

Issue No. 862 December 2023

The News Sheet

North London Society of Model Engineers

December 2023



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

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Front cover; -

It's December and if it wasn't for climate change, we could reasonably expect snow each year before Christmas. This very seasonal picture was taken almost 12 months ago on 15th December 2022. Happy Christmas.

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

Crickley, another year is nearly over. It has been a good one for the club. All sections are busy and enjoying all NLSME has to offer. Also, we end the year with two significant developments in the pipeline.

Firstly, LBB have confirmed our lease on HQ will be extended. Consequently, we can consider implementing the kitchen and WC improvements long overdue. The plan for these, agreed in 2022, will be dusted down once the lease is finalised. In fact, 2024 will be our 40th year at Summers Lane and so is about time we improved the welfare facilities there.

Secondly, at Tyttenhanger the long-needed improvements to RT steaming bays and track access are receiving renewed attention. It became clear at the recent meetings that the 2011 proposal, reproduced in the October news sheet, no longer had the support it once did and that alternative solutions to meet our requirements should be considered.

The council have therefore formed a small working group, consisting of both council and non-council members, to consider all comments made in context of the schemes requirements and to develop a revised proposal. Once an alternative solution or solutions have been developed a further meeting will be called for members to consider the working groups recommendations and to seek endorsement of members to the new revised plan.

Our objective is to present the groups output as a revised proposal in the next issue of the news sheet. We owe a big debt of thanks to Alan Marshall for his work to date on the 2011 scheme as without that impetus we would not be as advanced as we are now.

Winter work parties have started and there are many maintenance tasks to carry out. A list of these will be in the coach so do come along and adopt a project. If nothing else a morning assisting Nigel and John clearing the leaves will be much appreciated.

The RT will be open for use up to and including our customary New Year's Day run. After that repairs to it will prevent further running until those are complete.

It remains for me to thank all members, and particularly those who have assisted in running the society, for your efforts during the year. I wish you all a happy Christmas and an even better new year.



Bookworm Writes - A Story at Christmas

Our Speaker for Tonight – Part 1

I finished my meal and drained the last of the tea from my mug setting it down on the tray. Contentedly I sat for a time and felt once again that inner lift that comes from the anticipation of something nice yet to happen. For tonight, Friday night was going to be a special 'Work in Progress' night at the Club and to which I was going to take the loco chassis my father had started in the 1950s to show and to discuss with the other members. Such evenings usually produced a good number of engines, not always, but mostly. However, this one was billed as a 'special Work in Progress' night which, according to the write up in the News sheet, was to be an extended meeting starting at seven, so I was sure it would turn out to be extra special in some way.

Sitting quietly for a moment with only the sound of the radio in the other room playing gently in the background, I look across at the clock on the nest of tables at the far end of the sofa. I calculate that I have about twenty minutes before I need to go if I am to be there in good time; just time then to sit and gather my thoughts and to think about what dad would have said about his work had he still been alive.

After closing the tail-gate of my car on dad's 3.5inch gauge chassis, securing it safely for the journey, I climbed into the driver's seat and set off. The weather of late whilst changeable had at last settled to the proper cold of a December night, bringing with it the first real fog of the winter. Leaving Chase Side, I take my preferred route out of Southgate pointing the car in the direction of Green Lanes and the North Circular Road, then on up to Summers Lane.

Half way down Green Lanes I can feel the temperature dropping and reach over to turn up the car heater. Just as I approach the Alderman's Hill turn, the fog, once patchy, is now starting to really thicken into heavy clouds surrounding the buildings and making them all appear like something from an impressionist painting. Barely past the junction and the windscreen starts to heavily mist up as the temperature outside suddenly drops even further. Just then, the street lights on either side of me flicker, dim and go off followed shortly after by the lights in all the buildings nearby. 'Power cut I imagine' I say to myself.

With my vision now not only impaired by the lack of surrounding light and the thick fog, but also by the light from of my headlights bouncing back at me, it makes it even harder to look out for road side features like traffic islands and traffic lights that on any other night would be so familiar to me. With the traffic now crawling I am forced to keep a look out for any stationary cars whose outline may suddenly loom up in front of my lights suggesting the traffic has come to a sudden stop. 'There's one!' I say to myself as a black number plate with grey-

white lettering appears in front of my lights. 'Just my luck it's an old-timer', the form of a large black 1960s Humber coming up at me from the mist.

After what seems like an eternity of this slow pace, I realise I haven't seen any landmarks yet that I recognize and that I've only seen one other vehicle coming up the road from the other direction; now not even the rear lights of the Humber seem to be visible having disappeared completely into the gloom.

Just as my heart is starting to sink with all this hassle happening tonight of all nights, a faint red glow appears once more in the near distance; I guess near the junction with the North Circular becoming brighter as I get closer to it. Coming almost level with it, the light moves in front of me and swings from side-to-side signalling for me to stop.

With the car now stationary I wait and watch the glow coming towards me. A policeman carrying a lantern and wearing a dark cape covering his shoulders looms out of the fog and approaches my side window motioning for me to open it. 'Good evening officer' I say as I start to lower the window. 'Good evening, sir' he replies, the light from my dashboard instruments now illuminating the side of face. 'There's been a fire in the local substation' he continues 'and the power's out all the way through to Hendon; we've lads out directing the traffic where we can but if it's at all possible for you to turn somewhere and go another way round, that would help us with dealing with the situation'.

As the glow light from the policeman's lamp recedes once more into the fog I ponder what my next move should be, and deciding it would be just as quick to drop back and to try again maybe via New Southgate and Friern Barnet Road, I turn the car down the nearest side road.

After struggling for some time to find my way back I find the next set of lights are working once more albeit dull looking through the heavy clag of the evening, the power having been restored. I pull up behind what looks like a rather old dark green van with two short ladders on its roof. I can just make out the words G.P.O Telephones on its rear doors. In front of that I can just discern the back doors of another similarly old looking but this time tall-sided truck with the name 'Bees Transport' painted on them, a large logo of a bee underneath just visible through the fog and the dirt... 'Strange, are they filming somewhere round here this week end?' I ask myself.

Moving off again I am concerned the fog now being so thick is making me feel disorientated and nothing seems familiar. Another two road junctions pass, then I see a large pool of light penetrating the fog and coming from the direction of the pavement; it looks like a cinema. 'What cinema?' I ask myself, 'there's no cinema around here I know of'. Slowly as our line of vehicles passes the frontage of a building, the name 'Essoldo Cinema' emerges slowly but clearly

visible on its projecting canopy and from where all the light is emanating. 'Where did that come from?'

With the light from the cinema's frontage now fading from view behind me we are checked again at yet another set of lights. This set seems ponderously slow. Slow and deliberate as they change colour from red to amber, amber to green the words 'Stop'. 'Go' being clearly illuminated with each change of the light; finally, we all move off as a body once more. This time the unmistakable outline of a large lumbering yellow petrol tanker with name National Benzol visible on its side and back which had joined us at the last junction, is now leading us all down the road in procession, but to where, where are we now?

