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This Month...



The News Sheet

Chairman's Chatter, Treasurer's Report, Forthcoming General Meetings, Steward List, The June General Meeting, North American layout news, Boiler appeal, Marine news, GLR news, Mr Grumpy, Diary Dates, Club Contacts.



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Chairman's Chatter



Robin Thorn

A very brief tome this month for all sorts of reasons.

Just recently I was very fortunate to get to the model boat regatta at Colney Heath and join a very happy group of members, and their guests, and have the opportunity to sail my 'Bonnie'.

On arrival there was much activity around and on the water but by mid-afternoon, all those relying on sail power were sitting totally becalmed in one corner of the lake as the earlier pleasant breeze had gone elsewhere.

As I am sure George will report in greater depth that there was a wonderful selection of craft on the water for what was a very pleasant day out.

Robin Thorn, Chairman. Friday, 6th May, 2016.



Toy Boat Regatta, photo Steve Coffil

Treasurer's Report

The Summer running season is well underway and I am pleased to say that the TYT coffers are being replenished at a satisfactory rate from our efforts on the public running Sundays. These funds will enable us to proceed with the acquisition of materials to re-roof of the top workshop and replace the worktop in the coach kitchen.



Mike Foreman

A great event this month is that Ted Kitchener has completed his magnum opus of laying and pointing the brickwork on the GLR tunnel. Congratulations Ted. So this winter we can look forward to plenty of exercise mixing concrete for the outer sheath, after the rebars have all been wired into their correct positions, followed by application of some layers of sealing mastic to discouraged water seeping into the concrete. Then we can cover it all up with all the surplus soil and landscape it.

In the meantime make the most of our facilities at both HQ and Colney Heath. It is what they are there for, to be enjoyed.

Mike Foreman



Photo reproduced with permission



Ian Johnston

Forthcoming General Meetings

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

For more information please ring Ian.

Friday 1st July. First Aid Evening at Colney Heath. Now the evenings have drawn out again we hope to entertain Verity Maclachlan at Colney Heath with our knowledge of **First Aid** and of course to be corrected by her expert opinions. Please make an effort to visit the track and see what goes on there. You never know when you will need that knowledge in an emergency; you could save a life!!

Friday 5th August. BBQ at Colney Heath. This year instead of tomato soup it is to be vegetable with sausages as before. Please come along and join in but try to let me know how many sausages you will need! Come for a nice sausage and soup. Bring the missus to see what you get up to.

Friday 2nd September. Do you fancy driving from Singapore to Bangkok in a MG TD and also using railways? You can find out all about it from **Colin Gent** who did it as a young RN Officer in 1961. Remember he gave us two fantastic talks some time ago to sell-out audiences about the Merlin Engine and the Type C Destroyer.

Friday 7th October. You will all remember the fantastic talks that **David Render** gave about his part in Motor Racing before WWII and as the youngest tank commander at D Day plus 2. David has volunteered to give a talk entitled '**Something Concrete**'. It will be about the part he played in the survival of a concrete firm in Ware. David will also bring his 'Legion d'Honneur' medal for those who wish to see it. Due to time restrictions at David's last talk he is also prepared to answer questions about the part played by his Regiment in France and Germany.

NLSME June General Meeting. **Locomotive 7200.**

A group of interested members arrived at Headquarters to sit at the feet of Mr Chris Parr to hear him recount his adventures in restoration work and in particular with a Welsh Valley Coal Engine given the number **7200**.

Firstly the General Meeting was opened with a welcome from Ian Johnston who explained the emergency procedures in case the building collapsed round the group or descended into a sink hole. Apologies for absence were given for Jim McDonald.



Chris Parr

Then it was up to the sartorially elegant Chris Parr to regale the group with his adventures in the restoration world. Rather unusually Chris did not use any visual aids and relied on his voice to paint the pictures and describe parts of machines. He stated that he was not an engineer and had no engineering experience apart from 'doing' an O-Level in technical drawing. . . . Perhaps he should join our Club. He did have positive goals and an abundance of organising ability and a knack of meeting chaps who had the required engineering experience and who were willing to help in tasks that seemed almost impossible to finish; but every North London model engineer knows that the impossible takes just a little longer to complete.

