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The News Sheet

*This
Month...*

Chairman's Comments
Treasurer's Report
Track Stewards Rota
Forthcoming General Meetings
Report on February General Meeting
Narrow Gauge Garden Railway News
G.L.R. News,
Grounds Maintenance Update
OO Railway Section
O Gauge Railway Update
Building of an A3 Loco - Part 2
Council Membership Nomination form
Dates for your Diary & Society Contacts



London Festival of
Model Engineering
21st & 22nd March

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Chairman's Comments



A great benefit of our society is the range of activities it offers us all and the chance to revisit aspects of modelling from which we have sometimes moved away.

So it was that on a Wednesday night a few weeks ago I arrived at HQ with a Triang goods locomotive given to me on my 9th birthday. The OO boys were not too perplexed by the prospect of non-scale flanges running over the trackwork, though they restricted me to one line only! It was gratifying to see my old loco running in a scenic setting even though it launched itself across the point work.

Flushed with this success I thought about my old Scalextric cars till I again saw the incredible speeds at which our slot car boys operate. A moments reflection on what happed to my old model boat before realising that was long gone, but perhaps our pond is safer for it.

Following last month's comments, I can advise that we have now placed an order for manufacture of four passenger cars for the raised track. These are a bespoke design to match our existing carriages. They are being manufactured by Ray and Nail Baskerville who have been associated with us for many years and who are known to many members.

The February general meeting discussion of Tyttenhanger and HQ status and projects was a very useful session, reported elsewhere in this month news sheet. Most sections were represented. The Tyttenhanger discussions could have been wider in scope had at least one representative from both the Gauge One and GLR sections been present. The latter in particular were missed given the greater impact they have on the Tyttenhanger site and our resources. Hopefully they will contribute to next year's meeting.

How to control access into the machine shop preventing hazardous and misuse use of the machines rightly concerns us all. The methodology we are adopting, responsible key holders, is a compromise between unrestricted access to all (definitely not what we want) and strict management by a workshop supervisor (as no member has offered to do this). It should however be noted that no one will be allowed use of the machines until they have attended a familiarisation session, that their names have been recorded and that they understand they are responsible for their own actions in use of the machines. Naturally the society will keep this methodology under review.

Since the meeting a renewed effort is under way to continue the raised track steaming bay project. There are still issues to resolve but once complete it will much improve the dated and, let's be honest, substandard facilities we have at present.

Two other important tasks are nearing completion, the update to Tyttenhanger rule book and the Tyttenhanger Risk Assessment. The rule book has been updated and a completed draft is ready for review. The risk assessments are complete and also ready for review. After the review stages are complete both will be passed by TSC for final review and adoption by our council. This I expect to be during the summer. No significant changes are foreseen, the rules and risk assessments cover how we want to operate our facilities in a safe manner. Any members wanting to involve themselves in the next review stage can so do by contacting any member of the TSC or council.

See you at track or HQ.

Les B, Chairman

Treasurer's Report

For the last three years I have begun my March issue report with a paragraph about the financial wellbeing of the Society. This year will not be any different.

Little has changed by way of additional costs, some things cost more than they did and we have spent money on refurbishing parts of HQ and projects at Colney Heath. Most of these have been budgeted for and therefore do not impinge on the finances for the coming year. No doubt sometime in the future the LBB will become aware of us again and a further round of correspondence will begin.

At the last Council Meeting, your Council members were in agreement that based on our current financial position there was no requirement to increase the annual subscription rates for the forthcoming year beginning 1st April 2020. Subject to ratification by members attending the Friday 6th March General Meeting, the rates will remain at £75.00 for Full Members and £67.50 for Senior Members, i.e. those over 65 years of age and who have already been a full member for five years. Students and Junior Members will remain at £1.00 per year of age, (minimum £6.00) and the rate for Country Members residing more than 50 miles from Finchley HQ will be £25.00. I can confirm from my map who is eligible in borderline cases.



The yellow Subscription Renewal form will be sent out with the April News Sheet and I would appreciate a rapid response from you all. Remember, that in addition to paying by cheque or cash, I will be quite happy to receive your subscriptions by BACS transfer in one payment to our bank account, or by Standing Order, quarterly or in monthly instalments. The renewal form will give you all the details you will need to make your decision on making payments.

During the year we will be continuing with refurbishing parts of HQ and finishing the outside painting. Our neighbours at the old 'Legion' building are intent on sprucing up the whole site so it behoves us to do our bit. They might even be applying tarmac to more areas of the car-parking, which will be good for all concerned.

Our activities at Colney Heath during and in-between the rainstorms have continued. In my absence, George Cannon and his team have completed the replacement of two main beams on the Raised Track and are now concentrating on improving the cant and alignment of the track in the vicinity of the over-bridge on the new land. Meanwhile, I have been gently getting back into the swing of things fitting out #7 container for RTR loco storage. This was a very popular location for those who ventured out on Sunday 15th, when the heavens were doing their best. Thanks to all those who pitched in to assist.

