

Issue No. 856

June 2023

The News Sheet

North London Society of Model Engineers

June 2023



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Front cover; -

The family day was well attended by members from all sections. In this picture the headboard on this BR Standard Tank engine celebrates another event which took place in London the same weekend. More pictures of the day are included in this news sheet (page 8)

Photo by Owen



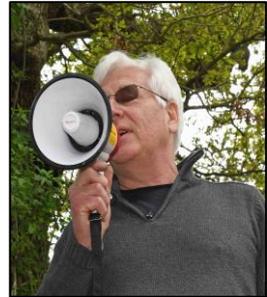
Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

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

Many thanks to all who attended the AGM, possibly a record turnout for recent years. Thanks are due to Ian who has stood down from the Council having been a member, including as Chairman and Vice Chairman, for many years. We welcome Terry as new council member and are sure he will have your support.



The members day at Tyttenhanger on 7th May was a great success, I have received many comments from members present who thoroughly enjoyed it. Something to repeat next year, I am sure.

The first public running day of the 2023 season was also most pleasant.

Many members were present and enough public to keep the trains busy passenger hauling without overwhelming us. The RT, GLR and SM45 tracks were all active and busy. It was the first time in many years that I have seen standard gauge locomotives and stock on the SM45 layout in addition to the wonderful variety of narrow-gauge stock this section manages to present.

There have been a couple of items "gone missing" from Tyttenhanger in recent weeks. The two keys for the machine shop lobby that are normally kept in the key cabinet and our most useful very long double-handed saw, the old fashion type. The keys could be inadvertently have been put in pockets so please have a rummage in yours. The saw has been purposely borrowed by someone but we need it back for track maintenance so whoever has it should return it.

Another leak in the, now old, extension to the OO room at HQ roof has been attended to and hopefully that will restore us to weather tightness for many more years.

Managing our assets at Tyttenhanger requires a reasonable level of attention. Whilst sections mostly take care of their facilities there are a number of buildings, structures etc. that fall into a more general category. We benefit from have a member to act as site manager to keep an eye on these and conduct annual inspections, all of which are now tabulated for ease of reference. The site manager does not have to undertake all work himself but to identify what needs doing. If any one or more members would like to undertake this role please contact myself for more information.

It is many years since we last had a through the night sunset to sunrise run. If any members are keen to try this and experience Tyttenhanger at sunrise, contact me and will see if we can find a date in June.

Under 16 years of age drivers' day.

Saturday 1st July 2-5pm

The arrangements are a repeat of last years event namely:

1. Drivers must be relatives of members
2. Drivers must be accompanied on train by an adult
3. All signals in use and drivers shown how to comply with them
4. Both club electrics in use
5. Use your own locos, steam as well, if you prefer for your own families
6. A rota system will be used to assist all drivers get a fair time on track
7. Drinks and snacks will be provided
8. Members present are responsible for safe operation of their charges

At present it is planned to use the Raised Track, but this does not exclude Ground Level Railway if satisfactory arrangements can be implemented on the day.

It will greatly help planning if you let me know at least one week before if you are coming and how many children/grandchildren.

Les

Forthcoming General Meetings 2023.

By Ian

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

June 2nd. A pleasant evening at Colney Heath. Hopefully we will all be grumbling about *Flaming June*. So, bring something to eat, a locomotive to steam if you have one, or a boat to sail or just relax and watch the activities of the others. There are BBQs at Colney so it should all go off well but not into the sky to join a Chinese Balloon. It would be wise to start a little earlier so that we are not caught out in the dark.



September 1st. Professor Tim W takes a 'close up' look at Copenhagen Fields - the Model Railway Club's 2mm scale layout. The first evening of the new session; not to be missed.

Friday October 6th. Work in Progress. Please share the challenges of the summer's model engineering.

Any questions regarding the meeting contact, Ian

Treasurer's Report

By Mike

What pleasant start to the public running season, comfortable number of visitors, some of them who have been before, others first timers.

Subscriptions are still coming in but more slowly, almost down to the regular late payers! Only 39 members outstanding at 22/05/23, with two sadly not renewing, but with two new members accepted at the May Council meeting and three more new members to be processed at the June Council meeting things are looking good. Welcome to Mark and Geoff, both interested in Locos.



A few days ago, Brian gave me two magazines, one was an ME from March 1978, which mentioned yours truly and Jim Robson in despatches as enabling a small group of American enthusiasts, visiting the UK for the Model Engineer Exhibition in the January of that year to visit Colney Heath on the Sunday morning to watch and ride behind 'Annabelle' and 'Rob Roy' on the Cuckoo line and the Main Line. Followed by a visit to the 'Cock' public house in the village for a bite to eat. An event not to be forgotten by one of them when he found out what real mustard was like in his burger! It brings home to you how much time has flown since then.

The other magazine was a special reprint from last year of the very first Railway Modeller magazine published in 1949. It contained a wide selection of articles giving an idea of what subjects, including Live Steam loco construction would be covered in future issues.

US Model Railroading was covered in detail explaining how the National Model Railroad Association (NMRA) was formed to give a great degree of control over standards used by all US manufacturers. Oh, that something like that could have been driven through on this side of the Atlantic to control such simple things as wheel and coupling standards. Not all the subjects mentioned did ever occur, but an article by Terrance Cuneo, giving his anecdotes about running Gauge One in his garden caught my eye. The pride of his collection was a *petrol-fired* American 'Hudson' 4-6-4! I glad that things have progressed since then with more manageable meths., gas, coal or even electric propulsion.

Because of a collision of dates Ian Johnston and myself have swapped our Senior Steward duties on the 4th June and the 2nd July.

Enjoy the Summer and keep safe.

Mike
Hon. Treasurer

Guy Ellerby

By Roy

It is with the greatest regret we have to report that Guy departed this world on 4th May shortly before his 104th birthday.

For those wishing to attend his funeral it will be held at the West Herts crematorium, on Friday the 2nd of June, at 3.20 pm.

