

February 2024

Issue No. 863

February 2024

# The News Sheet

North London Society of Model Engineers

February 2024



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### **Front cover; -**

Reverse running in January was a great success. As can be seen a happy engine equals happy driver. More pictures on page 3 and 14 - 17.  
Picture by Owen

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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

I think our traditional New Year's Day run was the best to date.

It was a fine day and many members with families were present and clearly enjoying themselves, just what our club and hobby are all about.



We have another busy year ahead of us with Barnet Beavers and St Marks Church already in the calendar. A special occasion this year is our hosting of the LittleLEC competition on 8<sup>th</sup> & 9<sup>th</sup> June. The January edition of Model Engineer has a two-page spread devoted to it and us.

The first Sunday in May will be another member's day at Tyttenhanger. Noteworthy is that 2024 marks 80 years since our formation, the 60<sup>th</sup> anniversary of opening the original track at Tyttenhanger and 40 years of lease on our HQ.

This year we must commence the next stage of the steaming bay project. Following the list of requirements included in the October news sheet and the subsequent meetings with members at HQ and Tyttenhanger, a working group was formed. This group considered many and varied options and alternatives and has developed a proposal meeting those requirements. That proposal is

presented elsewhere in this issue. A most carefully considered aspect was the means of enabling a train (locomotive and one passenger carriage) to be assembled within the steaming bay area and then access the raised track. A swing out section is considered to be the best overall option for ease of operation. The existing traverser is also retained, though slightly modified. The proposal retains the existing building but re purposed for storage of passenger carriages plus the additional benefit of an inside area for maintenance of carriages and locomotives.

Meetings will be held at Tyttenhanger on Sunday 18<sup>th</sup> Feb at 11am and at HQ on Friday 1<sup>st</sup> March 8pm for members to give their comments on this proposal. Unless there is a majority against, this is the proposal we shall embark upon. Developing it in more detail and deciding the best means of breaking it down into sub projects for construction will be the next stage.

We have recently taken delivery of a new 7½ inch gauge battery powered locomotive. It meets our needs perfectly, having the capacity to haul our longest and heaviest trains with capacity to spare. As a club engine any member is entitled to use it but only after being shown how to operate and care for it. Contact our GL section leader Paul, who will arrange instruction.

Winter work parties are underway at Tyttenhanger on Sunday mornings. Tea is provided at 11 am. Some jobs are section specific, but others are not, and anyone is welcome to assist. A list of jobs across all sections using the site is on the wall inside the coach. Another skip will be provided to remove rubbish we accumulate plus waste materials from track renewals.

We have been approached by a solicitor acting on behalf of the family of a prolific model engineer to help with disposal of small tools. The person, unknown to us, died some time ago. His high-quality locomotives and extensive metal and woodworking machines have been sold to the trade but the small tools have come to us for auction to members. Sums raised, less commission for NLSME will be going to pay for his widow's care home costs. The auction will be at Tyttenhanger on Saturday 6<sup>th</sup> April starting at 11am. These are good quality items; a list will be included in the March news sheet.

Finally, and sadly, I have to report further thefts of equipment from Tyttenhanger. These are not the result of a break-in so can only assume a member has, shall we say, borrowed them. The large double ended saw has been reported previously but now I add survey equipment comprising a level staff and four ranging poles (each 2m long marked red and white bands at 0.5m intervals). I remain hopeful they will be returned.

Nonetheless we have lots to look forward to at Tyttenhanger and HQ in 2024. I shall see you at one or both.



## Restoring Our Site Trailer

By Nigel

Many years ago, St Albans MES generously donated a very useful four-wheel trailer for use at our Colney Heath site. Brian used the trailer to provide rides when he had his traction engine in steam. After Brian sold his engine, the trailer was used for moving all sorts of stuff around the site. It has been used (and abused) by the Grounds Maintenance Team mainly in the winter months to move sand sacks full of leaves for disposal.

Unfortunately, there was never anywhere available where the trailer could be stored out of the elements and consequently its condition, particularly the wood, deteriorated and rather large hole appeared in the floor!

So, starting in late October John and I have been repairing and restoring the trailer. We started by removing all of the wood and the metal side retaining bars/angles. We then used a rust converting product call Vactan followed by a metal primer and then a topcoat of paint on all the metalwork.



The wooden sides have been replaced with plastic planks held in place with stainless steel fastenings.

The new floor is a 18mm thick phenolic covered birch ply called Buffalo Board which I am told is used on the open backs of lorries so should (fingers crossed), be hard wearing and more durable than ordinary plywood.

By the time you read this article we should have finished the project.

There is a before and a not quite finished picture of the trailer. Even though we have used durable materials, now that there is space in the garage it is our intention to keep the trailer in there out of the elements.

## RT Steaming Bays and Carriage Storage.

By Keith

We have long been planning to improve the RT steaming bays, many will recall a scheme to have them updated for the year 2000. I would ask you to take a moment to remind yourself of the list of requirements detailed on page 5 of the October 2023 edition.

Enclosed with this edition of the news sheet is a single page supplement with an outline plan of the proposed alterations to the steaming bays and the change of use for the old workshop building which is retained.



Following the discussions reported in the December edition (page 9) Council decided to form a small working group to consider the comments from members and how we could best deliver the list of requirements set out in the October 2023 edition.

Many solutions were developed which were thought to have potential. The benefits of retention or demolition of the old workshop was carefully considered as was the layout of the steaming bays together with the method of on and off tracking of an assembled train (Locomotive and passenger carriage) and all the other requirements on the list.

The proposal which is included as a separate sheet with this news sheet is considered by the working group to meet all of the requirements. The plan enclosed if adopted will require more detailed design of the various elements.

Although not detailed on the plan a roof over the steaming bays will be part of the project. One of the key advantages of this proposal is that the project can be delivered as a series of mini projects.