Last Thursday 20th saw a visit to both HQ and Colney Heath by Walker Fire to inspect and certify all our fire extinguishers and we are now fully compliant. On the same day we received deliveries to Colney Heath of steel, more racking for #7 and 20 tons of pink granite. This is the second time recently that we have had a twenty-ton lorry negotiating our entrance gate, all credit to the drivers concerned, particularly the one delivering the granite, whose lorry was a larger 20 tonner and in the pouring rain too. Thanks to our banksmen, Terry White and Keith Hughes, who got a little damp in the process, whilst the rest of us were tucked up in the warm having our lunches.

Come us join us getting ready for the running season.

Mike F. Hon. Treasurer

TRACK STEWARDS ROTA

In last month's News Sheet, we published the draft Track Stewards Rota for this year's public running season. I am pleased to advise that I have not received any phone calls or emails notifying me of any swap in duty dates. There was one omission but this has now been corrected in the lists on the following pages.

I repeat my advice from last month, please look through the rota and note when your duty is. If this is likely to cause a problem it is up to you to swap your duty date with another member and then let me know, preferably by email, – address on the back of this News Sheet. If you are not on email then please telephone me with the details of who you have swapped with – again my number is on the back of the News Sheet.

All members are reminded that being a member of the North London Society of Model Engineers requires you to commit to do at least one track steward rota duty when you join or re-join each year. If, however, you are unable to perform the duty on the date published **it is your responsibility** to arrange a swap with another member and to advise the two Senior Stewards involved of the change. A phone call or email allows the Senior Stewards to plan for the number of stewards who will be there

When drawing up the rota we have taken into consideration country membership, distance from the site, advancing years, fitness and members of the Gauge 1 Group who, in 2020, are continuing to do Sunday tea duties, so not every member of the society is listed.

As well as providing a lot of pleasure to parents and children who come along on the public running days at Colney Heath it also gains valuable income for the whole of the society for use in improving and/or maintaining our facilities not only at the track but also at Headquarters.

Nigel G. (On behalf of the Council and TSC)

March 2020

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 me, Ian

Friday March. 6th. Work in Progress. Work in Progress. Your chance to show us what you were up to. So, if you were not ready last November, now is the time to show the Club your prowess and progress. Bits of Locomotives please but this is a General Meeting, so any general engineering is most welcome.

Friday April. 3rd. A fantastic journey to the Steam Festival from St Albans by miniature traction engine by Professor Timothy Watson. An epic journey by miniature traction engine from St Albans to the Dorset Steam Fair. Taking three days with lots of thrills if not spills; the talk will be augmented with video recordings in sound and colour!

Friday May. 1st. AGM. Annual General meeting. This is a most important meeting where we summarize what great progress the Club has achieved in the past year. Where we plan for the future of the Club and where we elect members to take up various offices to run the Society for the forthcoming year. **Members only please.**

Friday June. 5th. First Aid at Colney Heath. Seven pm Start.

Now that the evenings are getting longer, this is an opportunity to have a much-needed talk about First Aid, including the AED machine. All members and interested parties are very welcome. Members from the HQ that don't often venture into the countryside will have an interesting and useful time listening to information and advice on First Aid relevant to our hobby. (There will also have the opportunity for you to inspect the site).

Friday July 3rd. BBQ at Colney Heath. This year instead of vegetable soup it is to be tomato again by popular demand, 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 and a chatter. And bring the missus to see what you get up to. Seven PM Start.

Ian J
General Meetings Co-ordinator

Report of February 2020 General meeting. An Evening for Open Discussion.

A substantial battalion of Members gathered at HQ simultaneously with the new neighbours from Sri Lanka community who were gathering for a Holy Festival regarding a good-natured Elephant. The friendliness of their process influenced the gathering of Model Engineers who looked forward to an evening of amicable discussion.

Les Brimson opened the meeting with the proviso that model engineering was the Club's hobby; alluding to the fact that it was the members that were there to enjoy. Les said the Club was extremely fortunate in that the tracks were on private land. The Club was not compelled to run for the public each week and that the club was not bound by rules set up by the Local Council or public park. (In other words, common sense could prevail).

The topics for discussion were those requested by the TSC (driver approval/assessment) plus, in the absence of suggestions from the membership, those that Les considered important for membership consideration.

Driver Assessment.

Council consider that 'Grandfather's Rights' ought to prevail for approving drivers who had been driving in the past for the carriage of the public. For 'new drivers' competence and compliance with the Tyttenhanger site rules should be assessed approved by the GL or RT section leader or a Senior Steward.

There was a suggestion that a list of approved drivers could be kept in the desk in the workshop so that Senior Stewards could confirm who was able to transport the public. Also, that a notation could be put in the membership list to indicate those members who were approved to drive the public. No firm conclusion was reached on how the record should be kept, perhaps we should commence with the list at signing on point and see how that develops.

A more elaborate documented driver's assessment was not thought to be necessary and would make our operation unnecessarily dictatorial.

Les made the point that it follows that once we have a list on which we enter names of approved/assessed drivers it follows that we can also remove names if driving standards fall short of our requirements.

Driver Training.

This was thought to be generally a good idea but in two different directions.

One; knowledge of the tracks, their accoutrements and the foibles.

And Two; the ability to prepare, drive and manage a steam locomotive or a non-steam locomotive safely with passengers over the Club Tracks.

