

The News Sheet

North London Society
of Model Engineers

May 2022



You can see this News Sheet in
colour by visiting our web site at www.nlsme.co.uk

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Front cover photo; -

Club member Jim's son Nathan having a great time running his American GE 45 tonner at Tyttenhanger recently. Although the same scale it completely dwarfs the adjacent British outline train.



This web version of the News Sheet has had the surnames and contact details of club members removed. Each member receives a printed full version by post each month.

Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you. Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions.

MEMBERS DAY AT TYTTENHANGER

MONDAY 2nd MAY, 1pm to 5pm.

To celebrate 60 years presence at Tyttenhanger and start of 2022 season of activities. Also, it is to be hoped, a day to mark the end of our Covid restrictions and return to club normality.



Schedule

- 1.00 pm; - Tea, coffees served from coach. Other drinks (self-service) from Gazebo
- 2.30 pm; - Ceremonial run by loco, Susie M, through the tape at Dingy Dell Station and onto RT extension
- 2.30 pm; - Concurrent ceremonial run by locomotive, Maid Marion, through tape at Dingy Dell onto the GL extension
- 3.00 pm; - Afternoon tea (sandwiches and cakes) from the coach
- 5.00 pm; - Close

Members can arrive sooner and leave later, run locos on GL, RT, Cuckoo Line, Gauge 1 and Narrow-Gauge Railways plus sail on the pond as they wish. Those activities are not part of the organized proceedings.



Chairman's Comments

Les

At the April Council meeting it was decided to go ahead with public open days at Tyttenhanger, commencing 15th May. Having not heard any resistance to re-opening from the membership it seems reasonable to recommence normal service. Of course, any changes in the COVID situation could derail that but, in the meantime, we are going for it.

Since we last ran for the public there have been several new requirements from the HSE and our Insurers to formalise inspections and procedures. These are now in place and I hope and trust, if we have got it right, that they will not impinge on our enjoyment of our hobby.

One of these requirements is to maintain an up-to-date Risk Register. This has now been completed and thanks to all who have contributed to it. Sure, enough no sooner had council approved the document than an incident on a Gauge 1 loco, not at our club, caused us to address an unforeseen problem and add new items to the register. The mitigating actions are incorporated into our site rules, they are common sense but success does depend on yourselves following them. In my experience our members do have a safety-first approach to our hobby.

The clubs own 5inch gauge locomotive, Butch, continues to suffer problems with its lubricator. After several attempts to affect a permanent repair, we have decided to call it a day and fit a conventional, LBSC type, replacement. This will take some time to complete but in the meantime club electric locomotives are available for use.

No member has come forward claiming ownership of the coal truck pictured in last month's news sheet. It is therefore being offered to members for purchase. To remind you here is a picture of it. As several members have expressed an interest in purchasing this vehicle, we will auction it by emailed offers to Treasurer.

Our AGM is May 5th. This is an important meeting in our calendar, so do come along. Upon completion of the AGM, we will hold a General Meeting to discuss the update to the HQ kitchen and WC, and anything else that those present wish to raise.

See you at track and HQ.



First Sailing of the year

By Roy

First sailing of the year, well for me anyway. I had been away in Australia for two months although strictly speaking I had been full size sailing there. I went when few were allowed to travel and the paperwork was a small nightmare, surprisingly the aircraft was fairly full with single passengers separated by one seat, so OK by me.

21st of April, I arrived at the pond, lovely sunny day with a gentle breeze and nice to see fellow members again. I had brought a Topsail Schooner with me for the morning sail,

I had bought her just a week ago from the estate of one of the St. Albans club members, but previously she had been built by my good friend John Cook who died some 11 years ago.

At first glance she looks like the Billing kit Lilla Dan, but my model is 30% larger but built from the plans for Lilla Dan and these had been enlarged to suit a plastic fishing boat from a Graupner Elke kit. The Billing kit was too small to sail but this model is just right and suitable for our small pond. This model is 3 feet long including the bowsprit and there is a suitable size weighted keel fitted as well.

