

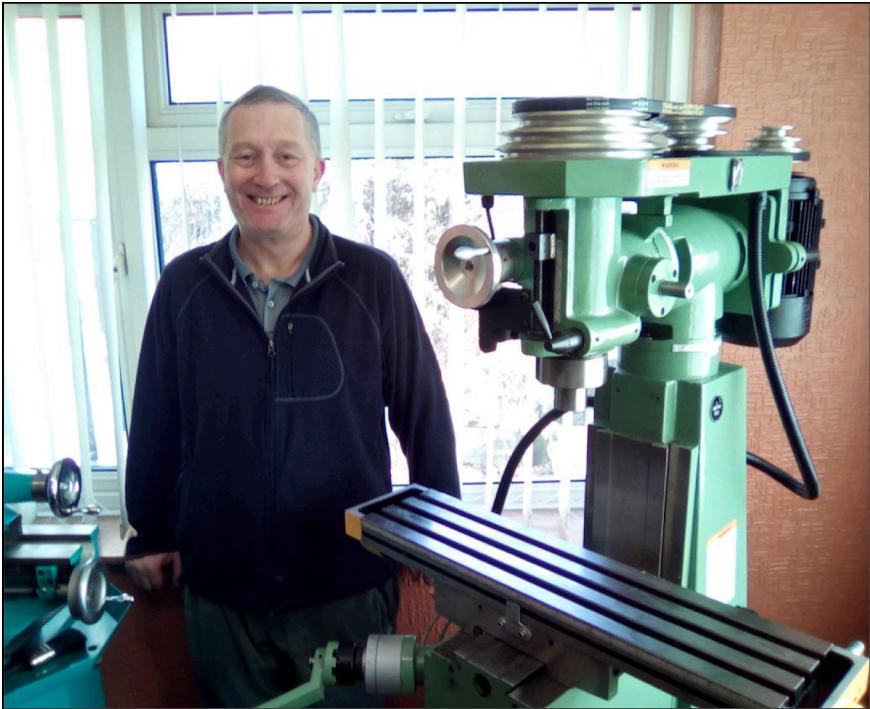
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*This Month...*



# The News Sheet

**Chairman's Thoughts, Treasurer's Report, Raised Track News, Special Traffic Notice, Forthcoming General Meetings, The December General Meeting, A New Mill, New Year's Steam Up, GLR News, Fetes & Fairs, Machine Shop Update, Reg Piper, A New Loco, The January General Meeting, H0 News, Dates for your Diary, Society Contacts.**



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## The Thoughts of Chairman Ian



Christmas and the New Year celebrations are now safely behind us for another year. We now look forward to 2018 with vigour and anticipation.

2018 presents exciting opportunities for all members of the Club.

We have in May at Colney Heath the family get-together. Where we hope that all sections will join in to make it a day to remember. It will be an opportunity to demonstrate to our families the skills that each section enjoys as its engrossing pastime. We all need to meet soon to plan the day.

Although the Club is in an interregnum regarding new projects the materials have arrived to construct our workshop at Colney Heath. The tradition that the Club has for competent and well-built stock will be maintained; with the workshop containing machinery compatible to that which we oldies enjoyed at evening classes many years ago. We will need a group of dedicated 'instructors' ready to help members take their first steps in machining with safety and subsequently with confidence.

Work on the steaming bay project will proceed through 2018 and everyone who is willing to help is welcome no matter what section they come from or what skills they possess. Just make yourself known on a Sunday morning or on a Thursday afternoon.

At Head Quarters, once our future residence is settled it would be grand to consolidate matters with decorating the main hall, doing something about the 'kitchen' and of course progressing with plans for all sections based there.

**Ian J. Chairman.**

## Treasurer's Report

To all those members that I haven't seen at HQ or Tyttenhanger since the first of January, I wish you all a Happy New Year.

Back in the 60's the NLSME had a member, one Charlie Doublesin, who having completed his apprenticeship with British Railways at Finsbury Park Diesel Depot joined the Merchant Navy as an engineer. Having travelled the world he settled in Lyttleton near Christchurch, New Zealand and worked on the harbour tugs. He married a local girl, Joan and they had two children, one being named Barrie. The family visited us in 1984 and Charlie came over again in 1988, but sadly he died at the young age of 47 in 1989.