I didn't have to wait long for an answer as by now and straining very hard, I could just make out a road sign attached to the wall of a shop. 'Ch..ur..ch field ... no, Ch..ur..ch Road... Church Hill Road' I repeat over in my head. Enfield? 'How did I get here? No, it's not Enfield.' At that moment a car swings out in front of me from a side turning having risked the fog and cuts across my path. It's a Triumph Herald in two- tone black and white paintwork. 'Crikey,' I say out loud as if to a front seat passenger, 'I haven't seen one of those since I was eight years old, whatever they're filming this weekend with all these old-timers, it's going to be quite a production.'

Bookworm original story for Christmas 2023

Coal, Steam Oils and Lubricating Oil for Sale

Coal; Anthracite Beans in 25kg bags

The size most used by our locos. £14.50 a bag.

Anthracite Grains in 20kg bags

Suitable for 3 ½" gauge and small fire-hole doors. £13.00 a bag.

This coal is for private use, the Society supplies coal for locos that are used for passenger hauling on public Sundays.

Contact the Treasurer – Mike

Public Running Season and Fetes & Fairs Events. Review of 2023 and looking forward to 2024

By Nigel

On behalf of the NLSME Council I would like to take this opportunity to thank all the Senior Stewards, Track Stewards, Tea Stewards and Fetes & Fairs volunteers who have made a success of our public running sessions this year. Without you turning up to do a track steward duty or volunteer at Fetes & Fairs events we would have been unable to bring pleasure to the public as well as significantly boosting the funds of the Society.

In particular I would like to single out Michael and Derek who this year volunteered to take on the role of Senior Stewards at Colney Heath for the first time.

Well done to both of you and as you made such a success this year, I will be programming you in to do likewise next year!

Now that the 2023 running season/events for the public are over, our winter working parties at Colney Heath have commenced. Details of dates and times can be found on page 43 of this News Sheet.

With Christmas not too far away, and 2024 just around the corner it is time to look forward and make some plans. As in previous years it is my intention to issue a draft Track Stewards Rota in either the February or March issue of the News Sheet.

My plan is for stewards will be allocated to the same 1st or 3rd weekend of the month as they did this year. I have already had a small number of notifications



made to me where a member has a commitment for a particular date in 2024 when they will not be available and I plan to take these into consideration when drawing up the draft rota. New members will be allocated a date where a vacancy has arisen.

When the draft rota is published if the allocated date is likely to cause a problem would you please swap your duty date with another member and then let me know, preferably by email, – address on the back of this News Sheet. If you are not on email then please telephone me with the details of who you have swapped with – again my 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 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.** A phone call or email 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 2024, will be continuing to do Sunday tea duties, so not every member of the society will be listed.

The Fetes & Fairs Section would also very much welcome assistance by any member of the Society who would like to become involved with the wide variety of events they attend. If you would like more details of how you can become involved, please contact Peter.

Our public running days at Colney Heath and the events the Fetes & Fairs Section attend provide a lot of pleasure to parents and children as well as publicising our Society. The income from the public, as well as the subscriptions we pay, go towards improving and/or maintaining our facilities not only at the track but also at Headquarters.

Nigel (On behalf of the NLSME Council) December 2023

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RT Steaming Bays and Carriage Storage.

By Les

We have long been planning to improve the RT steaming bays, many will recall a scheme to have them updated for the year 2000. This is an update on the article first published in the October edition pages 4 & 5. I would ask you to take a moment to remind yourself of the list of requirements detailed on page 5 of the October edition.



There have now been two meetings. The first held at HQ and another at Tyttenhanger. The objective being to brief members on the history of this project and the existing, 2011, proposal. Members were invited to express their views on that 2011 proposal and opportunity was given for comment and/or suggestions for changes or alternatives.

Full notes of the comments made by members at the two meetings were recorded. Limited space does not allow them to be published in full here. The full notes of these meetings will be placed on the NLSME web site as an addendum to the December news sheet. If you are unable to access the web site and would like to receive a full copy of the notes, please contact the Editor.

The notes that follow provide a brief summary of the key points expressed at the two meetings.

Summary of notes of Meetings to discuss the Steaming Bay Project.
At HQ on 3/11/23 and at Tyttenhanger on 5/11/23

The objective of the meetings was to seek the views of club members on the original 2011 design and to answer the basic question; is the original scheme still supported and if not, what changes members would like to see in any revision of the original proposal?

The chairman outlined the original design at both meetings which encompassed the area occupied by both the Ground level railway and the raised track steaming bays and associated buildings.

Many topics raised and comments made at both meetings were similar and indeed sometimes the same.

Topic - The new traverser.

At both meetings the majority view was if we were to have a solution with a traverser the proposed location was not ideal. The key concern was the 2011 proposed location introduced additional safety risks several of which were discussed in some detail. Although these could be mitigated the general view was that if we were to have a solution including a traverser it should be relocated.

Topic - Assemble a train off track

- This requirement was supported by all.
- This requirement could be defined as connecting loco to passenger carriage OR connecting loco to bum truck (a number provided by NLSME) and pick up coach at station.

Topic -Storage of carriages at steaming bay

- The problem with obtaining coaches from the station was recognised as a less than ideal arrangement and proposed relocation of coach storage to the area of the steaming bay was supported.
- Storage arrangements and on/off arrangements for coaches at the steaming bay to be investigated further as revised options for the whole scheme are developed.

Topic - Alternative proposal to provide bum trucks

- There was an idea that by NLSME providing bum trucks to allow drivers to access the line and travel round to the station was put forward. The driver would then abandon the bum truck and attach a coach from the existing or any future coach storage located at the station.
- If viable than this solution would avoid the need to relocate passenger coaches.

Topic - Gradient on link line between steaming bay & traverser

- Risk of runaways down the gradient back towards steaming bay.
- Concern expressed as to how movements along proposed link line would be controlled. Risk of conflicting movements.

Topic - Old workshop building

- A number of members expressed the view that the building should be repurposed in preference to demolition.
- There were a number who were of the view that the building should go

Topic - Access to the G1 railway.

- Any proposed changes to the steaming bays must incorporate provision for access to the G1 at least as good as what is currently provided.

Topic - Number of steaming bays

- Following some discussion, it was the general view that 14 steaming bays in total would meet the club's needs.
- Several expressed the view we should expand the existing steaming bay area rather than add a new steaming bay area.
- There was a view that the green fence around the steaming bay could be moved out to allow for respacing of bays and possible additional bays. Concern expressed on the impact to already restricted car parking

Topic - Roof over steaming bays

- With very little discussion this was considered to be a key improvement to be incorporated within any proposal

Topic - Storage of coal

- A need to relocate the existing storage of coal from the shed behind the tunnel was expressed

Topic - A number of alternative steaming bay layouts were discussed.

- A proposal to amend the 2011 proposal and curve the link line round in front of the old workshop was suggested.
- It was agreed the viability and pros & cons of such an arrangement should be investigated as part of any redesign.

Topic - Area for engine repair

- There was a generally held view that facility for working on or repairing an engine should be provided in any amended scheme.
- This would be of great benefit to members without the facilities at home.