The Machine Shop.

Les reported that the work building and setting up the Machine Shop was nearly complete and ready to take on machinists. That it was a machine shop and not a workshop. (There was a separate workshop for that.)

TSC decided that key holders should be Council Members and members of the TSC. Council agree with this. The intent is that members wishing to use the machine shop should request the key from a key holder and describe the work he or she wished to process, with the knowledge that the aspirant would provide their own cutting tools.

The intent being to impose some forethought on part of the applicant as to what he intends to do. Also, that the applicant must ensure that at least one other member would be on site. (post meeting note, only council and TSC members who are prepared to be key holders are expected to do so. It is not compulsory).

Steaming Bay Project.

Les showed the gathering the plans for the Project, reminding the gathering that the objective is to improve operation by forming the complete train at the steaming bays rather than the present system of bringing a carriage down from station and forming the train on the running line.

There were several plans but to make the layout more understandable Les had drawn his own sketch-map of the lower curve of the track. As soon as the map was displayed the differing proclivities of the membership surfaced and were displayed! Some thought that it was a female bosom, others thought that it displayed an ample bottom, with some thinking, 'what a jolly good sketch-map of the project'.

Nevertheless, calmness and common sense prevailed with an understanding that as the project proceeded use would be made of new facilities as they were completed. For instance, the new spur could be used to make carriages immediately available to locomotives leaving the steaming bays; that was before completion of the new battery of steaming bays.

The sketch also showed the existing traverser which would be retained, primarily for use of smaller locomotives and non-passenger hauling, for as long as members find it a useful alternative to the new provision.

Consideration of the varying levels has to be taken into account. The rail level at the new traverser is 0.365 m higher than existing steaming bays. A compromise will be required between new steaming bays rail height and gradient of the spur line connecting them to the traverser.

The signing in point will be the lobby entrance to the machine shop. This will have a club padlock as per existing building enabling all members to retain access.

A new wash provision and possibly a WC is required as the existing one goes with removal of the concrete workshop. It is suggested that we hire a commercially available unit with contractor support to remove the waste.

The general consensus was that the project is still worthwhile but a member is required to lead it.

Headquarters – Toilet and kitchen.

These needed improvements and it was thought that the vacant space behind the meeting room could be utilized with some difficulty and that perhaps a volunteer could draw up a feasible plan.

Headquarters – Car parking.

This was a slight problem due to our good neighbours using the Friday evening for their meetings. But they understand the problem and may even tarmac the area to every parties' advantage.

With immaculate timing Les completed the meeting just before 10pm. There was just time to thank Peter for the raffles, David for perfect cups of tea and biscuits. And to wish all members a safe journey home.

Ian J.

Postscript to the January General meeting

The article on pages 12 – 16 of the February News Sheet gave an account of the January meeting, the films shown and included a number of photographs.

The editor wishes to thank George Moon, Colin B, Dave C, Ron P and Mike F for their contributions which has identified those in the pictures the locations and some background regarding the occasions on which they were taken.

Colin provided a scanned copy of the July 1971 article in Model Engineer for the opening of the raised track extension. Worthy of note, the article describes extension of the line from 1,300ft to 2,393ft, over 300 guests and members in attendance and on cutting the ribbon three rockets were set off before the guest of honour did a lap of the new line!

With permission we are including the following letter received from George M;

Another interesting 'News Sheet', and the item on the January meeting brought back some memories! I was also interested to learn something of Geoff Cashmore's background; he knew me from my being a small boy onwards, as he knew my late father well (Ted Moon) since joining the Society in about 1951 when I was only about four or five. I knew he was a director of Hammond & Champness, lift manufacturers, and as I grew older, I could recognise him as a first-class engineer and photographer. He was also a collector of vintage toy and

model trains, mostly gauge 0, and in later years I visited him and his wife Peggy several times at their then home at 80 Addison Way, NW11.

The ex-GCR footbridge at West Finchley is certainly familiar as I passed below it many times, after I married in 1979 and moved to Barnet, on the way to work at Baker Street.

Before looking at page 22 I had identified the two cement grouters as Ron P and Mike C, who joined the Society at about the time we moved into the site at Tyttenhanger (1962). The photo is on the bottom loop of the first extension, where the track was about four feet above ground and was later embanked underneath, much of the work being done by the late Bill Camp. This particular section of track was removed as part of the most recent extension but the area known as 'Camp's Cairn' still exists. It is the V shaped area of stones where the parallel section of line splits to go around the new extension.

The 1970 shot of Tyttenhanger Station shows it pretty much as built; the shed is of cedar and cost £140 in 1964, and the gas lamp columns were bought from Barnet Council and installed at the original Arkley Halt. I believe they cost 7/6d each including the lanterns, which unfortunately were made of steel and rusted badly. I was able to get a couple more from Islington Borough Council which was replacing its gas lamps in Canonbury in 1964, and Dad and I were able to make one good lantern out of the two originals, which was mounted on a bracket on the corner of the original workshop and carriage shed, the one vandalised by fire in 1981. I don't know what became of it.

