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August 2007



The News Sheet

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From the Chair

(to use a Bluebell Railway heading!)

On Thursday, 19 July, many members joined with Frank Dell's family at his funeral service at Southgate. It was a poignant occasion to pay tribute to our friend and recall his many activities and achievements both in his working life and for The North London Society. As I said in my tribute, 'We loved Frank for his company. We shall miss him'.

I generally get to Colney Heath once a week, and to Headquarters perhaps twice a month. At these visits it is obvious that many folk carry out many jobs, usually on their own initiative. The grass and undergrowth gets cut at Colney Heath (I know who does that), the undergrowth has been cut back at HQ (I don't know who has done that). The fencing got painted, another member planted some flowers (the rabbits had a go at them), new tables magically appeared, the railways and pond all get maintained. Others run the General Meetings, the Locomotive Evenings and in the winter months, the Workshop Evenings. The track stewards turn up to look after the public on Sunday afternoons, and the drivers are there with their trains. The whole society all slots in together to make a homogenous friendly ambience. Yes, a lot of folk do a lot of work in keeping the Society running, and to all of you who help so much behind the scenes, your Chairman says 'Thank you very much'.

The Society, and in particular, the Loco lads, turned out to support John Squire who organised the afternoon for the Childs Hill School for autistic children and their carers on Wednesday, 11 July. The day was blessed with cool but dry weather, so all were able to enjoy the trains for a couple of hours and have a busy, happy time. Well done to all who helped and to John for his organisation.

On Tuesday, 17 July, I joined with other folk who were supporting Pam Corcoran and the St Luke's School for disadvantaged children. They too had a busy time with train rides and the bouncy castle. I marvelled how Pam and the other teachers coped with so many active children. Well done Pam, and thanks to the loco drivers who assisted on that day.

NLSME certainly has a flair for these charitable events.

There are lots of events in August, certainly too many to mention individually, but I would highlight the Hancock Auction on Friday, 3 August at **7.00 pm**, Brian Apthorpe's club day on Saturday, 4 August and the Fun Day at The Boot on Monday, 27 August. This latter event is a long standing activity for the Society and I would urge your support.

David Harris

Treasurer's Report

We welcome to the Society the following new member:-

Peter Badcock,
Interests: Garden railway, locos.

Mike Foreman

Site Manager's Report

My report this month will be quite brief as most of the maintenance and repair jobs have been completed and there may be a feeling that we can sit back for a while and relax whilst enjoying Colney Heath at its best (even better if the sun would shine!).

The new pathway to the toilet has been completed along with a low fence to guide users away from the tracks. It is not totally 'hazard proof' as the tracks have to be crossed with some care. I have seen tentative sketches for the new bridge to the toilet, but until the designs are finalised the pathway over the tracks cannot be concreted.

Chemicals have been used in the marine pond, as has an aerator pump, but the pond remains cloudy. Dave Lawrence and I have agreed that the only realistic course of action is to drain it in the winter and clean out the bottom debris. Dave, no doubt, will get plenty of support for that work when it happens.

David Harris

Additions to the book collection at HQ

A large number of books on aviation topics, military and civil have been placed in the old library room at HQ. They are at no cost, so feel free to select and retain for your own use. They are from a collection of a recently deceased friend who wanted them to be passed onto people interested in aircraft.

Dave Burman

Cover picture:

Brian Apthorpe whistles his Compound off the station with Mike Dear behind, on the day of the Childs Hill Autistic School visit on 11 July.

Photo: Owen Chapman

GLR UPDATE

Many thanks to David Snellgrove who took the time and effort to plant out the triangle garden by the toilet block; the rabbits after dining on them became very soporific and are looking for more. I hope you don't mind my effort to rescue the remaining stumps by adding the wire cage around and planting a few marigolds.

Mr. J. Riches has finished the making of the two signals to be sited through the narrows, and Peter Mac and I have concreted in the stalks at hopefully the right positions, so be careful when walking up the G L track not to trip over these until they are painted. (Brian please note).

WAY TO GO

After much consultation and heated discussion I have decided to push ahead with track bed building through the new land and round the hump, returning to the new rail head on the old land. This will follow the original plan of Mr. T. Dunbar up to the critical point where the mainline will/could be extended to, and will return by the contours of the land to join up to the existing rail head. An exciting and physical winter lies ahead, so please ask me where you can fit in and I will try to accommodate you on my exclusive list of do-ers.

Mr. Peter Davies (Pete the Pallet) has procured for the club a continuing supply of very useable pallets for shuttering, the first of which have been placed by the container and will be started on very soon. They have been counted and logged so please do not remove or burn them (eat your heart out, Malcolm).

I can't wait to start the next phase, the amount of track to be made and laid is about the same as last year, but with much more space to work in it should be easier. Perhaps we could move materials by train this winter (mot, soil, etc); I welcome your support and suggestions.

