70years younger....

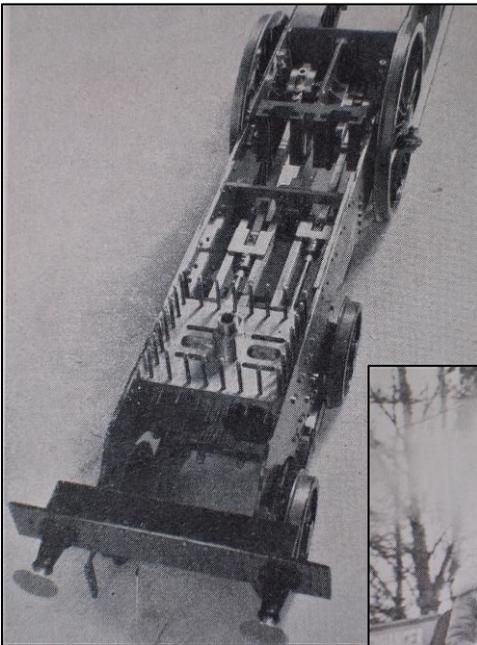
Source: NLSME 1951 Newsletter

Mr Geoffrey Cashmore joined this parish in 1950 and seemed to have enjoyed particular attention from LBSC. The *Master's* gaze had already fallen upon Mr Cashmore's fine locomotive Juliet, when in 1953 he informed his readers of a visit by G.C. along with two other members of NLSME when they ran 'Helen shorter' a 4-8-4 tank engine (originally called Helen Long) cut down and modified by Mr Cashmore to become 4-8-0 tender engine. All this though was to be the 'overture' to GCs masterpiece, his 4-4-0 "George the fifth" no.2663. With this engine built over nearly ten years GC took LBSC's 'Joy' valve- gear and cylinder layout for "Maid of Kent" and accommodated it between the frames whilst also incorporating the LNWR designed large centre bearing between the webs on the crank axle. Curly once again was impressed with the quality of work stating; -

I have seen this engine "growing up," and can testify to the excellence of the workmanship put into it; she will wear a black dress, but will probably outshine some of her sisters who wear green ones.

Source: ME 1953 Sept 24 p 370 and ME 1954 Nov 11 p 564

George the fifth under construction



George the fifth at Colney Heath

Just when I thought I had got to the bottom of the hamper I found this last treat labelled, as I thought " Pudding Box" but no, in better light it read Paddlebox.....

Our much-missed member and friend Bert Mead built a splendid 3.5-inch gauge engine in 1948/9 based on the LNWR 'Paddlebox' design. In 1951 in the company of a few of the NLSME enginemens he took it along on a visit to LBSC.

Seems Mr Mead was experiencing a few teething troubles and sought wise

council from the maestro. This happy meeting was recorded by LBSC in his column for ME in Sept 1951 where he speaks highly of Bert's fine engine saying; -

I let the boys bring locomotives over now and again, to try out on my road. One of them has built a 3.5inch gauge "Paddlebox" 4-6-0 complete with four cylinders, and all the blobs and gadgets. She would certainly delight the heart of old Dugald, if he could only see her. After Bert had made the adjustments suggested by Curly, he returned and let him try it once more. When Bert used to tell this story, he would finish by saying; "LBSC drove it hard on the track and when finished, got off and patted the locomotive saying nice little engine."



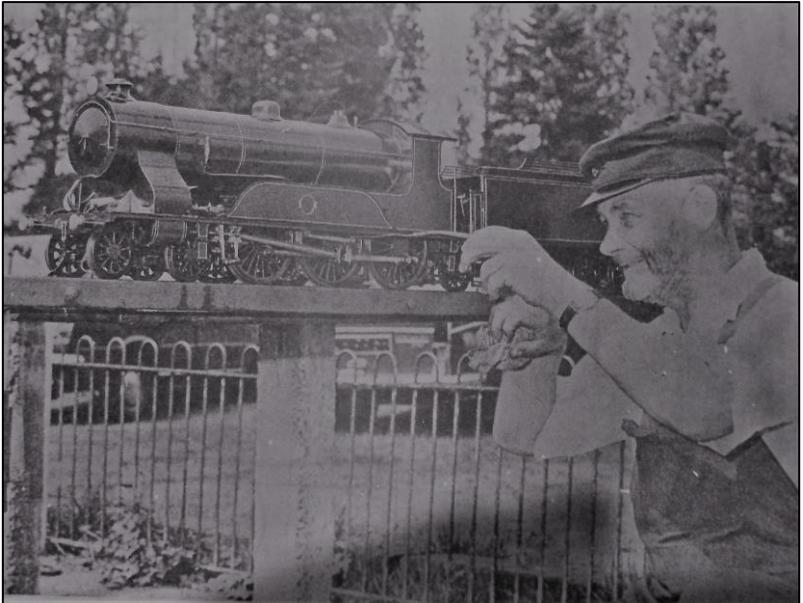
Bert Mead on the Polar Route

.....You can't get better praise than that!

Source: ME 1951 Sept 20 p 399

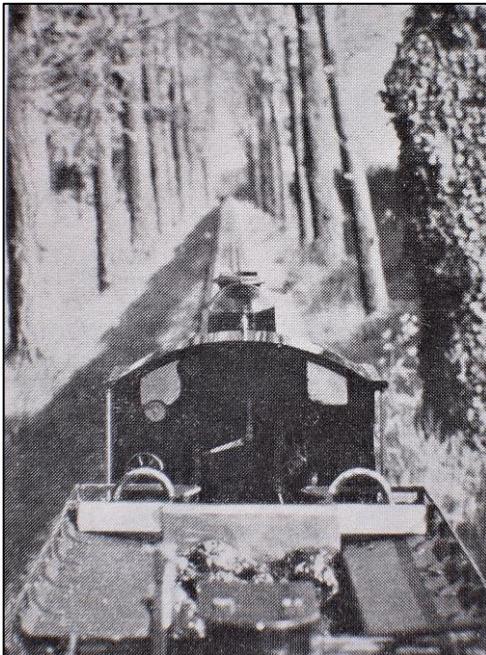
As I close this Christmas Hamper, I hope you have all enjoyed these tasty treats as much as I have. So, thank you Lads for such a lovely present.