The top picture on page 16 shows Ernie Symes, a founder member of the NLSME and employee (or possibly director) of our original landlords, the old Barnet District Water Company which offered the site to us in 1962. Subsequently ownership passed to the Lea Valley Water Company whose Chief Engineer, Mr K J Reynolds, is driving SUSIE M. The occasion is the formal opening of the raised track extension at Colney Heath on 16th May 1971. I made the loco headboard from one of a number of vacuum-formed car badges produced by someone, suitably mounted on the smokebox door dart. I have it still - somewhere!

Finally, the driver in the lower photo on page 16 is Geoff Cashmore himself with his LNWR GEORGE THE FIFTH. He always wore a footplate man's cap when driving. (Thanks to Dave Chisnall who identified the location as Standard Telephones fete which the club attended for many years). I have a similar shot of Bert Mead's 4-4-0 CITY OF SARUM with a similar background, but that was in 1962 on the Club's portable track, which is not the one shown here. Another fete that we used to do was at the Guinness Brewery (at Park Royal?) and often they were on the same day but Dad always went to Standards - he didn't like Guinness! That may also account for the Club portable track not being in use. It isn't Tom Luxford's either; his was made from sections of the Arkley track,

including the legs, whereas these are clearly different. We did a lot of fetes in the early 1950's and 60's, especially before the Arkley track was built and after we lost its use at the end of 1961 and until the original track at Colney Heath was opened. Incidentally, it was Geoff Cashmore who procured all the galvanised steel rail for the Colney track. The Society visited Witney and West Oxford's track at Blenheim Palace in 1962 and we decided to copy their form of construction rather than repeat the Arkley all-concrete sub-structure. The sleepers came from London Transport at Neasden through a contact, and cost the princely sum of 1/- each. Apparently on seeing them ready for dispatch the yard foreman said they were better than those he had for relaying his yard! Our only mistake was to screed with asphalt, which softened in the summer of 1964 leaving reverse super elevation on some curves, resulting in severe speed limits and the need to strip off the whole lot the next winter and replace it with cement screed.

I hope this will be of some interest; the only thing I can't help with is the T-shaped sign at Golders Green.

With best wishes – George M

Spring 2020 Tool-fare at Ally Pally.

By Ian J.

On the 30th January I visited the Tool-fare at Ally Pally. Several members were to visit but none were seen. I went for the free 'T' shirt and the large free bacon buttie but just had to visit a few stands.

This year the trades there were different from past years. Gone were the insulating wool merchants and in came the remote-control gangs. Several stands were marketing controllers that would operate appliances at distances away of up to seventeen kilometres. Just think that a senior steward need not get out of bed to control the signals, points and electric locomotives and with video links crowd control would be a doddle.

Hydrogen fuelled central heating boilers were in the ascendancy and the time is sure to come when all those new 14XXs will be powered remotely by hydrogen heated boilers so that not only the stewards can remain in bed reading Saturday's Guardian but the drivers could stay in the warm as well! In fact, all those visitors could stay at home and just watch those trains on a personal video prepared especially so that carnet owners need not attend the track at Colney Heath at all!

I hope that we go nowhere near there we would all miss the camaraderie, the challenges and the friendly cups of tea and biscuits from the Gauge One comrades.



Narrow Gauge Garden Railway

By John D

Hi everybody and welcome to my narrow-gauge ramblings for this month.

Many thanks to all those who said they enjoyed the articles for the past couple of newsletters, mainly because it means that they actually get read, and also because it confirms we also don't take ourselves too seriouslyafter all it is all just a hobby at the end of the day and that means enjoyment, doesn't it? And for those who didn't like them,

don't worry I won't be writing anything like that again for a while!

Not much is happening on the Narrow-gauge garden railway at the moment other than general tidying up, leaf clearance and the like, I have put some conifers in large pots inside the layout to hopefully make it a more pleasant place to run our trains. And while I'm talking about tidying up I have to mention all those who are working hard to clear the leaves and the fallen branches due to the recent storms, a particular mention must go to Richard and Cheryl who have spent many hours clearing the brambles and undergrowth from a large part of the "new lands" I can't wait to see what will spring up in their place in the spring and summer.

Continuing with the thanks mention must also be given to the raised track gangs, replacing rotten sleepers, realigning and super elevating track, and of course the ground level boys, replacing fencing , ballasting, the rebuilding of the engine shed



which looks great by the way....gentlemen, you make me feel exhausted just watching you! Our whole site is going to look great when the nice weather finally arrives...it just seems to be permanently dank and miserable at the moment, so to remind ourselves of what is to come here are some photo's from last year in the sun.

Lizzie showing her dad how to raise steam on a loco properly!



*Left
Immaculate turn out on the
Leighton buzzard railway.*

Photo by Jim

*Below
American day last June,
where we saw some
impressive rolling stock
courtesy of Richard, Cheryl
and John W.*



Finally Some dates for your diary, the London festival of railway modelling at Ally Pally is on March 21st & 22nd...and the national garden railway show is the 4th April at the Peterborough arenasee you there.

John D, Section Leader

G.L.R. News. March 2020.



What a mild winter we are having! All the better for working outside in if you know what I mean, for those who rise early we have been treated to some glorious sunrises maybe a result of all the extra carbon put in the atmosphere from the wild fires down under.