The intention now is to give club members the opportunity to ask questions regarding the proposal, express their views and hopefully support the project. To this end meetings will be held at Colney Heath on Sunday 18<sup>th</sup> February at 11am, followed by another opportunity for members to express their views at the General Meeting at HQ on Friday 1<sup>st</sup> March starting at 8pm.

If you are unable to attend either of these meetings and wish to express your view this can be sent by email or by post to either Les Brimson or Keith Hughes to arrive no later than Friday 1<sup>st</sup> March. All comments received or made at the two meetings will be recorded and considered at the next Council meeting scheduled for Tuesday 5<sup>th</sup> March 2024.

If you have any questions with regard to the detail of what is proposed any of the members of working group should be able to help.

Working group members; Les, Alan, Mike, Graham, George and Keith

If approved, when would we start work? We need to keep in mind that a viable steaming bay must be available for the start of the 2024 running season. However, it is hoped that if the project is supported then some works could be started this spring. A plan of work would be developed for next winter working period.

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## 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

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## Treasurer's Report

By Mike



Wishing everyone a Happy New Year, which got off to an excellent start with our New Year's Day run with the Raised Track operating clockwise for a change. The difference in driving the wrong way round can be a considerable test! We were particularly gratified to see how many members came along to enjoy the proceedings.

Please be aware that the Raised Track is now expected to be closed for use until April, whilst various items of maintenance are dealt with, including replacing two main sleeper beams and corrections to the alignment to improve the smooth running of our wonderful railway.

The usual bills keep coming in to your Treasurer, including routine ones and other items for maintenance and improvements at our sites.

These last few days have included a few severe frosts at Tyttenhanger which inevitably resulted in three burst pipes. One in the coach, which only announced itself whilst members were eating their lunches on the Thursday, so no damage done there. Opportunity was taken to remove the sink next to the benches as it is no longer required, thus giving us more space for chairs. The second burst occurred a little later in one of the RTR Station standpipes when the top elbow gave up the job leaving a 1/4" hole in it. Finally, the feed pipe in the concrete workshop, which unfortunately had not been turned off parted company at a union giving vent the a 1/2" bore leak until found. Fortunately, at all times when the site has not been occupied the main stop-cock has been turned off. All repairs have now been dealt with.

Last year the subject of annual subscriptions was discussed and it was agreed that to avoid unnecessary large increases in subs being made every few years, we would from this April adjust the rate annually based on the increase in the RPI rate from December 2022 to December 2023. This figure according to Office for National Statistics was 4.2%, which equates to our present £80.00 subscription rate being increased by £4.00. Council will discuss this at our next meeting in February...

Keep safe and keep engineering.

## Footnote.

By Mike

Back in July 1970, my future wife had a poem published in the Railway Modeller magazine. Having recently found the original hand written copy I thought it appropriate to publish it again to wish thanks for a wonderful life: -

*I have read the poor train widow's tale  
Of the very unscrupulous male;  
and I feel I must say,  
Without further delay,  
That it could be much worse than just rail!*

*Take football or fishing for trout,  
Or betting or playing boy scout;  
What has he to show?  
Not a layout to grow;  
And from home he will always be out!*

*He's sitting at home when it rains  
Building and running his trains;  
With his little B12;  
It's a thing he won't shelve,  
For it's steam that is pumped through his veins.*

*An engine that's polished to gleam;  
Or the 'Scotsman' when going full steam  
On a viaduct viewed  
In the right sort of a mood  
Is more beautiful than it would seem.*

*The beat of a running V2;  
Or 'Mallard' with colours of blue;  
I'm sure you have guessed  
That I'm like all the rest,  
I've decided I'm joining them too!*

## Pre-Christmas Celebrations

It seems a distant memory now but it is worth reporting on a thoroughly enjoyable day for members, family and friends. It's another annual event which is a most welcome addition to the club calendar is Michael and family's Gluhwein and Stollen day. It was held at Colney Heath as part of the pre-Christmas celebrations. Thanks to Richard & Chez for the pictures.



## Gauge 1 Report

By Geoff

A quiet time over the holiday period in terms of running but it didn't stop the G1 crew getting together to celebrate with fish & chips followed by mince pies and a tipple (or two).



This final picture is the latest creation to emerge from Chris's workshop.



It has yet to be painted but this does reveal an interesting source for the material for the boiler cladding which you may have noticed is a repurposed tin can. What a great idea.

## Winter Maintenance activities

The large railway style bench seats at the station were in need of repair and repaint. As can be seen this task has now started. There is a list of various maintenance jobs to be completed before the start of the running season for all sections using the site. It is on the wall just inside the coach so please come along and help. A skip will be provided to remove rubbish we accumulate during this maintenance period.



## For Sale

I offer my long cherished 3 ½" gauge LNER 2-8-2 to someone willing to give her a good home, some TLC and who would run her from time to time.



Built by a respected, and sadly long departed, member of the Chelmsford SME over 65 years ago, this loco remains a fantastic and powerful runner and dead easy to drive. She has a long-dated boiler certificate (expires 28/06/2027).

Her only foible is a sometimes-troublesome double water-feed backhead clack that needs constant cleaning of the ball seats. Replacement could be an option.

After a recent boiler overhaul, she could do with a repaint as the paintwork around the boiler bands has chipped.

Drop me a line if you are interested in purchasing. My details are on the rear cover.

Paul

## New Year's Day Run at NLSME.

It has become a bit of a tradition to now have a run on the first day of the new year at Colney Heath.

Success each year is largely determined by the weather. This year we were most fortunate as the day dawned bright and sunny with the forecast predicting rain only later in the day.

It has become customary to run in the reverse direction on the raised track at this event.





If you run regularly the gradient profile can be predicted and firing etc presents no unforeseen challenges. By running reverse direction, it provides the driver in effect with a completely new track to navigate. Some even have time to drink tea!

The GLR was in operation and the G1 section also had their railway running. So, there was something for everyone.

