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The News Sheet

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FROM THE CHAIR

June started with a most interesting General Meeting, a talk given by Tim Coles, on a gas turbine locomotive in 5 inch. This talk explained how the gas turbine worked and how its high speed performance ~ 100,000 rpm ~ could be tamed (geared down) to drive a locomotive. Tim kept on saying that he was not an engineer, but the model locomotive he was building showed that he was very much an engineer. It was a pity that he could not light the 'blue touch paper' so that we could hear its performance from a safe distance! Thanks Tim for a fascinating talk, and thanks too to Mike for the time and effort he puts into the General Meetings' programme.

The Society was represented at the Whitwell Steam Fair by Jim MacDonald running on his portable track. This added to the ambience of the occasion.

A trip to the pumping station at Kempton Park, organised by Ian Johnston, was much enjoyed by all who went along. These massive engines are in steam a few times each year and are a sight to behold from past times.

Mike Chrisp, Brian Baker, Peter MacDonald, Adrian Reddish and I went along to the Hertingfordbury Fete with the portable track and two locomotives, one steam and one electric. The patchy weather was not a deterrent to the folk who came along to enjoy the rides and even Mike was caught with an ice cream in his hand - it was not his own!! But belonged to one of the young folk having a ride!! The afternoon was a great success and most enjoyable.

Our congratulations to Mike Foreman who was placed 6th at the Little LEC held at Stoke Park, Guildford, for the smaller lightweight models. Our best wishes also to Jim and Julie Robson who celebrated their Golden Wedding Anniversary at the end of May.

As I write this report towards the end of June to meet the copy date, our Gala weekend is just a few days away. We all hope that we shall have some brilliant warm sunshine to enjoy, whilst we participate in the many activities and features arranged for us by Peter Davies, Jim MacDonald and their 'merry' men.

David Harris

Cover picture:

Terry Baxter took his 4in. Foster to the Royal Gunpowder Mills and is seen here on a tour of the site with Jenny and Colin. **Photo:** Mike Chrisp

Treasurer's Notes

Subscriptions are still trickling in but forty of you appear to have not paid for the forthcoming year. Please pay up as soon as you can or contact me if you are having problems. I really would like to enjoy my summer in the workshop and at the track etc. and not bent over a computer writing unnecessary reminder letters. On a more pleasing note, at the last Council Meeting, we were pleased to welcome two new members into the Society:-

Peter G Gooch,
Interests:- Garden Railway G1.

Steve Jones,
Interests:- Locomotives, General Engineering.

Mike Foreman

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Committee Meeting News

Council Meeting 12 May 2008

Vice-chairman Mike Chrisp reported on the events that he had attended during the previous month. {Please see Mike's article elsewhere in this issue.}.

Peter Funk requested that a rota is prepared for the grass cutting on the site so that the same people are not doing it all the time.

The recent news relating to an accident on a bouncy castle was discussed, and an agreement was made that people who have birthday parties may hire in a bouncy castle from outside providing they can produce an insurance certificate. This will shield the society from potential blame.

Following a meeting with Barnet council, Tony Dunbar was informed that there would be a rent increase on the HQ building following a review that is taking place. This increase could have an impact on the society's membership subscription; the council will enter negotiations with Barnet council. Details would be available to the membership at the AGM, and notice of an EGM will be given as and when necessary.

(continued over page....)

Tyttenhanger Site Committee Meeting, 2 June

A notice is to be placed by the gate regarding key holders who can be contacted in the event of a member being last on site without a key to lock up.

Re drainage of the car park, it was agreed to purchase one lorry load of planings and have them delivered inside the gate.

The work on the raised track is now complete and the track looks splendid.

On the ground level railway, the experimental signalling blocks are going in. A length of rail has been cut out for a diamond crossing; and this will be complete for the Gala weekend.

A question was raised about what weed control measures we can use on the site. The Chairman agreed to contact the gardens department of the Water Company for information.

AN URGENT MESSAGE FROM THE SITE MANAGER

At the recent Council Meeting, concern was expressed by many folk that there are **STILL problems of locking up the Colney Heath Site after Birthday Parties and Sunday afternoons. It was decided that a number of sets of keys would be obtained, attached to heavy tags, and issued to Senior Track Stewards against a signature. **It is the responsibility of the Senior Track Steward and Birthday Party attendees to ensure that the Colney Heath Site is fully secure before leaving.****

It is imperative that our Site is locked and secure when unoccupied, and kept free from thieves and vandals.