I think I will go and sleep it off somewhere quiet, I wonder if I dare snuggle down in those old NLSME News sheets on shelf 3?



Bert Mead with the Paddlebox

Photo's within in this article by;
G Cashmore
A.J. Bradley,
M Chrisp
and possibly
G Case.



Colney Heath back straight 1964

HAPPY CHRISTMAS TO YOU
ALL – Book Worm

Footnote; -
one of the younger (and in my
opinion foolish – stick to paper for a
proper meal) 'digital' bookworms
told me that he had seen Bert
Meads 'Paddlebox' for sale on a
steam dealer website in 2017.

Work in Progress from club members workshops.

With the current restrictions in place we thought it a good idea to find out what project's members are working on with all this enforced spare time. So, we asked and several have responded. In this issue we have contributions from Mike and Alan.

If you have a project or just a picture or two of your latest projects please send them to the editor.

Peterborough North

By Mike



During these difficult months many of us have been working away at home. Paul , Ian and myself, some would say foolishly, bought a Silver Crest 5" Standard 4MT in 2019. This has not been a bundle of fun and during lockdown I have been working on various items to make it usable and to improve its performance. I still have a long way to go on this work.

Possibly because I have been spending too much time working on Peterborough North Station in OO. Those members of the Society, who used to be members of the Barnet Model Railway Club and others will remember the 32' X 15' layout that the club ran between 1966 and 1980. When that was broken up, I purchased

three 8' X 3' base-boards of the station area itself together with many of the buildings. Much cutting and re-shaping of the boards ensued to fit it into my 17' 6' x 8' 6' loft, not mention getting them into the loft through a 2' x 2' hatchway.

Progress has been slow, but with the advent of grandchildren, one in particular, much has happened. Trains are able to run north via the Down Goods Road and south via the Up-Main Platform 2.

The rewiring of the points and relays at the north end of the station (Spital Junction) will shortly mean that after a gap of some 35 years, trains will again be able to run through the Down Main Platform 3; the Excursion Road and the Up Slow road. I must thank Paul, who in the meantime apart from his own modelling has very kindly built me a new Crescent Junction Signal Box to replace the original model, which did not survive.



My next task apart from a lot of scenic work will be to produce a replacement Cenotaph coaling tower for New England Loco, probably more in line with the single road version that was installed at Immingham rather than the two-road original. Then of course I must get back to finishing the V2....

A Rocking Grate – 5-inch gauge Peppercorn A1 pacific

By Alan

I guess most of us do not think too much about that bit of the boiler that holds the fire except when we go to empty the fire remains at the end of a run. We just treat it as routine to pull the pin and drop the ash pan and the grate into that bin on the floor and when everything is cold put it all back together again.

However not all locomotives have that easy-going arrangement, some may have obstructions like brake gear and some with rear pony truck axles in the way and some, like the one I am about to describe are impossible well-nigh on impossible.

My Peppercorn A1 that I am building is one of those engines which have a very difficult grate and ash pan arrangement, not something I even bothered to enquire about when I decided to build one.

The difficulty stems from the Peppercorn Pacific's rear end design which has twin frames supporting the firebox and housing the Cartezzi axle. Leaving only a narrow gap in the middle about 2" wide. Now the fire box is about 7" wide so Mr Peppercorn and Mr Gresley (both of Pacific fame) had to make do with an ash pan that has a very shallow slope from the side into a pair of hoppers that fit into the middle gap. The photo shows just what I am trying to describe.

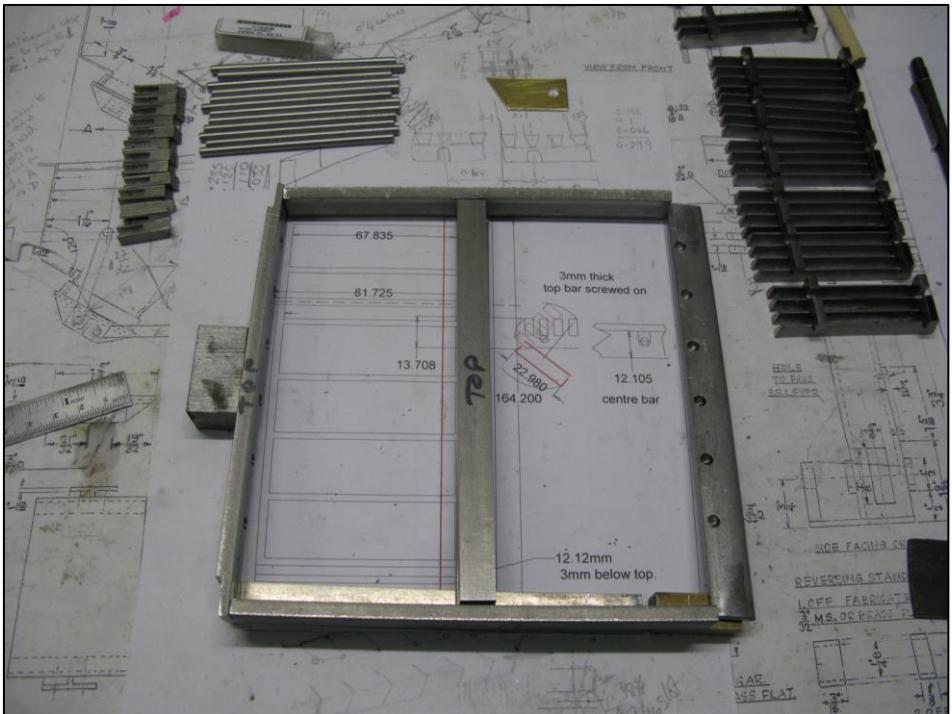


This arrangement precludes the fitting of any "normal" dropping ash pan and grate.