As can be seen from the photograph on the front page and here it was a very enjoyable event for all those who were able to attend.





The cold but bright weather was a great day for generating plenty of steam. But as can be seen in the pictures it made for poor visibility at times.





We will hold another reverse running day at some point during 2024 and of course again on New Year's Day 2025.

With thanks to Owen for all the pictures of the day in this news sheet.

## Wheel chair accessible coach appeal.

Over the past few years, the club has held 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.



So, our appeal to raise the funds required to purchase this coach continues. A big thank you to those members have now donated or pledged money towards the wheelchair coach.

Together with donations from non-members we are now on the way to raising the funds needed to allow us to place an order to purchase a coach. But we are not there yet and still in need of your help if we are to reach our target.

If you would like to make a donation large or small to this project and help us to have a coach available during this year's running season then please contact Peter or Keith who can give you details of how to make a donation. Contact details can be found on the club names and address list.

## OO Section News Update

By Geoff

Since our last report, work on the new station at Lytton has, for the time being, come to a halt.

Both platforms have been erected and have a covering, but much work still needs to be done. This includes paving along the platform edges and from the footbridge around the



respective platform buildings. Other tasks include installation of platform furniture (lights, seats, running in boards, luggage trolleys and maybe a few passengers). This work, together with the completion of the ground works surrounding the station is scheduled to recommence at the end of March.



Jonathan has however continued his work at home on the creation of the retaining walls which flank both sides of the station. Whilst the back wall has

been completed and installed, at the time of writing, he is busy creating the front wall which will support the road from the bridge to the station building. As a work in progress this was bought up to the club room in mid-January, to check how this fitted and I took the opportunity to take some photos to record this, two of which are appended.

With this break in the work, we have re-erected Midsomer layout and are enjoying ourselves with running sessions on all aspects of the layouts within our room.

During one such session, Midsomer station and yard resembled that of Wisbech, with the inclusion of two class J70 tram locos and a pair of bogie tramcars from the Wisbech and Upwell Railway.



In reality, these would not have run together in BR days, as passenger trains ceased to run on that line in 1927 when the coaches were transferred to the Kelvedon and Tollesbury Light Railway in Essex. They were withdrawn from service in 1951 when that line was closed with one of the coaches starring in The Titfield Thunderbolt film.

The coach was scheduled to be preserved, but due to a misunderstanding was scrapped at Stratford depot in 1957. Luckily, the other coach survived, with its



body being used as an onion store.

It was finally rescued and as can be seen in this last picture it was renovated and it is now kept on the North Norfolk Railway.

## Bookworm Writes – A New Years Story

### Our Speaker for Tonight – Part 3

*Continued from page 37 December 2023*

With the sound of the applause just starting to fade our speaker took up his position behind the table at the front of the meeting room and looked around the assembled group first as if to reassure himself he was in friendly company. As the room eventually settled, he spoke, his light but firm voice sounding into the near silence. 'Now Brothers I have been invited by your worthy Chairman to chat to you tonight in this splendid lobby' he started nervously, 'to tell you a bit about my life and to give you the low-down on my workshop and some of the engines originating from the Purley loco works.

After that' he continued 'and after one or maybe two cups of the *engineman's* best friend, thanks to some of my friends here in the North London and some of my old pals from the Model Engineer, I'll show you some photos of my workshop and a movie film taken by your Bro B. DeMille of my test track the Polar Route, in action. And as long as the needle holds to the red line so to speak, I'll try then and answer your questions as we go along, but bear with me brother loco men as this old noddle is not as young as it used be'.

Just as he was about to continue, Harold who I later learned had also helped collect the engines and set up the meeting room that evening, asked our speaker if he would like to have a seat to save standing. 'No thank you' Curly said 'I am used to standing in the workshop for long periods, and anyway just in case I do feel like going 'Pullman' tonight I have taken the precaution of bringing the padded stool from my workshop with me,' then looking over to Flan who was now sitting in the front row asked, 'we've left it in the corridor, is that right?' 'Yes, quite so' 'Flan' replied nodding his head.

'Why then do I want to build steam engines? It's a question I am often asked in letters sent to me'. Curly's voice entered once more the hush of the room; and after thinking about his answer for a moment, he continued, 'Well I have always been fascinated by things moved by steam since I was a boy, in fact my Granny can be credited with getting me started when she bought me a toy engine called 'Ajax fitted with a pot boiler and little oscillating cylinders. You must remember of course that this was in the age of Queen Victoria when steam was all the rage and considered exciting as it could replace labour and make more money for people, supposedly for all of us, and that England was at that time the workshop of the world. If any nation could exploit potential in ideas, then it was us.' Feeling more comfortable now talking to his audience he went on, 'For a boy then interested in steam and therefore mechanics, it was only natural for me to acquire some tools ....and to dream of the ones I couldn't afford'. Pausing again for a moment to recollect he said, 'of course a lathe in those days was

just that, a dream, but then dreams can happen....especially if one is determined enough, as I was' he gave a slight smile as he savoured the thought, ' my first proper lathe if you don't include the 'little un' that I used in our back kitchen at home, was an original 3.5inch Drummond treadle lathe which some of you will remember had a cantilever bed which I reckon must have been a very early one as I am sure Mr Drummond himself had had a hand in making it, bought on the *never, never*. Do you know I can still remember nervously approaching Arthur Drummond at the Model Engineer Exhibition and asking....'

