

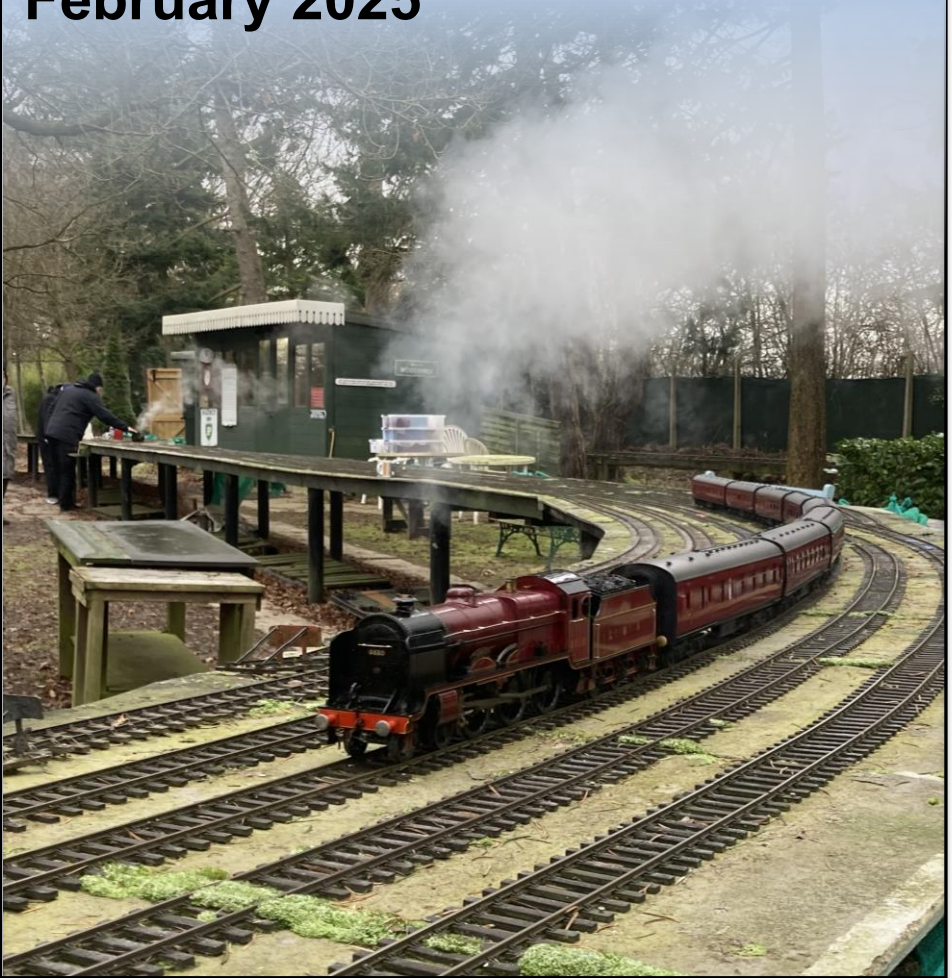
Issue No. 874

February 2025

# The News Sheet

North London Society of Model Engineers

February 2025



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

## Contents

Chairman's Comments	Page 3
Treasurers Report	Page 4
Winter maintenance list	Page 5
In the workshop	Page 6
Model Engineer Magazine changes	Page 7
Marine Mumbles Mk 111	Page 8
Booking an Event at CH	Page 8
Unsafe trees	Page 9
Narrow Gauge	Page 11
G Cashmore photo collection	Page 13
A New Railway Project pt 7	Page 16
Ground Level report	Page 23
January General Meeting 3D	Page 25
Wednesday evening at HQ	Page 26
G1 report	Page 27
Bookworm	Page 29
My model boat collection Pt 23.	Page 33
Tools & Materials auction	Page 37
Club Dates for your Diary	Page 39
Contacts list	Page 40

### **Front cover; -**

As reported in the G1 report in this issue around 18 members of the G1 group had a pre-Christmas celebration in December. Many took the opportunity to run their locomotives. Steam effects are visible on Dave's Patriot.



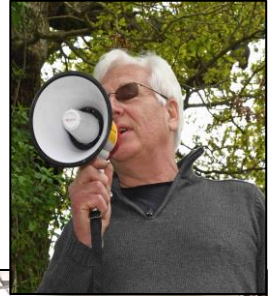
Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

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

Well, here we are, another year underway and I am pleased to report we have got off to a good start. The slot car section to be congratulated for hosting their first race/rally weekend of the year at HQ and raising a considerable sum for our coffers. Hopefully, we will see a report in a future issue.



At Tyttenhanger progress is being made on all tasks I reported in the December news sheet. However, the wet and freezing weather is delaying progress with the external work at the steaming bays. It is not a concern as we have plenty of time before running commences but it would be nice to have a few consecutive weeks of dry and unfrozen conditions.

The February general meeting will this year be held on Saturday 8<sup>th</sup> to auction tools and materials, mostly from Mike Ruffell's workshop. Mike looked after his tools and apart from a few boxes of miscellaneous items (we all have those don't we) all are in good order if not new and unused. I know that the owner of Mike's Simplex is making good progress with its final assembly. Mike would be pleased that his loco and tools will remain in the hands of NLSME members. There is a partial listing of items. As some items are high value there will be a reserve against those.

I am pleased to announce that Peter has offered, without inducements no less, to resume duties as our Marine section leader. The pond gets a lot, and increasing, use throughout the year and under Pete's care that will undoubtedly continue.

## Treasurer's Report

By Mike

A New Year and despite the cold conditions good progress is being made on rebuilding the Raised Track Steaming Bay. Hopefully as it warms up a few more hardy souls will appear to lend a hand.



I may have been absent from the site whilst this initial work has been in progress, but I have not been entirely idle. I've been working at home manufacturing the traverser that will be installed in the concrete garage to enable us to store most of the RTR passenger carriages there, rather than up at the station. This unit has to be built to exactly the same height as the exit track from the garage to the outside tracks. It had been designed to run on lengths of stainless-steel square tubing of a particular height, because back in 2023 a former member offered us a large quantity of s/s square section tubing, which was stored inside container 7 with some lengths which were either too long to go in or were bent and left between the containers and the concrete garage. I could understand the latter pieces being moved and possibly thrown into the skip, but the entire stock within container 7 has also disappeared. This has meant a redesign and further unnecessary work to achieve the desired of final product.