It is possible to drop the centre 2" portion longitudinally but not possible to use a retaining pin from the side as the complete side is covered by the frames. So, a pin from the rear works, we have at least one example of that in the Society, but the drawback of this arrangement is that the tender has to be taken off before the pin can be removed. There then remains the tricky job of getting the ash from the sides under that narrow gap and off the top of the fixed bit of grate that does not drop, followed by the just as tricky task of manoeuvring the grate back in place to put the pin back.

After considering all my (few) options I decided to go with full size practice and make a rocking grate.

A rocking grate is one where individual parts of the grate are made to rotate about an axis so the ash and fire remnants are cascaded down onto the ash pan and thence into the hoppers. The way it is operated is that all these rotating parts are connected underneath by a long operating rod, usually two of them, one for each side of the grate, connected to a lever in the cab which is on an axis supported by either the cab floor or the boiler backhead. There are no permanent levers in the cab to operate them as the levers on full size are very long and they slot onto a stub lever. This arrangement keeps the cab clear of unwanted bits and provides significant purchase to the fireman when it comes to rocking the grate.



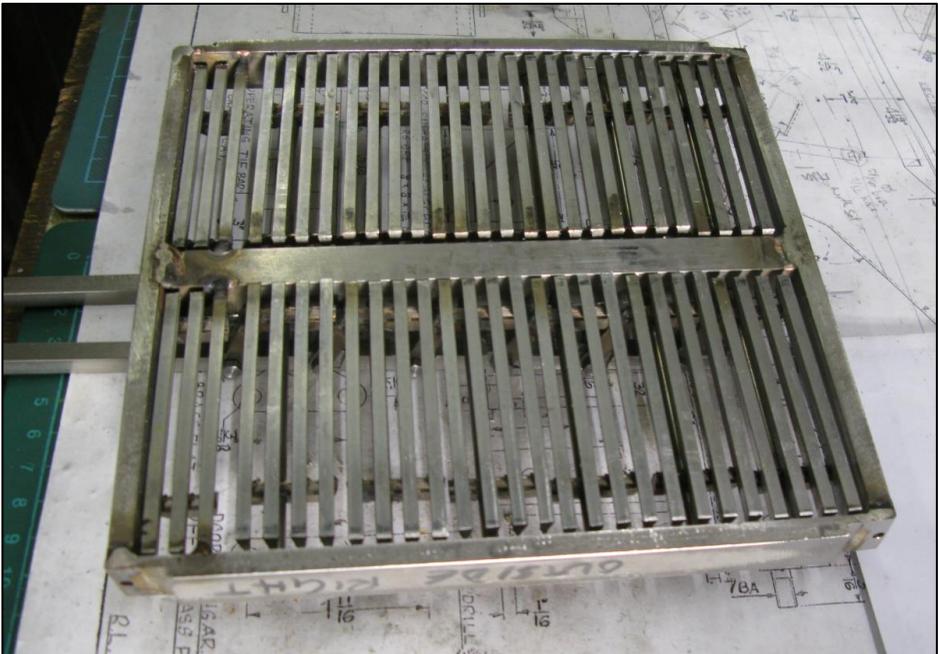
As no design for a model version existed as far as I could tell I set to and designed my own. It consists of a stainless-steel frame with a centre bar giving two sides into which fit six individual grate units.

The grate units are cut from stainless steel grating available from a few ME suppliers some of which can be seen in the photo on page 19. Each unit has a 4mm axle welded to its underside and an operating lever (also seen in above photo) welded to one of the grate cross bars. The axles fit into blind holes in the frame sides and into a slot in the middle bar the slots having a closing bar over the entire length of the middle bar. Everything is stainless TIG welded.

In order not to foul the ash pan the rocking parts of the grate had to have their axles positioned so that when rocked the grate did not come below the frame so the axles are off centre towards the front of the grate unit.

The two fixed grate portions are there as the dimensions did not allow me to get seven full sections in. At the moment the rocking angle is not sufficient to my liking, it is restrained by the amount of clearance in the long operating bars clevis cut away and they need a bit of relieving.

The grate when assembled with all its units looks like this:



And when rocked looks like this:

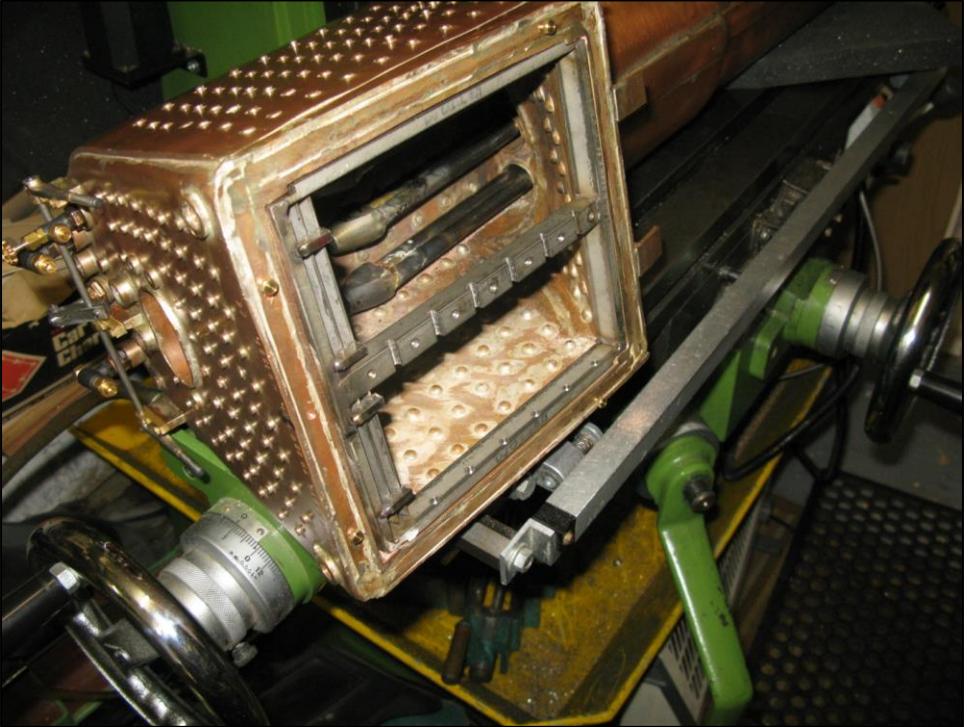


Underneath the grate looks like this:



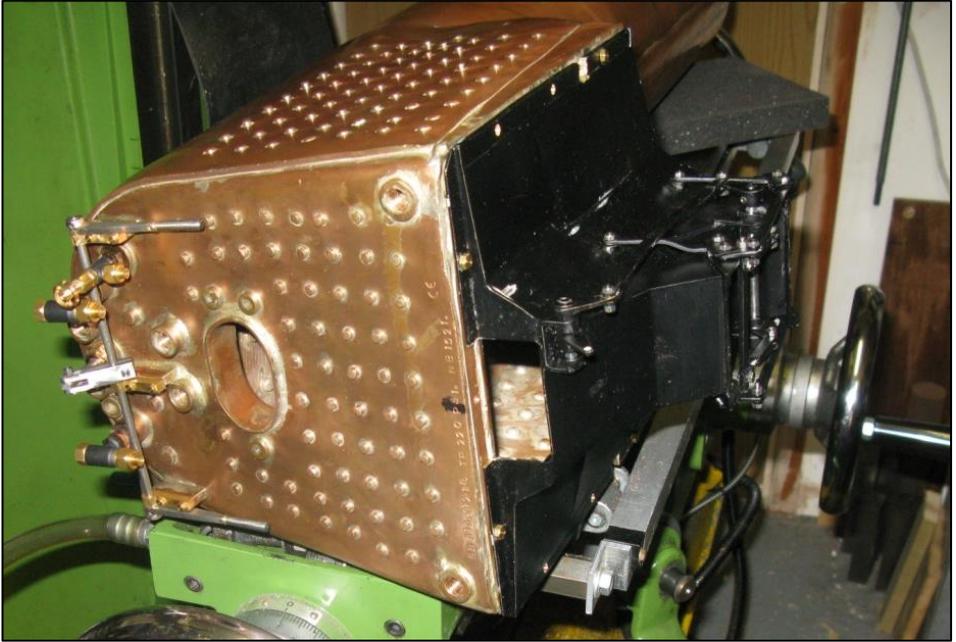
At the moment temporary screws are in place through the clevises and the operating bars have yet to be finished to length. The closing bar for the grate axles can also be seen bolted in place with stainless cap head screws.

The operation of the rocking grate is quite free. All of the holes have a generous clearance (a loose fit) for the axles and clevis screws so that the whole thing will not bind up with heat and ash.



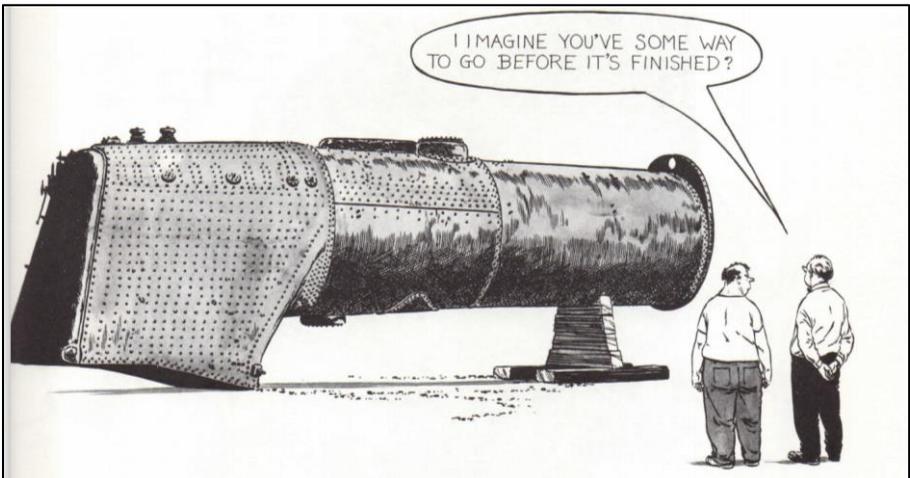
When finally fitted it will be a push fit into the boiler firebox so it cannot ride up and it cannot fall down as there are pads on the ash pan on which it rests.

Finally, this is what the ash pan complete with hopper doors and operating levers looks like when finally fitted:



Time will tell if it is successful or not, which on my current progress could be about three years hence!

Alan



From booklet 'Off the Rails' by Patrick Wright, published by David and Charles in 1985.



Tyttenhanger Light Railway

By Peter

Merry Christmas and here's to a better Year for all in 2021!!!