David Harris

The June General Meeting by OMAH

We had a good turn-out and were rewarded by the sight of GT3 all set up in front of the table with the covers removed to display the incredible collection of contents. I think that most, if not all, of us had already seen the loco; however, we had not had it to ourselves, to study, snap, and ask questions of the captive builder. No one was sitting, they were all up front taking advantage of the situation and it was some little time before Mike Chrisp could get the meeting started. He thanked Tim Coles, and his wife Caroline, for coming all the way from Cambridge to talk to us about this unique locomotive.

There was a small amount of business and forthcoming events to be discussed, but since quite a lot of them will have already happened by the time you read this, I can shorten the list a bit. Mike Foreman had been to Littlelec with 'Rob Roy' and had come 6th and 7th in his two runs with excellent efficiency ratings. Mike C had received a letter from Arthur Burton's son; Arthur was very helpful to us when he was in charge of the pumping station. It is some time now since he retired, the letter says, among other things, "mum and dad are older now but well and are living in Hatfield." (Mike recalled being phoned by Arthur at 3am to tell him that the original engine shed and workshop were ablaze but the brigade had arrived and were doing their best to contain the conflagration.) Jim Macdonald said that we could do with some more help with grass mowing, which was a regular Thursday event. Mike Ruffell reported that, yet again, the track had not been fully secured and locked; this is a particularly serious breach of security. The Loco Section meetings for June, July, and August will be BBQ's at the track.

Tim Coles then took the floor and began with a brief history of the gas-turbine locos tried out by the various companies. The big difference about the GT3 was that those commissioned and built by the railway companies were financed by them, but the GT3 was entirely designed, built, and financed by English Electric.

They wanted it to look as much as possible like a conventional steam loco, possibly to offset prejudice, possibly to use existing available parts; the power unit was an EM27L. Despite strong conviction, the frames and coupled wheels did not come from a 'Class 5'. To compensate for the absence of a boiler and hence the reduced weight the frames were made out of 2.5" thick steel. The tender contained an oil boiler for train heating, fuel for the turbine and other necessities, including a toilet. It also had a central corridor connecting directly to the train. Early problems include oil frothing and overheating in the gearbox and a 'flameout' on Shap. The project started in 1946 but was not ready for the Rugby Test Plant until 1958; it pulled non-service trains on test until 1962. Having been unsuccessful in being taken up by any of the companies, (similar conclusions having been reached via their own locos), it sat in

the sidings until 1966, when it was scrapped for £600! The total amount of R&D, building, testing, modifying, etc spent by English Electric is not known. Although GT3 never carried a nameplate, Tim has placed 'Lord of the Isles' on his model as research has indicated that it would have had that name if they had been successful in persuading BR to let EE build a batch. (Rather like the LNER 'Hush, Hush' loco which Ron Price built and added the 'missing' nameplate 'British Enterprise').



Tim Coles describing *Lord of the Isles*, his 5in. Gauge version of the English Electric GT3 prototype gas turbine powered locomotive, a most impressive example of model engineering. **Photo:** Mike Chrisp

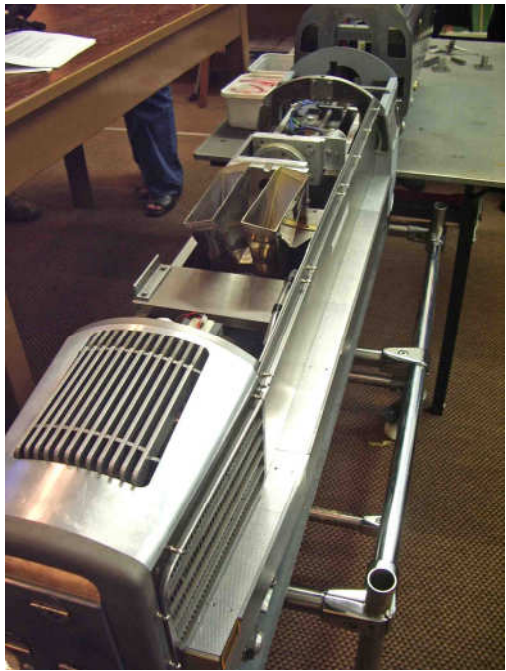
Many moons ago, when gas turbine engines were in fairly common use in aircraft and boats, the consensus of opinion among the modelling fraternity was that they could not be made to work in miniature. Just the sort of challenge for some folk to prove them wrong! One of the first commercial engines was designed in 1983 by Jerry Jackman for aero use, after which several manufacturers got in on the act, the only problem being the cost. If you have auto-controlled par-

