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Thoughts of Chairman Dell

The exhibition season is now nearly over. Picketts Lock was its usual high standard. We have Brighton to come. We have no stand there but its still a very good exhibition. Lots of variety and a good marine presence.

As you all probably know Jim MacDonald (he of the Great Barnet Exhibition) has taken over the Loco Section on a temporary basis (shame). He has given us a taste of his organising abilities and brought the Tytenhanger Committee back on song. And it shows. If only we could persuade Jim to take on the job permanently or even for 4 or 5 years. I know Jim doesn't want the job owing to work commitments but the way he has things organised the task will be much easier.

Dell's Dirty Tricks Department would like all members to ask Jim to carry on. You never know Jim may get fed up with people putting pressure on him and decide to take the job. Sorry if I put you on the spot Jim but NLSME needs you!

I'm now going slightly scientific - unusual as my best subject at school was the 25yd breast stroke.

Wind, Fire and Water. Fire and water seem to push wind into the background (I've been a sufferer for many years). Fire and water make steam. Fire keeps us warm; water keeps us clean (It rhymes!). Wind freezes us in the winter and cools us in summer. Wind makes fire blaze fiercely. Wind makes waves at sea (not a lot of people know that).

I still believe wind will come into its own in the future. What has led me to think of these lines is this:

On my way to Norfolk I pass through a small town, Swaffham. It has its own wind generator, just outside the town. The generator supplies enough electricity for over half the town. It stands like some colossus completely silent and as tall as St Paul's, causing no pollution and apart from its manufacture, it produces electricity completely free. I don't suppose the electricity bills will go down. It has an observation platform at the top

and I promise myself a visit soon. Not to everyones taste but I think it's a thing of beauty.

As you know I am standing down after 2 years as Chairman. Combined with the Chairman's job I also empty the bucket outside the workshop. Although I am quite happy to stand down as Chairman I will not give up emptying the bucket. I hope this does not put off any candidate for Chairmanship who may be longing to take on both jobs.

I've heard it said he makes a better job of emptying the bucket than he does of being Chairman! Seriously, the Chairman's job has been very interesting. It hasn't kept me awake at night although we have had our problems. But this is always offset by the warm support of the Council members; and it gets you out of the house.

I've finished making a submarine and as its Thursday I intend to give it the first wetting, but as I look out the window its raining hard (water) and its blowing hard (wind). I think I'll sit next to the radiator of FIRE!

Frank Dell

Off the Cuff ~ February 2000 Council Meeting

I have been almost tempted to burst into song recently the weather has been so Spring-like and then we wake up to heavy frosts, have to wrap up warmly, and take Basil for a walk round Greenwood Park where, on one particularly icy morning, he disappeared into a massive growth of old brambles. Michael found a way into a school playing field and positioned himself on the other side of the brambles, while I pleaded cajoled and generally threatened dire happenings if the little terror didn't soon emerge. Some 55 minutes later, despite all our endeavours, he suddenly burst out - to chase a timid little white dog that had just appeared! Hey presto - one dog duly harnessed and taken home in disgrace - but he had enjoyed himself! Now to the purpose of these notes -

The February meeting was well attended by 8 Council members and 7 others "in attendance". The Minutes were rapidly approved and signed.

The Chairman in his report expressed his appreciation of the recent excellent speakers at the General Meetings with an interesting range of topics covered.

It was then for me to report receiving a letter from our President - Mr J McGown - announcing his retirement from the Three Valleys Water Company at the end of March, and informing us that his successor will be Mr David Alexander, recently Managing Director of North Surrey Water.

The Treasurer presented his financial report and tabled four membership applications which were approved. So far as Headquarters is concerned, a committee has now been set up to oversee all matters pertaining there to and the five members have been invited to the March Council meeting so some guidelines can be established.