Today, Thursday 23rd January I noted that all the copper and brass scrap being accumulated had all been removed from the designated dustbin by person or persons unknown. This scrap was intended to be sold and the money recovered to be paid into Society funds. It is disappointing to note yet again that we possibly have a tea-leaf in our membership.

It is that time of year to review the Annual subscription rate. Using the RPI rate as agreed last year to determine how much our subs should be increased for the year, I can advise that the RPI for December 2024 was 3.5%. Therefore, allowing for the slight rounding up last year results in a new figure for 2025/26 year of £86.00, Seniors £77.40, Country Members and Junior/Students remain unchanged. I will be putting these figures forward to Council at our February meeting for discussion. When the renewal form is sent out with the April News Sheet, I would advise that any cheques will require writing out with the full name of the Society. NLSME will no longer be sufficient, such is the way banking works these days....

Similarly, LB Barnet have been unable to provide an invoice to us for our HQ rent due last October and their lack of response to my emails resulted in my contacting my local councillor for help. Today, I have been advised that I should get an invoice by end of January, hold my breath. It makes one wonder how many other businesses are not being invoiced on time and how much revenue the LBB are losing in the meantime. Keep safe and keep engineering.

## Winter maintenance

### YOUR SOCIETY NEEDS YOUR HELP

Various projects have now been completed at Colney Heath as part of the winter maintenance. However, there are many other items on the list which are ongoing or have yet to be started. All need to be completed before we start running again in the spring.

The steaming bay project is just one and as can be seen in this picture one of our youngest members Harry has made a fine job of welding the new steaming bay supports.



### Winter Maintenance List (additional to the projects underway)

- Coach, both ends are in need of a wash repair and painting with the appropriate colour.
- Coach Gutters need clearing.
- Coach, new 'Tooth' needed at BBQ end of platform.
- The Toilet Block external needs a refurbishing coat of paint, internally to be cleaned.
- Machine shop needs a coat of green preservative. Ditto for other structures such as carriage sheds etc.
- Orchard Junction Signal Box also needs appraisal, and the excellent work of rehabilitation resumed.
- Top Tunnel is in need of patching with torch on felt or otherwise to delay further deterioration.
- All benches, tables & chairs need a wash down and a coat of Ronseal.
- RT and Cuckoo line sleeper replacement as necessary.
- RT and Cuckoo line rail holding sleepers to be replaced as necessary
- GL signals to be repaired as necessary
- Leaves to be collected and disposed in approved places
- Carriage drain to be rerouted into sewer
- Complete green painting of the containers and doors 1 – 7

## In the Workshop

Readers of the news sheet are always interested in hearing about the various projects and progress of all your efforts on the workshop. These winter months should have allowed you to get plenty of time to make real progress. If like your editor, it is usually two steps forward and one step back.

So please let us have your updates for the March edition.

### Maisie Build in 3.5" gauge

By Martin

Update, mainly painting, lining (using an easi-LINER pen) and assembly of the plate work, For the colour scheme I went for LNER rather GNR livery for no other reason than it's a lot simpler.



I made an error with the location of the handrail stanchions on one side of the boiler cladding. I only noticed this after I had finished painting the cladding.

There was no alternative other than to re-drill holes and make good the paintwork, what joy.

I'll let these pictures speak for themselves.



## Model Engineer Magazine – All Change

Volume 234 issue 4761

24<sup>th</sup> January – 20<sup>th</sup> February

Your editor, like many others received this latest copy of the ME as usual. What came as a surprise to all was the announcement that this was to be the last issue of this magazine in its present form.

The publishers announced that after this issue the magazine will become a monthly publication.

Furthermore, it will be combining with Model Engineers Workshop which was first published in 1990 but will now cease to exist as a separate magazine.

The new publication will be called Model Engineer and Workshop and will be a substantially bigger monthly magazine.

The first issue of the new monthly magazine will be on sale from February 21<sup>st</sup>, 2025.



## Colney Heath security.

When the first member arrived at the site on the 23<sup>rd</sup> of January the coach was found to have been left unlocked, and the door was open. Thankfully there had been nothing taken or damaged.

If you are the last to leave the site, please have a check round all buildings to check everything is secure.

-----

## All Drivers running at Colney Heath please note.

As you will read elsewhere in this month's News Sheet the refurbishment of the steaming bays and workshop is progressing.

The signing in lectern and book has therefore been temporarily relocated in the container workshop whilst the old workshop is being modified.

-----

## Marine Mumbles MkIII

By Peter

Well, I suppose it had to happen. A few of you good folk asked if I would be interested in selling my soul to Neptune and being Marine Section Leader again. Now my Boss Lady, Sandra, is virtually back to normal (post-surgery) I can be more involved with the section. I see the annual salary for section leaders has not changed from last time I did it. My good friend Richard, who joined up with us from the Hoddesdon and Broxbourne ME Club, said he would be happy to be Co-leader with me (rather like Dave and I). Surprising what a brown envelope stuffed full of used ship fittings will do to sway one's interest. We will be looking forward to hosting the Vintage Model Yacht Group regattas this year. Directly I hear about the dates they will be advertised in the News Sheet.

Just remember one thing, my ramblings can only get worse with future instalments.

-----





## Unsafe Trees – An Update

By Nigel Griffiths

In the November 2024 News Sheet details and photographs were published about the large unsafe tree located near to the main toilet block.

I am able to report that Affinity Water's tree contractor came to site at the end of November. Work to remove this tree as well as some others which were showing signs of decay was completed over the three days they were on site.





There is likely to be more tree works required at some time in the future. At the end of January, a tree survey is to be carried out by the Water Board's contractor. This is to reassess trees which were identified in the tree report carried out in 2023.

## Narrow gauge 2025

By John

Hi everyone and welcome to the first narrow gauge news for 2025!

As I write this today is called “Blue Monday” because apparently the Christmas bills come in, the new year resolutions have all been consigned to the dustbin and the long chilly January makes everyone feel “blue”.

I on the other hand rather welcome this month, the days are noticeably getting longer, the daffodils are poking their noses out of the ground which means spring is just around the corner and playing trains will soon be the order of the day again! To be perfectly honest there hasn't been a lot of action on the garden railway for the past couple of months, well nothing of great interest, however, to get in the mood I thought I might post some photos from last year I hope you enjoy them. This includes a picture of some of us at our very enjoyable Christmas get together, steam trains, mulled wine, hot dogs, Stollen and good friends what's not to like!



Enjoy your hobby and see you soon I hope...