You think somebody is going to live forever and plans were in hand for Guy's 104th birthday, but sad to say he died peacefully in his sleep on Thursday afternoon 4th May.



He had been not so well for a month and efforts were being made to get him back on his feet again but sadly they came to nought and he was admitted into Watford General Palliative care unit 6 days before he died. I saw him the day before he died and he was no longer responding to anything or anyone.

Guy was born in 1919, and a few years after he moved to Paris, where his mum and dad set up home. His father was a technical salesman in France for an English company. Guy's early days were in the French school system and he spent much time with his large Meccano set, which he said he could barely lift.

His mum and he returned in difficult circumstances to England and he lived in various parts of London until he saw a notice about apprenticeships in an engineering company. He did a lot of revising and then turned up for interview where there were a lot of applicants and also an exam. He did well in the exam and was taken on and worked his way through to becoming a qualified toolmaker.

He worked his way up to foreman and above and with his language skills was often sent off to France and he had a long period in Spain for the company to review and check on contracted out work, mainly involved with engineering moulds. His wife Kath said she had a great time in Spain and could get used to the life very easily.

His expert knowledge got him involved with live steam model locos and then traction engines, he used to say "You can go and visit things of interest at shows in a traction engine. Not confined to the tracks anymore".

He joined the St. Albans club back in the 1970's and was eventually Chairman for 19 years. And it was from 1994 that we formed a good working friendship which lasted until he died.

Guy reckoned his Clairane loco and then the subsequent traction engine based on an American prototype were his best work. Guy would do everything from producing the drawings and then the moulds for casting to the finished machining and fitting. The traction engine is now in America and Guy had several letters from the new owner who commented that the drawings and engineering work were the best he had seen. This pleased Guy and he was also pleased the engine had found an appreciative new home.

Guy got a bit involved with narrow gauge and built a couple of the more obscure ones now gone to new homes but the owners kept in touch with Guy, which was nice. Guy's last model was a Fairley 0-4-0-4-0 G1 electric loco, which was later sold.

Previously Guy was painting technical subjects like traction engines and he once did a series of pictures that were closely detailed motor cycles made by Ducati. He sold them on to the person who commissioned them. Guy found out that a while later the owner had sold them to Ducati and they were all printed and were issued as their calendar for that year. Guy always wondered if he had missed out on a lot of money?

Over the years Derek and myself visited Guy on a regular basis as now Guy's eyesight had deteriorated until eventually, he was registered as blind. This was very frustrating for him as he still wanted to go out and make things in his workshop.

We shall miss you Guy, you were involved and interested in so many things until the very end and we used to have many a laugh at life and ourselves and a few moans as well!

Our condolences go out to daughter Debbie and Chas who have supported Guy every day sorting out problems fixing faults and in keeping him independent, which is what he wanted.

The birthday party arranged for June 17th. at Tyttenhanger will be repurposed to be a **Guy Appreciation Day**. The tracks and lake will be open to all who want to come, bring an engine or a boat.

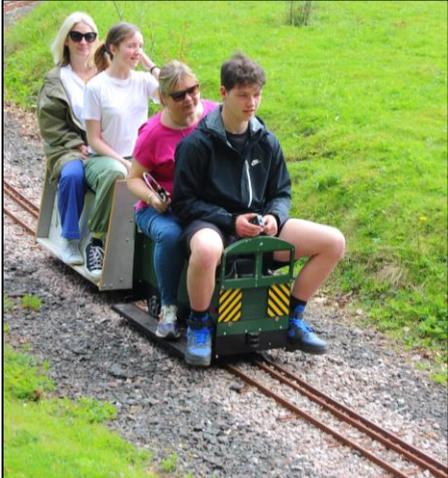
Members day at Colney Heath

A club members day was held on the first Sunday in May and was an undoubted success. Both members and their families enjoyed a day out with picnics and plenty of things to do around the site. (All photos taken by Owen)









Temporarily out of use

Everyone says that Tyttenhanger is a great place to enjoy time in rural surroundings. Some of the locals agree and have made it their home.

The phone cabinet featured in the December 2022 edition (p9) when the hole was first made by, we think a woodpecker.

But now a family of Blue Tits have taken up residence in the phone box at the RT steaming bay.

The parents are busy feeding the new arrivals and until they decide to fledge the phone is out of use. Please respect this little family's privacy.

There are other birds nesting elsewhere on the site just ask the GL crew!



N2/2 returns

Mike has recently acquired a locomotive which has not been seen at Tyttenhanger for some years. You may remember it travelling around the track but with a different driver. The locomotive was originally built by Ron and subsequently sold to Graham.

It has been well cared for by Graham and with only a little TLC required passed its hydraulic and steam tests and can be seen in the picture below running effortlessly around the raised track.



Gauge 1 news

Geoff

May has been a good month in the field of Gauge 1 and our group. Not only the usual weekly Wednesday steam up. We have had extra opportunities.

A number of us (9 plus some partners) were able to take up the invitation to visit the G1MRA East Anglia Group.

This group of members have formed themselves together and rent a building within a farm complex. The farmer's barn has been fully enclosed and inside they have built a large G1 layout to which has been added scenery, including a station and backscene around the walls of the building. Adjacent to the layout is an area set aside for social use with refreshment facilities. We were able to put the facilities to good use. Both the local group and ourselves had a number of runs during the day. Many thanks to the East Anglia Group. They are on a return visit to our track in August.

Here are a couple of photos from our visit.



We also had an enjoyable afternoon at the Family Day on the Bank Holiday with half a dozen joining in on the Gauge 1 track. I am sure there will be some photos elsewhere in the News sheet.