affin start up and shutdown plus several other clever devices, plus the extreme accuracy of manufacture necessary for successful running, you can see how the cost escalates. Tim was, and still is, an aircraft enthusiast so he had already had considerable experience of the various makes of engine when he decided to build a GT3.

I should mention that Tim spent some time explaining how a gas turbine engine works, also the difference between a gas turbine and a jet engine. It is always fascinating to listen to a speaker who not only knows his subject but also has great enthusiasm for it. (Unfortunately I get so interested in listening to the chat that I not only forget to write it down but also discover that my grasp of the subject was such, that if I do not write the report within 37 seconds I am somewhat adrift in some/most areas. I am writing this 15 days later!) Basically the unit consists of a compressor, combustion system and turbine followed, in the turboprop or turboshaft types, by a

gearbox and driveshaft. Having got the whole lot turning via a starter motor, the fuel mixture is ignited and, encouraged by the compressor, produces hot air to drive the turbine, up to the speed where the system becomes self supporting. Most models use propane for fuel and since they are rather thirsty they have a start up system on paraffin. Having decided to use the Wrenn MW54 Tim designed the chassis round it. As in full size, weight is desirable, so Tim made the baseplate and frames out of ¼ in. steel and everthing else as heavy as possible. The drive to the gearbox is via a centrifugal clutch to enable the engine to run continuously, the drive from the gearbox being via a toothed belt. The gearbox allows forward and reverse drive and neutral. The loco is controlled from a panel at the rear of the tender allowing fuel control for speed via a 'pot' with suitable linkage to the gearbox.

One of the main problems is providing lubrication in the considerable heat which is normal for this type of motive power; the gearbox contains a reasonable quantity of oil and has a pump to circulate and keep it cool. However, the bearings on the shaft that holds the compressor, combustion chamber and turbine have to make do with the small amount of oil that has been added to the fuel, which deposits the oil as it passes through the system. The loco was started in 2002 and had its first test run in 2004; it worked fine. It has been running consistently since and is gradually changing from a bare chassis to an almost complete loco with most of the covers on, and it should be finished this year. Tim has made a fair amount of use of modern manufacturing techniques, and a lot of the parts and covers have been made for him by various suppliers. As he says, "life is too short to spend a considerable amount of time producing an awkwardly shaped part using the facilities available in the average workshop, when you can get it done, almost by return of post, from the appropriate manufacturer."



A close-up view of the top of the loco, showing the exhaust vents. **Photo:** Nick Rudoe

Although Tim stressed that he is not an engineer, for my money he will do until one comes along. A most interesting and educational evening, one well deserving of the applause received.

Track Stewards Rota 2008				
Date	Senior Steward	Track Steward	Track Steward	Track Steward
22-Jun	Jim Robson	Derek Smith	John Riches	Peter Fraser
29-Jun		Edward Kitchener	John L Morgan	Naughton Morgan
06-Jul	Mike Avery	Geoffrey Burton	Johnathan Avery	Nick Rudoe
13-Jul	Roy Chapman	Mike Hodgson	Peter Badger	Anthony Mason
20-Jul	Ian Clift	Peter Lancaster	John West	Bob Gamble
27-Jul	Keith Bartlam	John Cattle	Gerald Moore	Frank Adams
03-Aug	Mike Chrisp	Ian Reddish	Alex Chapman	David Foster
10-Aug	Mike Ruffell	Brian Baker	Peter MacDonald	Brian Kennedy
17-Aug	Graham Gardner	Peter Precious	Mike Franklin	David Broom
24-Aug	Donal Corcoran	Lawrence Steers	Richard Deal	R Thompson
31-Aug	Tony Dunbar	Colin Thompson	Dave Chisnall	Owen Chapman
07-Sep	Brendan Corcoran	Peter Davies	Michael Gibbs	Peter Badcock
14-Sep	Jim MacDonald	Chris Reynolds	David Marsden	Peter Brewster
21-Sep	Adrian Reddish	Dave Green	John Firth	Martin Ginger
28-Sep	Stephen Smith	Roger Bell	Paul Lacey	Barrie Davies
05-Oct	Kieran Corcoran	Gavin Lang	John Mills	Richard Hesketh
12-Oct	Chris Vousden	Graeham Brown	Ron Todd	Malcolm Read
19-Oct	David Harris	Peter Fox	Tony Guerrier	Brian Hall
26-Oct	Terry Baxter	Peter Weeks	Ian Buswell	Derek Eldridge