Chris did not come into the locomotive restoration world as a novice. As a younger man he restored bikes then quickly moved on to cars. He started on Morris Minors (two of which he still has) and moved up the range to the culmination of his automobile restoration career with an XK 120 type. He dreads to think of the XK's value at today's prices.

The next target was aircraft. Chris found that he could buy small aircraft in the US and ship them back to the UK in a container; restore them; get airworthy certification and then dispose of them to his great financial satisfaction. On his tours of America he was able to seek out many archival planes because he had a 'nose' for aviation fuel. On one such occasion he found a small and immaculate airfield in the Mid-West; had a pleasant chat with the chap who appeared to be the janitor. Only to find later that he had been entertained and

had entertained the owner of Wall Mart to some of the largest and most succulent beef steaks in the whole of North America. The culmination of Chris's restoration aircraft experience was; the scribe gathers, a Ryan PT-20. This was a training aircraft aimed at both the civilian and military market dated about 1927. The PT-20 which was in some way related to the *Spirit of St Louis* and was soon replaced by the PT-22 by the US Air Corps. Chris managed to purchase the old aircraft and even flew it to the park where it was contained! PT-20 was brought to the UK where Chris spent the next eleven years in restoration to UK air standards including the fabric covered wings.

Having dealt with road and air vehicles the next mode of transport to attract Chris's attention was rail! He found, with other team mates, in Woodham Brother's Yard a 7200 class steam locomotive in an understandingly poor state with most of the nonferrous metal brutally removed. This locomotive with the Mikado Wheel arrangement (2-8-2T) was in fact a large heavy tank engine originally built by Churchward as a 2-8-0T in 1910 to carry coal in the Welsh Valleys down to the ports. When the depression in 1932 arrived, the Welsh coal industry slumped and the powerful engines were under employed, they were found to be unsuitable on longer journeys due to low water and fuel capacity. Charles Collet transformed the locomotives in 1934 by adding a set of pony wheels to the rear and a large 'coal scuttle' bunker which increased the water and coal capacity. Consequently the range of operation increased tremendously. This made 7200, the largest tank engine in GWR. And the first 2-8-2T in the UK and the last engine to be overhauled at Swindon. At 92 tons and with a long wheel base the powerful locomotive found work hauling ore and stone trains. It was probably shedded at Banbury.

7200 was purchased and duly transported from Woodham's Yard to Quainton where it has resided since under the eagle and organising eye of Chris. Here Chris used his intimate understanding and needs of the locomotive to start restoration work. With little finance but with a wonderfully skilful team of volunteers which includes one of the NLSME's most experienced and capable model engineers, he set to work.

A rolling chassis has been achieved which is ready to admit live steam with the boiler ready for ultimate resurrection. Chris with much bargaining experience behind him has been able to procure many accoutrements for the boiler at a minimum cost. However the ultimate sum needed to restore the boiler is beyond his pocket's size so he is launching an appeal to raise funds via leaflets in a well-known railway journal. A copy of the flyer may be found printed on page eleven of this month's News Sheet.

The appeal to the Club for skilled and unskilled volunteers and cash gave

Chris's talk great impetus. During the question and answer session at the culmination of the talk Chris did indicate that when 7200 was ready for the rails that he may turn his attention to waterborne transport!

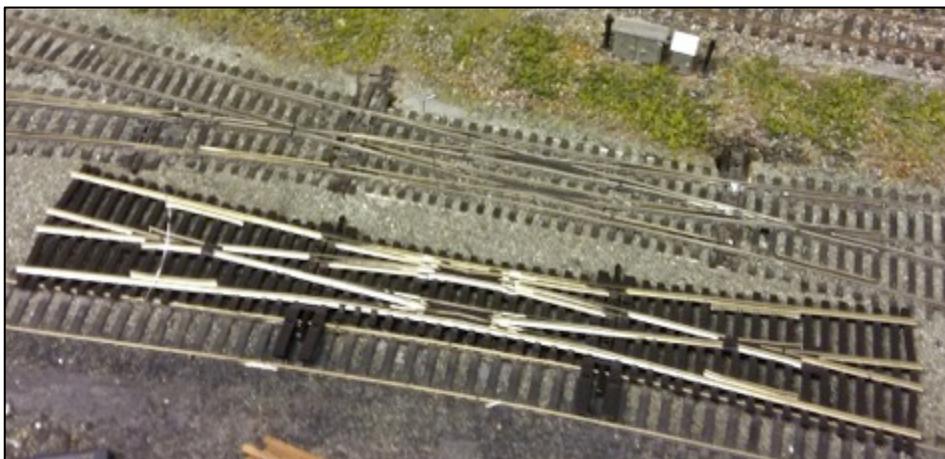
And with that the meeting closed with the group dispersing far and wide knowing that they had heard a spirited talk without the use or need for visual aids; the verbal descriptions being quite sufficient in themselves.