## 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.

As promised in the December edition we continue with a selection of pictures recording Geoff's travels. This month the archives provide a pictorial record of his day out on Saturday 25<sup>th</sup> September 1965 to North Wales on a special excursion. Having visited the Talyllyn railway, he moved on to the Ffestiniog and witnessed a company of British Army Royal Engineers undertaking some repair works at Minffordd station in the railway's early days. The sergeant in the first picture certainly looks like a man not to upset.





Both Lynda and Blanch can be seen on engineering trains supporting the Army.



More next month.

If you want to see more of the collection Geoff will be presenting selection of G Cashmore's top-quality photographs from this vast collection at HQ on 4<sup>th</sup> April at 8pm.

## A New Model Railway Project Part 7

By Paul

### Flights of Fancy

#### The creation of backscenes for model railways

As I was going down the stair,  
I met a man who wasn't there,  
He wasn't there again today,  
I wish that man would go away.

A short poem that I learned years ago and have bored my Children and Grandchildren with ever since.

But it says something about only noticing what isn't there. When looking at other people's model railway layouts, especially in exhibitions, one doesn't necessarily register the backscene, or back drop .... unless it is just plain or missing entirely.

A backscene, effectively done, serves three purposes. The first is to cut off any view of the clutter, operators included, behind a layout. It controls the viewer's gaze. The second is to create a sense of location. The third is to increase the visual depth of a layout, particularly those built on a narrow baseboard.

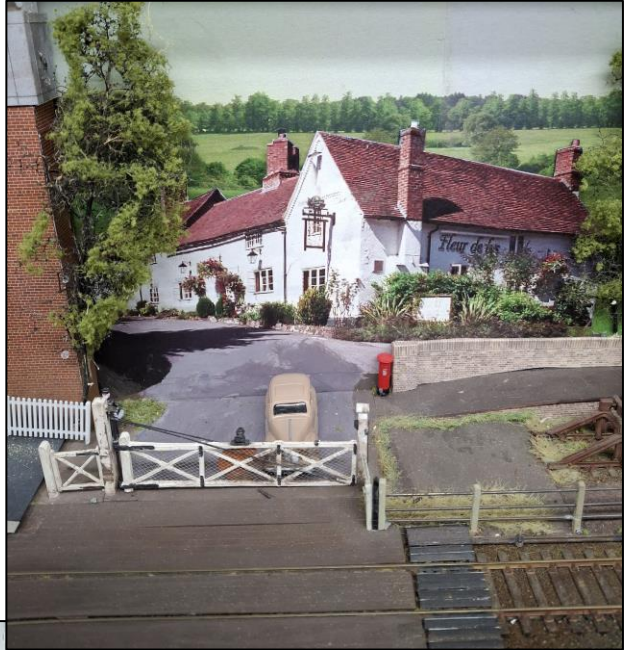
Most serious layouts have a real or imaginary location which, in the UK, can be immensely diverse be they rural or semi-rural, town or city, north, south, east and west, not to mention several centrals. The historical period of the model is also a factor. The backscene and the front scene taken together should blend and communicate "where" you are looking even if there are no trains around.

But backscenes can be difficult to create unless, that is, you are an artist! Yes, there are generic scenes that can be bought. We have some on our gauge 0 layout at HQ. But many on the market are too garish, too dramatic, too washed out or simply too commonly used by others.

For layouts depicting imaginary railway infrastructure set in real locations, it is nigh on impossible to buy the right backscene. For real locations (such as my Widford project) there is zero chance of a commercial backscene being correct. I will reveal my solution to Widford at the end of this piece. Meanwhile I thought I would share some solutions on my two home based layouts together with solutions by others. Both layouts are imagined places with one set in east London and the other somewhere east of Bishops Stortford. A common theme to all my examples is that I don't use one continuous backscene. I used foreground structures or trees to intersperse (frame) selected pictures. The following illustrations explain how I do this.



In **picture 1**, we see a level crossing with a road receding behind it and a rather pleasant hostelry. The 3D modelled aspect is less than 12" deep. Look carefully at the post box and you might see the divide between layout and backscene. The road and pub from that point are a slightly modified picture I cut from a Calendar many years ago. It passes well as a bit of an Essex village.



London  
urban

scenes tend to be more difficult. In **picture 2** I have used a commercial photographic industrial building flanked by home scanned photos from a useful book of east End pictures taken in the 1960's. These photos have been doctored to suit using common photo tools and PowerPoint on my PC.



In **picture 3** the road ahead curves to the left and is a slightly doctored photo I took in Ireland. When I am out and about, I try to capture any potentially suitable scene for backscene purposes. This is quite difficult as streets are usually littered with cars, modern street furniture, people in the “wrong” clothing and a host of other 21<sup>st</sup> Century reasons why the scene is unsuitable for a 1950’s, based layout. In this case I have positioned full and low relief buildings as “view blockers” to restrict the angle of sight by the viewer. Scenes like this work well but only from a limited viewing angle.

**Picture 4**, I have used a mirror to extend the road and roadside buildings into infinity. This technique can also be seen at HQ on our Gauge 0 layout. It works well for “end of board” scenes at any normal layout viewing angle – so long, that is, the reflected image is suitably managed.





**Picture 5** is a real cheat. Here is a low relief bus garage front – about an inch deep - set against a commercial backdrop by PECO. Inside I have positioned 4 low relief bus images. For these I photographed real bus models from many angles and printed selected pictures to paste onto a card backing and mount within the garage.



In **Picture 6**, I imported a single photo from a local green space onto a PowerPoint slide and printed several normal and flipped copies in the certainty the colour renders and edges would be matched. This is a cheap and easy way

to create an endless length of continuous scene. Visitors never seem to notice the chicanery. The backscene starts immediately behind the modelled station and demonstrates how the scene can be given visual depth.



Of course, if you have an artistic streak, then a purely painted backscene is the way to go! **Picture 7** is from a Gauge 0 layout of a friend of mine. His hand painted scene starts just behind the level crossing.

**Picture 8.** The Granddaddy of all “Backscenes” can be seen in The Hague, Netherlands. This is not about model railways, but I can’t resist singing the praises of the Mesdag Panorama. It’s a cylindrical painting some 14m high and 120 metres in circumference.

From an observation gallery in the centre, you would think you were really on the Dutch coast!



So, what about my Widford project? Widford was a real station in a real location, so the techniques described above are not appropriate. I want the “real” backdrop.