Topic -Commence refurbishment of area of steaming bay this winter

- Some of the existing steaming bays are unaffected by any of the proposals. Can we refurbish these now whilst the rest of the scheme is developed? This was generally agreed to be a good idea but we need to avoid any risk of reworking.
- All proposals retain the existing steaming bays. There was a view that we should stage any work to sort out the existing steaming bays before starting construction of any additional facilities.

Following these meetings, the views expressed by club members will be considered at the next council meeting.

Treasurer's Report

By Mike

Council was pleased to accept application to join from Jack, whose interest is Narrow Gauge Garden Railway.

We have paid our dues to L. B. Barnet for HQ premises.

Please note a change of address for David. He has moved to live in Downham Market, Norfolk.



No other unexpected bills during the month, but we have paid our rent to the Water Board iro our Tyttenhanger site for the forthcoming year.

We will be having our traditional New Year's Day running session at Colney Heath for all members to attend and to enjoy. Running on the Raised Track will be around the track clockwise for the occasion using certain safety critical signals and by exact line of sight driving around the rest of the track.

In the New Year we will be closing the Raised Track whilst the two main beams identified in the recent survey are replaced and other remedial work carried out.

I'd like to wish all members and their families a very Happy Xmas and Best Wishes for the New Year.

Keep safe and keep engineering.

Gauge 1 Report

By Geoff

As this is our last issue for 2023, it is good to look back and see how we have fared. All in all, it has been a good year. We have only missed 2 Wednesdays, so far, one for snow and one for persistent rain. Of the 30 members of NLSME that have expressed an interest in Gauge 1 we have seen all but three at sometime during the year, while we regularly see 12+ at our Wednesday meetings. We have had visits this year from East Anglia, Swiss & Surrey groups. In return we have visited East Anglia Groups indoor layout. It has been suggested we visit the Swiss!



We have welcomed one new member to the G1 section this year and fortunately while ill health has affected some of our group, we are all still active. We wish them a return to good health and look forward to seeing them at the track soon.

We will be holding our Christmas social on the 20th December. Let me know if you want to join in.

As reported elsewhere we had an enjoyable day celebrating the designs and models from Paul Forsyth, a long standing G1 member. Within G1MRA it is planned to have a national Memorial Day for him next summer at a Midlands track. I will keep you informed.

Additionally, we plan to have the 2nd Annual Tom Barratt memorial run next year at NLSME, date to be confirmed. (yes, I know we were going to host this in 2020, but events got in the way!)

We are a friendly and helpful bunch and will offer a warm welcome to those that want to be involved with Gauge 1. I know there are some NLSME members that are not regulars, but are building models in G1 so why not come along for a visit. Mostly we meet on a Wednesday, but the track is available on other days. We try and meet alternate Saturdays as well, especially during the warmer months.

Have a Happy Christmas and a productive modelling New Year.

Paul Forsyth Memorial Run at NLSME.

By Geoff

The loss of a friend is always a sad event, but it does give us an opportunity to remember and celebrate them. Paul was well known for his locomotive building and making his designs available to the members. Many of the Gauge 1 members from NLSME were happy owners of locomotives designed or even built by himself.

So, we took the opportunity to come together at the weekly Wednesday meeting immediately after Paul's funeral to present a display of models from his designs.

The weather was on our side as it was dry when we arrived at the track and it improved slowly through the day and the sun shone under a clear blue sky in the afternoon.



During the day we had 15 locomotives featuring 12 different prototypes.



The locomotives attending were-

- CR McIntosh 4-6-0, 918 Class
- GCR Robinson 4-6-2T, Empire Maid
- MR Johnson 0-4-4T
- NER J27 0-6-0 (based on the SECR C class)
- GCR Robinson 4-4-2 Atlantic, Jersey Lillie
- BR Peppercorn K1 2-6-0. (two models)
- Thompson K1/1 2-6-0.
- LBSCR J1 4-6-2T, Abergavenny.
- LMS Patriot 4-6-0 Parallel boiler (three models)
- NER Wordsell Class R1 4-4-0
- GCR Robinson 8C 4-6-0
- LSWR D15 4-4-0 (Paul's last steam locomotive).



In addition, 2 coaches were present of the CR Grampian 12-wheel stock and a number of 4-wheel vans from Paul's resin kits.



Plus, we were able to display coaches that Paul had built along with wagons from the kits that he had supplied.





Narrow Gauge News – December

By John

Season's greetings everyone and welcome to the last narrow-gauge musings for this year.



It's been a very enjoyable year as regards the narrow-gauge garden railway, we have had plenty of really enjoyable running session's and plenty of chatting nonsense, drinking tea and just enjoying the company of fellow enthusiasts. And of course, also enjoying the company and all the other activities which the UK's premier model engineering club (that's us!) has to offer. So as usual if you have contributed in any way to our club, thank you, it is certainly much appreciated not just by me but I know everyone who visits us from other clubs, family members and the general public alike.

As has become the custom (or has it become a millstone round my neck?) I present to you a quiz to while away the boring bits during the festive period, i.e., the strictly come dancing final etc. This year its theme is transport and general knowledge around the world, our erstwhile editor Keith has hidden away the answers elsewhere so no peeking! Incidentally may I particularly say thanks to our editor Keith for providing a top-class newsletter which I look forward to every month, like all the other members too, I am sure. *(Thanks John you're support each month has been very much appreciated Ed)*

 Okay here we go, good luck.... don't forget to let me know how you do!

1. What was the name of the plane that dropped the atomic bomb on Hiroshima?
2. What ship was found floating with no sign of her crew?
3. The Vespa takes its name from the Italian for what?
4. Which Ocean liner held the blue riband from 1907 - 1927?
5. In which country would you find the high-speed tilting train called the Pendolino?
6. What do the English call what the Yanks call and Odometer?
7. Which manufacturer makes the accord?
8. Who captained "Morning Cloud" in the 1969 Sydney to Hobart race?
9. Refugees from which country gave rise to the term boat people?
10. Which comedy, starring Steve Martin was all about him trying to get home for thanksgiving
11. How many islands lie within Australia's borders - 822 or 8,222?
12. Which Middle Eastern country opened its borders to foreign tourists in 2019?
13. The Spanish Steps are in which city?
14. In which country would a thumbs up be considered a rude gesture?
15. Which two cities did the original Orient Express travel between?
16. If you were to visit the National Diet, you would be visiting the parliament of which country?
17. O'Hare Airport serves which American city?
18. Lemurs can only be seen in the wild on which country?
19. Which Caribbean Island is known as the Island of Spice?
20. Which capital city is the furthest north in the world?
21. In which African country can you order a fantasy coffin?
22. Which European country has the most World Heritage sites?
23. What is the capital city of Serbia, which has been battled over in 115 wars due to its strategic position?
24. The Strait of Gibraltar connects the Atlantic Ocean with which Sea?
25. Where can you visit Tivoli Gardens?
26. On the London Underground map, which line is the colour black?
27. If you were cruising in Halong Bay, you would be in what country?
28. What flightless bird is the native symbol of New Zealand?
29. Grand Canyon National Park is in which US state?
30. What were the top three most confiscated items at airport security in 2019?

Answers can be found on page 42 No cheating!