Thank you Chris.

Ian Johnston

Our North American 'H0' layout.

Improvements and repairs continue to be made to the layout on Wednesday evenings at HQ. Rai Fenton, has kindly supplied some recent photos with captions as follows -



“A major task to be tackled in July is the replacement of the double slip at Woodside. After nearly 30 years it is becoming life-expired and unreliable. The main difficulty is the restricted access under the layout here as at least one point machine has to be moved”.



“The High Trees Lumber Corp. site (above) is undergoing a major rebuild in order to improve its operation. So far the track has been re-laid and wired. Next comes reinstating the tunnel over the track immediately below, adding buildings and an aerial log transporter, and repairing/improving the scenery”.



“Here are two views of Cooke. As can be seen, a high level of detail has been added, this being done by one of our members, Keith Wakefield”.



Photo above courtesy of Owen Chapman. "The Treasurer's new toy, USRA light Mikado in the Richmond yard".

7200 Trust

We need your help to complete our boiler



The long wait is nearly over to witness the mighty GWR prototype heavy freight 2-8-2T locomotive No 7200 return to steam.

With restoration of the frames nearing completion, and with £30,000 already pledged, the 7200 Trust needs a further £120,000 to complete the required repairs to the boiler of this unique locomotive.

You can support our work by becoming a 7200 club member and paying a regular monthly subscription, or by making a one-off donation, no matter how large or small, to our Boiler Fund.

Donations and membership applications may be made by completing and returning the form overleaf. Alternatively, full details are available on our website, where you will also find information about our "Tubeplate Appeal".

Thank you for all your support.



www.7200trust.org.uk
Registered Charity No 1068694



Marine News

What a busy month since last we wrote. Went to National Model Engineering Show in Doncaster and although there were plenty of different boats on show from various clubs we were disappointed at the lack of stalls selling bits and bobs marine. I am told by a few that the stall price prohibits them. Plenty Loco related, maybe we will stick to the village hall / leisure Centre boat shows in future, they seem to cram a lot more supply stalls in.



Anyway, back to our lake..

Not knowing what to expect I emailed a reminder for the Toy Boat regatta to all listed as members with 'M' marine interest and also many of the Vintage Yacht club who had been in the past. Several members who had not been to site for many years replied stating intent to visit soon even if not on the day and it was great to see such a large turnout. At one count there were over 30 boats on the lake with many more on static display due to their age or condition. Although some thought the wind a bit light for yachts, personally I enjoyed the fact that by not having one or two racing up and down it allowed many to be sailed on the water together.

My thanks to Alan Marshall for keeping me on the straight and narrow with procedures, attendance records, unloading and parking etc. whilst Brian Looker, David Metcalf, Steve Coffill and Shirley amongst others kept the Tea and hospitality flowing throughout the day for which I am also grateful.

Make sure you have the date 24th July 2016 in your diary for the next Toy Boat Regatta.

A short video of the day was posted on YouTube and can be seen searching the title :- 'Toy Boats at Colney Heath, May 2016' or enter the following into your browser. <https://goo.gl/k8B4BA>

Visited Wicksteed Park end of May where there were plenty of models on a well sized purpose built model boat pond (see photo at top of next page). I was very lucky that when I showed an interest in a large Yacht the owner let me sail for a while. Unfortunately he gave me so much info at once that I am unable to recall its details. Maybe we can move the carriage and ground level station to extend our lake... (I know, dream on....).



Talking of purpose built, I have been invited to a Dacorum Council meeting on the evening of 27th July setting up a new model boat club in Hemel Hempstead on the newly re-furbished water gardens. Apparently being purpose built by local council to include a launch jetty. Shout your views if you want further info or want to get involved from the beginning, much easier than trying to change anything later.