Under Section Reports, the Fetes section reported their various preparatory tasks were still ongoing. For the Loco section, a programme of winter maintenance work has been established by the Track Committee under the leadership of Jim MacDonald and good

progress is now being made on all aspects at Colney Heath. The Marine section are concerned that a quantity of sharp stones and aquarium pebbles have been "dumped" in the pond - yes, "dumped" is the right word as they are not wanted and might damage the liner, so please no more "dumping" of unwanted materials into the pond. By the time you read this the North American section will have been to Leigh-on-Sea to exhibit one of their layouts; and the OO section continues most weeks building etc., with occasional Wednesday evenings devoted to "playing trains". Slot Car members have acquired at small cost an old second-hand track and will assess its condition - either they keep it or it will be sold off in sections. There was not a lot to report from Stationary Steam & Traction Engines; and the Video Group are very busy finishing three films for the Triangle competition.

We were pleased to learn that the British Legion, based on the same site as Headquarters, have been assured by the Local Authority that their tenancy is secure as the area is designated for recreational purposes but as yet they have no idea what possible increase there will be in their rent. This has to be good news for the Society as our lease is also running out and no doubt the bad news, when it comes, will concern the rent.

Beryl Collingwood

Editorial ~ Marking the New Millennium

Some time back we suffered a water leak at HQ and many of our News Sheets were destroyed. Fortunately George Moon's late father Ted, an early member of the Society, collected and kept a full set which was maintained and continued by George. I have sorted through and made an inventory of those that survived the flood and thanks to George, who in recent months has been busy photocopying the missing ones, there will eventually be two complete sets for the future.

George has been a great help to me in the first few months of doing this job, freely offering suggestions and providing me with ideas. He pointed out that in the February, April and June 1951 editions of the News Sheet a series of three articles on the formation of the Society appeared and I have reproduced them in this issue exactly as they appeared at the time. They must be the definitive written account of the origins of the Society. Although they were never ascribed to an author I am pretty certain that they were written by AJ Bradley who was the second editor of the News Sheet and an influential figure in the early days of the NLSME.

Originally I intended to include them in last month's issue, which would have been appropriate since it was the first in the New Millennium but space did not permit.

Many of us have already forgotten that we are in a new millennium but I have been reminded that many events all over the World will occur or continue for the whole of this year as a way of marking the start of the next one thousand years. So- anything we do this year we can say is to mark the start of the New Millennium!! Consequently the three articles on the foundation of our Society are to mark the New Millennium and I can promise you more on the early days of the NLSME in the months to come.

Grahame Ainge

Important Dimensions for Driving Trucks at Colney Heath

All drivers are reminded that there are minimum dimensions that driving trucks must conform to in order to run at the Track. Trucks which do not conform to these requirements will not be allowed to run.

If you wish to haul passengers, six studs must be fitted to the rear of your driving truck to the dimensions given, either on existing valances or on a purpose made bracket. The studs are available from me and match with the purpose made covers on the front of Club passenger cars.

Mike Foreman (Track Committee)

Treasurer's Corner

As most members will be aware, renewal of subscriptions are due on 1st April. I would like to inform you that there will be no increase in subscriptions for the coming year, and that I will be enclosing a form with the next News Sheet to be returned to me with your payment.

M C

Marine Mumbles

Before I start, thanks to all those who came to the January Marine Meeting. We kicked off as usual with Frank giving his report from the Council meeting. The bridge work across the Cuckoo Line is going strong. Thanks to all involved for that. While on the thank you subject: thanks to all of you who went in for Derek's raffle on Workshop Night. The money will be put to buy spot lights for late night sailing at the pond.

Next up was me with the continuing story of the Oerlikon gun building. Derek Perham very kindly produced a tin plate cone for me to use as the pedestal base. In the end I used the cone to produce a resin cast. As I wanted to 'dress' the moulded resin in the lathe, I put a length of 15mm copper water pipe down the centre of the tin plate mould. The local car spares shop supplied car body resin (which is much cheaper than model resin. It is also safer as model resin contains cyanide). As the model took about 300ml to fill, I made up small aliquots (that's a good word) of resin mix. I soon got fed up with this and made a 'ginormas' amount and tipped it in. What a twit! The exothermic (another good word) reaction was so intense I thought it was going to 'melt' the solder on the tin plate mould, or I could cook breakfast on it. I forgot to say that a paper liner was used as the release agent. After 24 hours I removed the crude pedestal, which looked like a donner kebab, with two inches of copper pipe protruding from each end. This was then machined and hey presto the pedestal.