It is fast approaching that time when we the GLR section need to have our second meeting and therefore may I be so bold as to suggest we meet on Friday the 14th of September at 8pm at HQ. The agenda is a discussion on the way to go next on the building of the GLR in the new land. Mr Peter Davies has put forward the idea of a naming of the ground level railway discussion; could be interesting eg. Bunny Bend, Funky's fluke, or what tree point; the list could be endless. Hopefully a jovial evening for all; everybody from all sections are welcome to come and join in; see you there.

As ever in the muck.

Peter Funk

GLR Section Leader

Making Madeline, A 4" Burrell Traction Engine; Part II by Tim Watson

My engine is finished to the specification used by Burrells when they had a display at a 'County Show' (the picture of my engine in front of 'Crimson Lady' shows the full Burrell livery on a similar exhibition engine). This means that the prototype lining out generally consists of 1" black, 3/8" red, 1" maroon and 1/8" yellow. I took quite a bit of care to make sure that these sizes were duplicated on the model, as some miniatures look a bit garish with over scale lining. Hand painting all of the snake's tongues at the end of each spoke became something of a labour of love. There is no doubt that the lining out really makes the engine come to life and was not really too much of a hardship when compared to applying full GNR livery to a 2mm scale Stirling 8' Single. Final engine completion and testing had then to be completed by my deadline of the Whitwell Rally on June 9th & 10th.



Madeline next to *Crimson Lady* at the Leighton Buzzard rally on 3 June of this year..

Photo:
Tim
Watson

At this time, membership of the NLSME paid dividends, as Brian Baker was on hand to help with the initial steaming. Faults of my own making were identified and put right, followed by another steaming where the engine actually moved off under its own steam.

We then set up for the hydraulic test and steam test just 10 days before the rally.

This should have been straight forward, had the regulator valve not proved incontinent. So the engine returned home in disgrace. A moderate amount of work on the regulator seating improved it to the point where, five days later, Brendan Corcoran OK'd it for the steam test after some vigorous pumping by the assembled audience. The engine steamed well, the safeties lifted at the right point, the mechanical pump worked and the injector made encouraging noises. Fortunately, Walker Midgeley came up trumps with an NTET insurance disc just in time for the Friday. The engine was named after my mother, after the test certificate had been awarded.

Come the great day, we set up our unusual Ford Galaxy derived motor home and started the fire on the Saturday morning. That statement belies the fact that I completely misjudged it and without the help of Brian Baker and Ron Todd with his paraffin sticks and blower, we would probably still be waiting for steam. The first day was not without trials and tribulations as again I took my eye off the ball and lost the fire/pressure before the grand parade at one o'clock. Brian and Ron applied a few more tricks and we just managed to recover the fire and pressure in time: it was a bit like the end of the film *The Iron Maiden*, where it is touch and go whether the eponymous engine would make it to the Woburn Rally – although not the later scene where she blows up! The second day was much better with nothing left to chance, although she did start to prime coming out of the ring.

Subsequently, I have learnt to manage some of the variables most of the time and the learning curve is now flattening out a bit. The smokebox has been used for cooking excellent jacket potatoes and meat ~ she is little more than an AGA on wheels really. Little hints and tips, picked up from Society members have helped enormously. Obvious actions such as turning the flywheel by hand, to manoeuvre the cold engine with it in gear, makes it possible for me to move it over rough ground on my own. The engine is now receiving lots of little modifications; some of them being cosmetic, such as a stainless steel cylinder cover - and some really useful. In particular, a water level indicator for the tender has proved a boon to ensure I don't get caught short, whilst a bit of bath chain prevents the gear change locking pin from being lost. Unfortunately, it looks just like a bit of bath chain, so I need to source something a little closer to scale. The stowing of the engine in its trailer is now aided by an electric winch, whilst chocks made from triangular fence rail across the trailer help to locate the engine very securely.

The most substantial modification to the engine has been the rolling of a stainless steel chimney of the correct shape and size for a Burrell. This improves the looks of the engine considerably and was a design fault of the original LSM design. The next batch of Model Works Burrells will probably have this improved chimney design incorporated. The injector was also replaced with a smaller version at the end of last season: this has proved to be highly reliable. The original design has since had some tweaks made to it by Terry Baxter to improve reliability, although by the time I knew this, I had fitted the replacement.

The engine (and owner) are clearly running in and improving every time the engine is steamed, especially after a few bearing adjustments here and there; we're talking 'high maintenance engine', not Toyota. I can now leave it ticking over nice and slowly on a hot rally field, sitting down beside it with a cold drink in my hand, talking to the visitors. Road registration has now been achieved and 'Madeline' has ventured out onto the public highway so that we can push the engine a bit harder. In fact, that is what happened at the recent Whitwell Rally when the engine returned from the evening pub run with three substantial adults in the Model Works trailer behind. Between the pub and the rally field there is a steep hill and the engine fairly roared up the hill, with the safeties lifting, but also animating my passengers as the cinders rained down upon them.