As we were due to close Tyttenhanger for the second time I phoned the lads and lassie (Cheryl) to come to the track on Wednesday instead of Thursday for a last run or whatever, I had spent the previous few days hastily attaching the motion work to Maid Marian with a view to having a test drive and wanted to show the crew. Wednesday morning all the guys were assembled the loco was pushed out onto the track and a small amount of compressed air was pumped into the boiler, I was waiting for Brian to arrive at the track for him to have first go, just after lunch Brian duly arrived, the boiler was topped up and Brian got onboard putting the lever into reverse and pulling the throttle off he went in a forward direction! Blowing holes in the ballast as no drain cocks fitted yet! Oh, dear thought I.



A long debate then ensued and the final decision that we come too was that some clown had installed the rear axle 180 degrees out of position “Me Culpa” never mind we all had a couple of puffs down the track each and a good laugh. I consoled myself knowing that at least the old girl will work when we get back and I complete the build.

Nicholas and Paul are producing a G.L. draft Safety checking document for all rolling stock and locos against wear and tear and planned maintenance; I am delighted that they are putting their heads above the parapet on this one, as they have been in previous occupations been doing much the same for a living. It is hoped this document will be ratified by council to ensure our railway is a safer place to run our locos and pull passengers to have fun!

I have every confidence in this guy’s experience as one is a retired professional mainline fitter and one is an amateur heritage railwayman of many years’ service.



The week previous to shutdown Mike and Brian were feverously painting all the remaining metal fence posts in readiness for the final push through the car park to join up to the main gate crossing wooden fence, alas another job on hold till we get back.

Tyttenhanger Light Railway achievements over the last year.

February saw the start of the pit shed project with its lovely arched windows, we had Gluhwein and jacket spuds on Tyttenhanger Station hosted by the Narrow-gauge garden section, and the start of the G.L. fencing project.

March start of the first lockdown.

August George made some lovely signs for the station areas (yet to be finished) I have to paint them.

September the first section of wire fence is erected.

November Roy finally takes possession of his long awaited new loco. And we are shut down once again.

All through the year we have ballasted and backed up the track bed with the black stuff and the pink stuff, we are about half way to completion.

Although we have lost some time this year to forces outside our control all in all we still had a good year. The group seems to have got on well with each other and their projects and I can't thank you enough on behalf of the club and I.

Last but not least if any member would like to join a hard working hard playing group of railway enthusiasts please come along you will be made more than welcome.

The work consists mainly of track maintenance including track ballasting, vehicle repairs and building the infrastructure of the railway, you may even get to drive a loco now and again. You do only what you can and all are welcome. The banter is good but the pay is none existent. See you all soon.

July 2019. An unforgettable day when the club hosted Guy's 100th birthday celebrations themed on Brief encounter Guy's co-star Beryl also 100. They are now both 101 we wish you well, and we will have the next birthday 102 party at the track.

There is only one nagging question left for me to ask WHO IS BOOKWORM?

Stay safe and keep well.

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



Narrow Gauge Garden Railway

By John

Seasonal greetings narrow gauge fans wherever you are. You may recall last year's festive narrow-gauge news was a fairy story (mostly) about the history of the Tyttenhanger light railway which did seem to tickle some readers fancy, so thanks for the positive feedback it's nice to know that just one or two people read this nonsense! For this year's festive entertainment, I thought I might get your brain into gear with a railway based quiz, some dead easy so all the family can have a go, the answers can be found on page

39 in the newsletter where Keith our erstwhile editor has hidden them! By the way Keith thanks for all your hard work in making the NLSME newsletter such a great read, and of course to all the contributors it's something I look forward to each month. Perhaps I should get out more! That's what a lockdown does to you! Ok, off we go question number 1

1. What nickname was given to the Shinkansen high-speed trains of Japan because of their appearance and speed?
2. The BBC documentary *Great British Railway Journeys* often refers to an 1840's copy of which guide? And who presents the series?
3. The *Brick Train* is a brick sculpture located on the outskirts of which town? It was created by David Mach in 1997 to celebrate the town's railway heritage.
4. Can you name the busiest railway stations in the following cities: (a) Bristol, (b) Edinburgh, (c) London, and (d) Birmingham?
5. Which two cities did the original *Orient Express* run between?
6. The UK's longest direct rail service runs between which two locations?
7. In 1830, which locomotive built by George Stephenson became the first ever commercial train and reached a then record speed of 30 mph?
8. The Red Arrow is a famous overnight sleeper train in which country? And can you tell us the two cities it connects?
9. Opened in 2001, name the highest railway in the United Kingdom?
10. Track 61 is a private railway platform underneath which New York building, linking it to Grand Central Station?
11. Which train officially became the first steam locomotive to reach 100 miles per hour in 1934?
12. The short story *The Signal Man* was partly derived from whose personal experiences of the 1865 Staplehurst rail crash?
13. In which James Bond film does much of the action take place on the Orient Express?

14. The Trans-Siberian Express, starts in Moscow and finishes six days later in which city?
15. About which train did the Reverend W Awdry write?
16. In which classic of 19th century literature is the heroine killed by a train?
17. With which train is Oliver Postgate associated?
18. At which London station did Sir Gilbert Scott build his Grand Midland Hotel?
19. In which 1945 film does Celia Johnson meet Trevor Howard?
20. Sitting in a railway station with a ticket for my destination? is a line from which Simon and Garfunkel song?
21. At which London station do trains from Reading terminate?
22. In which European Capital is Tara Street station?
23. Which famous (Russian) writer died at a railway station in 1910?
24. In which European City is the Gard du Nord railway station?
25. Which rail station has a record 67 platforms?
26. Who was the famous passenger on 'the sealed train' in 1917?
27. What was 'hobo' singer Lecil Travis Martin's stage name?
28. With a train passing through every 13 seconds during peak hours, which railway station has the most traffic in the world?
29. In a Burt Bacharach song, what "took you away, away from me"?
30. What is the longest running railway construction project in the world?