STOP PRESS The Oerlikson is now completely finished after 6 months work!

The high spot of the evening was John West talking about a huge U-Boat he is making. This will be a sure fire show stopper on or should I say under the water of the pond.

I was sorry I could not stay to hear what he had to say due to being "Dad cabs" for the night. This is the main reason for giving up the Section leadership this year as I arrive late and have to leave early.

Look on the bright side, with all this rain the pond won't need topping up.

See you next month.

Peter Stern

[Tyttenhanger Gazette](#)

The February Loco Meeting was a 'Work in Progress' and Jim Taylor was first to speak. His 5" g Butch is up to the chassis and wheels stage and this is after only twelve months. A pair of them are being made; the other one is being built by Reg. The design has no provision for dropping the grate; Jim hopes to make that possible. The buffers were nicely made but they may be replaced as they are a shade on the thin side. One wheel would not run true and rather than make another wheel, it was re-bored oversize and a new axle made to fit; this being a better option than fitting a bush between the wheel and axle.

Ron Price is making a freelance 0-6-0 he has named Bitsy as its design is taken from many other models. This is at the chassis and wheels stage and he started the drawing in November. The only castings used were for the wheels and eccentric straps. One supplier quoted £60.80 for a set of wheel castings but Ron looked elsewhere and bought them for £34. One of the wheels was too hard to machine. It just took the edge off the centre drill. This the supplier freely changed.

Having retired as a design engineer eight years ago Marcel Bolle is now making a warrior twin cylinder double acting steam engine to MAP design. Whilst getting used to machining he turned the crankshaft in one piece as opposed to fabricating it. The flywheel is secured to the crankshaft with a grub screw, that is fitted through a long hole, from the rim of the flywheel to the bore. Marcel recognised the out of balance force that this would create and improved the design by extending the hub out sideways and fitting the grub screw in that.

The dog clutch for the Fowler 2" scale ploughing engine had posed problems for Maurice Cummins as he had sought suggestions at a 'Work in Progress' of how to machine the dog, which was a cube of metal against a shoulder. The solution was a little complicated to describe but the next operation is to turn a thread on the shaft of the component, which still leaves room for a mistake, so the screw cutting will be practised on wood first.

David Jones is building a 1400 from a kit by Winson and is making the side tanks. To get the rivets the correct length they were placed in a hole in a plate of the right

thickness and the piece protruding was cut off with a chisel. There was no means of draining the side tanks so a drain plug was added which also acts as a fastener, as an extra one was needed to secure the tank to the loco. A filter was provided in the tank and another modification made was to cut the tank framing away to enable the filter to be removed.

Of novel design was the spark arrestor, this was a tube of 1/16 mesh that fitted over the blast pipe and into the funnel, so the only thing that went up the chimney was the steam exhaust, and that was unimpaired by the arrestor.

The superb tender in 5" gauge is for David Harris' Britannia. The coal plate is now fitted. A cardboard one was tried first to finalise the shape of its development. Doors are fitted in the front of the tender with catches for access to the coal. The lamp holders were machined from solid. The vertical ladder up the rear was pleasing; the sides that went up and curved over and down were made from two pieces of mild steel riveted together, machined, draw filed, then taken apart for the rungs to be riveted in position.

Frank Hills is building a 5" gauge Jubilee from a Winson's kit. The kit is supplied in stages at one a month. They are intended to be just fitted together almost on the kitchen table. A misalignment problem in the design led the equaliser bar on the front bogie to not sit in the hole in the axle box. The hole was slotted to suit. The front bogie was secured to the chassis by a bolt which engaged by only three or four threads. The thread had no shoulder to tighten against so Frank made his own. The parts are CNC machined and as one member said 'It's as easy with CNC to get it right, as it is to make parts that do not fit!