Track forward to 2017 and our trip to New Zealand last November, we decided to see if we could make contact with the family, as Doublesin is quite an unusual name. Arriving in Christchurch we drew a blank on the last known address, so we proceeded to the Canterbury Society of Model & Experimental Engineers railway site in the Halswill suburb, where fortunately our visit coincided with their three day open weekend. Introducing myself to the first person I saw in the steaming bay area, we were astounded to find that he was in fact Barrie, who I had last seen as a ten year old! A very pleasant afternoon was spent in the company of Barrie and all the other members of the CSMEE, so much to say that Barrie has subsequently joined the NLSME as our farthest flung Country member. See the picture of him on the next page preparing his Rio Grande Southern 'Galloping Goose' #6 for a turn passenger hauling. It even has a large brass NLSME micrometer badge on the other-side of the body.



Barrie preparing his 'Galloping Goose' for passenger hauling.

**Mike F**  
Treasurer

Front cover photo. Mike's new mill. See report on page 9.

## Special Traffic Notice

The British Branch Line Society, who were recent visitors to the NLSME Colney Heath railway site, have joined with their American Chapter to charter a special passenger train to traverse all sections of the NLSME Woodside Union railway during the course of Saturday afternoon 30/12/2017. The consist will be a steam engine, expected to be CP #409 and one or two cars, the train will start from Richmond, proceed via Woodside Union station to Lima, pausing for a photo run-past, then heading via Angus to Baldwin North, before taking the climb to the Umgawah mine complex. Permission to continue up to Tree Tops lumber camp and sawmill has been requested subject to weight restriction over the gorge bridge and available room at Tree Tops. Returning to Baldwin North the train will reverse direction and proceed via Erie tunnel to Baldwin South, photo stops at this station, and at Cooke and McKeen. On arrival the engine will be turned and take water before returning down the hill to Lima and Woodside Union terminating at Richmond.



**The train chartered by the American Chapter of the British Branch Line Society, whose members recently visited and travelled on all parts of our railways on site.**

## Forthcoming General Meetings

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

### **Friday. 2<sup>nd</sup> February. The Battle for Midway Island. Ian J.**

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

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

**Friday 6<sup>th</sup> April Adrián Garner, Monorails in the twentieth century.** Adrian Garner has written a sequel to his previous book on mono-railways bringing it all up to date. The author will make the evening a one to remember.

**Friday 4<sup>th</sup> May Annual General Meeting.** The Annual General Meeting. This is a most important meeting where we summarize what great progress the Club has achieved in the past year. Where we plan for the future of the Club and where we elect members to take up various offices to run the Society for the forthcoming year. **Members only.**

**Ian J**  
General Meetings Co-ordinator

## NLSME December 2017 General Meeting. A Festive Occasion.

A selective group of members and their wives gathered at Headquarters to celebrate the completion of public running at Colney Heath, the commencement of working parties, and the successful enterprises at Head Quarters during the year. . . .A sort of thanksgiving perhaps.

The meeting room had already been cleaned and tables set out by the Avery gang. Soon the early attendees were laying tablecloths and setting out dishes of sustenance on the flank wall with drinks by the exit to the 'kitchen'. Ian J had prepared a Chicken Madras dish with associated long grained rice. At this point it was discovered that the plates could not be found which left the model engineers in a quandary because even they, with all their skills would find it difficult to consume curry and rice without bowls to hold it! The answer was at hand and David L piloted Ian J to the local supermarket to purchase several packs of disposable plates to the entire satisfaction of the group.



Regrettably Mike C was unable to attend due to a commitment elsewhere, so his 'Ye Oldie Christmas Tree' was not present, and neither was his Christmas

music so as a substitute a CD of anarchy music was substituted which was soon replaced with Trad Xmas Music by a distraught Club Member.

Soon the curry and rice was being consumed with gusto swilled down with fruit juice and lager but not at the same time. Jim Mc supplied and showed some very attractive film of the last running day at Colney Heath followed by scenes of a steam roller without flywheel steaming up and down Hertfordshire country lanes and rather strangely traveling straight past several pubs! The scribe thinks that Jim has really mastered the art of trick photography. This film was followed with two immaculate Field Marshalls tractors doing the same thing again without stopping at pubs!