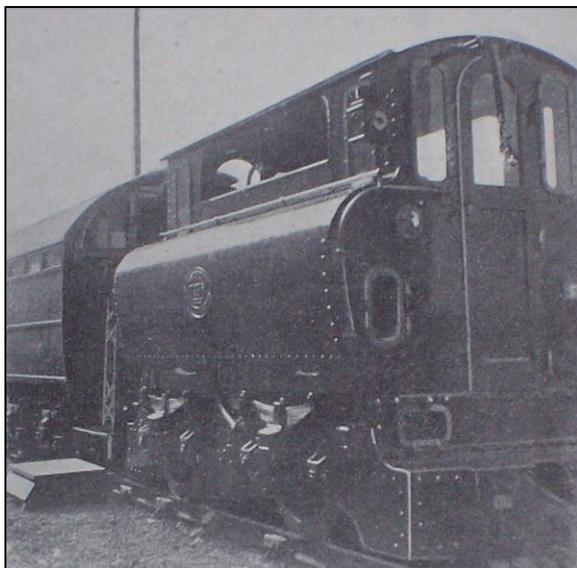
We have started the bi-weekly Saturday running on the Gauge 1 layout. This enables those that cannot visit on our weekly Wednesday visits due to work or other commitments.

For June this will be 3rd, 17th & 1st July. All are welcome to come along and have a run. If you want to check please email me.

Bookworm Writes

After my very filling book review last month, I had just toddled off to have a quiet afternoon inside a stray copy of Model Engineer for July 1944 when split my infinitive, one of those odd co-incidences hit me square-on between the staples. There before me was an article where the history of London's underground railways and model engineering came unexpectedly together.

LBSC (Curly Lawrence) in his contribution for that week's issue recalled an experience from his childhood when he had travelled on the then relatively new City and South London tube Railway – now part of the Northern Line (see last month's book review ref: p133 – 140). Now as it is an important part of the code of Bookworms not to let any authentic voice of history to needlessly disappear, I am delighted this month to share this first-hand account with you. It is slightly edited so as not to overrun the 1,200 words I am allowed each month (apparently - book reviews excepted - I can have more space if I pay for it...) even so it is a very interesting snapshot of a journey made on the London underground in late Victorian England, not least because it tells of the period when tube trains were drawn by a separate locomotive.



Looking at the picture with this missive and putting aside the obvious Health Safety issues raised, I urge dear reader, for you also to remember it was written about a time of greater innocence and not to rush to modern day judgementsor should we?

Curly Wrote:

...I will try and recall what happened during about 20minutes or so, on a winters evening in December 1891. I had been wandering around the city shops, looking at the display of Christmas presents as was my delight. As my personal appearance had a direct bearing on the adventure, I had better tell you that I was wearing the clothes given me by the driver's wife on the night my poor cotton sailor-suit was about "done in " when I was caught in the cloudburst.

Granny had bought me for a birthday present, out of her meagre savings, a fine pair of lace boots that reached to my knees - "fashionable" for children in those days – as my shoes were about worn out; and my white woollen tam was set at a saucy angle on my golden mop, so Curly didn't look as poor as he really was!

For some reason now long forgotten, I had decided to travel by the newly-opened electric railway (City and South London) from King William Street to Oval, walk thence to Camberwell green, and finish my journey on the three-mule power tramway car, instead of taking the usual half-single London Bridge to Queens road on the L.B.&S.C. railway; so I paid my fare at the turnstile, went down to the end of the platform to see the little electric locomotive back onto the three-car train and couple up. The central automatic coupler and the overhead brake pipe intrigued me very much, as it was so different from the couplings and buffers on "Stepney" (0-6-0 steam loco) and her sisters of the "Brighton" (railway). I had travelled on the electric line about three times previously, and knew they used the air brake, as I recognised the hiss of the air and the noise of the application and release; also I had looked in the engine cab and noted the "regulator" and the brake valve. The drivers mate, a pleasant young fellow, turned and saw me standing there watching him; and I think he must have been misled by my personal appearance, especially the golden mop streaming over the furry collar of my "presentation" coat, for he smiled and winked. I shyly asked him about the air pressure for the brakes.

The driver, with the inevitable oil feeder and handful of waste, came out of the end door as I spoke, and partly overheard the question. (Curly repeated the question to the driver). With a glance at my curls, coat and regalia in general, (he) asked how I came to know about air-brakes? Half fearing a derisive laugh, I said I'd been taught to drive a Brighton "router" and they had air-brakes. (Driver thinks Curly's father must be an engine driver) "How far are you going" (he asked) I told him the Oval. He asked me if I would like to ride on the electric engine? I said "oh please, yes".

Never shall I forget that first mad rush. The tiny locomotive glided over the cross-over entered the single-line tunnel and then seemed to take one headlong dive into the bowels of the earth. I knew there was a bank (raising contour) from my previous trips in the carriages, but on the engine -! Curly's heart stood still as we shot down the 1 in 15 grade, around the Arthur Street curve, and into the lower tunnel under Swan Lane. I felt terribly sick and thought I was going to faint (the sensation was just like the last dip on one of those "giant racer" switchbacks) but the "fireman" put his arm around my shoulders and steadied me as the engine hit the under-river tunnel, and flattened out. I was just recovering my breath when the S-curve at the entrance to the borough Station nearly threw me over, the curves being ever so much sharper than anything I had ever encountered on the steam railway. Between Borough and Elephant

and Castle stations I took a quick survey of "the works". I noticed however, that the driver operated the brake valve just the same as a steam locomotive, and moved the "regulator" notch by notch. When we stopped at the "Elephant" he said, "Think you could driver her?" and without waiting for my answer, added "She doesn't bite, you won't get a shock," took my hand and put it on the "regulator" (controller) handle, keeping his own hand over mine.

When his mate called "right away" he pushed the controller over notch by notch with my hand still under his on the handle (like a teacher showing a child how to write, I thought) and when we reached full speed, he let go, saying "Keep hold of it." As the next station Kennington came in sight he said, "off" so I pulled the handle back, and when he said, "brake", I applied the air brake exactly the same as Driver Jones taught me on "Stepney", only this handle worked horizontally instead of up straight. "Good" said the driver, as the train stopped nicely. He made no attempt to guide my hand on the restart; merely said, "off" and "brake" as we approached the Oval station.