In my last article (October) I mentioned that I have been Drone flying, the purpose for which I can now reveal.

Something I saw on Youtube triggered the idea of using a Drone to capture a panoramic photograph of the real place from the air.

Drones can take a series of pictures of the landscape beyond the modelled area from the same perspective angle as a human looking at a model layout. For historic modelling this would generally not work as the current landscape will have changed beyond recognition. However, in my case the background is farmland with a few scattered buildings, only one of which postdates the era of my model.

The only other change from the early ‘60’s would be the sizes of the fields as hedgerows have disappeared. Given the immediate background will be the trees surrounding the station, the large fields will largely be obscured, It’s the skyline that I am after and that is just right!

A local “railway” friend of mine owns two drones and readily agreed to fly them at Widford to take photos. We set off on a very sunny day, with a vivid blue sky, in September and succeeded in finding an ideal spot from which to fly and take pictures.

I learned that there are two key rules to Drone flying – the first is that you must be licensed and the second is to always have the drone in your sight. The first rule was easy enough to meet but the second was rather more difficult as the light changed. But all was well. My friend use two drones – one larger than the



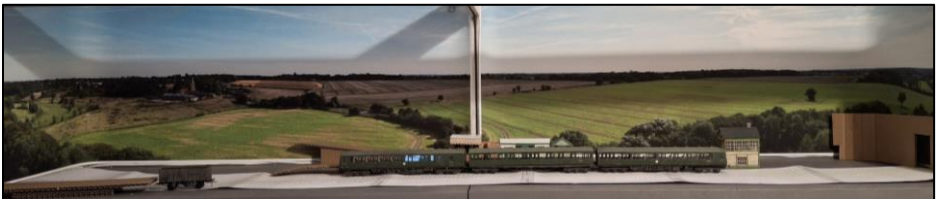
other, the smaller one being surprisingly tiny but, as it turns out, rather more successful.

Once our pictures had been taken, we retired to a pub for lunch and made our way home. Within a day or two my friend had stitched a panoramic picture together from a series of stills and sent it to me.

Having a photo file of a very wide scene was great – but how do I reproduce that in printed form for a backscene that is some 2.7m long and 450mm high. Also, that vivid blue sky just didn't look realistic. To solve this, I contacted a company called Art Printers who produce printed panoramic backscenes for model railways.

For the princely sum of £10, plus their normal charge for a pair of prints I now have a full-size pair of my drone prints. Art Printers charge even included an adjustment to the sky hue!

In this final picture the printed backscene is shown temporarily positioned on the emerging layout. The entire scene will have modelled trees immediately in front of the backscene.



If you are still with me, I hope you enjoyed this little essay. My next steps on the layout are before me and, when I am ready, I will share these.

---

## New wheelchair coach

Progress with fabrication of the wheelchair accessible carriage is progressing well and the prototype is nearing completion. Once ready it will be taken for a tow test by the supplier in the near future. The project has been delayed recently due to the contractor undertaking the work having been seriously ill over the past two months. We are pleased to be able to report he has now recovered and back at work.

We will be providing a detailed update and publish pictures of the new coach in the March issue of the News Sheet.

## Ground Level Waffle.

By Paul

Hello everyone and welcome to my first waffle of 2025. I do hope everyone had a good and relaxing Christmas and New Year. The ground level team have taken it easy over the Christmas period but now it's time to get back to work.

Our latest project is the road rail crossing at the entrance to our Colney Heath site an area thought to be potentially dangerous by all the ground level crew.

As you know there is a system of flashing lights and bells to warn motorists arriving or departing the site that there is a train approaching. But we are still getting a few near misses each year. After spending quite some time watching the crossing and the interaction of cars and GL trains. Although the present warning system is a sound design it relies on track treads to operate the bells and lights, and I think I now know why we are experiencing these problems.

The current system to operate the warning lights and bells etc is triggered by treadles. This should be a perfectly viable method of operation after all it works for British rail. Sadly, the treadles keep on getting damaged causing the system to fail. How this is happening I don't know as all the locomotives and rolling stock we have has been checked several times and there is nothing low enough to cause this damage.

So, to make the operation more reliable a new method of operating the warning systems has been designed. This will be manually operated by the train driver using push buttons on posts besides the track on the approach to the crossing in either direction. The posts are now in place, but the electrics are still to be done.

The basic method of operation will be for the driver approaching the crossing to bring their train to a stand, push the button and proceed once they can see or hear the warning systems are operating. Once over the crossing the driver will push the other button which will stop the warning light and bells. This method will apply in either direction.

Some of you may be interested to know that the new crossing control system has been designed to use off-the-shelf switches and old relay technology keeping it as simple and easy as possible to repair and understand. I am aware that the crossing could be operated with modern electronics etc, but I'm afraid that is way above my pay grade and most of the members of the ground level team. The other thing I noticed was that the cross with the flashing lights may be a little high and not in a direct line of sight for a car driver when close to the crossing. A car drive tends to be looking ahead at what hazards are beyond the crossing and can miss the flashing lights. So, these crossing crosses are being lowered slightly to put them in a driver's line of sight and make them more



noticeable. We will also be putting them in both sides of the road to warn motorists arriving and departing the site.

So that's it for now. Once the modifications to the signage and improved warning system is completed and tested, I will put pen to paper and explain how to use the new system. We will complete the work before the start of the running season but as these changes will take a while to get up and running can I please ask everyone on a site to be extra careful when driving across the level crossing.

-----

## New supply of bags of coal available for sale at the Colney Heath site.

Anthracite Beans in 20 kg bags at a **new** price of £16.00 per bag.

The size most used on our locos.

Anthracite Grains in 20 kg bags at a **new** price of £16.00 per bag.

Suitable for 3 1/2" gauge or those with very small fire-hole doors.

Contact the Treasurer, Mike Foreman

**NOTE:** - Regarding Oils, we are out of stock of lubricating oil at present until I source and order more.

-----

## Steel sections for sale

We have a large quantity of steel at Tyttenhanger that we offer to members at bargain cost to clear as much as possible.

Flat bar 1/16", 3/32" and 1/8" thicknesses at various widths up to 1/2". £1 each

Round bar below 1/4" diameter £1 each but for 1/4" or larger £1.50 each.

Hexagon bar below 1/4" AF £1 each but for 1/4" or larger £1.50 each

All bars are approximately four feet long.

They are stored in the machine shop which will be open on Thursday, Saturday and Sunday mornings when key holders are present. Use the honesty box if no council member around.