How have I found this new modelling experience? In purely cost terms, I could have purchased a second hand miniature for about the same price (these kits are currently listed at around £15K). Amazingly, eighty five have been sold and the company have started another batch. I would re-iterate that I have nothing but praise for Modelworks and would suggest that the legacy of their Winson predecessor should be laid to rest in the model engineering world. Without this sort of engineering assistance I, for one, would not have been able to take up the hobby.

It is evident from talking to exhibitors at rallies that there are really quite a few people who have purchased second hand engines ~ some of these are fine examples of the art. However, it is also fairly obvious that many of them are in very dubious

condition. I have the advantage of a boiler that is brand new and at least I know exactly what has gone into my engine: if it doesn't work then it's either my fault or I should know how to fix it.

Perhaps the greatest thing I have gained from this exercise is a new circle of friends (the NLSME) and the opportunity to realise a childhood dream.

Mobbed by happy children Tim drives *Madeline* between the platforms at Colney Heath at the birthday party on 30 June.

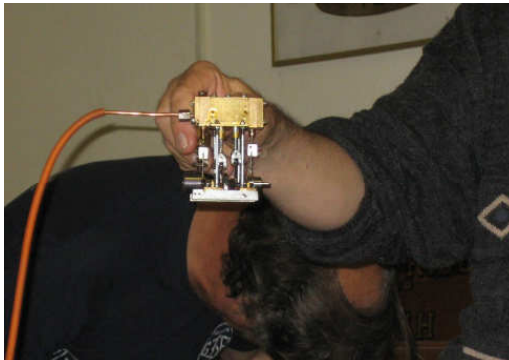
Photo: Owen Chapman



The July General Meeting by OMAH

Chairman Dave had a few announcements, the first of which was a sad one - the recent death of Bob Fitzhugh, and since Mike Ruffell had been told of the death of one of our old stalwarts, 'Mac' Gower, we stood in silence as a mark of respect for past merit. Dave went on to thank Malcolm Read and Co for their efforts in making the recent G1MRA visit such a success. The Club day had also been quite a success but would have been a lot better had the weather been kinder; on the same day the portable track had been taken to the Hertingfordbury Village day where they not only had better weather but had a excellent financial venture. Stacked against the wall were a collection of goodies from the late Bill Hancock's workshop which will be auctioned on Friday August 3rd . Peter Davies pointed out that we now have a large collection of videos for loan.

We then came to the entertainment part of the evening which was 'Bring and Run', the items in question being stationary steam. When I arrived Mike Hodgson had already set up his compressor in the adjacent small room, out of sight and earshot, with an airhose connected to a large box with throttle and pressure gauge, with a variety of tubes and connectors to suit all occasions; well done Mike. We had ten exhibitors showing a total of 18 engines. First up to bat was Dave Lawrence who immediately lit up his hot-air engine, which soon started to rotate, and continued to do so for at least an hour. He had also brought a very neat twin steam engine which he intends to put in a boat. When connected it ran very smoothly from a tick-over to high-speed. He intends to run it from a flash-steam boiler.



Dave Lawrence's twin at speed



Mike Ruffell displayed his beautifully turned out boiler and single cylinder engine (see photo at left) neatly mounted on a base which is going to be put in a suitable launch, one of these days. Since it is already equipped with a brass funnel it would be ideal for one of those Royal Naval harbour tenders which were so popular in the RN steam period. The design had come from an

elderly blueprint describing it as a 'Trojan'?; much of the engine had been fabricated from scrap, (source not mentioned).

George Case then produced two very nice engines built by the late John Sumpter. One was a beautiful example of Edgar Westbury's twin i.c. engine 'Seagull' with miniature distributor and spark plugs. The other a steam twin of unknown design, possibly John's own, which turned over on the meereest whiff of air. Nice that they should remain in the Society. Derek Perham apologised for the 'dog-eared' state of his two engines but they reside on the top shelf in the workshop. One was a single, the other a triple. The single had the relay from its RC days and had the advantage that you could go from forward to reverse with one stroke of the valve gear thus enabling it to be run on a single channel radio. They both ran very well despite their coating of grime. Derek also had a home made 'Badger' air-brush which he still tends to use despite owning a genuine 'Badger'. The other item was a test rig with a small electric motor driving a con-rod to test a lubricator. This had been made specially to analyse the problem Robert Oldfield was having with one of his locos with twin lubricators. They were of the clutch-operated variety and when he got above a certain speed one of them stopped rotating the pump. Derek built his gub-bins and mounted the offending pump and sure enough it was as Robert had said. Derek tried various tests and eventually found that the shaft had worn about ½ thou too small; one had been made in stainless and the other in mild, which had worn. Derek remade it in stainless and all was well.