(Journeys end) As I slipped through the back door of the cab he said, "good-bye, and tell your dad you can drive an electric now." His mate added a solemn, "Goodbye missy." I watched the train go out, and waved a farewell as the engine entered the tunnel. Thus ended Curly's first and last trip on a C. & S.L electric locomotive.

Sources:

Model Engineer July 27 1944 p80 (txt)

Model Engineer Feb 16 1939 p184 (photo) C. Baker

Next month a special Bookworm quiz on how many HSE and Safeguarding issues you could identify in this piece.....

Free to a good home

I have 4 sets of engineering drawings for;

City of Truro, 3 1/2" Gauge

King John, 5" Gauge

Rainhill, 5" Gauge

Metro 2-4-0 Tank,

I also have drawings for a Stuart Turner 2-cylinder Launch engine.

If wanted please collect they're free!

Contact Keith Millard Tel: 01442 603314 Email: millard144@btinternet.com
3 Roefield Close, Felden, Hemel Hempstead

The Phoenix Foundry tandem compound engine

In a faraway land called Australia in a mining museum called Sovereign Hill there is a rather unusual stationary steam engine.



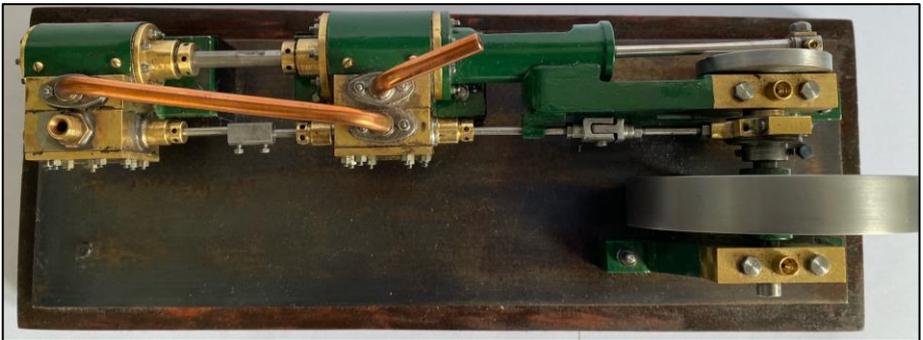
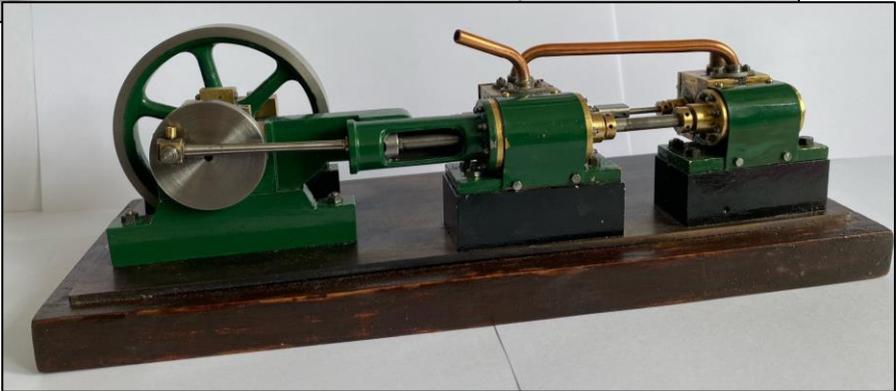
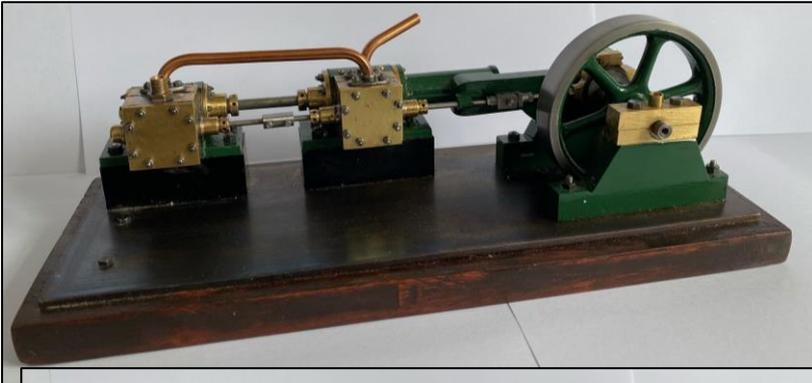
Still in full working order it became the subject of one of the clubs most prolific engine builder's latest project. The full-size 160 horsepower engine was built for the City of Ballarat in 1888 and supplied with a 110psi boiler by the Phoenix foundry for £800 to power a stone crusher at the local Alfreton quarry.

This engine was working until the mid-1930's and was donated to the Sovereign Hill mining museum in 1970 and moved to its current position in the battery house in 1973. It is still on display and together with other engines on the site it is still powered by steam.

The engine is described as a "tandem" in that the high and low-pressure cylinders are placed in line and "compound" in that the steam is successfully expanded in two stages.

Working with only a few photographs Ron worked up a set of his own drawings and set about machining up the components for the model which can be seen in the pictures on the following page.

The only casting was a Mamod fly wheel every other component has been machined from stock materials. The model is just over 10 inches long with a fly wheel diameter of 3 inches.



It goes without saying it runs perfectly once the engine has completed the first cycle and steam or compressed air has passed through the high-pressure cylinder and reached the larger low-pressure cylinder.

G.L.R. News May 2023.

By Peter

First of all, my humble apologies to Mike and crew for supplying you with the wrong colour lamps (all red) for the new gantry at Orchard Junction Station. But I must say it was quite funny watching Mike scratch his head when after wiring the new lights up he found he had a red on the top and bottom of the head units. He immediately thought he had got a couple of wires crossed so opened the ground boxes to swap the lamp wires around. All to no avail as he still had two reds no matter what. I had mixed the lamps up that George had supplied to me and had given Mike two reds when it should have been a red and a green. But it was funny.