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In the tea break and taking my courage in both hands I approached Curly just as he was finishing off describing to George a detail on the weir pump, he was holding in his large hands.' Mr Lawrence' I faltered after George had gone, 'my father started building your 3½ inch gauge Black 5, 'Doris' design about ten years ago and I would like to finish it. But I am having a bit trouble tackling the piston valve cylinders. Looking at me somewhat quizzically from under his beret his answer was direct and to the point. 'I prefer Curly young man. Now I know from when I was scheming those cylinders out that some would make a meal of it', I felt myself blushing with embarrassment, 'However' he said in a more conciliatory tone' if you don't feel confident you could fit slide valves instead, I am sure I schemed out both types for that engine and if I didn't you could adapt them from another one of my designs, as long as you remember to keep the angles right' he cautioned 'and remember to attach the radius rod under the valve fork on the combination lever.' Then he added, 'mind you'll also need to remember to set the return crank to lead the main crank or you'll never get the valves set correctly. See' he said with hint of self-satisfaction in his voice, 'I always think of my boys when designing engines as I know not everyone will have the same level of skill. That said', he leant forward and looked hard at me, ' there really isn't anything more difficult in making piston rather than slide valves, in fact they are probably easier as it's all turning and boring. Goodness, if I had ten bob for every time someone told me initially, they couldn't do them and then wrote back two weeks later telling me they had followed the *words and music* after all and that they now had a pair of working piston valve cylinders ready to go.... well, I could have bought a bigger house and built a deluxe Polar Route just like my late friend Bro Wholesale had at Burlesden. Finding this thought agreeable he went on now half smiling, 'why I could even have a fly-over like he had and really give the neighbours something to talk about'.

'Have you started the boiler?' he enquired. 'No, I haven't even thought about that yet' I said 'I did think I might buy one.' Curly gave me a severe look, 'well, you could' he said after what I thought was an uncomfortable amount of time. 'Frankly there are probably only two commercial lads I would trust to make me a boiler' he said sadly....'however as you say you have time enough to think

about it. Anything else?’ he said seeing someone patiently standing behind me waiting to talk to him.

An awkward silence followed and seeing I had nothing further to add Curly brought our conversation to a close by saying, ‘Right then...so I am sure young man, you *could* make those piston valve cylinders if you try hard enough’, then he leant towards me again and added in a half-whispered voice, ‘don’t do anything rash regarding the boiler, model engineers usually make their own boilers’.

Inspiration: LBSCs writings - Bookworm original story 2024

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## NLSME. – January 2024 General Meeting.

By Ian

In past years the January General Meeting was usually a get together of members at HQ to discuss model engineering exhibitions that we had visited in the past few months. Unfortunately, this past year there were no visits that the members in attendance could report on; unless the small meetings of another Societies could have been described.

But, never fear Les is near, and he was! Our esteemed chairman not only attended but pulled out of a pocket of his demob pattern raincoat a packet of film to feed the video player. To the great relief of the assembled throng Les described our precious possession from the LBSC Archive and in addition proceeded to show the group some of the wonderful B&W photographs from the Cashmore Archive.

The HQ Group then sat back and thoroughly enjoyed viewing these photographs taken many years ago with some taken time before we became members of our Illustrious Club.

There was a break for tea and biscuits with conversation regarding prominent members past and present. All too soon the time neared ten pm closing time and the well informed and merry band dispersed to all parts of Hertfordshire and North London.

Our next meeting at HQ will be on Friday 2<sup>nd</sup> February 2024. NLSME member Owen will give an illustrated talk about the Welsh Highland Railway Centenary.

## Narrow Gauge News – February

By John

Warm greetings to all members of our club and welcome to the first newsletter of 2024.

I am afraid that the older I get the more I feel the cold so to be honest not a lot has happened on the NG garden railway at since the last newsletter. We all know how cold it can get at Colney Heath when the winter winds blow! However, members who are somewhat hardier than me have continued to work through the winter, clearing leaves and debris from around the layout and I am very grateful indeed, thanks chaps! Also not forgetting of course all the other maintenance activities around the whole site at Colney Heath during these winter months, can't wait for the better weather to arrive .... soon, I hope!

That said since the last newsletter I have done some planting and moved some other plants around Dingley Dell and as long as they have survived the recent cold snaps over the next few years there will be a hopefully fantastic display of fuchsia shrubs and ferns, making Dingley Dell a little beauty spot for when you steam by!

However, on the modelling front I haven't been completely idle, I have mentioned in previous newsletters about a micro layout I have embarked on in Gn15 (G = G scale 1:22.5...n = narrow gauge....15 = 15" gauge).



If you are a member of the club WhatsApp (thoroughly recommended if you're not) you would have seen photos of its progress on model railway Friday (MRF) which has become a great way to show our home layouts to fellow club members. If we didn't know it already, we have some very clever and talented people in our society.



So, for those who aren't in the group please enjoy these photos of my own layout work in progress. It's my take on a modern farm which still uses a rail network to move its produce around. Hopefully next month I'll have some proper news of the NG garden railway. Take care and enjoy your hobby...



## 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 a couple of Somerset and Dorset pictures from September 1961  
The location is Broadstone and 9F 92000 is on the Pines Express.



## Winter gales

The storms with high winds in January have caused a few problems at Colney Heath. A large poplar tree has come down at the far end of the site.

The tree is at an acute angle supported by the branches of another tree and leaning over the boundary fence.

It will need professional attention to remove it as its unstable and way beyond our competence level to cut it up safely. Fortunately, no damage to the railway has resulted but the tree could fall on the boundary fence and the obvious risk to



members within the site or members of the public outside the site exits.

By the time you read this a meeting scheduled with the agents acting on behalf of Affinity Water will have happened and a plan put in place to remove this risk as soon as possible.

The opportunity will also be taken at the meeting to try and get agreement for

progress the remedial work required to number of trees around the site also in need of attention, again beyond our competence level. The temporary repair to the boundary fence also needs professional attention to repair it.

## For Sale



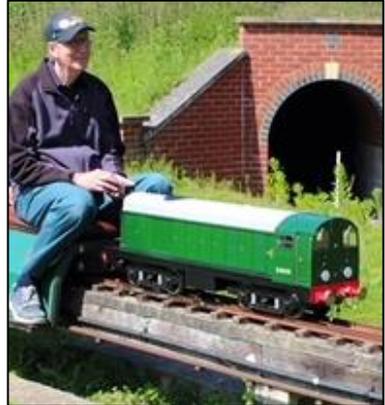
A 5 inch or 7¼ gauge diesel out line sprung chassis that has toothed belt pulleys, includes belts. motors and other bits. Body allows space for batteries but is a basic shunter outline.