The Geoff Cashmore Photo collection

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

This month's picture was taken at one of Geoff's favoured locations on the West Coast Main Line at Bushey Troughs. The underground train in the background was on what is known locally as the DC lines. LUL trains shared the lines with BR local serviced between London and Watford.



The identity of the locomotive and the location in this second picture is obvious.

The question is when was it taken? Perhaps one of our readers may be able to provide the answer.

The Rother Valley Railway has been



in the railway press this year with the announcement that there are plans to connect it up with its neighbour the Kent & East Sussex Railway.

The Marine section - From the Lake

By Roy

The last nice day we had at the lake had a good turnout with a couple of guests. To remind other members we gather on the Wednesday mid-morning through to late afternoon. Also usually bring a sandwich.

We hope to coincide with meetings when G1 track and Narrow-gauge tracks are open as well as some of us have these as common interests.

It is getting a bit dodgy with the weather at the moment. It is fine weather and no rain which determines our presence there. But we are hoping to run some yachts as soon as weather permits to take advantage of the trees losing their leaves and allowing a bit more wind to get through.

Most of us appreciate the launching area as the water seems to get progressively further away when bending down these days!



I include a picture above of our last meeting so all can see who the matelots are. From the left. Big John, Terry, Little John, Malcolm, Brian and guest Chris. Standing at back is guest Jim (and brother of Chris) and Bob. I took the photo, so not visible. A happy lot as they did not have to work hard to produce the smiles.

Anyone at the track site is welcome to come over for a chat and will be offered a boat to run, so don't be shy.

I will try and keep the News Sheet informed of our meetings at the lake but as I said it depends on the weather.



You can never get the yachts all together but we can muster quite a few when we want to.

Regards to all

Wheel chair accessible coach appeal.

Over the past few years, the club has held a few events to which we have invited organisations or individuals with significant mobility issues. Some have been able to transfer from a wheel chair and access the GLR and in some cases the RT and enjoy a ride on our railway but some cannot. Requiring the support given buy their wheel chairs they can only watch from behind the fence line.

Following the appeal in last months news sheet several members have now pledged money towards the wheelchair coach. Due to their generosity, we are now well on the way to raising the funds needed but we are not there yet and so still need your help.

If you would like to help Pete with this worthwhile project by making a donation to get a coach ready for next year, please contact him.

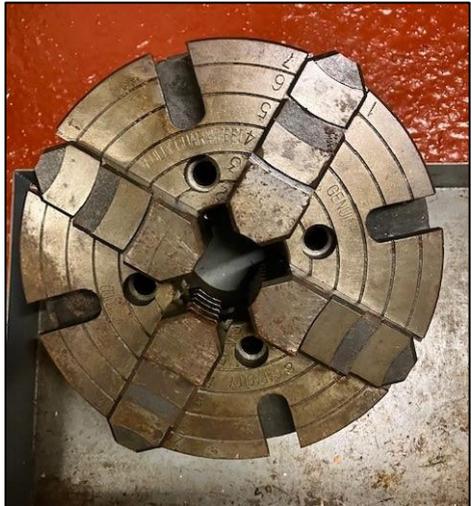
His details can be found on the new names and address list.



For Sale by David

I have been tidying my workshop and finding items acquired over the years (often as part of a job lot) for which no use has been found. Among the items so far identified are:

- some corner rounding end mills (one 7/16" and two 1/2" radius) with 1" diameter threads plus the other two cutters with plain shanks
- an 8" diameter four jaw chuck - no backplate.
- a quantity of cast iron sashweights

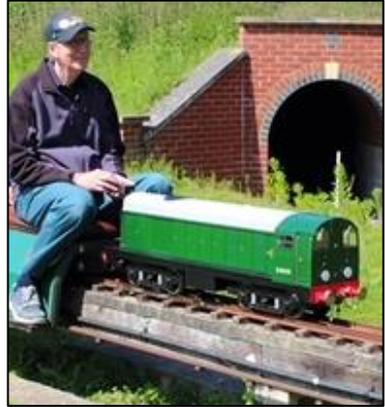


Perhaps some of the above may be of use to other members.

Building My Class 20 Electric Locomotive

By Nigel - Part 4

Having made progress on the main steel and aluminium components for the bogie frames the next part to be tackled was the horn guides. I decided to modify these to be more like a steam loco horn guide thereby increase the bearing area on the aluminium axle boxes. The drawing called for bronze so a little investigation on the internet made me



decide to make these from SAE 660 bronze which has the benefit of being good for bearing surfaces and relatively easy to machine. I could only get this in round bar but it machined well with the use of cutting oil. I machined four sticks with the right profile, making sure I made a drawing of the modification I had made for future reference if needed, and got four horn guides out of each stick. After drilling the holes and filing the radius to suit the bogie frame I trial fitted these.

Next was to make a start on the axle boxes which as I've already mentioned are a casting. Working out what was going to be the datum was a bit of a head scratching moment but in the end, I chose to use the square cast hole which the equalising bar would fit into. First thing was to make up a homemade broach which whilst somewhat crude did actually work!

By way of a change, according to the sequence of the dates of the pictures I took, I decided to make the buffers. When I ordered the castings etc from



Dan, he asked me if I would like him to bore the holes for the buffers, which I gladly accepted. He also asked if I wanted the fibreglass body moulding with or without the head code boxes. I chose the without head code box as I wanted to model it on an early version of the Class 20. On checking the bore sizes for the buffers to fit into I found that they were all different by a few thou' so each buffer had to be made with a different diameter stock to fit the hole, but more of this in a later instalment.

So, after a bit of swarf manufacture on my Myford I had four buffers, partly machined and all identified with centre punch marks to line up with their respective bores. Now to turn the heads to the right spherical radius. Class 20's could have either round or oval buffers but taking the easy option I went for round ones. I looked up in the index I have of Model Engineer magazines and found a few articles on spherical turning. In the end I decided to try the one using a bar of the required radius trapped, for want of a better description, between the saddle and headstock of the lathe. I modified this by making a cup to fit in the oil nipple recess in the headstock with a ball bearing superglued in



the end of this and a point at the other end. The point fits into a centre punch in the saddle which should line up, approximately with the point of the lathe tool. I was pleased with the end results.

Next was the eight wheels which are cast iron. I had already machined the axles, not sure when but probably before starting the buffers. I think this was the first time I had done any machining of cast iron since my apprentice days at British Aerospace. As there are 4 x 4BA holes in each wheel to hold the gear wheel I decided to use these to fix each wheel onto the faceplate after rough machining in the four-jaw chuck. When it came to the final machining, to the GL5 standard, in



order to ensure concentricity of the bore to the wheel outside diameter I used an old MT2 blank I had in the headstock which I drilled and reamed to take a brass sacrificial plug which I could turn in situ to fit the finished bore of the wheel. I was then able to finish off all of the wheels in the knowledge that they would all be the same



I then trial assembled the wheels onto the axles, retaining them in position using collars to temporarily hold the wheels in place. It was then off to the track to see if the wheels self-steered when put on the track at the station. I was pleased when they ran down the track and took the curve by the steaming bay without falling off.