Saturday 13th Mike and I decided to fit the correct coloured lamps to our new gantry. We set up the steps and tools to do the job and Mike shimmed up the ladder to remove the top and bottom plates of the signal head units. Oh, said Mike there's a nest in here. So, I then climbed up and had a look "there is only

a few feathers” said I no problem. Mike then had another look and told me that those few feathers are the tail of a blue tit? Gingerly putting the head unit back together Mike was then informed by big John (table top narrow gauge) yeh I’ve seen a blue tit hovering around. So, we then had to sit there and see if the tits came back which I am pleased to say after not to long they did. The moral of this story two big t...’s disturb two little tits and hopefully the outcome will be many more little tits. The task of fitting of the new signals has now been put on hold!

Brian would like to thank Dave for a bit of maintenance on Alban the club loco. He stripped down and cleaned out the carburettor after it failed on Thursday the 18th May. The loco was being used on a works train cleaning up the site and taking rubbish down to be burnt. Alban played up and refused to go any further. Brian towed the old boy back to the steaming bay and David soon had the problem sorted, way to go Dave.

Saturday 20th. My grandson’s 8th birthday party.

Thanks to all loco drivers and members who attended and gave rides on both raised and ground level tracks. I estimate there was about 30 dear little kids the weather was superb I hope all were fed and watered sufficiently, we look forward to next year. It took me all day Sunday to recuperate but was worth it.



Guy Ellerby.

The Tyttenhanger Light Railway crew would like to convey our sympathy and affection for the loss of a great engineer and club member we will miss you.

See you on the eternal station Guy when I get my one-way ticket, regards Pete and crew.

As ever in the muck.

Toy Boat Regatta

On Sunday 14th May we held a Toy Boat Regatta at Tyttenhanger which was hosted by George and Shirley.

As can be seen in the pictures sent in by Nigel and Steve it was a great day with a wide variety of boats from both club members and guests.







Narrow Gauge Garden Railway

By John

A Mid-summer welcome to all narrow-gauge fans, and here are the latest musings from the world of all things narrow.

Since the last newsletter there have been a couple of events at Colney Heath, firstly for the coronation weekend instead of the usual opening to the public we had a club family day. and what a wonderful day it was, the weather was kind to us, as usual the ground level boys put on a great show, and with plenty of locos on the raised track everybody had as many rides round as they wanted. On the narrow-gauge garden railway, I like to think we put on a good show too. I hope that, if possible, this will be an annual event, it was great to see our lovely site so busy and relaxed.



We have also had the first public running day, this seemed to go off with no problems and the visitors seemed happy enough, though it must be said the numbers appeared to be less than we have seen in the past, maybe no bad thing, again we had a good variation of trains running on the NG garden railway entertaining the queue for the raised track, thanks to Lawrie, John P and John W for bringing along some stock to run, I managed to squeeze in a couple of runs too!

It would be amiss of me not to say thanks to George and Shirley, who between the two above events hosted a visit from the toy and model yacht association,

again it was a lovely day, a chance to launch one of my boats and to enjoy a very relaxed and extremely pleasant day. It was also chance to see some amazing model boats and enjoy some maritime chatter, thanks George and Shirley looking forward to the next one.

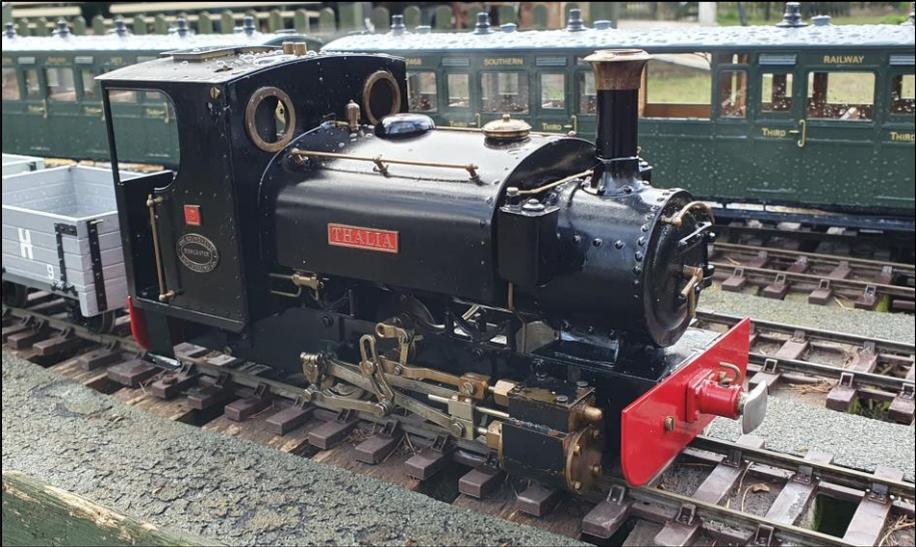
On the NG garden railway side of things, the latest development is that at last the passengers waiting on Tyttenhanger station at last have somewhere to “go”. As you can see from the photo it’s a bit of a squeeze on the platform so don’t tell the HSE!



It's been a pleasure to see some recent running from fellow club member's, George brought from his own Northern Heights Garden Railway "Sukey" a Roundhouse Lilla and "Thalia" a Roundhouse Jack they both performed as well as they look as you can see from the photos on the next page. Thanks George, looking forward to seeing more of your NG stock on future runs.

Lawrie has been running his scratch built 7/8ths scale WW1 Tin Turtle, we just about have clearance! as well as a beautiful 2-6-2 made by Merlin a good few years ago, she hadn't been run for a while but once pressure was reached it ran perfectly, again please see the photo...if you have any NG stuff to run, get in touch, love seeing new locos and rolling stock in action.

As ever, may I wish you good health enjoy the summer and our wonderful hobby!



The Future of Model Engineering

A further article to encourage discussion

By Colin

Progressing the theme I introduced in my article December 2022 Page 32 Simplex A Comedy of Errors - to stimulate thought and discussion about model engineering especially with regard to loco building, I thought this time I would broaden this discussion further and to ask 'What will the club of the future look like?'