NB: For any selected date/row, please read across both pages to obtain the names of all designated stewards. Bold type indicates 2nd steward's duty.

Mike's Musings

Once again I must draw everyone's attention to site security at Tyttenhanger.

A couple of months ago unfortunately I had to report that the whole site had been left unlocked. Once again I have to report that certain members are still leaving areas of the site unlocked. If that is not bad enough it has been reported to me that on opening the site on Saturday 7th June for a birthday party the class 37's chassis with batteries connected and two controllers were found to have been left out in the open. Additionally the signal cabin was found to have been left open. Talk about please take me as a free gift!

I am at a complete loss as to how I can impress upon those members who leave equipment out or buildings unlocked that they are inviting the attention of the criminal element. Not wishing to offend the majority of members who do religiously ensure that the site is secure, I am certain that if we do suffer the attention of some criminal due to this lack of responsibility shown by the few then

Date	Track Steward	Track Steward	Tea Steward	Tea Steward
22-Jun	Richard Cross		Nicholas Griffin	R Lidsey
29-Jun	Geoffrey Mogg		John Morgan (M)	Mrs J Morgan
06-Jul	Dave Snellgrove		David Lapham	George Case
13-Jul	John Beesley		Mrs Badger	
20-Jul	Gregory Metcalf		Mrs Clift	
27-Jul	Jeffrey Bolton		Rachel Chapman	David Metcalf
03-Aug	David Burman		Chris Dean	
10-Aug	Norman Back		Mervyn Smith	
17-Aug	Dave Snellgrove		Paul Godin	
24-Aug	Michael Gibbs		David Morgan	Dave Laurance
31-Aug	Bryn Morgan		L Brooks	
07-Sep	Daniel Procter		Mrs P Corcoran	
14-Sep	Michael Smith	Peter Sheen	Mrs MacDonald	Mrs Brewster
21-Sep	Adam Gorski		Mrs Reddish	
28-Sep	Anthony Sykes		Mrs Smith	Julie Davies
05-Oct	Paul Bexfield	Guy Ellerby	Mrs Betty Fenton	Rai Fenton
12-Oct	Tim Clementson		Richard Hall	
19-Oct	Susie Frith		Mathew Stallard	Mrs Harris
26-Oct	Rai Fenton		Mrs Baxter	Jenny Baxter

the responsible membership will not be best pleased.

All I can do is to repeat that it is the responsibility of any member who unlocks any part of this facility to ensure that it is locked again before his or her departure, or that the responsibility for locking up should be passed on to another member who has a set of keys and is remaining on site.

If anyone has a fool-proof idea that will ensure that the site is secure then please let me know and I will implement it.

Whilst in a moaning mood, some members are still taking their cars up to the coach. This practice has been banned by the Tyttenhanger committee due to the distress that it causes to the grass; we do not want this grassed area to go the same way as the car park. If you do need help to take heavy boats or other items to the pond please ask another member for assistance.

We are looking for volunteers to form a grass cutting team (yes we do actually have plenty of grass) so don't all rush at once. If you are willing to help please let me or Peter Funk know so that we can co-ordinate things.

I am also looking for a volunteer/s to take the club's class 37 under their wing this

winter as she is looking a bit tired and jaded. The required work is to drop the battery compartment to enable the bodywork to sit down properly, and to fill the bodywork as required and to do a complete re-spray in BR green with new transfers. Once again please let me know if you are prepared to take this on.

Finally this month I would like to mention the superbly made Diamond crossing and set of points for the ground level line, both made by Peter Brewster; thanks Peter.

Forthcoming Loco Section Meetings.

Friday 18th July – loco section BBQ at Colney Heath.

Friday 15th August – loco section BBQ at Colney Heath.

This will be the last BBQ before returning to Summers Lane for the winter.