Peter Badger demonstrating the correct method of holding a bow!

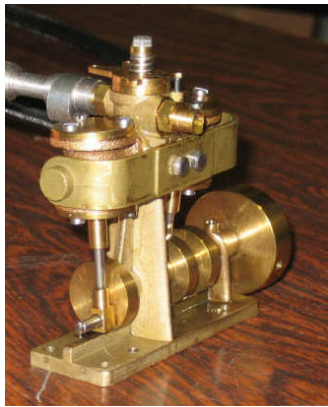
Peter Badger had brought his hot-air engine which is mounted inside a very realistic engine-house with large chimney. He fired it up with a spirit lamp and soon had it running. It used to run on a night-light but Peter says he can no longer get the variety with enough calorific power. With typical aplomb he related the occasion when he was running it indoors on the old type night-light and

was watching TV and thinking "it's running jolly well" when he noticed smoke issuing from the engine-house which was in the process of catching fire. The night-light had been placed in a boot-polish lid to reflect the heat and increase efficiency but it caused the wax to melt and overflow causing a secondary conflagration. Putting it out proved difficult since it was rather warm and any movement caused further spillage. Peter dashed to the kitchen and found a spoon of sufficient

diameter to act as a candlesnuffer; unfortunately, every time he removed it the flame re-ignited. Eventually he prevailed and the damage was fairly small. It has a baked bean tin for the cylinder and a 'John West' tin for the piston; must be a 'John West' because theirs has a little rim round the base. The displacer is half a beer can (to taste).

After the tea break, Ian Johnston displayed four engines mounted on a board. The first, a Stuart Turner No.7, had never been run but it self started and ran well on quite a low pressure. The same applied to the other three, an ST10V, an ST oscillating engine with boiler mounted on a base ready to fit in a boat, and a single cylinder vertical made from Clarksons castings.

Ian triumphant; the No. 7 runs first time.



Peter Precious produced a very neat oscillating twin from Cheddar Models, based on the Puffin design (see photo at left); it is destined for a boat, when time permits. Richard Hall brought up a nicely finished table engine, from ST castings which ran smoothly on a whiff of air, a fascinating model.

Ron Thoroughgood, hot from tea making, had three engines, also mounted on a base: an ST 10V, built some 30 years ago, a twin and a single oscillating engine from designs in the M.E. and Tubal Cain respectively. Needless to say, they all ran perfectly. Ron used to run the single oscillator in a boat based on a Bowman hull at Broomfield Park. Last but by no means least was Mike Foreman with the 'Westinghouse' pump from his V3 which has been acting up. Mike has done some further mods including fitting neoprene balls. Although it ticked over on air, it was not happy in performing a practical demo in pumping water. Mike is hoping that it will run better under steam.

Dave Harris thanked all those who had participated, Mike Hodgson for supplying the compressed air and fittings, and Ron Thoroughgood for supplying the tea. A cracking evening.

(All photos by Jim Robson)

STEVENAGE & KNEBORTH ARTS GROUP

**Study Day. 6th October 2007. In Stevenage. 11.00 am to 5.00 pm.
Buffet Lunch Included.**

Sir Nigel Gresley - The Man and The Machine

Dr Peter Rogers, editor of 'The Nigel Gresley Observer', will talk about the man - an illustrated biography of his life, family and career.

Mr Mel Haigh, Education Officer for The Sir Nigel Gresley Locomotive Preservation Trust Ltd, will give an illustrated talk about the recent £750,000 overhaul of the A4 Pacific Locomotive 'Sir Nigel Gresley', including the more interesting and detailed parts of the work

For further information and a booking Form please apply to :-
Mrs Rosemary Conybeare

INVITATION TO COLCHESTER SMEE

Members of the NLSME have been invited to run locomotives at the Colchester Society of Model and Experimental Engineers track at Colchester on **Sunday 21st October 2007 from 10.00 am until late afternoon.**

The track will accommodate 3½" and 5" (raised) and 5" and 7¼" (ground level) locomotives.

For further details please contact Grahame Ainge

Tribute to Frank Dell

by David Harris

As Chairman of the North London Society of Model Engineers I offer this tribute to Frank on behalf of the whole Society.

Frank joined the North London Society of Model Engineers in the mid seventies, and soon became known for his enthusiasm and zest for new experiences and activities, particularly involving miniature traction engines, his steam launch and his 5" and 7¼" gauge model steam locomotives. The ¾ scale steam lorry was well known around the village of Colney Heath as Frank and other colleagues would take a drive in the evening from the Tyttenhanger Site in the lorry to the local pub, The Crooked Billet. Fortunately, they could sneak back later along the lanes to the site without attracting too much attention.