I was most heartened recently when I read David H article about the stable of locos he had brought together over many years. I say heartened as he identified what I was alluding to in my first article. That is, not all models are built to the same set of standards.

Using this as a starting point for discussion, suppose you were not in a position to improve the build quality of a partially built engine owing to your own lack of experience/knowledge/competency, but that you still wished to try and finish it to have something to run? Just because a person may lack the ability to achieve 'glass case' quality surely does not make their efforts any lesser than anyone else's, it's a hobby and should be a broad church; all abilities should have a place. Perhaps the final arbiter is, does it work, and does it look reasonable? If it is 'wanting' hopefully the builder will learn from the errors, ask others and have another try, improving their skills as they go. But what of those for whom building is never going to be an option maybe because they don't have any skills or are just not interested in building.

One of the strengths of belonging to a Club has to lie in finding an environment where kindred spirits can be found and interest fostered at all levels. Where that sentiment falls down is that in real life when being confronted by only models of superior quality and finish, new comers and those of a quieter temperament may feel daunted and therefore much less likely to ask what they may consider to be rather basic questions of those they consider to be so much more advanced than themselves.

If the hobby is to have a long-term sustainable future, then Clubs with a strong leaning toward running locos should perhaps look as to how to engage their membership and to encourage anyone and everyone to ask questions and hence to learn from one another. Members of the future are likely to arrive knowing less and less about engineering and mechanical things, why wouldn't they, the modern age is one of *'buy and use, call someone when it doesn't work'*. Members in the future are likely to fall more and more into this category as the year's go on. I personally think that unless things do change significantly, then in fifty years' time active loco building will be considered an absolute rarity and those larger players in the model engineering 'Trade' will have opened repair

workshops where locos can go to be repaired or serviced, and this will be the new norm. Alongside this should there be even more HSE rulings on model boilers in the intervening years, then I think it is possible that in time only 'commercial' boilers will be deemed acceptable to insurers, this may even go as far as to require boilers on older engines, that is home –made boilers be replaced entirely for a commercial one as they reach a certain age regardless of quality.

If this is the way the future is heading or indeed if this is only partially the way the world of model engineering may drift, then Clubs could (and in my opinion should) do much more to influence what WILL actually happen and not to leave it to chance. Many model engineers and Club members are by and large fairly quiet individuals and most likely don't want to appear pushy. But surely this is exactly where a Club is ideally placed to take the lead, by providing a forum the space where knowledge and experience can be exchanged shared and preferably recorded for the benefit of all. Traditionally this knowledge was first and foremost in the area of 'how to make' and was usually acquired by attending evening classes or by talks or lectures given at Club meetings, largely leaving the 'how to use or maintain' side of things until the user was at the track. Track-side knowledge on the other hand has nearly always really been acquired (usually on a one to one) by watching and by sometimes asking others –but not always. This of course of itself doesn't necessarily mean that the knowledge of 'how to maintain' an engine is acquired, for the two don't necessarily happen together.

However, as the years have gone by schools no longer teach metalwork/engineering, evening classes have virtually gone and the topics covered by Club meetings have moved onto 'other' aspects and topics of general (engineering) interest. Other than 'work in progress' meetings, meetings have over time perhaps become less accessible to those with little or no knowledge on engineering and maybe this is acting as a barrier to those who may otherwise wish to gain or improve their knowledge.

I think a possible way forward could be to recognize that building and running a loco are two aspects of the same the subject, and that from the point of view of a participating member, one can exist without the other. Put another way, there will always be some members who will want to build, maintain and run a loco. But that there are going to be others who only really want to own and run a loco and don't have any interest in building anything; however, I guess most would recognize they would benefit from a better understanding of how something works in order to fix basic faults and to solve problems.

The full-size railway preservation movement covers much the same problem with their footplate staff by arranging 'Mutual Improvement Classes' to educate crews in not only theory of locos but practical lessons in engine craft.

Few full-size loco men then undertake hands on engineering but they do gain knowledge in how things work and how to recognize faults. Maybe then something along these lines could be set-up in a Club, themed meetings not only about engineering and making, but other meetings dedicated to explaining how model engines work, what the problems are and what to do about them, not overlooking engine craft even as basic as how to get a loco into steam in the first place.

Maybe a simple hand-out / booklet (how about our techies coming up with an App?) could accompany these club meetings and provide useful information for the novice to follow and to refer to? This could offer sufficient information for those who would wish only to know enough to run and take part safely in track activities, but could also offer information on practical engine management and fault tracing for those who desire to know a bit more. A more advanced section or booklet could go into greater detail as to how to repair an item and now in the age of the internet perhaps a list of links or websites where help could be found.

To summarize, as the 21st century progresses surely it is appropriate to recognize that there is more than one type of member than just that of the owner builder. Many others will buy or inherit an engine and may wish to know how to maintain it, and then there will be those who buy and only want to have the pleasure of owning and running a loco. A club must be ready and able to adapt to accommodate all of these points of view and to encourage full participation of what a club has to offer in an appropriate and safe manner. This can be achieved by not only making everyone feel they have a place in, but are all part of the same club, whilst offering help and encouragement to those who may wish to broaden their knowledge and skills.

The balance of knowledge referred to within a club is determined by how many people fit into each category mentioned above. If that knowledge is to be preserved then a club needs to act pro-actively to see it remains widely available within the club. If however that knowledge dissipates over time to be replaced by a majority of those that only wish to enjoy and run an engine, then that is also valid. But a club could ideally plan for this eventuality by making sure good knowledge and resource is archived and recorded now whilst there are still sufficient numbers of members who can contribute. Who knows, the club of the 22nd century may consist of a track, a key to gain access to that track and a very detailed club website where meetings are held, the archive is kept and everyday technical help in owning and running an engine is to be found.

No matter what direction the hobby goes in, in future, let us at least be able to feel comfortable we have thought about it and maybe have done something useful to ensure it is in a good shape to meet any challenges, whatever they are likely to be.