Track Stewards Rota

Please be aware that there are still quite a few gaps in the Rota so if any of you feel the urge to carry out a second duty please let me know and I will update the Rota accordingly. The latest version is published on the two previous pages.

Mike Ruffell

Loco Section Leader



A Busy Month!

Mike Chrisp reports:-

It has often been observed how many of us – model engineers in particular - seem to be busier in retirement than we were when working. I have even heard it suggested that we should perhaps get a job to recover some of the time we had before we stopped work. A good analogy for retirement could be epitomised by the old time variety show performers who could keep a number of china plates spinning on top of vertical bamboo canes fitted into holes in a trestle. The trick is to keep all the plates spinning and prevent them from falling and smashing. It strikes me that this trick is not unlike keeping all our commitments on the go! I suppose I should be honest and confess that most of them are self-inflicted.

Summertime is a busy period for many of us. We like to get out and about when we have the chance and so far this year the weather has been quite good. Peter Funk noted in our June News Sheet that several North London members had supported the Royal Gunpowder Mills Steam Fair by running two portable tracks. The event attracts good support from traction engine owners in all sizes and scales. I was pleased to meet so many folk I have got to know over the years, some I haven't seen for ages! Steam Fair organiser Robin Parkinson was pleased that we were able to support the event and looks forward to maintaining contact.

A waterlogged site brought about the cancellation of the popular Leighton Buzzard Rally that we normally attend, but the Whitwell Rally held on the following weekend was a great success. Located at its new site at Codicote, our small team had to work extremely hard to cope with public demand.

Jean and I were made welcome during our visit to the annual Miniature Traction Engine Rally organised by Vale of Aylesbury MES at the Buckingham Railway Centre. This event was also well supported with thirty or more engines on parade. Many of those present at the Gunpowder Mills were to be seen here. VAMES Chairman Clive Ellam, also a Southern Federation Committee member, delivered the Grand Parade commentary.

A new event in the model engineering calendar is LittleLEC, introduced this year by Guildford MES at their Stoke Park track. Conceived as an antidote to IMLEC, contesting locomotives are restricted to a maximum dry weight of 50lb. including tender if appropriate. Our own Mike Foreman entered with his *Rob Roy* and achieved a creditable 0.34% efficiency to reach sixth place. Twelve contestants battled it out with locomotives including *Juliets*, a *Scamp*, *Rob Roys*, a *Mona*,

Opposite page: *Brian Baker, Mick Avery and Laurie Steers have fun posing for my photograph of Brian's Violet at the Royal Gunpowder Mills.*

Tiches and a *Rocket*. Les Pritchard managed 0.55% with his *Juliet* to reach first place. We were made very welcome and I took the opportunity to explore the newly extended Guildford MES club house and to photograph their steaming bays for possible inspiration for our own development at Tyttenhanger.



Left: *Mike Foreman sets off on his first run as a competitor with Myke Baigent and Dave Tompkins in LittleLEC, a new efficiency competition for small engines organised by Guildford MES.*

Four of us paid a brief visit to the Science Museum during the day preceding a recent Southern Federation MES Committee meeting. Among other topics, insurance matters were discussed at this meeting and our attention was drawn to the requirements of the Performing Rights Society concerning the playing of recorded music at any event to which the public have access – and that includes us!

Recent North London SME meetings have been excellent. Our AGM was a most agreeable affair, the more so thanks to several complimentary observations made and recorded during it. At a recent locomotive section meeting Alan Marshall explained the concepts underlying signalling work for the ground level railway. His presentation was well prepared and appreciated by all present. Tim and Caroline Coles of Cambridge MES came to the June General meeting with *Lord of the Isles*, Tim's gas turbine powered 5in. gauge version of the English Electric GT3 prototype. A fascinating evening was enjoyed by all present.

Last Saturday (as I write these notes) David Harris and I entertained friends from Chelmsford SME, Chingford DMEC, Fareham DSME and Canvey RMEC. Fifteen locomotives ran on both the raised track and the ground level railway, and about fifty folk enjoyed the facilities of our Tyttenhanger track site. A few North London members had made a huge effort to prepare the site before their visit, and I would like to thank them for all their hard work. Our visitors also appreciated the attentions of Rita and Ron Thorogood and Jeanette Harris who spent most of their Saturday preparing and dispensing refreshments from the coach. My thanks also to Jean who

did a load of shopping on Friday afternoon and got up early on Saturday morning to prepare sandwiches and other victuals for the day.