Machining the four dummy sandboxes was tackled next. Straight forward one would think but Dan had supplied three left hand and only one right hand casting. I used some Milliput epoxy putty to build up one of the castings, machined this and made up a dummy lid by casting some epoxy resin in a mould made by pressing the lid from one of the castings into some plasticine. I then glued this onto the modified casting and by the time it was finally painted and assembled later on even I didn't know which one it was.

I think it is about time to finish now by wishing you a Merry Christmas and a Happy New Year. As our worthy editor has the month of January off to spend time in his workshop all being well the next instalment will be in the February News Sheet.

GLR Waffle – November

By Paul

Hello again, well doesn't time fly. It only seems like yesterday that I was writing my first piece as section leader for the news sheet. Let's start with some good news.

The GLR club loco. Alban is now back together and running again. Just a few minor adjustments and she will be as good or even better than new.

As regulars to the Colney Heath track will know most of 2023 we have been relying on privately owned locos to run on all public running days. Thank you, all the owners, for doing that because Alban's engine died early in the year after 15 years, very hard service. So, a brand-new Honda 7HP engine has been bought and fitted. Whilst doing this it was discovered the drive belt pulley was cracked, which has also been renewed, the chains adjusted up where possible. A thorough clean was also done and many other minor jobs completed. The new engine is electric start a great improvement on the original pull cord method. But this has entailed a complete rewire and a new battery fitted under the cab.

Over the years several people have said Alban did not look right having no front cab windows so windows were cut in before the body was refitted. On test the loco ran like a different engine. She now really wants to go and needs holding back at times. It is amazing what a group of old-timers can do when they work together. Well done lads.

Now I am sure you are all now expecting the bad news but no. Some of you may already know



that council have agreed to the ground level railway having a new high-power, electric sit on Loco. Which after training will be available for members to use. It has been ordered and hopefully due for delivery in January.

I'm really looking forward to testing her out. This new loco is not yet named. Anyone has any ideas do let us have your suggestions (polite one only).

Finally, in my last waffle, (*Nov p25 ed*) I added a picture for you to work out where it was with a wonderful prize for anyone getting it right. Well, I think it must have been a bit hard as no one gave me the answer. It was on the preserved Midland railway being the link line between the yard and the Stanier shed.

So, the prize is carried over to this month's puzzle. This time I've made it much easier for the same price of course for correct answers. Just a reminder the fabulous prize for the first correct answer is an experience day working alongside the GLR team learning just how much fun can be had.



So, until the next time, remember Blowing off is to be kept to a minimum at stations.

Paul GLR Section Leader

What's going on here then?

This picture was published in the November edition (p37). We asked you to give us your suggestions as to what was going on.

Mike knew the answer;

The driver of the 4-4-0 without a tender was Richard Prideaux, whose father at the time was Principal of Barnet College.

Richard was very adept at rigging up a means of supplying water to his engine, but the apparent lack of stirrups might have caused some discomfort. He and I were both at Arkley in the last season on site and will most likely appear in one of G C's photos of Charlie Doublesin driving GC's new George V around that track.

The picture can be dated to the very early days at Colney Heath. by the tarmac layer below the RT sleepers. It was ok until hot ashes or summer temperatures caused it to start to melt and the sleepers to sink in. It was soon replaced with concrete screed we still use today.

For Sale

Arbor, broaching and small bearing bush press.

No wear, £30.



Modelling AWS Equipment in 3½” Gauge

By Jeremy

Modelled as in its final BR years, my 3½” Black 5 is fitted with representative Automatic Warning System (AWS) hardware. AWS provided the driver with an audible and visible warning of the aspect of the next signal along the line.

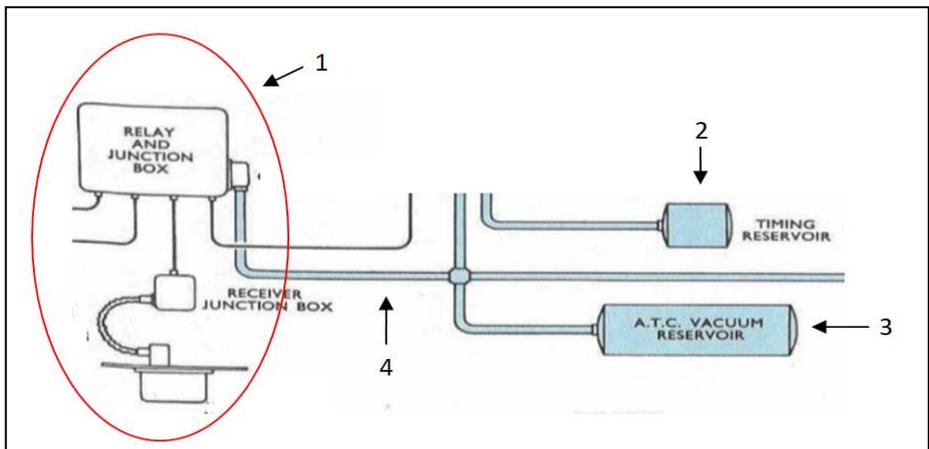
As shown in the article by David and Owen in the October 2023 p41 News Sheet, AWS comprises of both permanent way and engine mounted components.

The track apparatus consists of an electromagnet set 200 yards in front of the signal. As the engine passes over it, the AWS detector senses the magnetic field and activates both a horn and 'sunflower' dial in the cab requiring the driver to acknowledge the signal status by pressing a reset button. Failure to do so results in the train brakes being applied automatically.



Modern AWS/ATPS electromagnet, Cricklewood station

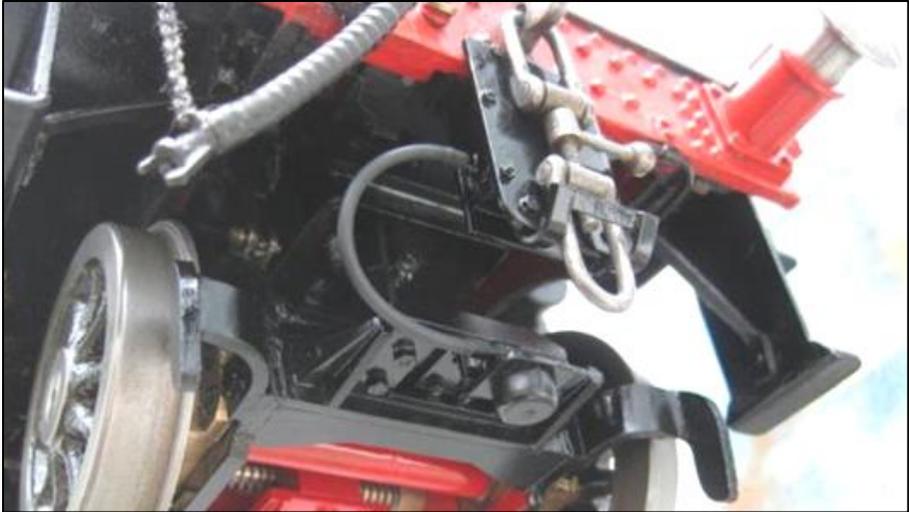
The AWS components modelled, 1 to 4, consist of the externally visible hardware as shown in this much cut down version of the full system shown in David's article.