This sale does not include the brass or copper stock, except brass sheet which is for sale at the price written on it.

A priced list of the non-ferrous items, mostly copper pipe, will be provided in February news sheet.

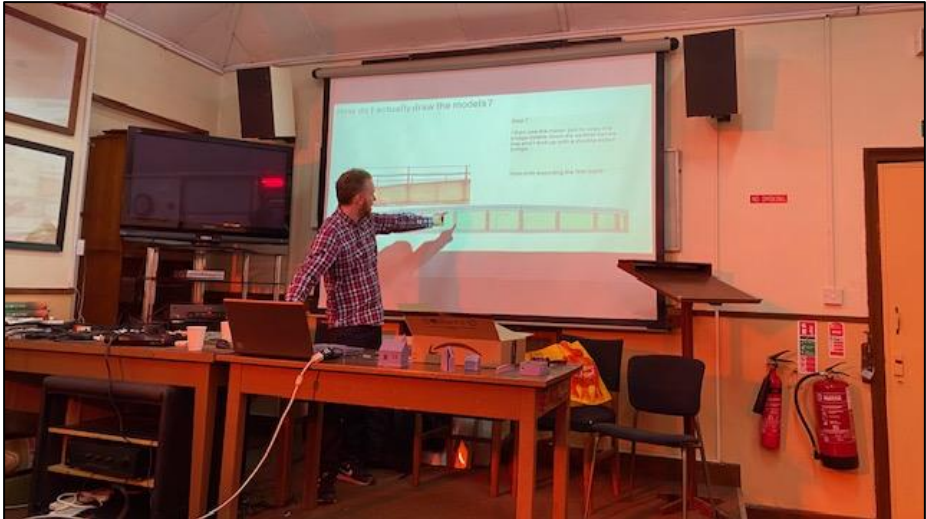


## January General Meeting - 3D printing

Friday 3<sup>rd</sup> January, it was 8pm and a good size group of NLSME members arrived at HQ for a talk on 3D printing.

Our very own member Jack took on the task of explaining how resin printing had developed over recent years and the equipment required to achieve some amazing models. This technology is still developing and the cost of equipment and materials steadily reducing.

Jack gave a detailed and fascinating talk on the subject and opened the floor to



members to ask questions of which there were many. He also explained how 3D CAD drawings were developed into a viable design which produced a quality product. If that wasn't enough out of a box, he produced some examples of his work. Both successes and failures were shown each of which demonstrated how the system of resin printing worked and why on some occasions it can go wrong.

Jack is to be congratulated on his presentation, and it was clear from the conversations during the tea break and after he had concluded his talk that all those attending had enjoyed this most informative evening.

Jack is now offering for sale several examples of his work. He has building, bridges and street furniture available in 00 and o gauge

You can view these and place an order if you wish. Just follow the link below to access his eBay site.

[www.ebay.co.uk/usr/saint\\_scale](http://www.ebay.co.uk/usr/saint_scale)

## A typical Wednesday evening at HQ

Almost every Wednesday members from the 00, HO and O-gauge groups can be found at HQ in Barnet enjoying either maintaining or operating the layouts. In addition, the slot car boys are also present most weeks. Each of these groups would welcome you if you chose to pop in to see what's going on. We have a large club with varied interests, and it is always worth finding out just what is available to us all.

So, just drop in when you can and have a great evening in good company.

A Wednesday in mid-January found the HO north American layout in operation as can be seen in the following pictures provided by Owen.



## Gauge 1 Report

By Geoff

Wishing you all a good start to2025.

The Gauge 1 section celebrated Christmas in style as usual.



At our last meet up in December some 18 of us celebrated with many running their locomotives and a number of us sitting down to a Fish & Chip lunch and mince pies.

We did miss our usual Wednesday visit on Christmas Day but made an effort to continue the NLSME tradition of wrong way running on New Years Day! We did not see any of the other sections in attendance on such a cold day.

Since then, we have been back at the track for our weekly visits making the most of the cold weather to show off the enhanced steam effects that can be seen at this time of year.

In line with the monthly talk for January on CAD and 3D printing, we report that another of our group has recently acquired a printer and has joined the ranks of those producing their own rolling stock.

I hope to show more soon.

We are looking forward to making the most of the facilities in 2025.

All Photos by Geoff

Reverse running – John's 8F running tender first



Steam effects visible on Geoff's LBSCR K class mogul.

## Bookworm Writes – Memoir of a Clubman

Our Speaker for tonight ...the story continues.

Curly - Part 2

Mabel pulled the door to the sitting room closed behind her and headed off to tell Curly of my arrival. I sat now half listening to the sound of her receding footsteps as they changed from the starkness of her tread on the wooden threshold to the quiet of the strip of carpet laid along the passageway and then back again as she entered the room next door.

I looked around the little room. My immediate impression was how old fashioned everything looked with its air of old-world charm. The tone was not one of neglect, far from it for other than it being a bit cold, every bit of woodwork from the exposed floorboards that edged the square of carpet in the middle of the room to the wood of the furniture and the window frames were either highly polished or freshly painted; it was just. Well old school. It reminded me very much of my late grandparents' house with a furnishing style that had been difficult to date exactly as its contents had been bought anywhere between the 1930s and the 1960s when seemingly, certainly in my grandparent's case any further change had ceased, save for the purchase of a large Decca colour television set they had bought for their golden wedding anniversary, and even that I suspect had only been allowed into the house as it was built into its own polished walnut-wood cabinet. But here it didn't look as though any television set had ever made its presence felt.

I fidgeted and tried to make myself more comfortable in the easy chair I had been shown to with its cream-coloured antimacassars on arms and back. It was I could now see one of a matched pair that where either side of a very 1930s looking open fireplace, a third chair of similar pattern and colour though possibly from a different manufacturer was diagonally across from where I was sitting and near to the door where we had come in. As my gaze fell upon it I discovered I had a companion, for seated upon the chair and looking very contented was a Teddy bear with golden fur wearing a red and white neckerchief and sitting upright, its button eyes earnestly looking toward the fireplace.

I could see now that the style and size of all the chairs had been chosen so as to not overpower the modest sized room, for the room evidently also doubled as a dining room when required suggested by the presence of a dark coloured folding gate- leg table stored in the shallow bay window to the left of where I was sitting; its two accompanying straight backed dining chairs were opposite me and placed either side of a heavy looking radiogram come cutlery cabinet, also of dark wood, that I took to be the source of entertainment in this room, and between them all they filled the length of the internal wall up to the doorway that separated this room from the hallway.