Right:

Trevor Fry of Fareham DSME ran his ship on the boating lake during a recent visitors' day at our Tyttenhanger track site. The craft features many radio controlled functions to entertain and amuse



A lot is happening in July and August too,

so please check the Dates for your Diary on page 19 of this issue to see if there's anything you can help out with. Our next General Meeting at headquarters will be a Bring and Run evening when I hope that plenty of you will bring along something to run on steam or air or whatever.

To finish this report, which I had intended to be brief(!), I shall round off with a note about Fathers' Day and Steam on the Green at Redbourn Museum. Several North London members joined with some St. Albans DMES members and others next door to The Cricketers pub with large and small traction engines, Jim Macdonald's portable track and displays of models, cycles, a fire pump, small organ, garden plants and all sorts. What better way could there be than to spend Fathers' Day sitting outside a country pub supping good ale and enjoying a barbecue in good company accompanied by the sights, sounds and smells of steam engines?

Right:

Three of the four miniature traction engines that accompanied full size machinery present on Fathers' Day 2008 at this annual Redbourn Museum gathering.



Garden Railway News & Notes

This month Greg Metcalf describes his recent visit to a GIMRA member's garden in Cornwall:-

My problem is that as a new convert to gauge 1 I can only get to London Colney about one week in four. Earlier this year I booked a week down in Falmouth and sure enough a week before the holiday I found that if I was not going to Falmouth I could have run my train at LC! Cancelling the holiday was not on; cannot upset the wife too much, so there I was reading my latest GIMRA mag and there was a list of contacts including the Cornwall section. Meeting every Thursday, contact Nick Wilder. So gave him a ring and invited myself to his Thursday afternoon session. I rang him from the hotel the Wednesday night and he gave me instructions, and just as well because I would never have found him. I took my Caledonian 918 with me plus all the meths, water etc; the wife thought I was pulling her leg at first.

Nick's garden railway starts in his shed. There are four roads: the nearest has a turntable at one end, complete with a number of locomotives. The far two had platforms, canopies, passengers etc, with a neat switch over at the end so you can transfer the loco without having to pick it up manually. There are three roads going out and they are controlled by a signalling arrangement. Once the signal is set in your favour then all the points on the track are set for you. The control panel is just above the tracks and Nick can tell by looking where you are on the track at any given time.



Greg's Caledonian 4-6-0 steams down Nick Wilder's track in sunny Cornwall. Photo: Greg Metcalf.

So, straight out of the shed and off round the garden, double track with a nice bridge over the path. The weather was splendid and as I was the only one running at the time I had a good hour or more. Nick put four Great Western coaches on and she ran and ran. Nick ran his GWR Walton Grange with a rake of six as well. Mind you, being in the company of experienced men I got a bit nervous and thought I had lit the wicks when I hadn't! Then Nick's loco had a blocked blower and that had to be sorted out. Anyway, all great fun. We stopped for home-made cake and cups of tea. There were only five of us: Nick, myself, the two Teds and Ray from Canada. One of the Teds was the brother to David Leech, the model coach builder. Obviously they are all engineers as they brought out their half-built loco's they are working on, all beautifully being prepared.

A really nice 4 hours, with good weather and excellent company. Thanks to Nick and his wife for a great run, and if any of you are going down that way, give him a ring and take your loco's.

Replacing the covers on the Garden Railway

Message to users:-

If you run a loco on a day other than a Wednesday, would you please replace the green covers when you've finished. Malcolm and I have put a lot of time and effort into installing the netting, and if it is left off, it can take up to half-an-hour to clear the tracks of debris.

Thanks for your co-operation.

Malcolm Read & Nick Rudoe

GENERAL MEETINGS 2008 – PROGRAMME

Our General Meetings are normally held 8–10pm at our Legion Way Headquarters in North Finchley unless otherwise indicated. We usually have a raffle – thanks to Peter Davies (donations of suitable prizes appreciated), and refreshments around 9pm - thanks to Ron Thorogood. All profits from meetings go directly to club funds. All members are particularly welcome and we are always pleased to see members' friends and family at any of our General Meetings. I am always keen to see a good turnout at our meetings and look forward to your company.