Dave's film of members' workshops followed with several prominent members' workshops being viewed. This was of extreme interest to newer members and the scribe wonders whether the experiment could be repeated for the benefit of newish members.

Time seemed to flash by so flashing that there was no time for Jim's quiz especially when members were enjoying swinging the lamp (A maritime phrase for chatting about old times).

The quiz will have to be held off until next year and with that Ian bid the group farewell with good wishes for Christmas; but many stayed; not to finish off the booze but to help clear up and pack up the detritus for the evening. It was then that the missing plates were found beneath the glasses in a box!!

So ending yet another successful Festive Party.

**Ian J**

## A New Mill

December 9th on a cold and frosty morning. Four heavy gang members of the NLSME were on the installation of a brand new vertical milling machine, which had to traverse from delivery pallet in garage via the front entrance of the house down the hallway through the lounge into the rear adjoining back room which is now his spacious workshop, of a very industrious member of the Locomotive section. I sent a photo of Mike L and his first new build Sweet Pea loco, on its initial first run early in the summer, and which has been a proven good runner and has earned its medals with very many Sunday public passenger hauling trips.

Mike L asked many members their advice on what type and size of milling machine he should purchase to avoid the difficulty of milling operations on a centre lathe, during the summer he collated all the information and decided on this Warco vertical machine and fitted D.R.Os. which were purchased before the Midland exhibition and delivered thereafter.

Mike had to then remove the tables and knee, next the heavy motor unit; he managed to do these operations alone, "NO MEAN FEAT."

With these components removed he was ready to move this heavy chunk of machine from its base onto a trolley to the workshop. Four heavy gang members very easily lifted the unit and with expert dexterity they traversed the hall, the lounge, through three doorways, and into the workshop.

Tea was then the order of the day, supplied by Mike's wife Heather, who is a absolute hero putting up with all this going on in the house.

Positioning the mill was done to allow the maximum amount of traverse and comfortable working positions.

Levelling was completed with adjustable feet being fitted, which should help with less noise being transmitted to the lounge.

Mike has to fit the D.R.O. equipment and purchase a machine vice then he can start on his next Locomotive, a 5" Breeze design.

Happy days ahead Mike.

Photos of the operation can be seen on the following pages.

**Derek P**





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## New Years Steam up at Colney Heath 2018.

Whether it is now a tradition or it is the weather or Ian J's soup; a large number of members shed their hangovers and journeyed to Colney Heath to enjoy running the wrong way round the circuit in celebration of the New Year.



By the time that Ian J arrived at just before ten several members were at work preparing their locomotives for the first run of the year. The kettle was soon on and the carriage shed unlocked. Several young visitors arrived from Harpenden as they had done in previous years and promptly at ten were able to get their Planet cautiously into orbit going around in a clockwise direction in the same manner as the planets do in the solar system. The pre-walked track had been cleared of leaves and twigs and soon the small family were motoring round the track waiting for the big boys with their steam locomotives to compete.

Promptly at eleven the triangle was roundly struck which broadcasted to all far and near that refreshments were at hand, those not involved with steaming up

were soon getting on the outside of mince pies and a really fruity Christmas cake kindly supplied by Mike F and the visitors from Harpenden. Hot minestrone soup, cups of tea and coffee were soon dispensed to the chilled members together with bread rolls.



A cornucopia of steam locomotives were available to travel round the track and a rudimentary system of signals provided mainly to protect the steaming bay transporter supplying or removing locomotives from the circuit.

All too soon it was time to return to normality and either sniff the hair of a dog or go placidly home to lunch and a siesta.

Ian J

## G.L.R. NEWS.

May I wish you all a glückliches neues Jahr was the opening lines this time in February 2016. The track maintenance is now nearly finished, it's 2017 and the G.L. crew thought it would be a good idea to have an end of season run. 2016 was a warmish start to winter though not quite so on the day of our run this year!