Frank loved attending rallies and visiting other miniature railways. One outstanding rally was at Trent Park where nearly 40 members from the North London Society turned up in support. In the later years, Frank liked to have an afternoon snooze alongside his beloved roller 'Lillian', usually resting back in the shade on one of the rear wheels. This became known across the Society as being in 'Rally Mode'.

As I have already said, Frank was involved and enthusiastic about many things, and in this respect he took a leading role in the idea for a 7¼" gauge Ground Level Railway, obtaining for the Society the redundant track from the East Hertfordshire Society at Van Hages nurseries. Now others have taken over that role and have considerably



extended that railway.

There is a story that Frank convinced Geoff Cashmore to operate his 5" King George V locomotive over the newly installed water troughs on the raised track at Colney Heath. There are still vivid stories how the water shot into the tender blowing the cover off the tender producing a water spout in front of the driver whilst water shot left and right from underneath the tender. Geoff was soundly soaked to the amusement of the onlookers. Sadly, the experiment was never repeated and the water troughs removed.

Another adventure was into the realms of the Gauge One Garden Railway and his efforts and those of his friends have resulted in a first class Garden Railway Section who hosted this year's 60th anniversary of the Gauge One Model Railway Association. We are pleased that Frank was able to attend that celebration, for without his early efforts this event would not have been possible at Colney Heath.



Frank also took his part in the sometimes irksome management of the Society and was Chairman for three years from 1998, offering his own blend of authority to a large and diverse society of model engineers.

We will remember Frank with affection; he was one of the characters of our Society who helped to ensure that the North London Society of Model Engineers has become one of the premier model engineering societies of the country.

We loved Frank for his good company.
We shall miss him.

Thank you.

Photo: Mike Chrisp

Personal Memories of my friend Frank Dell

Frank Dell was a member of our club when I joined in 1979. At first I knew him as another member but as the years passed we became closer friends and shared many activities within and around our club. I shall always remember Frank as a man of enthusiasms; he had a zest for trying out new experiences, enjoying them and then moving on to new areas of activity. He always seemed able to get enormous fun out of life and I have experienced some of the best times of my life in company with Frank.

Frank and John West and latterly myself, took part in all sorts of activities involving Frank's miniature traction engines, his steam launch, his 5" and 7.25" locomotives, his steam roller Lillian and his three-quarter size steam lorry.

He loved attending rallies and visiting other miniature railways and always included any other club members who showed an interest. Indeed I remember that in one day at the Trent Park rally we had no less than 35 visitors from the North London to our encampment around the roller.

Where ever we went, Frank brought his dogs whom he loved dearly and as I write this I can still hear Frank's voice calling out "HENRY" as Henry was off making mischief somewhere.

Another of my favourite Frankisms was "Rally Mode"; this was how Frank described snoozing on the shaded side of "Lillian" with his back resting on the rear roll. For me and quite a few others, for ever more, having a nap is adopting "Rally Mode".

One of the most successful areas of expansion within our club in recent years has been the Garden Railway Section. Frank, John West and I were in at the beginning of this. We three joined the Gauge One Model Railway Association and travelled to many events and used our experience to design and construct our Garden railway at Colney Heath. Of course such an effort is a team event, but without Frank's initial efforts and work I doubt that we would have this thriving section. It is particularly apposite that the last time I saw Frank was at the hugely successful event the Garden Railway Section put on as part of the GIMRA 60th anniversary celebrations. He was deeply involved in the inception of this section of our club and I am sure that he was immensely pleased to see just how well it is thriving.

I will remember Frank as good company, a man with a wide knowledge and a dry sense of humour and I shall miss him.

John Squire

GROUND LEVEL RAILWAY.

Dear Frank Dell,

You will be sadly missed by all who knew you and fondly remembered for your quick wit, humorous talks and most of all your generosity to all members. I'll see you in spirit on the ground level, hand on regulator saying "Go on, boy" as the Black 5 climbs the bank, reaching the top and whispering a satisfactory "YEAH" to yourself.

My fondest memories,

Peter Funk

**GENERAL MEETINGS 2007 – FORTHCOMING
PROGRAMME by Mike Chrisp**

Unless otherwise stated, all our General Meetings are held 8–10pm at our Headquarters in Legion Way, North Finchley. We usually have a raffle and are indebted to Ron Thorogood for providing refreshment at around 9pm. Any donations of raffle prizes are much appreciated. All profits from teatime and the raffles go directly to club funds.

Please call me on if you have an idea for a meeting, or if you feel you can enlighten and/or entertain your fellow members.

We can seat about fifty in our meeting hall. You are particularly welcome when we have special Guest Speakers. Friends and/or family are also welcome at any of our General Meetings. We look forward to your company ...