Having looked around the room and arrived back at the door once more, I became aware I could now hear a metallic chipping sound accompanied by a slight low resonant humming coming through the dividing wall between this room and the one at the back, which I now took to be where Curly had his workshop. Presently there was a pause in the sound and the resonant note of the humming seemed to lift slightly; muffled undefined voices now seeped through the wall discussing I imagined my arrival.

Shortly after the chipping and humming resumed to its previous level and Mabel reappeared in the doorway. 'I've told Curly you are here' she said in her soft accent. 'He's just finishing something, and he'll be right in... Would you like tea while you are waiting?' she enquired, 'Thank you that would be very welcome' I answered. Mabel paused a while looking thoughtful, 'Would you care to try some of my homemade cake as well?'

Mabel disappeared once more and with the tea arrangements now in hand Teddy and I waited for Curly to join us. As I sat quietly alone again with my thoughts I found my eyes being slowly drawn back once more to the large Radiogram against the opposite wall, for now a shaft of weak sunlight was just starting to shine through the net curtains and was being reflected off the glass of two small black and white framed photographs on its top placed either side of a very large polished brass plant pot with, what I thought was probably an aspidistra planted in it. I had only ever seen one other before but felt sure its long curving dark green leaves spilling over the sides of the pot looked pretty much what I knew or imagined an aspidistra to look like, anyway whatever it was seemed to compliment the calm genteel atmosphere of the room perfectly.

The thought occurred to me that what I was looking at so epitomised everything I had found so far on my visit, it would probably be a good idea to send my wife Jackie a picture of it, and if I included another shot of the old fashioned chairs by the fireplace between the two I felt sure they would reassure her that I was unlikely to be getting up to anything she would disapprove of, especially as I had heard my phone *ping* at least twice since I had arrived into Purley no doubt requesting an update from her as to my whereabouts, so I felt the action would prove to be quite timely.

Two clicks on the phone's camera later and the evidence was gathered, the trouble was I now discovered there to be no phone signal inside the house. I had just stood up and got about half way across the room to seek Mabel out to explain I was going to step outside once more, when the door opened, and Curly entered wearing his trademark beret and a light brown warehouse coat. 'Hello again Mr... er I mean Curly' I said as we met me in the middle of the room knowing my mistake made me sound foolish. 'Ah,' Curly responded in the same high pitched voice I had heard on the tape the other evening, 'Bro *Steam Raisers* boy, well pleased to see you again, thank you for coming over' he said clasping my hand in a firm handshake. 'I think Mabel is going to give us a call

when she has the tea ready, so shall we go next door then and I'll show you the 'Purley Loco Works'.

Curly turned on his heel and headed back out of the door. Barely had he set foot into the passageway when a telephone started to ring in the hall the bell appearing amplified by several decibels as its sound bounced off the halls hard surfaces where the instrument lived on its own little table under the half window, just inside the front door. 'Would you excuse me' Curly said looking back at me, 'you go on into the workshop and I'll join you in a minute'. He turned toward the front door took another step then threw in as an afterthought, 'I'll be taking the Pullman, so you take the other stool'.

I walked the few steps down the passageway to arrive at the doorway of the back room where Curly had his workshop set up just as Curly got to the phone; I heard him picking up the receiver, 'By the way,' he said loudly to catch my attention again, 'you don't smoke do you? Only I won't have it in the house, if you must do it go out through the back door and stand in the garden'. Then turning his attention back to the phone, briskly said, 'Hello, Purley 2436.'

Upon entering Curly's workshop, I was immediately embraced by a welcoming warmth coming from an old coal fired heating boiler built into the fireplace on the other side of the room and tucked under one of the work benches, its glowing coals visible through two small little glass fronted doors. The comforting aromas of oiled machinery and the slightly aromatic scent of wood coming from the many tool racks and cabinets I could see located around the room hung in the warm air tantalisingly overlaid with the heavier odour of metal stock awaiting its turn to be transformed into some useful part for a loco.

As I stepped in and closed the door to, I could hear Curly speaking on the phone to his caller and whilst I was not deliberately eaves dropping, I couldn't help drinking in all that I was now seeing and hearing. 'Hello friend Tucker' I heard Curly say, 'I was going to phone you today as I put those drawings you sent me back in the post to you with my thoughts scribbled on them...er Thursday I think it was, so you should have them back by Monday latest. Mmm.. mmm. Yes that's what thought, yes, I thought three thirty-two would be better myself...yes.'

Shutting the door properly I turned and stood rooted to the spot just looking at the array of machines spread out in front of me. Here was another picture I just had to capture to send to Jackie and if not for her, for me to just remember what I was now seeing.

There was a gentle tap on the door. I opened it to find Mabel standing holding a tea tray which judging by its contents, I thought looked quite heavy. 'Can I take that for you?' I enquired. 'Thank you that would be kind' Mabel answered lifting the tray slightly and passing it over to me. 'Put it down just there' she said indicating the end of one of the benches.

'Goodness those sandwiches and cake look wonderful' I said as I put the tray down. 'Forgive me asking, but this picture', I lifted down a small picture from the wall above the bench, 'It's an Irish Terrier, isn't it?' 'Bless you' Mabel said with a broad smile. 'Yes, it is but how did you know that?' 'Jackie, that's my wife's family had one when I first met her...' there was a pause, 'they stand well don't they' I said repeating what I remembered Jackie's father saying to someone on one occasion in the hope that it made me sound as though I knew more about them than I actually did. 'They certainly do' Mabel agreed, 'and not just the looks, they do make good companions. That picture was taken in our back garden about twenty years ago, it's of our *Micky*. He really *did* have a lovely nature, absolutely no trouble at all.... Curly was exceptionally fond of him, Yes', she said taking the picture from me, 'we were blessed to have him for about ten years.' She paused a moment looking a little sad.

Then upon fully entering the room and still clasping the picture tightly she walked toward the far end of the workshop saying quietly to me, 'come and look here.' She beckoned me over to look out of the door that led into the garden. As I arrived beside her she gently tapped one of the little panes of glass in the door with her finger, 'You see that little Forsythia bush in the left-hand flowerbed? That's where we popped him when the time came....' As she finished, I thought she was going to cry so raw was her obvious emotion in sharing the knowledge with me. 'A lovely reminder' I said stepping back from the door and hoping I was saying the right thing. 'Aye, it is that' she said sadly as she walked back from where we had both been standing.