I digress as a result of all this lovely weather around the Tyttenhanger Light Railway crew have again had a very productive month finishing the now covered in Steaming bay shed. A special thank you to Jerry Moore who I knew would enjoy himself making the windows.



I was asked by our chairman if we were going to install some pit lights inside the pit, as provision was made earlier by the original builders by way of insets that were cast into the concrete pit wall to take some light fittings, these were never utilised. We are looking for someone to do some light work! So, don't be shy if

YOU would like to throw some light on the subject, come along any Thursday or Saturday we would love to have your expertise and help.

In my spare time I have been refurbishing an old station lamp that is a bit unusual as it mounts on the corner of a building, just right to cover the corner of our Pit shed building project and cover a mismatch on the alignment of the Dagger Boards. I showed the crew the lamp and they gave me their approval that it would look fine mounted over the turntable end of the shed, I may also have some small LED down lighter lamps to put over each of the three new windows. Michael is learning to be a glazier and has made a fine job of puttying the new windows,



Brian and Roy have been busy clearing fallen leaves and blowing the track out ready for the new ballast in-between maintaining 8006 ready for the start of the season.

A large pile of scalping's and another of granite chippings have appeared in the



car park these should keep the crew busy at least to the start of the season. The scalping's will be used to bank the sides of the track where the ground is falling away and once the agreed level is obtained the granite chippings will be put on up to the top of sleepers to further consolidate the track. An added bonus is that it also makes for a safe walkway for people

alongside the track in the event of a train failure. Thanks to Paul J, Peter B, Mike S, Terry W, and George K. for the hard work you have put in, a free work out is good for your sole!

Mike S. has put forward a design for removable fencing that was approved by council and will be started on shortly (once the pile of black stuff is moved) It will run from Smallford Station to Henley Halt giving drivers on the G L a barrier

between the discerning public and his train as on the raised track, more on this next month.

Alan M. has identified a problem with one of the red signal lamps that service the single line working from Smallford to Henley Halt. As a result, the main entrance crossing wig wags are out of order so be careful when crossing the track. Please avoid parking on the track when entering or leaving the site.
Station masters.

If anyone is interested in becoming part of a well-oiled machine that have to work together to run Tyttenhanger Light Railway and become learned in the way of the Dispatchers, please come to any one of our Saturday or Thursday sessions to learn the signal system and ways of how it all works. Steve and Graham the clubs existing dispatchers have done sterling work over the last few years and would appreciate even one extra helper on board! The job would be to help run Orchard Junction and or Smallford Station on Public passenger days, only twelve occasions for you to help the club financially while enjoying yourself playing trains. This is a great job and position where you have to have your wits about you and get to organise the days running of trains! Please let me know in advance by email or phone that can be found on the back of the Newsletter.



At last Maid Marian has arrived at the track helped by Derek P and my youngest son Ben, who looks a bit different to when he used to run my Pansy around the raised track more than thirty years ago!!

The boiler has now been brought up with the help of Brian and once tested will be mounted on the chassis for completion and steam tested by

Ron P, who has been pacing himself to do the job asking is it ready yet? Every time we met over the last five years not long now Ron.

I hope to run Maid Marian for my grandsons fifth birthday on the 23rd May!!

No pressure then.
As ever in the muck

Peter F. – G.L. Section Leader.

Grounds Maintenance Update

by Nigel G.



As the rather wet Winter weather we have had begins to give way to hopefully some nice Spring weather I thought that it might be a good idea to give Society members an update what has been happening at the Colney Heath track for the ground's maintenance team.

For a start the team (you know who you are) has been working very hard since the end of the running season, sometimes in quite horrible ground conditions underfoot, in keeping the site up to the high standard which has been commented on by quite a few members.

For some reason we seem to have had a lot more leaves to dispose of this year. In the past we have had bonfires and burnt most of these but an experiment we started a couple of years ago piling the leaves we collect against the far fence in the new land seems to have worked. The prevailing wind keeps the leaves from blowing back onto the site as well as discouraging the rabbits from digging under the fence. It seems to have been a good idea. In addition, our 'green' footprint is much improved by not having as many bonfires. We will still have the occasional one when the wind is in the right direction to get rid of the branches which have come down in the recent strong winds.

Moving on to work of a more major undertaking. Members will notice when riding



around the track that a tremendous amount of work has taken place to remove the large patch of brambles adjacent to the ground level railway just after the raised track bridge on the right. This has involved many weeks work cutting down the brambles which, quite frankly, had become a major nuisance. As well as a trip hazard the rate at which the brambles can grow in the summer meant that there was always a possibility that the whippy growth could

catch an unsuspecting driver or passenger with the result being a nasty scratch

or cut. We hope that clearing this area will encourage yet more wild flowers to bloom, the like of which has been achieved in the area in the middle of the new land where the ground level tunnel goes through.

We know that some members have said that they like to see a natural environment on site but we do have to take safety as a high priority. Taking these comments on board the area commonly known as Dingly Dell will, to all intents and purposes, be left untouched underneath the area of self-sown trees that are there. Limited work will be occasionally carried out to ensure that there are reduced trip obstacles.