Once we had defrosted the frozen points and assembled the trains the sun was climbing a bit higher if nothing else making it feel a bit warmer. The club loco was held in Henley Halt as back up, Roy's loco, Terry's very large class 37, and two steamers sat in Orchard junction waiting for their passengers. Signals in place, track checked, off we went. First out of the station was Terry with the club carriages in tow full of cold but happy people. Terry managed three circuits before battery problems forced his retirement, fortunately the steamers were up and running by now and as you can see from the amount of steam around how cold it was.



Alan prepares to depart the station closely followed by Dave from Ride on Railways carrying our friends and families. This scene was mirrored on the raised track as George his wife Shirley and Cheryl kindly took the kids for their own drive of a real loco; this was much appreciated by all. Tomato soup, French bread, and home grow jacket spuds were very welcome mid day; this is one event I shall be putting in the club dairy from now on.



Thanks to all who helped make the G.L. end of season run a resounding success including, Peter C for manning the barbecue, Laura A for jumping in and supplying the food and drink, all the raised track and ground level crew, Brian B, Ted K, George and Shirley, Alan M, Richard and Cheryl, Also two new boys on the G.L.R. crew Terry and Simon, apologies for anyone I missed.

As ever in the muck.

**Pete.**  
**G.L.R. Loco Section Leader**

## Correspondence Received – Fetes and Fairs

Dear Jim & Peter,

Thank you so very much for joining us at the George Spicer Winter Bazaar, you and your team were amazing and brought that extra magic and sparkle we were hoping for. We've had wonderful feedback from the parents and children alike and the general opinion was that everyone had a wonderful afternoon. It was a great way for everyone to be greeted; people came in the gates and were met by your train ride; the brass band was playing Christmas songs and the BBQ sizzling away. I do hope you all enjoyed the afternoon and the George Spicer welcome you received.

We very much hope that you will be back to join us for our Summer Fun Day on Sunday 24th June 2018, please let me know if you are able to book us in?

In the meantime from all at team FoGS, we wish you a very Merry Christmas and a Happy New Year.

Warmest regards,

Jane Cotter  
Deputy Chair  
Friends of George Spicer Primary School





NLSME  
Reg Piper. RIP  
1931–2017

It is sad to report the death of the well-known North London Model Engineering Society, member, Reg Piper on 29<sup>th</sup> November 2017.

Reg was a well-known character in the Club especially on the steaming bays at Colney Heath. Although during the past months his attendance has been rather spasmodic. My first real acquaintance with Reg was many years ago when I was a leader of the Locomotive Section. My modus operandi at that time was to allocate members to projects at Tyttenhanger, so that everyone knew where they were to work without just drifting around. I charged Reg and the late David Jones with the task of modifying an old redundant hospital bed, to transform it into a lift to move models from cars and trailers to the steaming bays. (At that time members had to struggle and carry their locomotives to the steaming bays.) Reg and David did a grand job together and the trolley served the Club well until very recently.

Reg seemed to like his own company and other than David did not seem to make any firm friends in the Club. He was born in Devon and went to school there as an evacuee during the War when the family had moved to Hadley Wood. After the War Reg joined his family in Hadley Wood and I understand later became a partner in his father's sand and gravel transport business.

Philosophically, Reg seemed to be more at home with things mechanical, such as farm machinery and later miniature steam locomotives than with he was with folk. He went on several organised trips abroad to visit bygone farm tackle in South Africa and Australia. His ultimate trip was a voyage up the Amazon on a cruise liner to Manaus where he got paid off with pneumonia. I just wonder if he used his convalescence there to unearth the old tramway system and the opera house, which had thrived during the rubber boom?

Reg's committal service was simple and quite moving with a few family and just two Club members present. When the curtains closed round his coffin a recording of a Brit leaving Euston was played together with the 'slipping'. I think that it was a send off that we would all like.

Reg, rest in peace.

**Ian J**

## A New Loco – Mike's new Jubilee

by Nigel G.

Mike has a new loco named *Trafalgar*, made in China and sold by Kingscale Live Steam. Their website can be found here – <http://kingscalelivesteam.co.uk>

11th January 2018. Mike was at the track for a hydraulic and steam test, which was passed successfully. He also had a couple of laps of the track as well. Mike has made quite a few modifications from the 'as delivered' loco. The most obvious ones being a grate and ash pan that can be dropped out completely underneath the loco, rather than having to insert/remove the grate through the fire hole door. He has also fitted extension controls onto the reverser and regulator, which can be seen in the photo, this saves having to lean over the tender.