The handle of the door from the passageway suddenly rattled and Curly entered looking cheerful. Seeing Curly Mabel brightened, 'I have just been telling our visitor about *Micky*' she said showing him the picture and patting him on the arm as she passed. 'Yes, he was a grand sort was our *Micky* Curly' replied, 'a real dog of character. I always enjoyed our little *outs* at the end of each day, helped to settle the old noddle especially if I had been drawing or writing all day.'. Curly too now stood for a moment looking at the little photo, remembering. Then looking down again still deep in thought he suddenly noticed the tray that Mabel had brought in, 'Ah the engineman's best friend!' he exclaimed, 'Let's share a cup together young man and a slice of my beloved's cake and we can talk about the problems you say you are having making those cylinders for your fathers 'Doris'.

Seeing the conversation was moving onto the reason for my visit, Mabel graciously said, 'I'll be in the sitting room if you want anything further, you two boys will no doubt want to talk shop.' With that she quietly latched the door behind her leaving the two of us to enjoy her lovely tea and cake.

-----



## My model-boat collection No 23

By Roy

Fairwind, is as you can imagine, a yacht. I had the yacht Fairwind, for just 3 weeks! It was my first decent build review for the magazine. I say decent as I had built a small yacht kit, but my photographs were less than satisfactory. So, it was a year later when I was at a model exhibition that I met the Editor of the magazine again. I said I had taken some instruction in photography from my sister-in-law (member of the local camera club). So now I knew how to take reasonable photos. These were the days of film and light meters and zoom lenses! So, if he wanted to trust me once more, I would like to review another kit.

I received a phone call a few weeks later and he asked if I could do a quick turn around on the Kyosho Fairwind yacht kit? It duly arrived a few days later. It was in a big box, and I did not have to explain anything to my wife as the home exchequer was non the poorer! By now my Sister-in-law had upgraded her cameras to mortgage levels, but kindly gave me her now redundant camera, spare zoom lens and a broken tripod which I repaired and still use. I have to admit that I did enjoy this technical involvement. I think I would again with a digital camera, but with old style zoom etc. Current point and press technology is a bit soul less but can give excellent results.

Anyway, thus equipped I went to work on the kit. This is / was an excellent product, clear instructions and actually good value and she sails very well! I had to clean up the hull for moulding marks and really there was not much more to it as all the plastic parts were on sprues and accessories nicely labelled in bags.

The hull was made as one with a centre ridge of squeezed out plastic running around the centre line where the two moulds met. Just needed filing off, but to



make sure the file did not angle across and make grooves in the plastic I stuck cheap masking tape where it mattered. When the job was done, I gave the hull a thorough wash in warm soapy water. Then a rinse and then a gentle drying as you do not want to introduce an electrical charge to the surface of the plastic which will then attract dust. With this kit a boat stand was included and I put a soft protective fabric on the hull resting part and left the hull covered in a towel to settle down. Next step was an undercoat of white and then the hull colour.

The sails were terylene also known as Dacron in USA. But they were folded, and the fold marks were almost imbedded in the material. I had a think and decided that as it was a plastic material careful application of heat should resolve it. I needed an indication of temperature with ironing and so I used a large handkerchief, wet, but rung out and used this to put over the sail when ironing. As soon as the cloth got dry, I thought this must be boiling point, so I wet it again and carried on! This had the desired effect, and the folds disappeared.

The fittings were OK but some a bit obvious (industrial as the editor said and could I do something about them?) My way with these is to paint them out. For example, the adjustable hole strip housing the base of the mast I painted the same colour as the deck, and you do not notice it.

A radio was fitted, and I seem to remember I used an arm winch to bring the sails in, a nice and easy set up. The thing to avoid is having a sheet (string in loco-speak) being pulled at right angles round a hook or screw eye. There is a big loss of effort doing this and so I used small single sheave pulley blocks. A cheap way to do this is to use hard plastic tube and bend it (boiling water used here!) through a shallow curve, cut to size and then loosely tie it in location. When the string runs through it, it emulates 90 degrees of a pulley and is highly effective. I used a waterproof but small switch hidden in the S/S for turning off the RC.

The limited construction time was within building and testing times but from the editor's part it was a panic job. I think a Traplet Director wanted a yacht for his son, and I had a deadline and then they were off on their holidays! I had to deliver to the model show at Sandown Park for which I was given a ticket and that was the last I saw of her. She had been tested on the St. Alban's lake, and I have a snap of me holding her in place.

Usually, the payment for doing the review article is you keep the model but this time I was paid expenses and the going rate per page, I think it was £25 per page. So next time you read a magazine with over large pictures you will know why!

The magazine circulates around the world, and I had a query from the Czeck Republic about where the waterproof switch could be obtained. The request came direct to me, as at that time contributors ended articles with an email

address, those days are long gone! Back then if you contributed articles to the magazine then you received a freebie subscription for the year. As I mentioned photos had not been my strong point and although the build photos came out quite well, do not forget we are talking about the film here. Taking an action photo and controlling the yacht was almost impossible.

Help came in an unexpected way as my daughter then worked for Rolls Royce at Leavesden in the Personnel department, now of course known as HR. Being young, attractive, and unattached the young men were quite attentive! One of them was the company photographer, long story short, we did a deal I pay for the film and photos, and I get a professional job. His work for RR was to film the various builds and modifications to the helicopter turbojet engines they made there. Previously, there had been drawings made of the changes, so photos saved time and were guaranteed accurate.



For him, there was being on the front cover of a nationwide selling magazine, which went into his portfolio of work, so all parties were happy. Over the lake I received a short education in action photography. He walked all-round the lake checking the light and shadow and he asked what kind of shots I was after. I was then instructed in where to place my yacht etc. All this for really just one photograph!

This final 'action' shot went on the front cover of the magazine. The picture was selected by the Graphics designer for the magazine and all the pictures were

returned afterwards. It was only afterwards I noticed that the stanchion rails or Shiring elastic had got wet and gone floppy!

Many of the pictures in previous articles in our News sheet have me with the camera and 'my man' Brian Looker driving the model as directed by myself. You can judge for yourself as to whether this works! But bless him, he does his best!!!

---

## Booking an Event at Colney Heath?

Tyttenhanger site is open to all members at all times.