Please contact John for further details

## Building My Class 20 Electric Locomotive

By Nigel - Part 5

Greetings Dear Reader and welcome to 2024. I hope that since reading the last instalment you have taken the opportunity of spending some productive time in your workshop or at your hobby bench. Our wonderful modelling hobby keeps both mind and body active with the end result and self-recognition at the very least of "I made that".



Now what did I do next? Referring to the sequence of pictures I took as the build progressed, I assembled the two sets of frames on my surface plate in order to



machine the horn guides to size. Very much like one would do so with the frames of a steam loco. Luckily, I have most of a box of slip gauges that I rescued from the stores scrap bin of a company I worked for. They were no longer suitable for the precision work they

carried out but I kept them "just in case" they may be useful sometime in the future, and they have been a number of times over the years.

In the last instalment I wrote that I had made a start on the axle boxes by finish broaching a  $\frac{1}{4}$ " square hole in the aluminium casting to use as a datum. So, using this as the datum I machined the axle boxes to suit the modified horn guides. The axle box casting had a rather crude representation of a cover cast into it but by now I had been in contact with a model engineering company up in the north-east of England who subsequently provided me with a number of items to improve the overall appearance. These included the better-quality cast axle box covers which did require the tapping of a



total of 32 x 12BA holes into the axle box castings to retain them. I also deviated away from the drawing by replacing the oilite bearings called for on the drawing with needle roller bearings. The bearings had a small hole in the outer cage so I drilled a hole through from the top of the axle box to line up with this before pressing in the bearings so that I could put a drop of oil down this for lubrication when required.

I then trial assembled the bogies replacing the very thin laser cut motor mounting plates which I had purchased many years ago from another company, after buying the castings from Dan Jeavons, with much more substantial ones which I had recently purchased which would not deform with the torque of the motors. The new motor mounting plates had the oilite bushes Loctited in place.



Later on in the final assembly I did have to come up with an alternative solution to that shown on the Dan Jeavons drawings of holding the motors in place to stop them rotating around the axle as all 4 motors hang on the axles and have to mesh with a gear attached to the relevant wheel.

All seemed to be satisfactory but I knew that the final meshing of the gears would need a lot of attention – too tight and the loco might not move and too loose would probably lead to excessive gear wear.

Early on in the build I had decided that to save time I would chemically black all the steel components. Although I purchased a kit with all of the appropriate chemicals the results were disappointing. The parts ended up more of a grey/black rather than the pure black I wanted to achieve. If you have a look at this issue of our News Sheet on our website, you'll be able to see the result. So, I decided to spray paint all of the steel and aluminium bogie parts which can easily be seen satin black using rattle can paint over a good primer.

Feeling that I was really starting to get somewhere on the build I Loctited the wheels onto the axles, with all of the appropriate gears and motor mounting plates (not forgetting to get them the right way round!) in position. I then assembled the rest of the now satin black painted bogie components and then decided to see if the bogies fitted okay under the main chassis casting. I also put the as purchased fibre glass body onto the chassis, pushed the machined buffers into cast buffer stocks stood back and admired how it looked.

Hmmm, something didn't seem to be quite right and I could not work out what it was.



The answer is in the picture but, dear reader, you'll have to wait until next month's article to find out what it was and what I did to rectify this.

## GLR Waffle

By Paul

Hello again, I will start by saying that I would have liked to have wished everyone a Merry Christmas in the last new sheet. being new to the job of writing reports I forgot so in case I forget next year let me be the first to wish everyone Merry Christmas for 2024.

Some really good news! The club's new battery loco has arrived on site and driver training begun. This has been combined with running testing and running in the new locomotive with light trains. It is a very powerful loco which is just what is needed for the heavy trains on public running days.

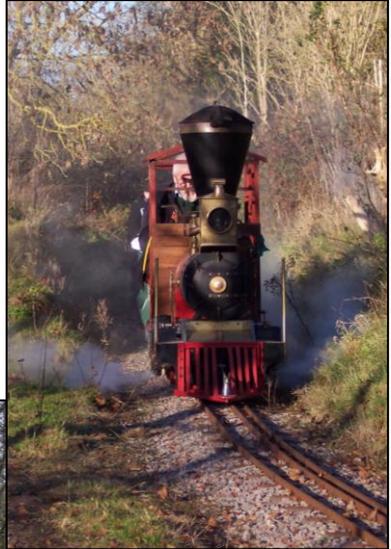


Now on a slightly more serious note. I've noticed one or two people who, when arriving at Colney Heath stop over the ground level track at the level crossing when they get out to close the gate. You wouldn't do this on a BR main line so why do it on the Club crossing? Yes, we do drive and stop just clear of the crossing before proceeding. But rails can become icy and greasy or even a sudden downfall of leaves on the line. Yes, poor rail conditions do affect small

trains and a couple of tons of train sliding into the side of your car will not be good for either car or train. So, it's only two or three more steps to walk. Please don't stop on the crossing and stay clear of the track.

Those of you who have braved the ice-cold weather at Colney Heath over the past month may have noticed the normally hard-working ground level railway team have had a few weeks taking easy playing trains but now it's time to get back to work.

There are quite a few places around the track that have moved or dropped over the winter which need to be repaired. This is what the rest of the team are now doing.



Shovelling and packing ballast to get the track level is not easy especially when the working party all well past their sell by date.

Well done lads keep up the good work, only the other half of the track still to do. If anyone would like a free work out you are most welcome to join us.



Alan has now finished fault finding and repairs to all the signals around Orchard junction. These are now in good working order. Thank you, Alan, for a great job.