The highly polished items on the table were for Mike Rufell's Great Westernised Simplex, the safety valve bonnet was turned from solid and a Proxon mini drill will be used with an appropriate attachment to finish some of the awkward corners. He also described the cover for the top feeds and the frame that surrounds the backhead. This was made from gilding metal and formed after many annealings over a plywood former. All finished with wet and dry and metal polish.

David Broom followed and described the making of the crossheads for his 5" gauge Chubb, which is a four wheel Butch. David started by following the good method of deciding what mattered was that the side grooves and the hole for the piston rod were in line and parallel. Much of the rest was cosmetic. The piston rod was assembled in the crosshead to align the job for milling the slide grooves.

The bogie was for Derek Perham's class 23 Baby Deltic. Only ten in full size were made as they were not very successful. The brake gear is all false as it is not designed to work. The axle boxes are made from brass and will be fitted with photo-etched covers. A fibreglass body from 'Compass House' will complete the model.

Roger Bell

[The Wideangle](#)

Apparently, we are no longer the Cine Section; we are now the video group! It does tend to make me think of my local Blockbusters, but I guess that our new collective name is more appropriate. Our Section can now boast 7 members with their own video cameras

and one club camera for members use, with the rest owning cine cameras of various descriptions and formats.

Last year saw a marked introduction of the new(ish) digital video formats, with three members making the jump from the old analogue system. The digital format gives a marked improvement in picture quality, coupled with smaller cameras and loss less editing and copying- nice!

This format also projects much better than it's predecessors, the first in my opinion to give super 8mm a run for it's money and it doesn't suffer from annoying glitches generally referred to as picture drop-out. This is all good news; the bad news was the lightening effect the upgrade had on members' wallets! Still, you can't have it all your own way.

Trouble comes in threes

The forthcoming Triangle Competition is now looming large, and is expected to take place at the end of February. We are competing against Ealing and Fairkytes Societies respectively and the scramble to cobble three films together in time has already begun. One day we might be ready in good time. In the meantime our excuse is that pressure concentrates the mind wonderfully!

The new Video Group programme is now including brief tutorials at the start of each Wednesday meeting. These last only 30 minutes and have been designed to encourage members to use their cameras in a more adventurous fashion. The tutorials include camera use, editing and other postproduction techniques such as titling and recording an effective commentary. The tutorials have been kept deliberately brief to avoid boring the initiated and those who just come along for the tea and gossip. I jest of course!

If successful, the tutorials will be repeated and with luck we may see some films from those who have yet to take the plunge!

Film vs. video

A recent speaker at one of our Wednesday meetings, enquired about the availability of movie film stock- standard 8mm, 16 mm et al. A great many folk are under the impression that with the widespread use of video, film has all but disappeared. Nothing could be further from the truth! Although the big players such as Kodak, Agfa and Fuji have scaled down or stopped production of small gauge film stock, other smaller concerns have stepped into their shoes and taken over. Whilst it's no longer possible to pop round your local Boots for a roll of super 8mm, if you know where to look anything from black and white standard 8mm to colour 9.5mm film stock is freely available- at a price. This, unfortunately is the no.1 problem with film- 4 minutes of silent super 8mm process paid is about £17!! Compare that with over an hours worth of digital video for a fiver, and you can begin to see the appeal video has for the amateur film maker.

However, film still has its virtues. For a start it's more hardy than video tape. It projects better (and a lot cheaper too). Stop frame animation is still almost exclusively produced using film and second-hand equipment can be picked up for pennies (literally!) and is unlikely to go wrong or out of date! So if you have an old cine camera gathering dust in your loft, why not dust it off and get those wheels turning. Ironically, a visit to the video group may well result in some useful tips and contacts.