I had a couple of days to sort out and repair damage to the rigging. I also added some wiring into the radio system and find a receiver battery. I had not sailed a Topsail Schooner before and it soon became apparent that I had some learning to do. The topsails are the square sails on the fore mast and these swing to each side through an angle of 120 degrees, maybe more.

The sails are drafting film and the sail 'seams' are pencilled in, they are almost perfect, John's expertise as a professional Naval draftsman clearly on display. The RC is 3 channels with the left stick up and down letting the fore and aft sails out and in, the sideways movement of this same stick moves the square sails around the foremast. So, there are 2 sail servos and the right-hand stick has the rudder controls.

The first half hour on the water had me trying to get her to travel up the lake on a reach (wind blowing from the side) eventually I got the hang of it keeping the square sails across the beam and coaxing the sails to catch the wind. I was



beginning to wish John had fitted a motor and prop as per the prototype. But the satisfaction of being sails only was getting through to me.

The original ship, 33 metres LOA, is still sailing as a charter boat but originally, she was built as the Danish Sail Training Ship with a supervising adult crew and young people to come aboard and learn how to sail. Sailing is very popular in the Scandinavian countries. That was in 1951 but come the '90s she was sold on and converted to what she is today and she also retains her original name.



The model is not an exact copy of the original as the rigging is very complex. The working rigging has been simplified down to the minimum needed and adapted where necessary to fulfil its function. I have yet to add some detail which I hope will enhance what she looks like and I am working on a crew for her as well. Scale is about 1:36 and there are numerous plastic kit figures at 1:35 scale.

The original transmitter and battery held out for 2 hours which was a surprise as I had brought along a spare battery pack. The transmitter is a Hitec 4 Ch, entry level set (no computers). The model in its stand sits nicely on the back seat of my Yeti, so easy to transport and weight is about 10 pounds. The rest of the stuff goes in a backpack along with essentials like coffee.

A happy morning's sail and I shall be back very soon.

Slot Car section Race meeting

By Steve

We're having a race meeting in May at HQ, all things being equal. There will be club racing as usual on the afternoon of the 5th May.

Then opening again for track cleaning and early practice for visitors on the evening of Friday 6th. The racing will fully occupy Saturday 7th and Sunday 8th.

Treasurer's Report

By Mike

A new Society year begins and a big thank you to all those one hundred who have paid their subscriptions so promptly. I have received two resignations by way of distance, leaving us with 200 members, including two new members this month. Billy from Gauge One and Alan from Loco Section, welcome to you both. I would just add that a couple of regular Standing Order payees have yet to update their banking instructions to reflect the new subscription rates applicable from 1st April 2022.



On pages 8 & 9 of this News Sheet you will find the Annual Accounts for the year ended 31st March 2022, duly examined and approved by our Auditors, Geoff and Michael. If anybody has any queries regarding the Accounts prior to the AGM please contact me by the usual means.

For me personally, this coming year is going to be a very difficult one and I hope that members will bear with me, if I don't respond to them as quickly as I would normally have hoped to. Please keep the subscriptions rolling in and combined with a return to receiving income from our activities at Colney Heath and Fêtes and Fairs, will help to swell the much-depleted Society coffers for future projects. This is a special year for the Society celebrating 60 years at the Colney Heath site, so I hope to see many of you at the 2nd May event.



New steps at HQ

I am pleased to say that our neighbours at HQ have recently replaced, for the third time the Slot Car room fire escape steps.

Accounts

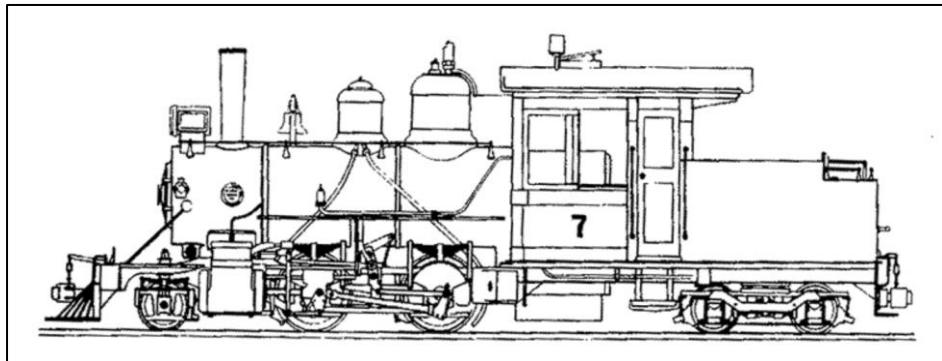
Accounts

Lucky 7 – The refurbishment *Continued from April 22 p17*

By Keith

Part 3

This is the story of how a rather unique locomotive came to be languishing in the store at Tyttenhanger and how it is now being overhauled, repaired and refurbished by John.