The workman's hut which currently resides next to the raised track will be relocated to the edge of the dell under the trees so it is not so obvious compared with where it is at present. Well, that's about all I have to report.

Nigel G.

Loctite.

By Ian J.

A long time ago the representative from Loctite visited the Club for a General Meeting. He was extremely popular because he brought samples with him which were soon hoovered up by the members present. I attempted to repeat the procedure and tried to book him or her just before next Christmas but 'Nicola' at Loctite said that they no longer 'do' talks. I replied that many of our members were avid users of Loctite products and that the numbers seemed to have changed. Nicola said that she would send some literature regarding Loctite.

And lo and behold the next day a parcel arrived with a quantity of books on Loctite. I intend to distribute them at the Work in Progress meeting the first Friday in March. I'll take the remainder to the track the following Sunday.



Compressor

For some time there has been a compressor stored, unused in the workshop at Colney Heath.

We would very much like to identify the owner. A member of the club has expressed a wish to purchase it if it is available.

The cylinder is blue and the mesh guard above red.

Please contact John W. if you know who owns it.

Gauge 1 Group report - March 2020

By David M.

February started well with dry, but cold weather. Attendance has been averaging a dozen or so hardy souls. The Society's GWR coaching stock and set of wagons have received quite heavy use over the last year or so, a couple of the coaches needed minor repair and this was undertaken by Malcolm R.

On benefit of cold weather is that it always makes the loco's look good as the steam shows well in the photo below.

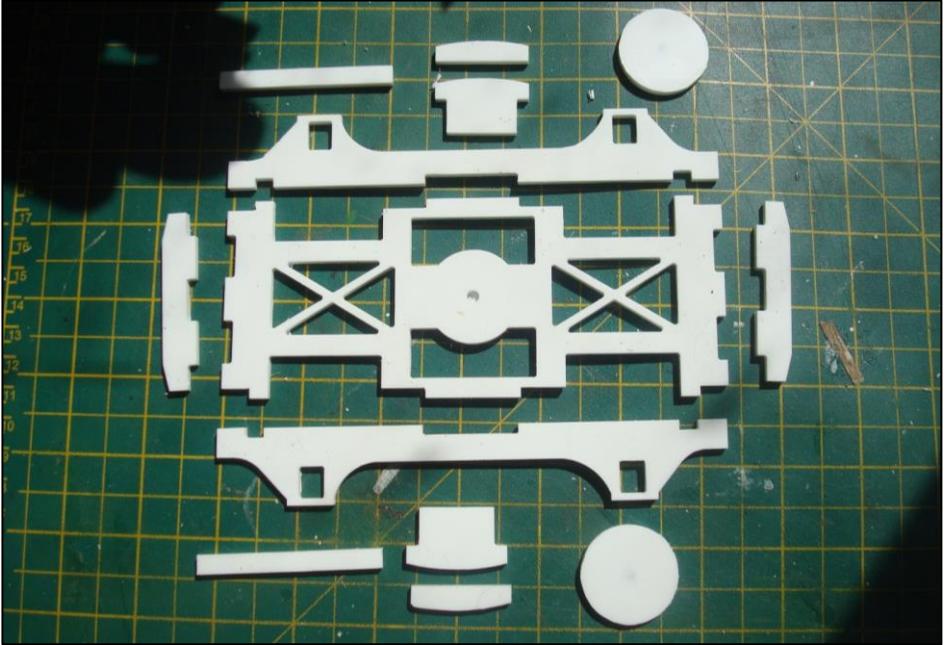


Geoff H. admiring Chris D's loco & scratch built teak coaches.

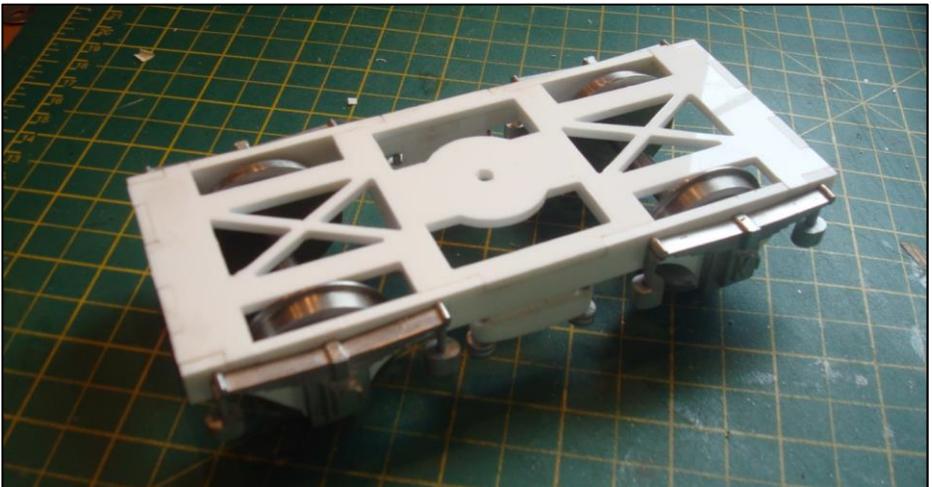
Some maintenance work has had to be carried out. The wind having not been friendly to the panelling behind our summer seating area with the end post being broken off at ground level. However, a bit of hard work later and the post shortened and replaced everything is back to normal. There has also been a quite a few felled branches to be removed, fortunately no damage to the track itself.