1 – The AWS sensor bogie mounted components:



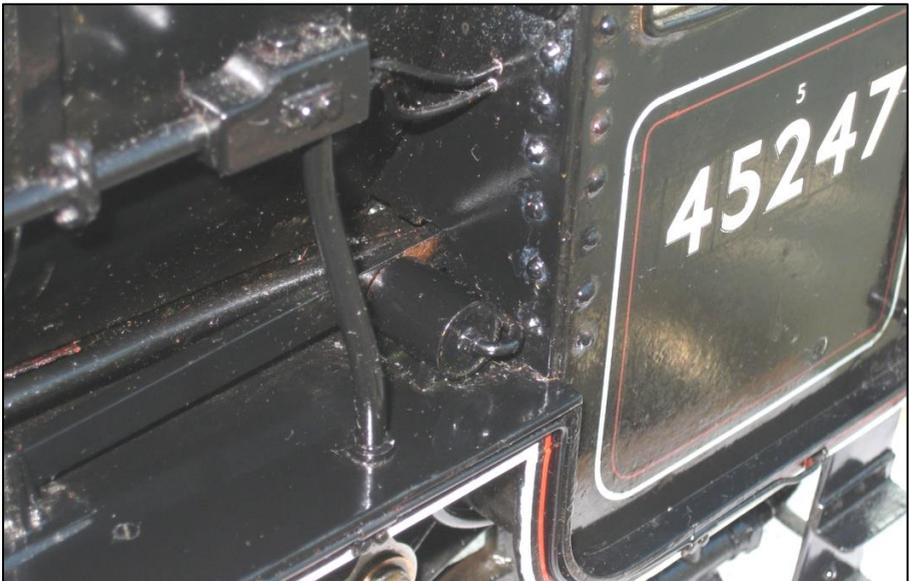
- The sensor tray support frame, attached to its own stretcher between the bogie frames.
- The protection shields which prevents the engine coupling from damaging the relay box.
- The AWS relay box, mounted on the buffer beam directly behind the protection shield.
- The AWS tray with the sensor mounted to the bottom of the dog leg bracket.
- Flexible and rigid electrical cable conduits, mounting bracket and 8-14 BA nuts & bolts.



Components fitted to my locomotive

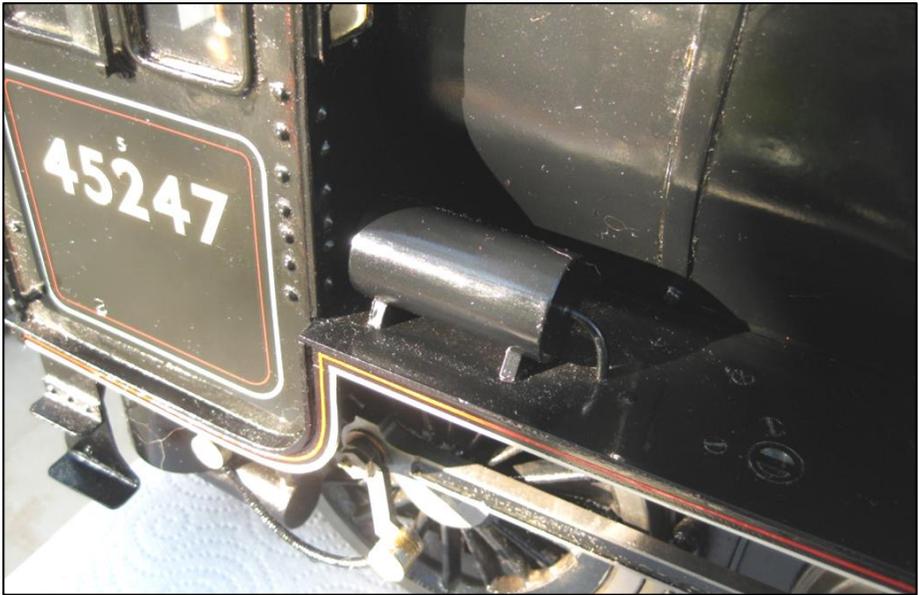
2 – The timing reservoir:

This is mounted on the right-hand platform underneath the reach rod next to the cab.



3 – The vacuum reservoir:

This is mounted the left-hand platform next to the cab.



4 – The sensor-to-cab electrical wiring conduit:

Tucked up under the right-hand platform and cab, held in place by 7 brackets secured by 14 off 12BA bolts – you mustn't breathe while drilling and tapping these holes!



My model boat collection – Part 14 By Roy

Novichok 1

I had mentioned my small wooden yacht before in the September 2023 news sheet as Novichok 1, but only in passing. I have 2 almost identical hulls I bought on Gumtree. I was in my workshop and came into the house with an urgent need for a spare item, but for me going through a door, is a bit dodgy, as I usually get a memory 'wipe out'. Such was the case this time, so I resignedly sat at my laptop and went on gumtree with my familiar search for model yachts. Bingo! There were two alleged Marblehead's for sale, but on seeing the pictures they were clearly not!



I contacted the seller who said they were 32" long, but Marblehead's are 50 inches long, (there is not going to be any metric in this article)! I said I would have them, where are you? "Salisbury" he said, the price was so good the journey was no problem. My timing was just about OK as Salisbury had just been declared open again after the Russian Novichok clean up.

I said to my better half we were off to Salisbury and having lunch there. I made the arrangement for the pickup and we set off to collect. Salisbury was a bit one way-ish, due to police closures of some roads. But parking was free in most places. We found the vendor and the two lovely wooden boat hulls were

collected and were now mine.

Have a look at the two 'Novichok's' a sort of before and after. Note the tape on the hull, this is where I marked the Centre of Lateral Resistance.

We both had a few more hours in Salisbury and then home. With the hulls I had two masts and some

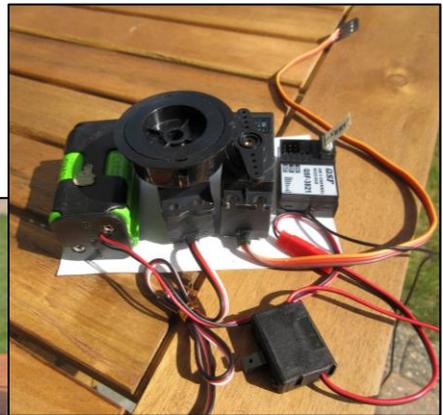


very tatty sails, but I usually make my own so no problem. Closer inspection showed two lovingly made wooden hulls, both polished and beautifully finished and of bread-and-butter construction. There was a hole for a mast, but how much space was there beneath the deck? I poked my trusty endoscope into the hole and the other end plugged into my laptop turned on the light and looked into the unknown.

There was loads of room although the wood was a bit rough, there was also an uninspiring skeg fitted at the stern. This had been screwed in place before the deck had been screwed down. As I did not want to remove the deck, I would have to saw them off each hull to allow for rudders to be fitted.