So, until next time, remember, it's better to spend a penny on oil than a pound on metal.

Paul GLR Section Leader

## My model boat collection – Part 15

### One sail 2 many? - Gracia Pt. 2

By Roy

I said in my Pt. 1 to this article (*September 2023 page 27*) that I had some sails which look like original ones from the mid1960s. I gave them a wash and got most of the stains out and dried and ironed them.

I had a spare mast with a jack-line already attached from the second of my Novichok yachts. It was not long enough but I found some similar width round section wood and scarfed an additional length, so the mast would rest on the keel. A scarf is a slanting cut through the wood mated to another similarly cut section of wood, this gives a larger contact area for the glue etc. The cut has to be very accurate as any error is magnified. I made the cuts and used a good PVA glue and clamped the joint into an I beam piece of aluminium, an off-cut from the building industry.

When dry it was painted to obscure the different wood and I wanted a crosstree towards the top of the mast. I had a section of hard wood and sanded it to size and made cuts into the mast and glued it all together.

Next were the sails, I laid the mast on a table slid the sails alongside and worked out where the fasteners on the sails would attach to the mast, avoiding the small looped pins holding the jack-line in place.

Now I had a bit of an obsession with having a flying jib, that's a long narrow sail at the bow. So, I drew one that looked OK and used my own gluing system for the seams. The deck needed a new anchor point for the extra sail which was filed up to look similar to the existing one. Then all came together for a first sail. I waited until I had a good wind and went to the lake. But the good wind was blowing a gale!

In the picture above you can see the additional sail, but even in this wind it was not blowing across the small overlap of the jib.



The wind was gusty and difficult to use for any adjustments. An hour was about all I could deal with and then feeling rather disappointed, I took her out of the water and into the car.

Due to it raining and having too many things in my hands, suddenly, the yacht slid from my grasp and the mast hit the open hatch of my car. Snap!

The mast top just where I had glued the crosstree parted in two. This photo is included for you to see what a sorry sight she was when I got her home.



The repair was not easy as it was clearly a weak point. I considered several ideas but the jack-line which is actually a wire was not removable, so I had to work round it.

I found some thin wall brass tubing of nearly the right diameter of the mast. It needed some persuading to increase it and I used the tang of a large file to stretch / flex it a bit by twisting it like a drill, until it was a tight fit over the joint. I then used araldite in the joint and inside the tube and slid it down into place and clamped a straight piece of wood to keep it in shape.

Two days later I unclamped the 'jig', I disentangled and removed the sail and re-attached the jib to the forward anchor point and set the mast in the yacht. Wednesday arrived and with a good wind forecast, it was over to the lake. The B 24 printed on the main sail is the class of the yacht and its number. This being a full-size class of yacht, mainly for racing in Germany about 15 years after WW2. Perversely many of the yachts were built in Scotland!

By now I was really ready to abandon the whole project and re-install the old mast and sail set. So, I was genuinely surprised how well she performed as can be seen in this last photo.

There is still a small balance problem cured by a little weather helm and if you look carefully there is a small fold in the mainsail. This is caused by the glue joint. The mast did not go back to its exact position as some rigging line was trapped. The mast where it broke is being pulled back a few degrees by the jack-line, but not apparent close up.



I will have a think about the not quite straight mast and there are some adjustments needed in the winch lines.

But perhaps I will consign this project to the 'Seemed like a good idea at the time' file.

## Forthcoming General Meetings

Unless otherwise stated meetings are Friday evenings at HQ starting at 8pm.

The Programme at the moment reads thus: -

### Friday 2<sup>nd</sup> February 2024.

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

### Friday 1<sup>st</sup> March 2024.

Presentation & discussion on proposed plan for refurbishment of Steaming Bay

### Friday 5<sup>th</sup> April. 2024.

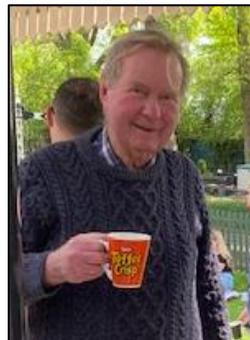
Usual Friday evening meeting redated to 6/4/24

### Saturday 6<sup>th</sup> April. 2024.

General meeting to be held at COLNEY HEATH  
Starting at 11am. Auction of tools and equipment

### Friday 3<sup>rd</sup> May. 2024.

Annual General Meeting of NLSME starting at 8pm



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

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## TRACK STEWARDS ROTA FOR 2024 + FAMILY AND FRIENDS DAY

In the December 2023 issue of the News Sheet, I wrote that it was my intention to issue a draft Track Stewards Rota for 2024 in either the February or March News Sheet. Having knuckled down to the job I have managed to achieve the objective of forwarding it to the Editor for the February issue.

After the success of our family and friends on the first Sunday in May 2023, Council have agreed that this should be repeated for 2024. So, please reserve Sunday 5<sup>th</sup> May 2024 when our Colney Heath Site will be a Society Members and their family and friends only running day. Tea, coffee and biscuits will be provided (volunteers please form an orderly queue at the kitchen door in the carriage) and it is hoped members and their families and friends will bring picnics along to enjoy our site.

The rota for 2024 can be found on the following pages. As usual, apart from the first Sunday in May, we will be open for public running on the first and third Sundays each month until the third Sunday in October between 2.00pm and 5.00pm.

Please make every effort to attend on the date you are allocated. You are reminded that being a member of the North London Society of Model Engineers does require you to commit to do at least one rota duty when you join or re-join each year (confirmed on your membership form). If, however, you are unable to perform the duty on the date shown on the rota **it is your responsibility** to arrange a swap with another member and to advise the two Senior Stewards of the change. A phone call or email allows the Senior Steward to plan for the number of stewards who will be there. If a swap has been arranged, I would also appreciate being notified by the individual or Senior Steward concerned so that I can update the rota which will be regularly published in the News Sheet from May onwards.