**PLEASE NOTE THE FOLLOWING CHANGE OF
PROGRAMME!**

3 AUGUST 2007 – AUCTION

Long-standing NLSME members may recall Bill Hancock who served as Society Secretary many years ago. He moved away from North London to live in the Birmingham area and, sad to report, has died. Bill bequeathed his tools, equipment and models to North London SME and Council has agreed that an auction would be the most equitable way to dispose of the items recently collected from his workshop.

Members attending headquarters may already be aware that these items have been collected into the Society's meeting room ready for auction. We are grateful to those who made the necessary journeys and expended considerable time and effort to bring them to Finchley.

Council has also agreed that a sale should take place as soon as possible; Friday evening 3 August next is the first available opportunity. Members intending to attend the auction should note that the sale will commence promptly at 7pm but in all other respects will follow our usual auction format.

7 SEPTEMBER 2007 – THE 100th MODEL ENGINEER EXHIBITION

Council has agreed that North London Society of Model Engineers will be represented at the 100th Model Engineer Exhibition. This being the case, there will be no General Meeting at Finchley on Friday evening 7 September. Instead, we suggest you may wish to visit the exhibition which is to be held at Ascot Racecourse Friday to Sunday 7-9 September 2007.

Up-to-the-minute information about this prestigious event can be found at www.model-engineer.co.uk and one-day advance tickets can be purchased for £5 each from the ticket hotline: 0870 444 5556. This is not a premium rate number - calls are charged at your normal rate and lines are open 8am–11pm Monday to Friday and 9am–9pm Saturday and Sunday. The ticket hotline and this special offer closes on 23 August 2007. Visitors under the age of 16 will be admitted free of charge up to a maximum of three youngsters per adult visitor or in organised school parties. If you pay on the day, tickets will cost £9 per day per adult with concessions at £8, or £12 for two days.

It goes without saying that your Society needs your support with exhibits and stewarding for the club stand. Please don't wait to be asked, please offer your help.

5 OCTOBER 2007 – FORUM: MILLING IN THE MODEL ENGINEER'S WORKSHOP

Generally speaking, milling machines are used to produce flat surfaces on components. They can also be used for internal and external cylindrical surfaces as well as spheres, spirals, cams and gears. Many model engineers use their lathe for simple small milling work. In recent years, the availability of relatively inexpensive milling machines suitable for the home workshop has resulted in their wider use by model engineers. Computer numerically controlled milling machines have also become available to the enthusiast.

This evening's meeting is intended to provide a forum for the exchange of views, opinions and experience concerning the use of milling machines in the model engineer's workshop with the result, hopefully, that we shall all know more about using our machines by the end of the evening. It would be good to augment our discussion with some examples of your work.

Mac Gower

Otherwise known as Hubert Leslie Gower, Mac was a member of North London SME for many years. Together with colleagues collectively known as the 'Luton Gang', he regularly attended meetings at headquarters and at our track. Long standing members will recall his accounts of the production of components for his superb Gold Medal winning 2¹/₂in. gauge LMS Jubilee locomotive using only hand techniques and his trusty Myford ML7 lathe with a high speed spindle nose gearbox allowing him to run tiny cutters for milling in his lathe.

We have a tangible memento in the form of the 3¹/₂in. gauge LMS Black Five locomotive that he rebuilt and 'breathed upon' in the process. This locomotive is now owned by Chris Vousden and can often be seen at Tyttenhanger.

We are indebted to John Tomlinson of Northampton SME for the following appreciation:

"Mac died peacefully in a nursing home on 13th December 2006 aged 97 years, after a long and eventful family and business life.

To be nearer his daughter Peggy, he moved from Luton to Northampton in 1994 with Gwen, his late wife and rock of 61 years and, being a devout model engineer did what only a model engineer should do - he sought out and joined our Society. To us he was known for his extensive knowledge of all things mechanical - the Jubilee with all its hand made rivets and unusual finish which showed his workmanship to the full, the Black Five which he ran several times (and didn't it steam well) and the high speed gearing add-on for the Myford lathe, which was a published design in *Model Engineer*. (Vol. 187 page 634 and Vol.188 pages 73 and 182).

He will be remembered for his anecdotal reminiscences of all aspects of his life's experiences associated with mainstream and model engineering; they will be missed. Peggy described Mac to me as an "Innovative Engineer" who, when working, was sought after by fellow engineers from companies other than his employer, for solutions to their engineering conundrums.

She has very kindly supplied the following which gives an insight into Mac's life before Northampton.

"Mac was born in Berkhamsted on 9th April 1909 and his fascination with anything 'mechanical' was obvious from an early age. As young as 3 years old, he would happily play with Meccano-type toys, while his father made him stationary steam engines. His mother said she was never concerned that he would swallow the nuts and bolts, as he knew exactly what they were used for!