Finally, despite having lessons from Professor Snape in Defence against the dark



arts (for you Harry Potter fans) I'm afraid I have succumbed to the temptations of Gauge 1. As the accompanying photo shows as I make some precise adjustments to my 4MT with a large screwdriver! I can only apologise!

Please take care and let's hope we can get back to HQ and CH in 2021 without any restrictions.

Merry Christmas and a happy new year to everyone.

Petrolea – A brief history

Part 1 by Norman

I have always been interested in modelling and up until my mid-teens was a serious aero-modeller but was becoming dissatisfied with the lack of construction detail with balsa and tissue.

About this time my apprentice training took me to the toolroom where I met up with a couple of guys who were model engineers and who offered me a drive at the Chingford MES track, I was hooked and decided that I was going to set up a workshop and build a locomotive.

I spent the next couple of years collecting tools, adapting Dads' bike shed and saving for a lathe. After "faffing" about with some 2 1/2" gauge bits and pieces I was given I decided that for passenger hauling it had to be 3 1/2" gauge, so I started looking for a relatively simple loco to build.

Tich and other contractor type locos did not appeal but 'Petrolea' appeared to fit the bill, not too large, no complicated outside valve gear etc. plus it had some local interest as it operated frequently in the Lea Valley where I had lived all my life. Plans were purchased and it was then realised it was not such a simple loco as I had first imagined, but with encouragement and offers of help from my toolroom friends a start was duly made.

At this time my workshop consisted of a 'Zyto' lathe plus a vertical slide, a 'Wolfcub' drill and stand plus a reasonable collection of hand tools etc. The lack of serious milling capability at this time meant that a lot of hours were spent with a hacksaw and files, but the advice of my toolroom friends was not to worry about the finished item but to treat each component as a model in its own right and to make this to your best abilities. Progress was slow but successful over the next few years with rods being fluted on the vertical slide and the cylinder block machined on the face plate with angled packing blocks etc. then the inevitable happened:- college, motor bikes/cars, girls, flats, mortgages, babies etc. such that 'Petrolea' spent quite a few years wrapped in towelling at the back of the airing cupboard. There were several other flurries of activity but the demands of wife, children, career, home kept getting in the way such that much of the next 40 years were spent in the cupboard.

When retirement started to loom on the horizon, I felt that it was time to resurrect 'Petrolea', however model engineering appeared to have moved on, with activity centred on 5" and 7 1/4" gauge, plus boilers built with certified materials and welders etc. Having spent all my working life in electrical instrument manufacture

my workshop equipment was too light to consider building large gauge locos plus I felt I could not justify the expense of new machinery, so 'Petrolea' went back into the airing cupboard and I started to build gauge one locos, however I was still interested in Petrolea so decided to design and build a gauge one version. (pictures of which have appeared in past News Letter)

A chance conversation with our chairman established that he would like to build a 3 1/2" gauge loco as his next project and I stated that I had a Petrolea chassis



if he was interested. A subsequent phone call indicated that he was, so Petrolea was retrieved from the airing cupboard plus any other bits and pieces I had stashed away in the workshop and after the exchange of some suitable monies Les became the owner of the chassis which he now intends to complete, not bad going for a build that was started just over 60 years ago.

Petrolea – A brief history

Part 2 By Les

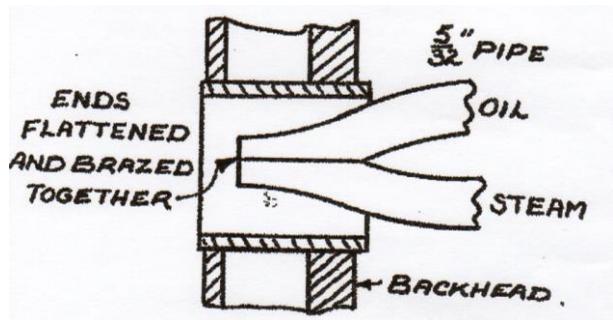
Long ago I decided my next loco would be a simpler one and an LBSC design would likely fit the bill. I liked the look of Petrolea and settled on that. I was therefore very grateful when Norman offered me his well-made Petrolea chassis but subsequently surprised to find that Curly designed the model for oil burning as per its full-size namesake. To achieve this the boiler's backhead incorporates a 1/2 inch diameter hole, 1 1/4 inches below the fire door into which is inserted a nozzle combining steam and oil feeds.

Curly's notes on how to fire it state, the oil is blown onto; "a fairly good bed of incandescent coal in the box"

and continues with;

"There will be a little splutter whilst condensate water blows out of the pipe. Then there will be a roar and the firebox will be full of white flame if paraffin is used. If thick oil waste is being burnt, it will cause a yellow inferno and probably some smoke (gas masks called for!)"

I don't know if anyone has tried it, I think I will stick with coal.



ADVERTISEMENT Hobbies treadle fret saw for sale £60

Money from this sale will go to the Club funds.

This saw belonged to Albert Gandy (deceased) who was a chief model maker for the London Borough of Barnet.

It is in good working order; many are bought as ornaments for big living rooms instead of Spinning Jennies!

But the lucky purchaser could be the envy of all when we get outages of electricity due to the new electric cars and vans taking it all!

Fancy treading away getting fitter and making sophisticated models while others just sit watching their machinery idle, for want of a few Watts.



PS; can be seen on amazon for £300.