Nice to see the odd new loco, in particular Steve E's new gas fired Bowande A4, "Golden Eagle." Steve has some considerable experience with a gas fired narrow gauge loco so soon had her running around like the thoroughbred she is.

Just a reminder to all members that we meet as a section every Wednesday at Tyttenhanger, we are not usually deterred by the weather! The 'boothly' is dry and the kettle always on.



I have been fairly busy myself; these 2 photos' show the CNC cut parts (3mm HIP's) for my Pullman bogies, details on the finished bogie are in cast white metal, wheels are G1MRA.



O Gauge Railway Section

In a quiet corner of HQ the O gauge section continue to develop their layout. **Photo on the front page of this news sheet;** There has been a rolling project to re-clad all lineside structures from brick paper to embossed stone sheet, the picture on the front page shows the tunnel mouth converted to embossed sheet which significantly enhances the overall effect. When completed it should eventually match the adjacent retaining wall.



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Here are a couple of pictures which show the work on a newly created yard for a gasworks including a gantry and factory extension. Notice the 'mirror' placement beneath the gantry for visual effect.



Many of the buildings are by the late Roger Elkins and have been incorporated into the layout. They were originally part of his garden railway. other buildings are by Paul G.



Paul operating the 'top yard'.



This is a mock-up to test an idea to operate a lever-frame in the signal box.

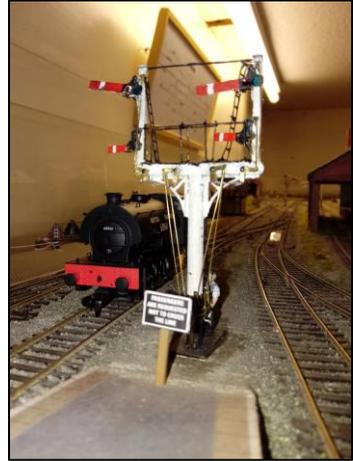
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OO Railway Section

The February edition of the news sheet featured an article (page 29) describing the ongoing development of the OO layout at HQ called Midsomer. There wasn't room for all the pictures taken by Geoff H. in that edition so here are a few more.



*Left;
Midsomer
splitting signal
loosely based
on one at
Londonderry
Waterside but
fitted with
LSWR lower
quadrant arms.*



*Right;
Midsomer platform starter signal -
based on a prototype at Skegness*



Busy scene at Midsomer shed with tank locos from all 4 regions present



The Building of an A3 Loco

By Peter

Part 2 – Tender

In my introduction, I finished with some details on the tender; I thought that for this part I'd give some details of the tender which is pretty close to being finished bar the paint.

The tender follows Don's drawings very closely with a few additions, I won't list them all but such things as the soleplate splasher covers have been made more prototypical, IIRC Don had drawn rectangular covers to simplify the build. No one would ever know but it may help to understand where I am coming from and what I am trying to achieve in this model.

I have pointed out about my choice of tender to allow me better access into the cab, to help further with this I also changed the water vent tubes from the 'hooked' sticking out proud types that they should be to those as fitted today which tuck down low behind the coal wall. I used photos to give me some idea of their shape.



Here's an early picture of the build to help show this detail. I should point out that where possible I will use modern technology in this build.

I have made good use of laser cut parts and also 3D printed fitting from either my own or others drawings, both trade and from friends who are far more knowledgeable with such things as CAD. The tender body for example is the kit as made by Malcolm High of 'Model Engineers Laser' fame.



When I started this build, he already had a lot of drawings for the tender, very few for the locomotive, only the cab. Today he has much more, a fair bit of it was drawn for me by John Baguley of 2 ½ Association fame.

As stated, the tender is highly detailed, most of which is from reference photo's that I have built up over the years, in particular the scoop operating gear. I took Don's advice in not to have a working scoop. I think if I was starting again I would do otherwise now but at least I can't have any unforeseen accidents with no scoop fitted.

I have included the bucket and tap which can be seen in this picture, when I built the tender body I wasn't fully aware of this detail. I had noted the bucket but not the tap over it. If I had I'd have

probably made it practical. The water valve next to it is after all fully functional so it would have involved little work to do so, perhaps if I one day make a 'corridor tender body' I could include this small detail?

Water valves and handbrake work as per prototype, later when nearly completed I'll add small details such as the various LNER tools etc which sit in the tool lockers, according to my research, the lockers are painted white inside with small wooden pallet in each that sits on the floor.



The chassis is fully painted although has a few bits of the lining to finish, most of it is there. The tender as with the locomotive is vacuum braked, both having two vacuum cylinders, these are all finished and tested, it's a shame that you can't add video to a newsletter...☺

This picture shows the chassis without its body to give an idea of the layout underneath.

The two vacuum cylinders can be seen at the far end, the piping is temporary for when testing the brakes, these will be changed a little when finished.