Having completed the repairs to the cab and bunker John has now turned his attention to what needs to be done to the boiler and then the frames.

The next obvious job was to remove the boiler and strip everything off the frames. Then as each component could be inspected and repaired if necessary.



The boiler was put to one side for now and the focus turned to the various components that had been removed from the frames.

The wheels and axle boxes were found to be in good condition with only a clean being required.

The leaf springs did need a little attention but the whole assembly was soon back on the frames.



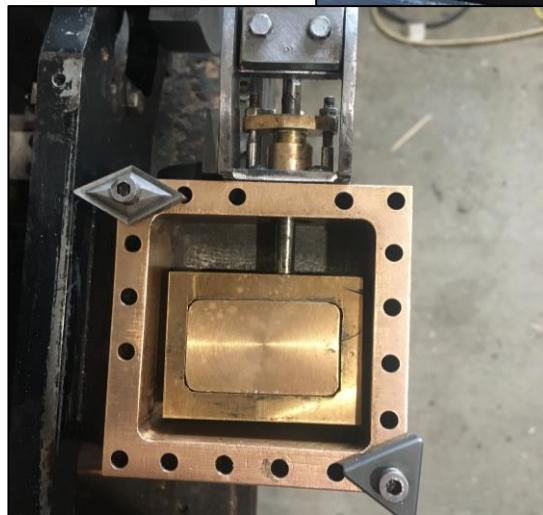
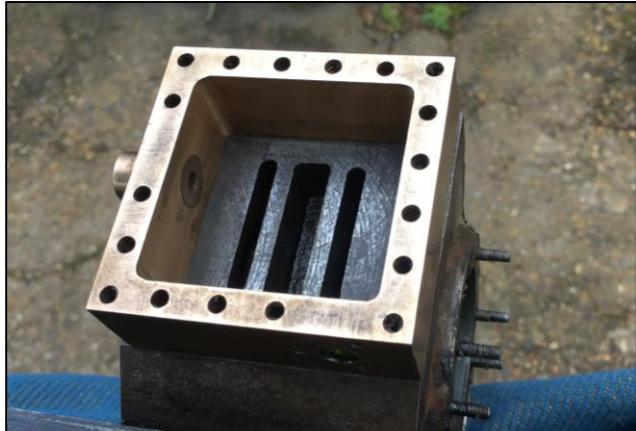
Leading and trailing bogies were also found to be in a similar condition and went through the same process of stripping cleaning and reassembly.

The brake gear would need to be looked at but that was left on the bench for now.



The next job was inspection of the cylinders and steam chests. Which were found to be in an acceptable condition and so after the now usual clean up were reattached to the frames. And the slide valves and pistons were refitted.

This now allowed the



covers, slide bars and cross heads to be reattached and a start on the valve gear all of which had had a thorough clean.

The pistons and rods have yet to be fitted. As can be seen the plan is to strip the engine back down for painting once all the

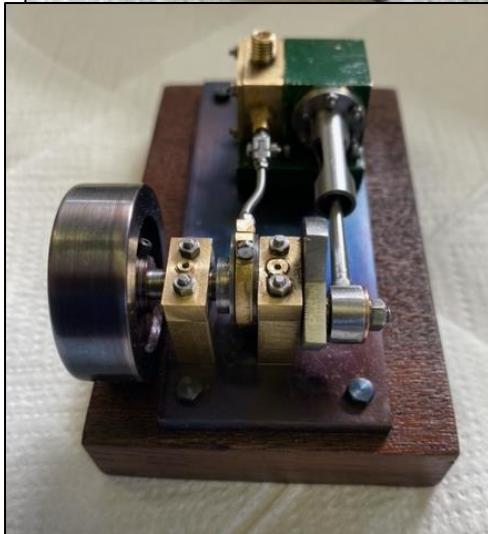
work has been done so only temporary fixings where necessary at this stage.