Track Stewards Rota – Looking forward to 2021

By Nigel (On behalf of the Council and TSC) December 2020

Well, what a year 2020 has been, what with lockdown 1 followed by the sequel lockdown 2 and to cap it all no public running! By the time members read this we should be approaching the end of lockdown 2 with Christmas not too far away and hopefully the vaccines which have recently been announced will shortly be approved to protect us from the Covid-19 virus which has affected so many people in many different ways.

Looking forward to 2021 the Council feel that we should carry on as we have done in the past by at least start planning for a full public running season. At the present point in time Council realise that there is a possibility that the best laid plans are liable to change due to circumstances beyond our control. It does make sense however to at least plan a Track Steward Rota in the hope that our public running season will commence at the beginning of May. Members can be reassured that given the general age profile of society members Council will not sanction opening for the public again until we are happy that by doing so we will not be exposing our members to any risk above that which we had before Covid-19.

It is my intention to issue a draft Track Stewards Rota in either the February or March issue of the News Sheet. The basis I will use is that stewards will be able to do their duty on the same 1st or 3rd weekend of the month as they would have done in 2020, had we run for the public. However, if this is likely to cause a problem would you please swap your duty date with another member and then let me know, preferably by email. If you are not on email then please telephone me with the details of who you have swapped with. My Email address and phone number is on the back of the News Sheet.

All members are reminded that being a member of the North London Society of Model Engineers requires you to commit to do at least one rota duty when you join or re-join each year. If, however, you are unable to perform the duty on the date published **it is your responsibility** to arrange a swap with another member and to advise the two Senior Stewards involved of the change. This allows the Senior Stewards to plan for the number of stewards who will be there

When drawing up the rota we will continue to take into consideration country membership, distance from the site, advancing years, fitness and members of the Gauge 1 Group who, in 2021, will be continuing to do Sunday tea duties, so not every member of the society is listed.

Our public running days provide a lot of pleasure to parents and children who come along to the site at Colney Heath. It also gains valuable income for the whole of the society and with 2020 having been a very lean year for our income, hopefully 2021 will see a return to normality. The income from the public, as well as the subscriptions we pay, goes towards improving and/or maintaining our facilities not only at the track but also at Headquarters.

An afternoon sailing in October over at Tyttenhanger.

By Roy

Well the forecast said wind and a good chance of being dry and for once it was just so. I decided to take my schooner pond yacht and get her hull wet again. She is named Theresa and the boat was built by an old friend sadly not with us anymore and Theresa is his wife's name. I bought her from his estate as this was a model yacht I always admired. A quick charge of batteries and fully rigged into the boat and I am on my way.

On arrival at the lake first job was to clean away a lot of the leaves, it was nice to see the leaves all gathered together, this does make them easier to get at but also it meant the wind was consistent and blowing down the lake. When the lake was reasonably clear I switched on the boat RC and did the sail and rudder checks and away she went.

I then took myself to the comfy hut with the Chester seat to my left, the wind was blowing from the far corner by that seat and not a bad breeze as well. We tacked up from right to left and then turned for a glorious run down wind. You are constantly scanning the water for ripples. These are caused by the wind so are an indication of where the wind is.

When George removed some planks from the other shelter this did make the wind a bit more consistent in direction. There are some no-go corner areas and don't get blown onto the bank this was the dread of the old-time sailors being marooned on a lee shore. But the advantage of the old-time radio control transmitters is having an aerial to poke your boat with!

The sails all have names and this yacht is a Topsail Schooner, the rear mast being the taller. From the bow we have the flying jib, then the jib these are mounted on the bowsprit. Then the larger sail is the foresail and above this is the fore topsail. Then the mainsail and main topsail on the rear, main mast. She has a long keel which keeps her going straight but does make her slower in coming about.

If the wind is blowing it is never boring controlling a yacht, they sail at their best when as upright as possible so bringing as much sail into use as you can. If there is a sudden gust and the yacht is blown down then release all sails immediately.

In fact, it was Theresa the yacht which brought John and I together. I was to take the yacht for exhibition at M.E. exhibition many years ago at Olympia.

The yacht travelled in a collapsed state in my car and John said he would come along in the afternoon. So, when he arrived and found his yacht fully erected, he was surprised and we became good friends after that time.

She may well be unique as she was built from a tiny plan maybe 4 inches x 3 in a FJ Camm book on model yachting. But it took John's expertise as a Naval

Draughtsman to take the table of 'Offsets' and draw her up to the size she is now of 45 inches overall and 49 inches high. The model was constructed around 1965 and fitted with radio control. She is plank on frame and has a ply deck. John hand drew the planking using a lining pen and it is faultless.

I came into possession of her about 2013 and I stripped her down and removed the RC gear. All of the rigging was there but the strength had gone and the brass very dark as well. I undid the ropes retaining all the hooks and bowsies. I cut away the whipping string from the various sail booms and this released the pieces of brass for cleaning. I enjoy whipping and there was a lot of it to do. The brass was cleaned with a tomato sauce and vinegar mixture then some wire wool.

The painting had been very well done as it just needed cleaning up, as did the deck. The two hatch covers had switches and I replaced the hatches and went over to just one switch. The rudder servo was just old and that was replaced however the sail winch was working well and I retained it as it is quite powerful and does the job. If possible, it is best to alter the RC transmitter so the LH stick has a ratchet control rather than self-centring.

The nice thing about pond yachts is that the more working parts you can see the better. So, the winch cord comes up onto the deck and around a pulley and then to the stern where the pulley is in spring tension and then back to the second part of the drum winch.

So, you have some 'string' on deck going both ways and it would seem you can connect a sheet from a sail according to the direction you want. But that is not so, sails should be connected to a winch cord that is being pulled in when the sail is being pulled in against the wind and on the 'dead' side of the pulley under tension, otherwise they will also pull on the spring of the tensioning side.