4 JULY – WORKING MODELS: BRING AND RUN!

Following the success of last year's evening of running things at Headquarters (thanks to Mike Hodgson, his compressor and his ability to direct air to where it is required), and to mark Independence Day, if you have anything that will run on air or whatever, why not bring it along this evening so we can all enjoy seeing it in operation? Maybe it doesn't function quite as well as you had hoped - experts are bound to be on hand to advise with words of wisdom!

1 AUGUST – NOEL SHELLEY (RINGSTEAD FOUNDRY): SAND CASTING PART 1

The first of two visits, at this evening's meeting at our Finchley headquarters Noel Shelley will introduce the topic of foundry work and explain how to set up a small home-made foundry. His topics will include basic metallurgy, pattern making, sands, mould making, melting and casting. He will also introduce 'The Baby', a furnace capable of melting 18lb. of brass to a temperature of 1050°C, ready for pouring, in 15 minutes. Next month Noel will return to demonstrate the art and craft of sand casting at the track.

5 SEPTEMBER – NOEL SHELLEY: SAND CASTING PART 2

3 OCTOBER – ON THE TABLE: YOUR WORK IN PROGRESS

7 NOVEMBER – OUT AND ABOUT WITH OWEN CHAPMAN

5 DECEMBER – PRE-CHRISTMAS SOCIAL

Mike Crisp

Stapleford Steam by Geoff Howard

On June 14, whilst members of the Society went south to Kempton Park pumping station, I took the opportunity to travel north to the Stapleford Steam rally, near Melton Mowbray. Whilst the show includes the normal ingredients of a rally, being a superb collection of traction engines, vintage trucks, cars and tractors, there is an added extra attraction here. This is the home of the Stapleford 10¼ in. miniature railway which is only open to the public once a year.

The railway was first built in May 1958 by the then Second Lord Gretton, who was looking for an added attraction for visitors to his stately house and grounds, which first opened to the public in 1953. Initially the line ran from the car park to the house, 2000 yards, but in 1959 it was extended to the lake side where a cafe and station were built. The first train to this station was hauled by a 4-4-2 Atlantic Loco built by David Curwen.

By the end of 1961, passenger numbers had exceeded 21,000 and a second loco was obtained, this being based on a Western Region Warship hydraulic loco, powered by a Ford car engine. In 1963, the attraction was further extended by the addition of the first of 2 scale models of cruise liners, large enough to carry several passengers for a mini cruise on the lake, being 45ft long and 8ft in the beam.

The railway continued to develop, with an American Berkshire class steam loco built on site in the 1970's and the line itself was extended to run round in a balloon circuit via the lakeside to return to the lakeside station via a sprung point. This loop included a further station for a picnic area within the wooded area.

Following the



Left:
Geoff's shot of the LMS Jubilee Class "Victoria", No. 5565, at the Stapleford Miniature Railway, which celebrates its Golden Jubilee this year.

death of the Second Lord Gretton in 1982, the estate and railway were closed to the public, with the latter being put into safe storage. The house was sold in 1985 and is now occupied as one of the country's top sporting hotels. Following the untimely death of the Third Lord Gretton in 1989, the railway was passed into the care of the Friends of the Stapleford Miniature Railway, with Lady Gretton as Chairman. Since then the Friends have virtually re-laid the track throughout, replaced the workshop and storage sheds and are in the process of building a new station building based on Settle Station. The work included the reconstruction of the tunnel with walls and roof strong enough to support a traction engine. The track is now from a terminus station, through the tunnel to the lake, around the loop and upon returning to the lakeside return to the station, a journey of about 2 miles, covered in approximately 15 minutes travelling between 15-20mph. The loco stock now comprises 6 operational locos, being:

- 1 New York Chicago and St Louis Berkshire class 2-8-4 "The Lady Margaret" - built 1970/71 and is 18' 9" in length.
- 2 New York Central Niagara class 4-8-4 - built 1974
- 3 GWR Saint class 4-6-0 "Hampton Court" - built 1939 by Twinning Models Ltd of Northampton
- 4 LMS Jubilee class 4-6-0 "Victoria" - built 1974/75
- 5 Curwen Green Atlantic 4-4-2 "John H Gretton" (named after the late Lord Gretton) - built 1948
- 6 Curwen Warship class diesel "White Horse" - built 1962.