Andrew Lawrence

Boiler Tests 2000

The Loco Section has recently taken delivery of a new boiler test kit. We must thank Mrs Edith Sherman for the donation of a Duplex pressure test gauge, Ron Price for the manufacture of the pump and general plumbing, Brian Kennedy for the highly crafted cabinet in which this equipment will reside, and finally Ron Thorogood who located and fitted the cabinet furnishings - clips, handles, etc.

The test set has been fully calibrated against a dead-weight tester and can therefore be used with complete confidence by the boiler testing team. In order to maintain its accuracy this new equipment will be used only by the boiler testers for approval testing. The existing equipment will remain available for general use.

The boiler testers will as for previous years be available on site at Colney Heath on the first Sunday in every month to conduct tests. Although this will be a matter of routine it would be appreciated if a courtesy phone call were made to ensure that the numbers can be covered. It is the loco owners' responsibility to provide their engines with the appropriate connection (5/16" x 32tpi male) already fitted, pressure gauge and safety valves blanked off if appropriate, and in a fit state to retain the required hydraulic pressure without excessive leaks from fittings.

Mike Collingwood

MAC (WILLIAM McARTHUR) BARNES ~ 1915 - 1999.

It was with much regret that we learnt of the passing of Mac Barnes. We have expressed our condolences to his family and Mac's daughter Stephanie has written the following obituary.

Mac was a member of the Society from 1982 until his death on 21st October 1999. His skills as a draughtsman and engineer were fully utilised both during his working life and following his retirement in 1980. In 1930 Mac joined The Gramophone Co. in Hayes (later to become EMI) as an apprentice in the Tool Room and studying engineering subjects in the evenings at the Spring Grove Polytechnic. He stayed with the company for 7 years working in the Research Drawing Office and Tool Design Office following completion of his apprenticeship. Between 1937-1943 he was employed by Rotax Ltd., Simmonds Accessories, and the Fairey Aviation Co., progressing from Jig & Tool draughtsman to Production Planning Engineer at Faireys. From 1943-1946 he was Works Manager at the nautical and aeronautical instrument manufacturers Henry Browne & Son. Naturally during that period virtually all the factory's output was WWII orientated.

In 1946 Mac became Works Manager at Griffin & Tatlock, making his final career move in 1952 to C F Casella & Co.Ltd., a small company designing and manufacturing environmental monitoring and meteorological instruments. Whilst retaining his position as Works Manager, Mac was appointed a Director of the company some years before his

retirement. Recently the Curator of Environmental Sciences and Technology at the Science Museum consulted him concerning his long association with Casella's and his reminiscences are included in a brief account of the company published in "Hackney History, 1998" and it is hoped that a comprehensive history of the firm will be forthcoming in the next year or two.

During the 1950s Mac was elected to membership of the Institutes of Production Engineers and Works Managers, and for many years he was actively involved with the Engineering Industries Training Board.

Long before his retirement Mac's engineering skills were put to good use at home in Tewin. His intimate knowledge of the workings of the internal combustion engine and love of cars (Jaquars in particular) was much appreciated by the family, especially the younger members in their clapped-out-Mini days! His expertise with recalcitrant clocks and lawn-mowers was utilised by many in the village and much further afield.

Two major projects deserve mention - the restoration and loving use of an Ampico Rogers reproducing piano. Few visitors left the house without hearing it at full throttle playing favourites from his extensive collection of music rolls; and following retirement Mac built a 2" scale model of a Burrell Showman's Engine "Thetford Town" and this was frequently steamed at home and at shows and fetes in the area. He was delighted to see the engine on display on the Society's stand at the Model Engineering Show at Olympia last January though sadly he could not see it occupying pride of place in the NLSME display at Ally Pally last December. The engine is staying in the family as one of his daughters plans to learn to steam and maintain it following her retirement in a few years time. Largely thanks to Ron Price, it will spend the foreseeable future at the Burrell Museum in Thetford where it will be steamed regularly. Mac would thoroughly approve of the Museum's intention to use it as an aid to help children appreciate steam power in particular and engineering skills and heritage in general.

The opinions and views expressed in this News Sheet are not necessarily those of the Society or editor.

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