Brake gear and a hinged front cowcatcher arrangement (why I hear you say) all will be explained next month.



A miniature mill engine

By Keith



It was a very pleasant, sunny Thursday having lunch with fellow members at the track. Sitting beside Ron I asked if he had been working on anything in his workshop recently? He smiled and out of his pocket appeared this miniature mill engine. The workmanship is fantastic which is not surprising when talking about anything which emanates from Ron's workshop. As can be appreciated when seeing the little

engine with a 50p coin alongside the basic dimensions are very small. The piston is 1/4" diameter with a 3/8" stroke. The base plate is a piece of MS which has been heated to a dull blue and then allowed to cool slowly. All components are from scrap materials found under his bench and the design is his own. Ron tells me it runs nicely at 5psi and almost takes off at 50psi! Why such a small engine I asked? "Well, it was something to do in my spare time over the past couple of weeks" replied Ron.

1st April 2022 Work in Progress meeting

By OMAH Mk II.

It was a damp cold Friday evening when the small group of enthusiastic members gathered at Head Quarters to exchange tales of work in progress. Mike C. was particularly welcomed having driven all the way from St Albans to be with the small throng of participants with work in progress. After a greeting, Mike H. became the first demonstrator of the evening. He has as many know a Morgan car that he is restoring in the Scatt Garage in Mays Lane Barnet. Unfortunately, the task of careful restoration has taken so long that the original owners of the garage have retired, sold and moved away so Mike is faced with the task of moving the car to pastures new or a welcoming new pasture.

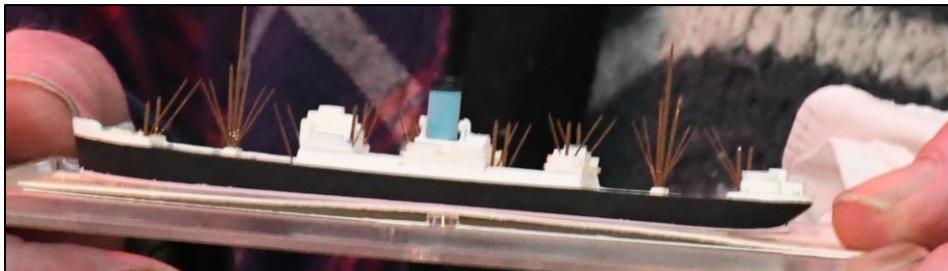
We have followed the restoration progress of the Morgan for some time and have almost become good friends. Mike was concentrating on body work at this meeting and although the standard of Morgan's build work is a legend Mike did find that the builders had used ferrous wood screws to secure metal panels to the wooden subframe. The result was that the screws had rusted and partially disintegrated making them rather difficult to extract! But we did see the car looking very presentable even without an engine which was originally provided by the BMW factory. I guess Mike will need volunteers to help Morgan back to where he belongs?

A natural break occurred for a spot of tea and a Choc Oat biscuit. But there was not a realistic number for a raffle of railway literature.

Now it was the turn for the Chairman Les to show his stuff. He is building Holden's *Petrolea* a 3 ½" gauge locomotive and on this occasion, it was the tender's turn. This small delicate tender was a work of art. It was quite easy to see why the locomotive was chosen to haul Royal Trains on many occasions. In fact, one had a tender scoop fitted in order for it to run nonstop from Liverpool Street to North Walsham with a Royal Train. The class of locomotive numbered 120 locomotives and all were built and rebuilt at Stratford. The alert group of fans gave Les a rousing thank you for his demonstration of Holdens skills as a locomotive designer.



Then the only specimen left was a very small model of a Blue Funnel Cargo Liner called *Agamemnon*. The scribe said that he called it a "Ship of its time" because it was constructed to perform as built at the time required. She was built in 1929



to carry general cargo but also able to carry Muslim Pilgrims to Jeddah in the Red Sea. The Tween Decks were provided with portholes for ventilation and light and there were multiple wash areas above the deck with rice boilers providing food for the 800 pilgrims.