I modified how the vacuum mounts are secured, Don has them bolted directly to the soleplate, I have machined a recess into the top of the frames for the bracket plate to sit in, it's locked down solid once the body is bolted on top, just makes setting the

brakes up easier without the body getting in the way.

You can just make out the vacuum reservoir tank below the buffer beam, this was tested to 100 PSI, the pipes for both train and system can be seen running down the length of the chassis, 3/16 OD for the train ,this connects to the carriage vacuum which can be seen (also fully operational) and then 1/8 OD pipe to the cylinders etc.

The red buffer stocks' have since been changed to their correct black with vermilion lining, these photographs are pretty old now so a few small details would have been adjusted as I discovered more from research.

One final picture taken at the track for this issue to give an overview of how the tender looks.



Next time I'll make a start with the engine itself, sorry if I'm not going into a lot of detail so far, it would take far too many issues to catch up to where the model is today if I did so.

Talking of the latest on the build, over the last few weeks I have been working on the steam and gravity sanders, both of which have now been completed. These are fully functioning parts and have been tested, the steam sanders are fitted along with some of their piping, the gravity sanders will be fitted this coming Monday (13/01/20) as with the steam, they have been tested prior to fitting, I'll cover these in more detail at some point in the future, unless, of course, someone wants to know sooner☺

Peter

AGM call for Nominations 2020

Nominations are invited from members of the Society for the elected positions on the Society's Council to be elected at the forth coming AGM on the 1st May 2020.

The elected positions are; Chairman, Vice Chairman, Treasurer, Secretary, and five Committee members.

Nominations are to be submitted in writing by 7.00pm 15th March 2018 to the Secretary whose address can be found on the membership list issued with the December 2019 News Sheet or via email shown on the News Sheet back page. Nominations after this date will not be considered.

Submitted nominations should include the Nominee's name and signature together with the names and signatures of a Proposer and Seconder and the position for which election is sought.

A convenient form is shown below. The form should preferably be accompanied by a brief statement describing the Nominees interests, reasons for standing and vision for the future of the Society.

Candidates' nominations and statements will be circulated to all members in the April News Sheet

Nomination deadline: received by the Secretary by 7.00pm 15th March 2020

Nomination form

Candidates Name _____ (block capitals)

Position: _____ (block capitals)

Candidates Signature _____

Proposers Name: _____ (block capitals)

Proposers Signature _____

Seconders Name _____ (block capitals)

Attach Candidates Statement

Vice Chairman.

By Ian J.

I thoroughly enjoy my position as Vice Chairman of the NLSME. It does not involve a lot of responsibility but of course one does have to be responsible! Being General Meetings co-ordinator is **not** a compulsory part of the job, but can be if you wish. Playing an active and enjoyable part in the Society is very appealing.

I realize that I'm getting near to my mid-eighties and our tenure on this Earth is strictly rationed. So, can a member consider the position? Working with Les and the team that he has achieved is a pleasure and the job of vice chairman a pleasure also.

Can a younger member consider the position of Vice Chairman?

It is not onerous; it is interesting and it is definitely rewarding (but not financially).

Form an orderly queue, for the May AGM please.

Ian J.



Raised Track Driver Training and site familiarization course.

The club will be running a Raised Track familiarization and Driving Course sometime in May this year.

The one-day course will cover how to use the facilities, carriage loading/unloading, signals etc. and preparation and driving of steam locomotives on the raised track. Lunch will be provided

So PLEASE let Peter know if you are interested so we can confirm the event is worth running and select a date that suits the majority of participants.

Dates for your Diary

MARCH	2020
Sun 1 st Mar	Working Party 9.00 – 12.30 Colney Heath
Tue 3 rd Mar	Council Meeting at HQ, 8pm
Fri 6 th Mar	General Meeting at HQ 8pm – Work in progress
Sun 8 th Mar	Working Party 9.00 – 12.30 Colney Heath
14 th & 15 th Mar	Fairs & Fetes at Oakland's College – Lambing weekend,
Sun 15 th Mar	Working Party 9.00 – 12.30 Colney Heath
Tue 17 th Mar	TSC Meeting at St. Mark's Church Centre, 8pm
Sat & Sun 21 st & 22 nd Mar	London Festival of Railway Modelling exhibition Alexandra Palace
Sun 22nd Mar	<i>Deadline for copy to Editor for April News Sheet</i>
Sun 22 nd Mar	Working Party 9.00 – 12.30 Colney Heath
Sun 29 th Mar	Working Party 9.00 – 12.30 Colney Heath
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
APRIL	2020
Fri 3 rd April	General Meeting at HQ 8pm Talk entitled A fantastic journey to the Steam Festival
Sun 5 th April	Working Party 9.00 – 12.30 Colney Heath
Tue 7 th April	Council Meeting at HQ, 8pm
Sun 12 th April	Working Party 9.00 – 12.30 Colney Heath
Sun 19 th April	Working Party 9.00 – 12.30 Colney Heath
Sun 19th April	<i>Deadline for copy to Editor for May News Sheet</i>
Tue 21 st April	TSC Meeting at St. Mark's Church Centre, 8pm
Sun 26 th April	Working Party 9.00 – 12.30 Colney Heath
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

NB. 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 and/or the Tyttenhanger Site Committee.

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