Now, what do you think

Letter to the editor

Dear Editor,

I very much enjoyed reading the Bookworm review of Christian Wolmar's book "The subterranean Railway" in the May New Sheet.

A small error crept into the article - I'm not sure if it was from the book or a comment by our Bookworm.

On page 28, at the end of the first section of the review our "Bookworm" writes; "... the 30-year PPP experiment *which we are still living with today*".

I would like to clarify the situation regarding the erstwhile PPP.

PPP stands for Public Private Partnership - a deal, dreamed up by Gordon Brown and John Prescott, in which Infrastructure maintenance and train provision was contracted out in three groups of three lines to two private companies whilst train and station Operations remained in the Public Sector. The intent was to take the capital programme borrowing off the PSBR ledger and "harness the borrowing power and innovation of the private sector" (my words).

It would be true to say that "TfL is still living" with the aftermath of the PPP. The PPP partially collapsed in 2008 when the Metronet Contract for six lines was ended and completely collapsed in late 2009 when the Tube lines contract was not renewed for the remaining three lines. Everything, including debt, came back into the public sector. If the Wolmar book is new then the author should have known and recorded this.

I was working for LUL from before the start of the PPP, and well beyond the end of it, so witnessed the upheaval from the inside! It was a most turbulent period for which I have many anecdotes that are, perhaps, best not published!

Regards,
Paul

Free to a good home

Free to anyone who can use it; -

Futaba 2 channel radio control system, never used and still in original box.

Anyone interested ring Gerry

HO section

Trains continue to run on the north American layout at HQ. Just visit and see this extensive layout in operation every Wednesday evening. You can be assured of a warm welcome.



A general view of a busy Woodside yard from the Main Street bridge with a Cab Forward about to depart with a through freight of mostly oil tankers. The railway is operated in a structured way with cards detailing each train movement around the layout. Other trains can be seen in the process of being switched and reformed - taken prior to the opening of the AGM meeting last week.

The picture above shows only a small part of this extensive railway. The locomotives and rollingstock are a mix of club owned and members models.

If you want any further information about the railway contact Rai his phone number and email address can be found on the back page of this news sheet

My model boat collection – Part 8

By Roy

This is the America's Cup GB competitor for 1934, she was due to meet the USA Rainbow in competition. The owner was T.O.M. Sopwith, remember the WW1 Sopwith Camel fighter? The Endeavour was built from profits. A popular mis-conception is that these old yachts were always built from wood. Nothing could be further from the truth as these very large J Class yachts were all metal construction and used aircraft technology to make them as light and efficient as possible.



These mono hull races were out at sea and not easily seen by the general public. The current Cup races are very much a spectator sport and earn millions for the host nation. A lot of thought goes into staging the races, in New Zealand last time there were 22 possible courses, depending on the expected wind conditions.

Not a model yacht I would normally build but I was asked by the editor of International Marine Modelling, Chris Jackson if I would go to the importers and have a look at the kit that they were importing from Italy. This was not the usual build as this kit was only meant to be a decorative model as it was an exact

scaled down version of the full-size yacht at 1: 35. But there was a rumour that someone had got it to sail!

I realised that this was going to be a challenge both for increasing the displacement and for keel weight to keep her upright and not fall over when the wind blew. I made full use of my calculator, I had to increase the displacement from 2.5 Kgrm to 5kgm. I refused to take the easy route by allowing the hull to ride lower in the water. This I did by first increasing the actual hull displacement and I did this with a 3mm layer of balsa planking followed by a 45-angle degree planking using the 1mm thick lime planking in the kit.

Next, I thought that by increasing the width of the keel I could get the remaining displacement from here. However, the keel was not deep enough to balance the large sail area. So, I made up another keel with a bullet shaped lead weight to attach to the normal keel. My intention was that the sailing keel could be detached but in reality, it never was.

Now I had to look at the sails as these were very large and as in those days the main sail boom overhung the stern. This makes the rigging difficult as the shrouds are located on the deck sides and would stop the mainsail from angling out at more than a few degrees. My solution was to shorten the main boom so that I could fit a back stay. By making the area less, this had to be balanced out by adjusting and reducing the jib sails area.



The Endeavour had a 'secret weapon' in the form of a 'quadrilateral' foresail, there was no way I could avoid it overlapping the jib so I just lived with it. The mast was a solid wood dowel and was also very heavy. I decided to fit an aluminium extruded purpose made mast, very light and a nice neat way to attach the sail.

The model is a metre long and the mast made the yacht about 1.5 metres tall. I looked at the bulkheads as they were all solid and heavy, I proceeded to use

my scroll saw to open up the bulkheads. The weight of removed wood was equal to the weight of the radio control equipment needed. I used a baseboard to mount the bulkheads on and started the first layer of planking. To anyone who wants the detail of the hull conversion send me an email and I will pass on copies of my article in the magazine.

There was material for the sails in the kit but I wanted to use Mylar drafting film, I can cut this material and it does not fray at the edges. It also looks better than soft material in this scale. The deck is also scaled down and the planks are just 2 mms wide I think there were nearly 80 planks across the wider part of the hull. It can strain the eyes! I scraped the deck with a blade to smooth it down, I do not use a brush for painting decks but I use a finger in a cloth to spread thin layers of varnish, no thick varnish brush marks this way.

The mast has quite complex with wiring and the spreaders and even at this scale they do actually give the mast a bit of extra stiffness. While I was doing the rigging there was an anniversary of the Americas Cup in the Solent on TV and they played a film of the return of the Endeavour to the UK in 1935. The close up of the deck revealed just what I wanted which was the connection of the shrouds to the hull and I copied this and ignored the kit suggestion. Nicely made up with soldered brass sheet and bolted to the hull sides.

The deck was flush and I had to have a removable hatch I devised a water tight unit and I cheated a bit by using the deck winches but in different parts of the deck. I fitted a brass locking arm under each winch which held the deck hatch in place. Also, I used 2 of them wired to the charging switch which meant I could simply charge the radio battery by using crocodile clips to the 2 selected winches.