Our public running days provide a lot of pleasure to parents and children who come along to our site at Colney Heath. With the rising costs in general over the last year, the income from the public, the Fetes and Fairs Section, 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 Council) February 2024**

**5 May 2024**  
**Society Family & Friends Day**

**2 June 2024**  
**Ian – Senior Steward**

1. Gerald
  2. Roger
  3. Victor
  4. Brian
  5. David
  6. Marcin
  7. Alan
  8. Simon
  9. John
  10. Peter
  11. Geoff
- Ground Level Despatcher  
Steve

**7 July 2024**  
**Mike – Senior Steward**

1. Robert
  2. Peter
  3. Henry
  4. Ian
  5. Rai
  6. David
  7. Robert
  8. Geoff
  9. Ian
  10. Howard
  11. Derek
- Ground Level Despatcher  
Steve

**19 May 2024**  
**Peter – Senior Steward**

1. David
  2. Malcolm
  3. Geoff
  4. George
  5. Steve
  6. Dave
  7. Chris
  8. Mark
  9. Mike
  10. Cheryl
  11. Richard
- Ground Level Despatcher  
Steve

**16 June 2024**  
**Chris – Senior Steward**

1. Stephen
  2. Aaron
  3. Rob
  4. Thomas
  5. Bob
  6. Keith
  7. Julian
  8. Michael
  9. Steve
  10. Robin
  11. John
- Ground Level Despatcher  
Steve

**21 July 2024**  
**Richard – Senior Steward**

1. Jonathan
  2. Mike
  3. Robert
  4. Stephen
  5. Paul
  6. Jeremy
  7. Brian
  8. Peter
  9. Mark
  10. Terry
  11. Jack
- Ground Level Despatcher  
Steve

**4 August 2024**

**Owen – Senior Steward**

1. James
2. Robin
3. Alan
4. Mark
5. Paul
6. Paul
7. Roy
8. Casimir
9. David
10. Roy
11. Alan

Ground Level Despatcher  
Steve

**1 September 2024**

**Martin – Senior Steward**

1. Brian
2. Malcolm
3. David
4. Steven
5. Grahame
6. Rob
7. Gordon
8. John
9. John
10. Michael

Ground Level Despatcher  
Steve C

**6 October 2024**

**Derek – Senior Steward**

1. Derek
2. Michael
3. Mark
4. Craig
5. David
6. Christopher
7. Timothy
8. Harry
9. James
10. Tim

Ground Level Despatcher  
Steve

**18 August 2024**

**Michael – Senior Steward**

1. Peter
2. Peter
3. Peter
4. Waz
5. Nigel
6. Alan
7. Ron
8. Jack
9. Dave
10. Roy
- 11.

Ground Level Despatcher  
Steve

**15 September 2024**

**Les – Senior Steward**

1. Bill
2. John
3. James
4. Robbie
5. John
6. Peter
7. Gerald
8. Daniel
9. Daniel
10. Dudley

Ground Level Despatcher  
Steve

**20 October 2024**

**Keith – Senior Steward**

1. Billy
2. David
3. Joe
4. Peter
5. Susie
6. Max
7. Adam
8. Andrew
9. Graham
10. Antony

Ground Level Despatcher  
Steve

## And Finally



Most people have heard of Karl Marx, but few know of his sister Onya. She was an Olympic runner.

Her name is still mentioned at the start of every race.

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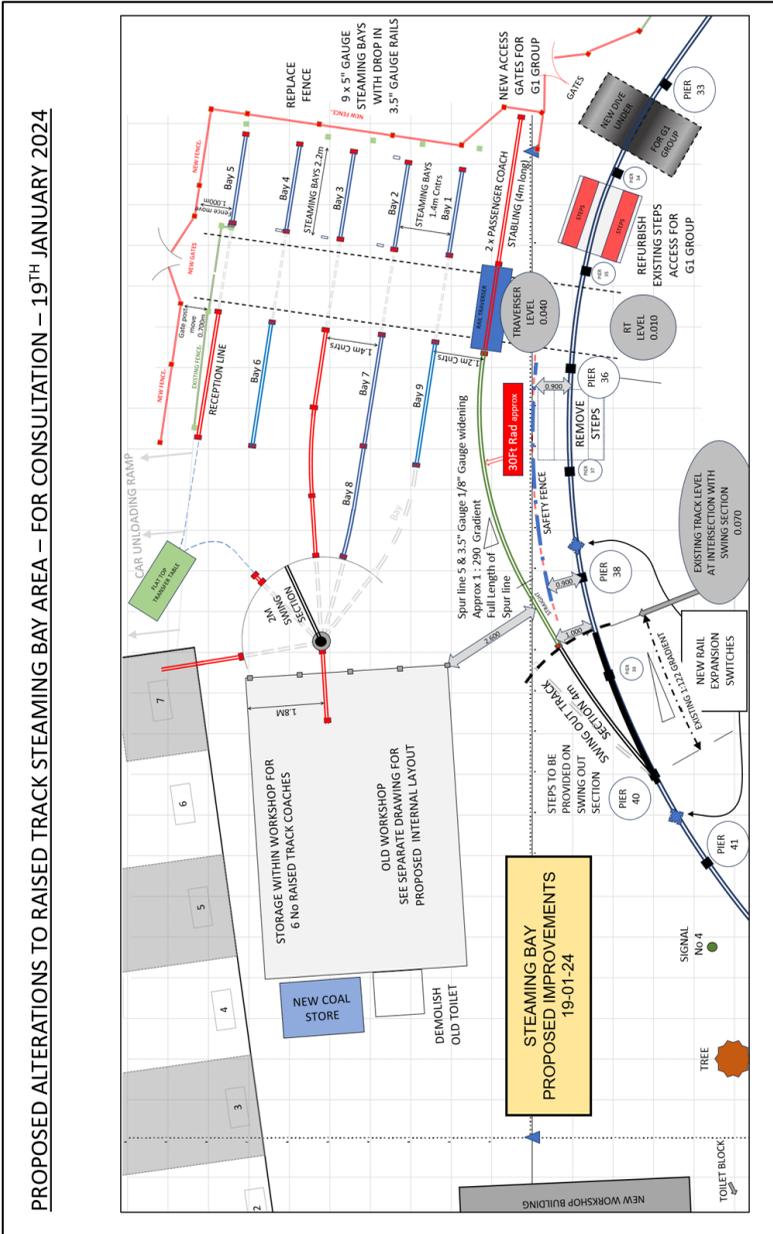
## Club Dates for your 2024 Diary