In addition to Nigel's report Mike says –

“I am also planning to fit a 7/32” diameter blast nozzle to improve steaming. I have already tried a 1/4” nozzle instead of the original 17/64”, but the loco does not steam as well as it should.

I am also working on fitting an axle pump on the tender, as, in my opinion, the one on the loco is not up to the job.”

**Mike G**

## NLSME Jan '18 General Meeting. An evening of slides and photos.

A reasonable number of members turned up at the headquarters in Summers Lane to enjoy an evening of good company and to share their photographs from the past.

As with all General Meetings the first part was devoted to Club matters and activities during the past month. The most important part being the advent of the new Data Protection Act and the proposed appointment of a Controller, which did not obtain a very enthusiastic reception. BUT to await advice from the Southern Federation, did receive an enthusiastic response; so, the Club waits.

First off was Geoff B. He showed photographs that he had taken years ago at points north of Immingham. It was most nostalgic for fans of the North East. Many steam locomotives were seen as well as the old Chain Ferry approaching the coaling staithes where colliers loaded coal for London and the World. There were shots of a remarkable class of 0-6-0T locomotives, which were introduced by one of the Holdens in 1890 (J67 the scribe believes) and then presumably was so satisfactory that it was copied many times up to 1950. Geoff followed on with a series of photographs of pristine images of ex-works BR steam locomotives in immaculate condition with coupling rods all in the lower position.



Next was Mike H who proceeded to couple up Gruyere Cheese with the art of gliding. Mike explained that gliding probably developed extensively in Germany before the start of WWII. Perhaps to train pilots during the peace under Hitler when the country had been disarmed after WWI. An annual classic glider competition was held in Germany and then in Gruyere Switzerland. Gruyere was and is a tiny mountain village in Switzerland where Gruyere cheese is made from milk from local cows. There happens to be a small landing strip which was eminently suitable for a glider rally. And it was to this Tyrolian valley that Mike and his pals drove with glider in tow, wings folded stowed in a long van to join in with the rally. Mike showed us dramatic slides of the base and adventurous pictures taken in flight in the valleys.



Third was Ian J who showed slides from his recent visit to New Zealand, in particular from Featherstone where the summit of the Rimutaki incline was situated together with the Fell Engine museum. Photos on the next pages. The climb was up 869 ft. and the grade 1 in 15 on average and length three miles. Using John Barraclough Fell's unique method of four horizontal grip wheels on a raised centre rail. Trains ascending had one locomotive to three loaded wagons or vans and descending on a brake van to three vehicles. Brake shoes were usually worn down after each descent and had to be renewed. A tunnel through the mountain was built after 1960 to avoid the use of the incline, so predicting the inclines demise.

A break for tea and chocolate biscuits followed and for drawing the raffle which contained the regulation 1,000 piece jigsaw puzzle.





Mike F had also independently visited New Zealand very recently. He regaled the group with his slides and videos of the Canterbury MES. The club seemed to be just like the Club at Tyttenhanger except that it appeared far larger. Just like Ian J his impression was that New Zealand had a vibrant community of model engineering societies in almost every town of slight consequence. And mainly in public parks where the public were encouraged to roam wherever they wished.

Jim Mac gave the concluding display, where the prowess of the F&F (Not Tesco) but the Fetes and Fairs division of the Club was demonstrated. By gum these boys do work hard. The group saw the division giving rides at open days to youngsters at schools, breweries, and old coal yards to name but a few sites all over the Home Counties. By the way they are always open to offers of help skilled or unskilled at any of their do's. They say that if you cannot drive a steam locomotive by the end of the afternoon then you never will.

Cont'd

After that it just gave Ian the opportunity to thank all who contributed to such a grand evening and to apologise to David for not giving him the chance to show his films of members' workshops.

Thanks also to Peter for managing the sale of raffle tickets and to David for the refreshment and to the group for venturing out on such a cold night.

Captions for the photos –

Geoff presenting his snap of a 4-6-0 NE locomotive.

Mike's glider resting at Gruyere.