I realised that even a gentle breeze was rather a lot. So, I made the fore jib detachable and made a substitute fore stay. The mast has a very strong



spring underneath and this tensions the rigging so the fore stay was needed as

well. I did some thinking and although the quadrilateral jib really sets the yacht up any real wind would need to be dealt with, so the yacht was balanced without the quad' and she sails best like this. Gentle breezes can be coped with by using the rudder to compensate.

I used a powerful sail servo to haul in the sails and the jib had to move out at half the rate of the main and keep the booms in parallel. I used a pulley to give me the half speed for the jibs and this keeps the sheets simple.

When she had her maiden voyage, I was surprised how well she responded to the radio control, easily tacking into wind and taking up a new course in a very satisfactory way. The balancing of the hull and the addition of the sailing keel all had her performing well. The whole project took 7 months as the planning and changes implemented all took extra time. The Editor was pleased with the result but surprised how much was involved, well it was a one off! The conversion to radio control was put together by myself and is available to purchase from the Importers.

It was a very satisfying build and the last one that I did for a magazine. The model has to assembled at the lake side. I made a separate box for the mast and sails as they are a single unit and easily damaged and also, they do not tangle up while in the box.

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.

OIL: 1000 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00
or in 2-pint bottles for £5.00.

460 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00
or in 2-pint bottles for £5.00

Lubricating oil for your locos is available in 1-pint bottles for £3.00
or in 2-pint bottles for £5.00.

Contact the Treasurer – Mike

Fetes & Fairs group list of events for 2023

As can be seen from the list below we are planning to attend a lot of events this year. Please come and help if you can. It's a great day out for those helping and it raises funds for the society. Your help would be greatly appreciated and you are assured of a warm welcome.

June 3rd/4th 10am - 5pm

Herts Steam & Country Show This event has moved to Standalone Farm, Wilbury Road, Letchworth SG6 4JN (Rig on Friday 2nd)

June 10th/11th 10am - 5pm

Whitwell Steam & Agricultural Show Mansells End Farm, Bury Lane, Codicote SG4 8XY (Rig on Friday 9th)

June 17th 2pm - 5pm

Hertingfordbury Village Fete Recreation Ground, St Mary's Ln, SG14 2LE

June 18th 12 - 5pm

Larks in the Park Victoria Park, Folly Lane, St Albans

(This event will only happen if a sponsor is found)

Alternatively Marsworth Steam & Classic Vehicle Rally, Startrop Farm, Marsworth HP23 4LL 11am to 5pm

July 8th Times to be advised

Coldfall Primary School, Coldfall Avenue, Muswell Hill N10 1HS

July 29th/30th 10am - 5pm (Rig on Friday 28th)

Dacorum Steam & Country Fair, Green Croft Farm, Potton End HP1 2SG

Aug 18th/19th/20th Rig on Friday morning and run from midday.

Flamstead Scarecrow Festival (St Leonards Churchyard – entry at the Spotted Dog pub)

Sept 2nd/3rd (Rig on Friday 1st)

The Bedfordshire Vintage Air Show (previously the Shuttleworth Steam & Agricultural Heritage Weekend) Alder Drive, Biggleswade SG189DT

Our invitations to some of the above have not been formally confirmed yet but we are confident that we will receive them in due course.

Times given above are the event times so do not include our setting up time for one day events

If you can help, or need more information please contact Peter

TRACK STEWARDS ROTA 2023

4 June 2023**Mike – Senior Steward**

1. Gerald
2. Howard
3. David
4. Michael
5. Alan

7. John
8. Peter
9. Marcin
- 10.

Ground Level Despatcher
Steve

18 June 2023**Chris – Senior Steward**

1. Stephen
2. John
3. Peter
4. Ian
5. Keith
6. Julian
7. Steve
8. Rob
9. Thomas
- 10.

Ground Level Despatcher
Steve

2 July 2023**Ian – Senior Steward**

1. Robert
2. Aaron
3. David
4. Bob
5. Rai
6. Ian
7. Geoff
8. Derek
9. Robert
- 10.

Ground Level Despatcher
Steve

16 July 2023**Richard – Senior Steward**

1. Jonathan
2. Mike
3. Paul
4. Joe
5. Mark
6. Terry
7. Jeremy
8. Peter
9. Robert
- 10.

Ground Level Despatcher
Steve

The full rota for all public running days until October was
published in the April edition page 36

Club Dates for your 2023 Diary

Every Thursday; A mix of RT Loco running when track is available, working groups, and general conversation	
Every Thursday & Saturday Ground Level Rly Working party at Colney Heath	
Every Sunday in April; Working party at Colney Heath 9.00 to 12.30	
Every Sunday in May; A mix of RT Loco running when track is available, working groups, and general conversation	
June	
Sun 4 th June	Public Running 2pm – 5pm
Tue 6 th June	Council meeting 13.00 at HQ (see note below)
Sat 17 th June	Guy Ellerby remembered – Sponsor - Peter F
Sun 18 th June	Public Running 2pm – 5pm
July	
Sat 1 st July	Under 16 drivers' day
Sun 2 nd July	Public Running 2pm – 5pm
Tue 4 th July	Council meeting 13.00 at HQ (see note below)
Thur 6 th July	16 th St Albans Beavers 6.00 to 7.00pm Sponsor - Les
Sat 8 th July	Keech Hospice visit 11am to 3pm Sponsor - Keith
Mon 10 th July	2 nd St Albans Beavers 6.30 to 7.30pm Sponsor - Les
Sun 16 th July	Public Running 2pm – 5pm
Advance notice of other events in 2023	
If you know of an event not listed below, contact the Secretary to ensure it is added to the club calendar and also tell the news sheet editor	
5 th August	Brean group visit
12 th August	Gravesend club visit
6 th September	Swiss Gauge 1 visit (Wednesday)
9 th September	3 ½ inch gauge running day
10 th September	Toy boat regatta and St Marks Church visit (pm)

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

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

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