In 1924 at the age of 15, he joined E. W. Hudson & Co. Limited in Luton to serve his apprenticeship in engineering. He had no interest in his father's trade of tailoring or the family removal and coal merchants businesses in Tring. (*Continued over page*)

Ten years' later at the age of 25, he found himself in charge of Hudson's machine shop. He loved every minute of his 70 plus years with this thriving general engineering company and often said "He would do it all over again". His motto (today we would probably call it his marketing strategy) had been "If we can get it through the door, we can do it". This brought a diversity of challenges over many years that ideally suited his engineering brain and skills.

He served four generations of the Hudson family, becoming a Director of the company. Through his patented woodworking tools, a very successful company still exists in Luton: Whitehill Spindle Tools, run by the great-grandson of the first Hudson Mac worked for. He partially retired in his mid-seventies, but retained an interest as a consultant until his move to Northampton in 1994.

Away from Hudson's, his interests and hobbies were still engineering – his workshop being his second home! He also occasionally relaxed to listen to his favourite records of classical music, mainly the piano.

Among other things, he designed a rotary engine and, of course, there is his Jubilee. In 1949, he asked Michael, his 7-year old son, whether he would like a steam engine! So began a 46-year labour of love which earned him a Gold Medal and the Bill Deane Memorial Cup at the International Model Engineering Exhibition in 1999. It was only then that he realised what he had produced, such was his level of engineering perfection throughout his life. Michael never had the opportunity as a child to play with it, but it now proudly sits on display in his lounge.

Mac was an active member of the Luton and also North London Model Engineering Societies for many years. By the time he joined the Northampton Society of Model Engineers, he was limited in his ability to participate as he would have wished, due to his advancing years, but the enthusiasm remained to the end."



Mac was 92 when Neil Read and I visited him at home prior to publishing the article in Model Engineer magazine describing the design and construction of his high-speed spindle nose gearbox for milling in his Myford ML7. I photographed him with his then recently completed Stuart Double 10V and when asked "What next?" his response was that he fancied having a go at the Stuart triple! Mac was definitely 'One of a Kind'.

(Photograph and additional notes by **Mike Chrisp**.)

STEWARD DUTIES IN
ORDER OF PRIORITY:

1. T E A & T R A C K
STEWARDS TO SIGN THE
RUNNING BOOK
2. Raised embarking Station.
3. Raised Steaming Bay.
4. Ground Level Car park station.
5. Gatekeeper & Car park
management.
6. Raised Disembarking,
carriages & Boating Area.
7. Ground Level Henley Halt &
Toilet Area.
8. Tea Stewards to bring fresh
milk and after clearing up, re-
move and take home black rub-
bish bags. The only way that
rubbish can be disposed of is by
members taking them home.

If you cannot attend on your
allocated slot for whatever rea-
son, **ARRANGE A SWAP** with
another member. **BUT**
PLEASE LET ME KNOW so I
can amend the published list.

Adrian
(Loco Section Leader)

Loco Section & Tyttenhanger Committee News

Frank Dell

The loss of a good friend is always hard. For me he will be dearly missed. When I first joined the society he was one of the key people who welcomed me and my family. He welcomed many, especially the junior members, to enjoy his steam roller and lorry at many of the local steam rallies. Many have continued this interest today. I am so pleased to have had him as a friend and I will miss those private jokes we shared.

I would like to have a Loco section meeting to remember Frank as so many of you will agree he contributed so much to our society. Friday 16 November Loco Section Meeting is dedicated to Frank Dell. All who would like to contribute please contact me so we can celebrate our friend in style. Mike Chrisp has agreed to front the evening and we also hope that some of Frank's family will be there.

Requests

Can the tea stewards bring milk for Sundays? Also the rubbish needs to be taken away as we do not have a rubbish collection.

Those of you who have and would like to plant trees and shrubs to enhance the Colney Heath Site are to be encouraged. However their placements need to be co-ordinated with the master plan, ideally through Kate and myself. Anything planted in the wrong place may need to be removed. Also all small plants and trees need to be protected from the rabbits as they love young wood.

Site Matters

As I said last month the site is looking marvellous. It is time to start thinking of what needs to be done next winter. Lists of jobs need to be put together sooner rather than later. All contributions are more than welcome. Please contact Dave Harris, Mike Foreman, Peter Funk or myself.

A pair of new club loco batteries have been purchased and installed in the club loco. These are not car batteries but leisure batteries. These are to be left in the loco to be charged. This is an on going trial to find a better way to have more reliable use of the club electric locos.

Rules

Again I remind all members that use the Tyttenhanger site that it is a club rule to have a **spark arrester** fitted to **all steam locomotives**.

It is also a requirement that all members must fill in the running book **BEFORE NOT AFTER** steaming up your locomotive.