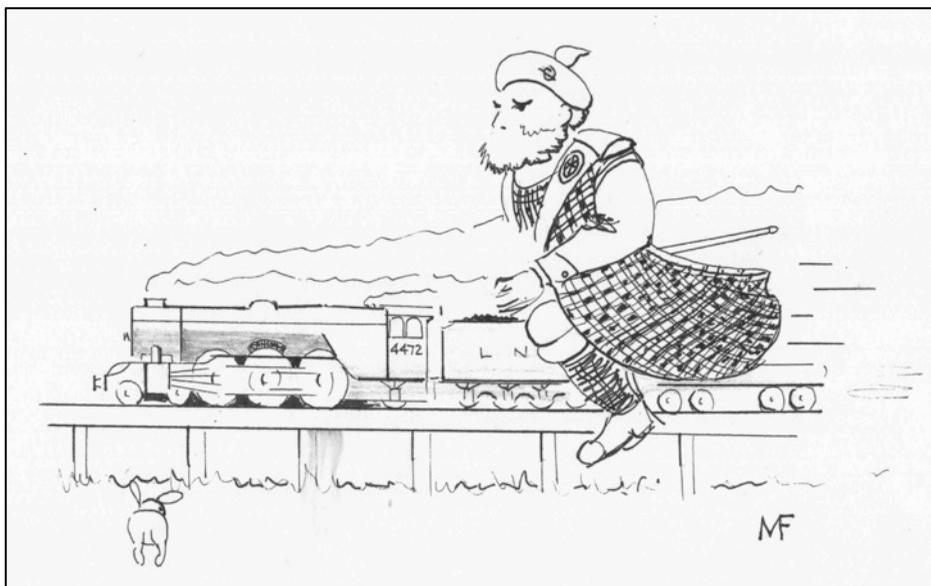
The Fell museum.

The last remaining Fell locomotive.

The restored brake van.

Ian J

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'Flying Scotsman' by Mike Franklin ©

## H0 North American News from HQ

by Owen C.



**N**ick (above) operating a branch train on our H0 layout a few weeks ago, with the Logging mill in the foreground that he has recently been working hard to rebuild.

Captions for photos on next page.

Top. The Logging camp area as originally constructed (15th March 2006 photo)

Bottom. The recently re-organised Logging camp area. At this part of the layout there are four different levels of operating tracks.



## Dates for your Diary

<b>FEBRUARY</b>	<b>2018</b>
Fri 2nd Feb	General Meeting at HQ, 8pm
Sun 4th Feb	Working party at CH. 9:00 – 12:30
Tues 6th Feb	Council Meeting. 8pm at HQ
Sun 11th Feb	Working party at CH. 9:00 – 12:30
<b><i>Fri 16th Feb</i></b>	<b><i>Deadline for copy to Editor for March News Sheet</i></b>
Sun 18th Feb	Working party at CH. 9:00 – 12:30
Tue 20th Feb	TSC meeting, 8pm, St. Mark's Church Centre
Fri 23rd Feb	Workshop evening with Mike H. Tooling. 8pm HQ
Sun 25th Feb	Working party at CH. 9:00 – 12:30
<b>MARCH</b>	<b>2018</b>
Fri 2nd Mar	General Meeting at HQ, 8pm
Sun 4th Mar	Working party at CH. 9:00 – 12:30
Tue 6th Mar	Council Meeting at HQ, 8pm
Sun 11th Mar	Working party at CH. 9:00 – 12:30
<b><i>Fri 16th March</i></b>	<b><i>Deadline for copy to Editor for April News Sheet</i></b>
Sun 18th Mar	Working party at CH. 9:00 – 12:30
Tue 20th Mar	TSC meeting at St. Mark's Church Centre, 8pm
Fri 23rd Mar	Workshop evening with Mike H. Tooling. 8pm HQ
Sun 25th Mar	Working party at CH. 9:00 – 12:30
<b>APRIL</b>	<b>2018</b>
Sun 1st Apr	Working party at CH. 9:00 – 12:30
Tue 3rd Apr	Council Meeting at HQ, 8pm
Fri 6th Apr	General Meeting at HQ, 8pm
Sun 8th Apr	Working party at CH. 9:00 – 12:30

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