Still waiting for your Boat and info emails,
Here is one I got from Derek Perham -

“Hi George, Here's one of the North London workshop evening meetings' yachts *Panache*, that was a Winter project some years ago. We used to have different projects that were usually started in the Autumn and worked on throughout the Winter and with a bit of luck ready to sail or run in the following Spring. We had several projects over the years with an attendance of around 10 to 20 members at the meetings. Not all projects were marine, the most famous one was the Wisbech & Upwell tram engine affectionately known as 'Toby the Tram', around 5 or 6 were completed and they all pulled two or three passengers. They were to a design in the Model Engineer



magazine and used 6 or 12 volt dynamos converted into a motor and the drives were bevel gears from hand drilling braces down to the axles by bicycle chain and crossed to the other axle by the same method. These trams were run for many years and the one I made ended up in New Zealand with a member who returned to live there by the name of John Cauldwell who unfortunately is no longer with us. Regards Derek.”

Few regulars now turning up on Sunday afternoons, great atmosphere. Come along and join us all even just to sit and natter.



Toy Boat full family fun

George
Most Sunday afternoons at Colney Heath.

George Cannon. Marine Section Leader.

G.L.R. News.

July 2016.

The Queen's birthday bash, Wales beating Slovakia, England draw Russia, England's cricket team trounce Sri Lanka, Hamilton takes first place, what a weekend, BUT not anywhere near as spectacular as to what happened at Tyttenhanger site on the Ground Level Tunnel project this Sunday the 12th of June at around 2pm. Certainly a date to never forget and yes you heard it here first, Ted has finished laying bricks to the wonderful arched roof that forms the backbone of the G.L. tunnel. What a sight to behold, a lasting reminder to all for many years to come.



Those involved in the construction should be very pleased with yourselves for you have created a work of art. Something quite unique, and for a bunch of rough engineers you make pretty good builders, teamwork that is all it takes. I am still working in LEEDS only coming home on weekends and for many weeks now I had been hoping to see Graham Gardener the project leader on the tunnel. Fortunately, Graham was on site today and we had a long chat. He brought me up to speed on the way ahead and how he plans to finish the tunnel's concrete overcoat. The G.L. crew are ready and will wait until you feel the time is right to finish the job, we all wish you a speedy return to good health and cannot wait for you to crack the whip to finish the job when you are good and ready.



Preparing the tunnel site, 8th October 2013



The footings are in



Side walls built



Ted beginning to lay bricks



Taking shape



Growing



Growing



Not long now



Nearly there



Finished

Getting back to Ted, I think he has become a bit of a twitcher or could he just be a bit bored since spending up to three days a week, month after month on the tunnel, laying brick after brick, he informed me that there is a Blackbird's nest with five eggs near the tractor, that the resident Sparrow hawk is taking an interest in. Ted also tells me the Sparrow hawk is on its second brood and has moved over to the larger nesting box sited on the water board buildings, (this used to be the Owl's box). He has also made friends with a young Crow that is unsure what he should be doing next. Ted thinks he may have lost his mum and is spending much time hopping along the raised track as if looking for something, that is the Crow not Ted. Ted also reports that there is a black cat trying to catch the young bunnies that seem to have got through the net (don't tell Nigel). How he ever got the time to cut and lay some four thousand bricks, bending them over a former in an 'S' shape, is quite something else?

I know the crew and myself have all enjoyed the time spent on this project, coming up to two years and eight months since the first scoop of soil was taken. My estimate on the cost of the tunnel will be a little under the actual finished price of which we have already paid much off through passenger pulling, donations and doing birthday parties etc. I thank Council for the funding and for all those who got stuck in.

Any Ideas for the next project before we get bored, a roundhouse maybe? Just a thought.

As ever in the muck, **P.A.K. Funk. G.L.R. Section Leader.**

Mr. Grumpy.

Not a lot from me this month. Just don't take advantage of my absence and get into a lack-a-daisical mood whilst I am away. 'I'll be back' as they say! But seriously, keep up the good work and many thanks to all of you that are doing it.

Mr. Grumpy, A.K.A. Robin Thorn, Tyttenhanger Site Manager.

**NORTH LONDON SOCIETY OF MODEL ENGINEERS
Officers, Council Members & Section Leaders**

The views expressed in this News Sheet are not necessarily those of the Chairman or Council of the NLSME.