Blue Funnel had a very good reputation for the carriage of Pilgrims to Jeddah. There was no corruption and the pilgrims got what they paid for; that is a place to sleep, food and transport to Jeddah as a good start of their pilgrimage to Mecca. That image was bolstered by Conrad's book *Lord Jim*.

This was a tale of the Mate of a pilgrim ship the *Jeddah* which was abandoned by the crew in heavy weather leaving 900 pilgrims on board. Luckily as the ship was sinking a Blue Funnel Ship *Antenor* saw the distressed *Jeddah* and the *Antenor*'s Mate was sent over to help. The mate got men to make ropes ready for a tow, organised the able pilgrims to form pumping groups and managed to light one of the boilers.



Soon *Antenor* took the *Jeddah* in tow and remarkably arrived at Aden just after the crew arrived in their boat **claiming** that they were the only survivors from the pilgrim ship *Jeddah*! As, can be imagined the Singapore Press had a real field day reporting the misdemeanours of the *Jeddah*'s crew resulting in Conrad's book *Lord Jim* and immense positive publicity for Blue Funnel and their carriage of pilgrims.

So, with that little Nautical Miscellany a pleasant evening was concluded; the exhibitors were thanked and all wished a safe covid free journey home.

Another Rob Roy

By Chris

I started Rob Roy when I got made redundant/retired in 2016. I told my wife it would take 5 years and it did! I made everything except for the boiler and a few fittings. I did make a boiler but got fed up chasing some leaks round the superheater tube joints in the firebox. I've since retubed one so could have a spare boiler one day! Lots of helpful advice from Mike and others at the club and I'm quite pleased with it. It's not square everywhere but it sits ok and has run on steam on a rolling road.

I hope to get the club boiler tests done then it can move from being an engine to a locomotive.



Statfold Barn Museum

By Geoff

Tony and I visited Statfold Barn in April on the second day of their first model railway show.

Statfold is situated some 2 miles north of Tamworth, it is an enormous site, having been built on what had been farmland. The pre-show advertising talked about 30 layouts and 20 traders. Yes, they were all there, but there was so much more. The site has 30 narrow gauge steam locomotives, the Burton tram system, decent catering and a host of narrow-gauge diesel tractors and locomotives.

The whole show was really well run. Polite stewards everywhere, lots of car parking, easy ticket purchase. The event was jointly sponsored by Hornby and Tony's Trains of Rugby. For non-car drivers a shuttle bus service was run to and from Tamworth station.

According to one trader 3000 people had attended on the first day. The site is owned by Graham and Carol Lee and their collection of exhibits has been built up over the past 15 years. Most of the buildings look to have been erected in the past 8 years, there is a superb round house housing many of the locomotives.

The outside tracks are well laid out. The tramway is fairly short perhaps 800 yards but the railway for narrow gauge steam trains is approximately 2 miles long. There is a wide range of steam locomotives many built by British firms like Bagnall, Peckett etc. Some foreign builders include Orenstein and Koppel.



The museum opens about once a month, see www.statfold.com. I would highly recommend a visit. Maybe worth a NLSME coach visit sometime in the future.

Track Steward Duties Information Pull-out

In the years before Covid-19 hit us we issued a Track Stewards Information Pull-out in the middle of the News Sheet to act as an aid-memoire for stewards before the start of the running season at Colney Heath.

Our running season will be starting a little later this year on Sunday 15th May as we will be holding our own Society celebration on the 2nd May to commemorate that it is 60 years since the Society took over the Colney Heath site.

So, with the easing of restrictions and hopefully life returning to some sort of normality the Track Steward Duties Information Pull-out has recently been updated to reflect some changes in our locomotive operations on the tracks at Colney Heath.

This is now at Issue 5 and can be found on the following pages. Please pull out the centre pages and retain them for future reference if you will be involved in stewarding this coming year. When you attend for your duty, we plan to have available a Stewarding Bullet Point Sheet which you may find easier to refer to on the day when carrying out your duty.