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.	
<b>February</b>	
Every Sunday	Working Party at Colney Heath 9.00 to 12.30
Fri 2 <sup>nd</sup> Feb	General Meeting at HQ -8pm Owen Chapman will talk about the Welsh Highland Railway Centenary.
Tue 6 <sup>th</sup> Feb	Council Meeting at HQ – 13.00
Sun 18 <sup>th</sup> Feb	Colney Heath – 11am Members meeting to discuss RT Steaming Bay proposal
Fri 23 <sup>rd</sup> Feb	<b>Deadline for copy to editor for March edition</b>
<b>March</b>	
Fri 1 <sup>st</sup> Mar	General meeting at HQ – 8pm Members meeting to discuss RT Steaming Bay proposal
Tue 5 <sup>th</sup> Mar	Council Meeting at HQ – 13.00
<b>Advance notice of events in 2024</b>	
Fri 5 <sup>th</sup> April	General Meeting at HQ <b>CANCELLED</b>
Sat 6 <sup>th</sup> April	Colney Heath starting at 11am Auction of small tools and equipment for members only
Fri 3 <sup>rd</sup> May	AGM at HQ – 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	

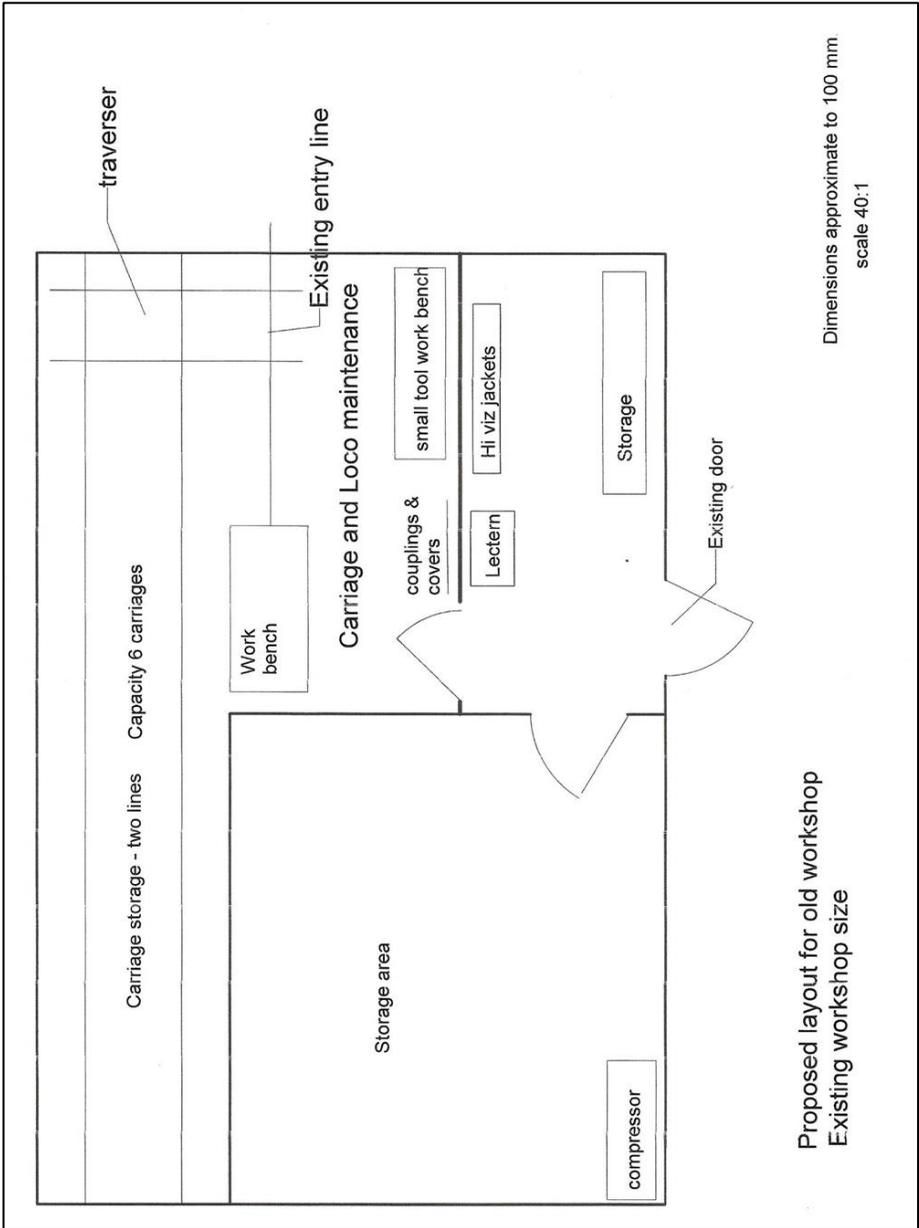
A representative of any Section or Committee or an Officer of the Society shall, on request to the Secretary, be entitled to attend a Council Meeting as an observer and submit proposals there at. The Editor of the News Sheet shall be entitled to attend, ex officio, all Council Meetings.

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

# NEWS SHEET STEAMING BAY ADDENDUM



# NEWS SHEET STEAMING BAY ADDENDUM



Proposed layout for old workshop  
Existing workshop size

Dimensions approximate to 100 mm  
scale 40:1