Unfortunately, neither of the two boats have survived.

If you feel tempted to visit the railway, don't - it is a closed site and only open to the public on the weekend of the steam fair. However, as this year is the 50th anniversary of the railway they are holding a second open day on August 24/25 this year; otherwise you will have to wait until 13/14 June 2009.

I hope the attached photo will give you a flavour of the railway. Further details can be obtained from the web - www.fsmr.org.uk.

FOUND

Thanks to the sharp eyes of Peter Brewster my precious missing spanner has been recovered. Many thanks Peter.

Jim Robson

Chuckle Corner

Some classic examples of signs in so-called English, seen around the world:-

Cocktail lounge, Norway: LADIES ARE REQUESTED NOT TO HAVE CHILDREN IN THE BAR.

Doctor's office, Rome: SPECIALIST IN WOMEN AND OTHER DISEASES.

Hotel, Acapulco: THE MANAGER HAS PERSONALLY PASSED ALL THE WATER SERVED HERE.

Information booklet about using a hotel air conditioner, Japan: COOLES AND HEATES: IF YOU WANT CONDITION OF WARM AIR IN YOUR ROOM, PLEASE CONTROL YOURSELF.

In a Nairobi restaurant: CUSTOMERS WHO FIND OUR WAITRESSES RUDE OUGHT TO SEE THE MANAGER

On a Zambesi River highway: WHEN THIS SIGN IS UNDER WATER, THIS ROAD IS IMPASSABLE.

Hotel, Japan: YOU ARE INVITED TO TAKE ADVANTAGE OF THE CHAMBERMAID.

In a Kansas city restaurant: OPEN SEVEN DAYS A WEEK, AND WEEKENDS TOO.

In a Vietnamese cemetery: PERSONS ARE PROHIBITED FROM PICKING FLOWERS FROM ANY BUT THEIR OWN GRAVES.

Tokyo hotel's rules and regulations: GUESTS ARE REQUESTED NOT TO SMOKE OR DO OTHER DISGUSTING BEHAVIOURS IN BED.

In a Bangkok temple: IT IS FORBIDDEN TO ENTER A WOMAN EVEN A FOREIGNER IF DRESSED AS A MAN.

Hotel brochure, Italy: THIS HOTEL IS RENOWNED FOR ITS PEACE AND SOLITUDE; IN FACT, CROWDS FROM ALL OVER THE WORLD FLOCK HERE TO ENJOY ITS SOLITUDE.

📖 Dates for your Diary 📖

Friday 4 July	8.00pm General Meeting; Working models: bring and run; HQ, Legion Way, North Finchley
Saturday 5 July	HO section visits Colney Heath
Saturday 5 July	Colney Heath School fete
Sat/Sun 5/6 July	Chiltern Traction Engine Club Rally, Prestwood, Bucks
Wednesday 9 July	11am G1MRA GTG at the Garden Railway; contact Malcolm Read
Wednesday 9 July	2-5pm; Childs Hill Autistic School visit to Colney Heath; engines required - contact John Squire
Saturday 12 July	Birthday party (engines & stewarding help required)
Saturday 12 July	Leverstock Green fete
Sunday 13 July	Redbourn Steam Rally, Herts
Monday 14 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 18 July	Loco Section BBQ at Colney Heath
Friday 18 July	<i>Deadline for copy to Editor for August News Sheet</i>
Tuesday 22 July	St Lukes School visit to Colney Heath
Saturday 26 July	Birthday party (engines & stewarding help required)
Sat/Sun 26/27 July	Dacorum Steam Fayre, Potten End, Herts
Monday 28 July	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath
Friday 1 August	8.00pm General Meeting; Noel Shelley talks about sand casting; HQ, Legion Way, North Finchley
Saturday 9 August	Club Invitation Day at Colney Heath - contact Brian Apthorpe
Monday 11 August	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Friday 15 August	Loco Section BBQ at Colney Heath
Friday 22 August	<i>Deadline for copy to Editor for September News Sheet</i>
Monday 25 August	8.00pm Tyttenhanger Site Committee Meeting; the coach at Colney Heath (<i>Check date; clashes with Bank Holiday</i>)
Monday 25 August	Bank Holiday - members' running day at Colney Heath
Monday 25 August	Fun Day at <i>the Boot</i> , Chipperfield
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Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

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.