First job was to find the centre of lateral resistance of the hull and mark it. See an article on Bella late 2020 for details. I had a spare suit of sails from the original Bella and these were placed on my work table and the total centre of area worked out. I now knew where the new mast hole had to be and this determined where the hatch could be cut in the deck. I stick masking tape on the deck where the hatch is to be cut and then mark out the area. This was the smallest hatch I could easily get my hand into. I use a very fine diameter drill and drill the corners and then along the cut-out lines. Then a razor saw following the drilled holes and clean up. I filled in the old mast hole with a section of dowel and drilled a new one a bit further aft.

As can be seen in these pictures I also had to make a base that had the receiver, sail winch, rudder servo and battery on, and it had to drop into the hole where the hatch was.



The sail winch has an enclosed winding drum and only the 2 sheets going to each of the two sails are needed. Most winches have an external loop to which the sail sheets are attached. The

rudder was surface operated on deck and most of the 'strings' come out through plastic tubes. The rudder servo and sail winch and receiver and battery pack

were firmly attached to the base and the base lowered into the hatch and screwed down. Now came the job of connecting it all up, not difficult but time consuming.

A new hole was drilled at the stern for the rudder tube. The rudder post fits in the tube and goes to deck level. There a brass tiller arm was soldered on to a boss with a securing screw fitted. This was set up and tightened into position on to the rudder post. This has the rudder at the lower end.

Next attaching the sails to the mast. The ripstop nylon sail material accepts super glue very well and this is how I attached stretched / widened dress fasteners to the sails. These hook into the jackline running down the back of the mast. The hook of the remaining part of the fasteners are gently twisted around to form a loop and these are glued to the fore part of the jib. The forestay goes through the loops and the jib sail hangs in place. I made booms for both sails and the sails are gently stretched on the booms.

Various shrouds and uplifts (strings) hold all in place. The 2 sails must go in and out in parallel. And so, the yacht was ready to sail.

The first test sail revealed a small problem as I had fitted a short line to hold the mainsail boom down and in place especially when gybing. With a wind from the stern the sail boom can rise up to meet the mast. This line was the same as used for the shrouds which hold the mast in position. It just snapped, and I cannot do this with my hands, which shows the wind can be quite powerful. I replaced the line with several lengths of the same line with a bowsie for tightening up. This has since worked fine.

The varnished hull and brass fittings suggested the charm of a 'Pond yacht'. and I think she does just that. Now, what to do with Novichok 2? Could be interesting as she has a bowsprit.

Just remember

If at first you don't succeed, skydiving is not for you.

Experience is something you don't get until just after you need it

Before you criticize someone, you should walk a mile in their shoes. That way, when you criticize them, you're a mile away and you have their shoes.

Never test the depth of the water with both feet.

Bookworm Writes - A Story at Christmas

Our Speaker for Tonight – Part 2

Church Hill Road..... The Triumph Herald in front me indicates and turns off right. 'Church Farm, Church Farm, I know that name I am sure I do.' Almost without thinking I follow the car down the road, possibly more of a lane arriving eventually at the bottom. Here we find ourselves among a series of buildings some in a biscuit-coloured brick others surfaced with white render. Slowly a dawning realisation comes over me as to where I have ended up.

Feeling puzzled at how I managed to find my way back to our old HQ in East Barnet, whilst at the same time somehow accepting this new reality in which I find myself, I decide to get out of the car and look around me. Even though it's very dark here and the fog is still heavy with only the odd spot of light breaking through from one of the few outside lights that overhang the entrance doors to the buildings, I can make out the outlines of the other cars in the car park. The black Humber I saw earlier is there and the other cars are also shapes I recognize. but from my childhood.

'Hello there David,' A voice from behind me brings me firmly into the here and now. 'Have you brought your chassis?' Arden's voice was a mixture of friendly welcome and enquiry. 'It's a rough old night and no mistake' he continued, then added "the tape recorder is already up there and set-up". As I extracted my dad's precious chassis from the boot of my car, it struck me, he called me David, my father's name, how odd, and what did he mean about a tape recorder? But then maybe it's no stranger than seeing Arden once again. After all I hadn't seen him for goodness, how many years...?

The warm yellow glow coming from the upper windows of the club room looks extremely inviting as we approach the nearest building. As we both step into what I thought was going to be the cold stairwell I am at once embraced by a waft of warm air emanating from the upstairs room. The hum of conversation bounces down the stone steps and around the walls to arrive at my ears bringing with it the pleasure of strangely familiar voices. 'That's ...Ernie, Tom, Geoff, George; oh, Bill's there and Ed's made it tonight, great... But how, how are they here.....?'

As we ascend the last few steps and approach the meeting room, I hear the sound of the clink of China tea cup on saucer coming from the little room on the left where tea will be dispensed in the break, and as we pass, I detect the reassuring gentle sighing hiss coming from the tea- urn and the familiar rustle of packets of biscuits being split open.

Just as I am taking all this in, a hand thrusts towards me from the direction of the Club room. 'Good evening, David, glad you got here, and you've brought

the chassis I see, terrific'. Entering the room with its familiar smell of stale cigarette smoke and the dust of time mingling with a hint of warm damp, I find who it was that had proffered the hand. I knew anyway by the familiar voice, but yes Ernie's open friendly face comes into view. 'It's good to see you, just find room to it put down on top of the 00 covers, probably somewhere over there' he says indicating the far side of the room with a slight motion of his arm, 'as you see this side and the front table are already pretty full'.

Looking at the table as I make my way across the room, it is indeed pretty full. Not only the table but also the painted wooden covers over the track for the 00-layout attached to the flanking and back walls behind the speaker's table. I count at least six engines there plus a few bits and pieces lying loosely on top of the covers.

Finding a space beside other examples of member's work I put my father's loco chassis down and am surprised to see a large reel to reel tape recorder set up beside them, I imagine it must be the one Arden spoke of and there to record the evening's events for a later write up in the News sheet.

Having set it down I look around for a spare seat. With so many people already present and seated it looks like a full house to me. I know then my look is going to be in vain so I slowly start to make my way to the very back of the room eventually settling near the window and the door that leads into the next room where the club library is housed and where the slot-car lads hold their meetings. I am hoping tonight this spot is not going to live up to its old reputation of being known as draughty corner.

With all the more comfortable metal framed chairs with canvas seats and backs already taken, I have to resort to taking one of the last of the dull brown village hall style wooden chairs. Taking one I unfold it and push it hard up against the back wall, and sit down. The person sitting next to me and wearing a light-coloured Sports jacket half turned away and talking to his other neighbour turns out to be Jack. As he turns back, he addresses me, 'glad you made it David; it's going to be good evening.' Then in a slightly whispered tone he continues 'we spent most of today going over there and collecting the engines.'

Mention of the engines makes me look again albeit with difficulty from this compromised position, towards the front table and to try to identify them. Right at the front is a compact 2-2-2 engine with its tender which I guess is 3.5inch gauge. Behind that and taking up the whole width of the table is a very long American type loco in 2.5inch gauge and behind that both left and right are two part-built engines.