It was agreed that in accordance with the Governments no smoking policy commencing on 1st July that there will be 'No Smoking' under any covered area on our site. This includes under the station canopy.

Adrian (Loco Section Leader)

Ascot 2007

by Ian Johnston

I expect that the more astute of you will have noticed that a Model Engineering Exhibition celebrating 100 years of model engineering is to take place at Ascot between the 7th and 9th of September this year. What will have escaped your attention is that I have been plucked right from the back of that orderly queue of enthusiastic volunteers to co-ordinate our presence at that event!

The task may seem daunting and it is, but there are several advantages that we have

over other clubs.

Firstly the membership of the Club. We have a large membership with folk from all walks of life, all of them really nice people some of whom have skills that probably put them amongst the best model engineering craftsmen in the country if not the world. As result we are fortunate to have a large quantity of models to choose from.

Secondly we have experience over the years of presenting excellent collections at exhibitions and of often gaining 'Best Club Stand' at Shows and we can build on that experience for this special occasion. I know that for many of us travelling to Ascot is akin to travelling to the moon but there is a carrot being dangled in front of us, in that anyone who has a model on show gets a free ticket to the exhibition for every day, which includes partners (but only one at a time please!). So once the stand is set up there is no reason why the majority of us should not enjoy the exhibition with our partners. If we could share cars then that would lead to further bonding and save greenhouse gases!

Thirdly, not only is the club large but we are very active. I think that activity should be reflected at the show. We have a space 16 feet by 8 feet so there is room to fit something in from all the sections of the club. And not only should the sections of the club be represented but there should be items about the headquarters, the Tyttenhanger site, the workshop evenings and of course our wonderful magazine and our presence on the internet.

One worry that I have is the transport of the models to and from Ascot. Now is the time to inspect your vehicles to see if there is help that can be given because I know that several members are getting more senior and their superb models will need help and care in getting to the exhibition.

September the 7th may seem a long way off to you, but **a list of models is needed for insurance purposes by August 15th**. So please get those positive thinking caps on and please see in which ways you can help me to make this the best model exhibition we have seen in the past hundred years! `[Not all of us are that old! - *Editor*].

To sum up, think about:-

- 1 The models we should show.
- 2 The stand and how we should integrate each section and activity.
- 3 The team, ideally all of you but inevitably there will be key members; you?
- 4 Transport to and from the exhibition for models and members. Should there be a 'transport manager'?

Let us all look forward with an attitude of enthusiasm and pleasure because that is what it is all about.

Good luck.

📖 Dates for your Diary 📖

Friday 3 August	7.00pm General Meeting; Auction; HQ, Legion Way, North Finchley
Saturday 4 August	Club Invitation Day at Colney Heath; Contact Brian Apthorpe
Saturday 11 August	Birthday party (engines & stewarding help required)
Monday 13 August	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 17 August	Loco Section BBQ evening at Colney Heath; Reverse Running
Friday 24 August	<i>Deadline for copy to Editor for September News Sheet</i>
Saturday 25 August	Birthday party (engines & stewarding help required)
Monday 27 August	Fun Day at <i>The Boot</i> , Chipperfield
Monday 27 August	Bank Holiday - members' running day at Colney Heath
Tuesday 28 August	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath (<i>to be confirmed</i>)
Sat/Sun 1/2 Sept	Bedford MES Open Weekend Invitation
<u>Friday 7 September</u> <u>to Sun 9 Sept</u>	<u>Centenary Model Engineer Exhibition</u> , Ascot Racecourse, Berks (NB: there will be no General Meeting at HQ on the Friday)
Monday 10 Sept	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 14 Sept	8.00pm Meeting to discuss future of the GLR; HQ.
Saturday 15 Sept	MENCAP visit to Colney Heath
Sunday 16 Sept	Saffron Walden DSME Rally Invite
Friday 21 Sept	8.00pm Loco Section meeting; "Narrow Gauge Railways of the First World War"; talk by Kim Winter; HQ, Legion Way, North Finchley
Friday 21 Sept	<i>Deadline for copy to Editor for October News Sheet</i>
Saturday 22 Sept	Birthday party (engines & stewarding help required)
Monday 24 Sept	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Friday 28 Sept	8.00pm Workshop Evening; HQ, Legion Way, North Finchley
Saturday 29 Sept	Birthday party (engines & stewarding help required)
Friday 5 October	8.00pm General Meeting; Forum - Milling in the Model Engineer's Workshop; HQ, Legion Way, North Finchley
Monday 8 October	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Sat/Sun 13/14 Oct	Invite to Thames Ditton Railway MDSME
Friday 19 October	8.00pm Loco Section meeting; to be arranged; HQ, Legion Way, North Finchley
Friday 19 October	<i>Deadline for copy to Editor for November News Sheet</i>

NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.