However, on certain pre-arranged days members access is subject to some restrictions. This does not prohibit members running/sailing but should note booking requirements and priorities are as follows; -

### Public running days 2pm – 5pm

Set by council. Managed by Senior Steward. Notified in news sheet

Priority given to public passenger hauling

On site parking for members and disabled badge holders only

### Event Days

Proposed by members, approved by council. Managed by sponsoring member.

Notified in news sheet

Priority given to event passenger hauling.

On site parking for visitors at sponsor's discretion

### Private parties

Proposed by members, approved by council. Managed by sponsoring member.

Notified in news sheet

Priority given to party passenger hauling.

On site parking for visitors at sponsor's discretion

### Members days

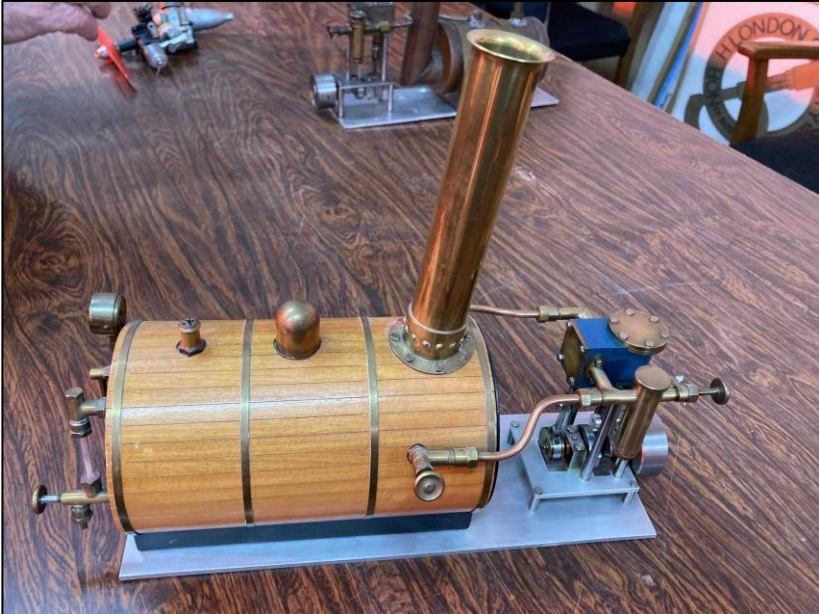
Ad hoc events do not require council approval. No notice in news sheet

No priorities apply

All public, event, parties or members days to be in accordance with the Rules and Regulations for the Tyttenhanger Site. (copies have been provided to all members)

## Tools and materials Auction – Saturday 7<sup>th</sup> February

The February General meeting at HQ on Saturday 8<sup>th</sup> February will be an auction, (viewing from 10am, auction starts at 11am) primarily of Mike Ruffell's tools and marine steam plant. Mikes tools are mostly of very good quality, many in excellent condition, some unused.



Partial listing of main items to be auctioned:

- Seivert torch and selection of nozzles
- Selection G lamps, all new
- Tool makers clamps
- 2-inch machine vice
- Boxed set ME taps and dies.
- 12" microball height gauge, in manufacturer's box
- Angle grinder, in manufacturer's case.
- Marlex drill sharpening kit, in manufacturer's box.
- Bosh power drill, in manufacturer's case.
- Proxon 12v drill and stand, in manufacturer's cases
- Bosh orbital sander, in manufacturer's case.
- Duram skill saw, in manufacturer's box.
- Indexable turning tools, boxed.
- Mitutoyo 12inch calliper, unused. (Subject to a reserve)
- Mitutoyo Combination set, unused. (Subject to a reserve)

- Mitutoyo Telescopic gauge. (Subject to a reserve)
- Mitutoyo 6" vernier. (Subject to a reserve)
- Mitutoyo 0 – 1-inch digital micrometer. (Subject to a reserve)
- Mitutoyo 0 – 25 mm micrometer. (Subject to a reserve)



- Micrometer 2 – 3 inch boxed.
- Set screwdrivers, boxed.
- Brown and Sharp depth micrometer
- Dial test indicator, in manufacturer's box.
- 12x8 inch CI surface plate in wooden box
- Torque wrenches
- Wanner Grease Gun
- Wooden cabinets containing assorted items.
- Various hammers, drill bits, marking/measuring equipment.
- Pratt and Burnard four jaw chuck threaded for Myford mandrel.
- Myford face plate
- Various materials
- Warco bench pillar drill
- Snap-On multi draw cabinet, excellent condition. See picture, sold empty. (Subject to a reserve)
- Marine steam plant (boiler and Trojan engine) See picture.
- Plus, many other items not listed

## Club Dates for your 2024 Diary

<u>Every Wednesday:</u> G1 group meet at Colney Heath	
<u>Every Thursday:</u> Working groups, and general conversation	
<u>Every Saturday</u> Ground Level Rly at Colney Heath	
<b>February 2025</b>	
Sunday 2 <sup>nd</sup>	Working Party at Colney Heath 9.00 – 12.30
Tuesday 4 <sup>th</sup>	Council Meeting at HQ – 13.00
Friday 7 <sup>th</sup>	Usual meeting at HQ cancelled
Saturday 8 <sup>th</sup>	Auction of tools - 11am at HQ
Sunday 9 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
Sunday 16 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
Sunday 23 <sup>rd</sup>	Working Party at Colney Heath 9.00 – 12.30
<b>March 2025</b>	
Sunday 2 <sup>nd</sup>	Working Party at Colney Heath 9.00 – 12.30
Tuesday 4 <sup>th</sup>	Council Meeting at HQ – 13.00
Friday 7 <sup>th</sup>	Gauge 1 section entertains – 8pm at HQ
Sunday 9 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
Sunday 16 <sup>th</sup>	Working Party at Colney Heath 9.00 – 12.30
Sunday 23 <sup>rd</sup>	Working Party at Colney Heath 9.00 – 12.30
<b>Advance notice of events in 2025</b>	
Friday 4 <sup>th</sup> April	HQ at 8pm - Geoff presents selection of G Cashmore's top-quality photographs
2 <sup>nd</sup> August	Brean Visit to Colney Heath
Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar and also tell the news sheet editor. Approval for special events still rests with Council.	

A representative of any Section or Committee or an Officer of the Society shall, on request to the Secretary, be entitled to attend a Council Meeting as an observer and submit proposals thereat. If attendance is agreed the secretary will advise the member concerned. The Editor of the News Sheet shall be entitled to attend, ex officio, all Council Meetings.