Looking back towards the door where I came in and where the covers over the 00 layout start, I can see another 3.5inch gauge engine, maybe a G. W. Grange and to the right that is a largish 4-6-2 tender engine of Southern Region

extraction. The engines on the covers behind the speaker's table are a Tich which I instantly recognize as it's an engine I was at one time going to build myself and beside that another larger tank engine of 0-6-2 configuration.

Turning back to Jack I see he now has a big smile on his face. 'Are they what I think they are?' I ask. 'Could be' came his reply with more than the hint of satisfaction in his voice. 'But surely' I started to say my voice trailing off and being lost to the sounds of the room.

My thoughts are now in utter confusion; I am at Church farm, I am meeting people once again that I haven't seen since my childhood and people are calling me David....But before I could fathom this notion any further, the last few members to arrive are squeezing themselves into the very last few spare inches of space left to sit, just as Tom the section leader stands up, the light from the overhead lamp reflecting off the lenses of his glasses.

One or two people who were still talking when Tom's soft but firm voice began speaking fall silent. He addresses the now capacity gathering. 'Gentlemen it's good to see such a good turnout for this evening's guest speaker, especially given the early start and the poor conditions outside. Just to remind you' he continued 'there is strictly no smoking in here tonight. If you want to smoke it will have to wait till the tea break when you can go outside. However, by way of a bonus' he said smiling 'as we are starting early this evening, we will be having two breaks for tea, AND we have some chocolate biscuits.'

This last piece of information was greeted with much enthusiasm by the assembled group. Then indicating the engines on the table in front of him, he said 'I am sure looking at this magnificent collection you may already have guessed who our speaker may be?' This last line delivered I thought with more than a hint of a twinkle in his eye.

Just as Tom was finishing his sentence the sound of voices drifted up once more from the stairwell. One I vaguely recognized as coming from one of our older founding members 'Flan' Flanagan, the other, I definitely didn't recognize, and was a much lighter tone, perhaps just short of squeaky, I assumed it must belong to our guest speaker.

Moments later 'Flans' recognizable and well-turned-out figure appeared in the doorway wearing a damp heavy grey overcoat under which could just be seen a well-tailored 'city' suit. He was followed into the room by a slightly shorter person wearing a beret and a sensible, though lesser quality over- coat. The appearance of the new arrival instantly caused a buzz within the room. Tom stepped forward hand outstretched ready to greet and to shake hands with the speaker and to introduce himself.

Pleasantries over, as the new arrivals removed their top coats and settled down Tom turned once more to the meeting.

'Gentlemen, as this is the twentieth anniversary year of the NLSME, may I introduce our very special speaker for tonight' and after a short pause 'Please welcome our Patron of the North London Society of Model Engineers, Curly Lawrence or as many of you already know him, LBSC.'

Bookworm original story for Christmas 2023

Forthcoming General Meetings

All meetings are Friday evenings at HQ starting at 8pm.
The Programme at the moment reads thus: -

Friday 1st December 2023. A pre-festive gathering at the Summer's Lane HQ. the Clubs way of saying 'Thank you' for the sterling work done by all members during the Year.

Friday 5th January 2024. Yes, a new year has started! In the 'Old Days' we used to talk about what we had seen at the Model Engineering Exhibitions. But those days seem to have passed so perhaps we can show illustrations of this past year's glories.

Friday 2nd February 2024. Welsh Highland Railway Centenary. Owen will talk about this fascinating Railway. And, of course illustrating it with his magnificent photos.

Friday 1st March 2024. Building a workshop from scratch. Peter will, we hope be able to talk about planning and building a work shop for model engineering.

Friday 5th April. 2024. General meeting. Topic yet to be confirmed

I would very much like to hand the role of organising the General Meetings on to another volunteer. I have had the great pleasure of organising these Meetings for many years. In fact, since the demise of the Locomotive Section Meetings. I would like to think that the future General Meetings are in good hands and I wonder if there is someone willing to take over and so carry on a tradition that it seems few other clubs can sustain.

Any questions regarding the meeting contact, Ian



A poem from a visitor

A friend of Paul came along to a public running session at Colney Heath in September. He had never visited before and was so impressed he wrote a poem about his impressions of the day.

At Colney Heath there are steam trains beneath
A canopy of woodland trees!
Though small in size,
The engines glide,
Hauling excited folk with ease!

With a whistle but no flute
Dressed in jeans not a suit
Engine drivers use the power
Of steam!
It is fair to say,
They combine work rest and play,
Fulfilling many life - long dreams

John 2023

Christmas Day 1960

The location is the raised track at the club's original site at Arkley.

The locomotive is Princess Marina but the question for you to ponder is who is the driver?

An easy question for our more long serving members.



February Edition

Paul sent in this picture to whet your appetites for a new year article on his latest modelling project. WhatsApp Group members have already seen some of the work to date.”



Christmas Quiz Answers

- | | |
|---------------------------------|-----------------------------------------------|
| 1. Enola Gay | 18. Madagascar |
| 2. Marie Celeste | 19. Grenada |
| 3. Wasp | 20. Reykjavik |
| 4. The Mauritania | 21. Ghana |
| 5. Italy | 22. Italy |
| 6. Mileometer | 23. Belgrade |
| 7. Honda | 24. Mediterranean |
| 8. Edward Heath | 25. Copenhagen |
| 9. Vietnam | 26. Northern Line |
| 10. Planes Trains & Automobiles | 27. Vietnam |
| 11. 8,222 | 28. Kiwi |
| 12. Saudi Arabia | 29. Arizona |
| 13. Rome | 30. Snow globes, jams and spreads, toiletries |
| 14. Iran | (I know, weird eh! |
| 15. Paris and Istanbul | |
| 16. Japan | |
| 17. Chicago | |

Club Dates for your 2023 & 2024 Diary

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| Every Wednesday; G1 group meet at Colney Heath | |
| Every Thursday; A mix of RT & GLR Loco running when track is available, working groups, and general conversation | |
| Every Saturday Ground Level Rly at Colney Heath | |
| Every Sunday; A mix of RT Loco running when track is available, working groups, and general conversation. | |
| December | |
| Fri 1st Dec | General Meeting at HQ from 8pm Pre-festive gathering |
| Sun 3rd | Working Party at Colney Heath 9.00 to 12.30 |
| Sun 10th | Working Party at Colney Heath 9.00 to 12.30 |
| Tue 12th Dec | Council Meeting at HQ 13.00 |
| Sun 17th | Working Party at Colney Heath 9.00 to 12.30 |
| Wed 20th Dec | G1 Group Christmas social |
| January | |
| Every Sunday | Working Party at Colney Heath 9.00 to 12.30 |
| Mon 1st Jan | Raised track reverse running steam up From 09.30 - Finish |
| Fri 5th Jan | General Meeting at HQ from 8pm |
| Advance notice of events in 2024 | |
| Fri 2nd Feb | Welsh Highland Railway Centenary. Owen Chapman will talk about this fascinating Railway. At HQ from 8pm |
| If you know of an event not listed above, contact the Secretary to ensure it is added to the club calendar and also tell the news sheet editor | |

A Non-council member, representing a section or committee, can, on request to the Secretary, attend council meetings as an observer or to submit proposals as set out in the club's constitution. If attendance is agreed the secretary will advise the member concerned.

Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council.