The sails were also in surprisingly good condition, they had been kept in a sealed sail box, so maybe that helps? Anyway, when it all eventually came together and it was time to check out the radio, screwing down the winch under the fore hatch came first. The winch string is fed around the deck and around the winch drums. Working the radio at extremes of winch travel to ensure there is still some string left on the winch in each direction. This is to ensure that the deck string does not start winding the string back on itself and so unexpectedly change direction. Both of the masts are mounted on the keel and when all detached, they stay with the sails and are stored separately in a sail box. The hull usually lives in a sturdy plastic artificial Christmas tree box.

Now Pond Yachts are a good excuse for polished varnished wood and bright brass fittings. Theresa has her fair share but there are many bowsies as well all used to adjust string lengths and so the position of sails and tautness. You tighten up for a good breeze and do not forget to loosen off when you get home. You can see some of the deck detail from the photo of the stern area where the tensioned pulley is mounted.

For me the launch area is great I can get down there check the boat over at eye level and launch easily, great idea and much appreciated. Great afternoon and for once the forecasters were right.

Beating up to windward.



A glorious run downwind



Stern deck detail note; spring tensioned pulley, the rudder arm is operated by a brass rod from an internal servo.

00 Section

By Paul

Further to my article in the June edition about coach building, here is a picture of the completed model.



Its running on my 00 gauge "Great Easton" layout which I described in the February 2020 edition of the News Sheet.

The picture below (from the Seabrook Collection) is of the real thing.



John Squire – Obituary

By Brendan

John was a very positive person. Anything that took his interest was followed with gusto. His sense of humour and outlook on life rubbed off on all those around him. He was kind and would always help others in any way he could.

John joined the club in 1979 and at that time he was greatly into 16mm narrow gauge.

He also owned the 4th Sweet Pea built by the designer Jack Buckler and the 3½ inch gauge Vale of Rheidol No7 built by Ted Moon.

I first met John in the late 1980's when he arrived in his Land Rover with No7 inside. I should have known something was up when many sensible people left the steaming bays knowing he would need help to unload it. It was a heavy monster and difficult for two people to lift. Somehow John had managed to unload it into a wheelbarrow at home! I am sure this was the cause of his back problems.

He later sold No7 to me when it developed boiler problems and it is now heavier than ever with the new boiler.

John together with Brian and Dave were responsible for building the toilet block. As well as doing all he did for the club, he was also renovating his house. Much of it using the same materials and decorations that it had been built with.

He succeeded me as track section leader in the mid-80's. We both became very interested in ground level running after a visit to the East Herts and Malden tracks. He and I spent many Sunday mornings at Malden where they very helpfully taught us much of the techniques. One thing that always stays in my mind is at their breaks everyone donated a tin of soup and this was cooked up irrespective of the different flavours! – An experience particularly as John hated tomato soup. About this time, we started two Sweet Williams one of which hopefully will see the track one day.

A distraction arrived at Colney Heath in the form of Frank Dell's Wallis and Steevens roller which John enjoyed helping Frank with.



John bought a 4½” Burrell agricultural Traction engine that he ran for a few years before inevitably purchasing the roller from Frank Dell.

John was a great one for the history of things and did great deal of research on the Wallis including finding gems like one of the rollers previous drivers took up wearing a skirt after retiring.

John became NLSME chairman about the turn of the millennium.

He subsequently sold the roller to me as it was aggravating his back. He never lost interest in it though. He then took up gauge 1 which he followed enthusiastically until his passing.



John moved to Lincolnshire about 15 years or so ago leaving the Victorian house in West Hampstead where he had lived all his life. He continued to visit the North London club when in the area and kept in touch with several members.

One easy way to wind John up was to say he lived in Cricklewood. He didn't but was only outside the boundary by a few hundred yards. He would always react saying he lived in West Hampstead not Cricklewood.

He will be sadly missed and leaves his wife Roberta and daughter Felicity.

Dates for your Diary

The current government restrictions resulting from the COV-19 virus has resulted in all NLSME organised events being cancelled until further notice.

December	2020 / 2021
<i>Tue 8th Dec</i>	<i>Council meeting Location & Time TBC (see note below)</i>
<i>Thur 21st Jan</i>	<i>Deadline for copy to Editor for February News Sheet</i>

Government Covid-19 restrictions have resulted in Council deciding to defer the December meeting by 1 week in the hope that we will be able to then meet in person. If this is not possible within the Government guidelines applicable at that time then Council will consider the viability of an on-line December meeting.

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Answers:

- | | |
|---|---|
| 1. Bullet trains | 13. From Russia, with Love |
| 2. The Bradshaw Guide.
Presented by Michael Portillo. | 14. Vladivostok |
| 3. Darlington | 15. Thomas the Tank Engine |
| 4. (a) Temple Meads, (b) Waverley, (c) Waterloo, and (d) New Street | 16. Anna Karenina |
| 5. Paris and Istanbul (originally called Constantinople) | 17. Ivor the Engine |
| 6. Aberdeen and Penzance | 18. St Pancras |
| 7. Rocket | 19. Brief Encounter |
| 8. Russia. Moscow and Saint Petersburg. | 20. Homeward Bound |
| 9. The Cairngorm Mountain Railway | 21. Paddington (Although a few terminate at Waterloo) |
| 10. Waldorf Astoria Hotel | 22. Dublin |
| 11. The Flying Scotsman | 23. Leo Tolstoy |
| 12. Charles Dickens | 24. Paris |
| | 25. Grand Central New York |
| | 26. Lenin |
| | 27. Boxcar Willie |
| | 28. Clapham Junction |
| | 29. Trains & boats & planes |
| | 30. The "millennium project" of the north London society of |