If you have any questions or points that require clarification, please do not hesitate to discuss these with the Senior Steward on your allocated day.

Nigel On behalf of the Council (May 2022)

Track Stewards Rota

15-May-22

Peter Brown - Senior Steward

1	Roger	1	John
2	Nicholas	2	Simon
3	Cheryl	3	Howard
4	Richard	4	Peter
5	Dave	5	Gerald
6	George	6	John
7	John	7	David
8	Malcolm	8	Michael
9	Stephen	9	Peter
10	Steve	10	Keith
11		11	Michael

Ground Level Despatcher
Steve

05-Jun-22

Ian Johnston - Senior Steward

1	John
2	Simon
3	Howard
4	Peter
5	Gerald
6	John
7	David
8	Michael
9	Peter
10	Keith
11	Michael

Ground Level Despatcher
Steve

STEWARDS DUTIES.

SENIOR STEWARDS.

The senior steward should send out an email reminder to his/her team of stewards one to two weeks before the day of public running to ascertain that they will be attending. If they are not then that individual steward should have made arrangements with another society member for them to act as their replacement. On the day absent stewards may be replaced by co-opting another member with their agreement. Stewarding tasks are set out in a predefined list with recommended timings for swapping duties around. This list can be individually scheduled so each steward is given on arrival a complete timed set of duties that can be followed. The senior steward can then monitor and ensure that the changeover of activities occurs promptly.

Before the commencement of public running the Senior Steward should complete the Running Log-Book Sheet by ensuring that pre-run inspections and proving runs have been carried out on both the Raised Track and Ground Level Railways and the identity of the Person In Charge of the Ground Level Railway is recorded.

Occasionally there may be insufficient loco's/drivers on a busy afternoon and the senior steward should assess if assigning one of the stewards to take a Society loco onto the track will alleviate any long queues and avoid the frustrations of waiting parents with children. The senior steward has the authority to make decisions with the backing of the Council where anything is referred to him by another steward for resolution and to suspend any activity, including closing the site to the public if there are insufficient stewards for the safe control of activities.

GENERAL NOTE ABOUT STEWARDING.

Those allocated to general stewarding are there to ensure the public are adopting a standard of behaviour that is not detrimental to the site, its assets or other visitors. This can be a bit daunting if unruly children are not under parental control and examples of tree climbing, larking about on the bridge and picking the wild flowers are typical of the issues needing to be dealt with. Even adults might need a word too if they enter areas not intended to be accessible.

A general duty that is important to stewards and drivers is to ensure they are supplied with refreshment by delivering teas to them. Bearing in mind the coach staff may be very busy they may appreciate the steward making as well as delivering the teas. It is important to remember that all stewards are members and carry out the tasks as volunteers so when a member fails to turn up for their duty it puts an unfair added workload on the senior steward and on those stewards trying to cover for the absenteeism. In severe cases of a shortage of stewards some facilities may be shut down or limited in operation with the detrimental knock-on effect to our visiting public. The aim is to have a safe and enjoyable day at our track both for members and the public. Public running can involve managing a large number of people on the site, dealing with car parking arrangements (can be a sensitive issue), providing refreshments, getting safely on and off trains, and ensuring public are not in places that they are not supposed to be. Apart from the public arrangements stewards have to ensure the steaming bay is managed efficiently with its attendant paperwork and need for passenger cars and getting locomotives on and off the track with the minimum of disruption to running trains. Council appoints senior stewards who usually has his/her work cut out in getting the stewards allocated to tasks and moving them around so each has a fair share of the various workloads.

GATE STEWARDS.

Note: - The gate steward must be in possession of a 2-way radio in order to maintain communication as may be necessary with the Station Master at Smallford Station.

As most, if not all, will know access to the Colney Heath site is via a lane now designated a bridleway although up to and just beyond the gate it is wide enough for two cars to pass. This path is used to park cars, not just for visitors to our site but also by members of the public walking dogs or visiting the gravel pits for bird watching etc. Clearly with the number of society members we cannot accommodate visitors' cars on site, so we have a policy that states no visitor cars are allowed on site. The exception to this is if a disabled person is unable to walk the distance from parking to the site. In this instance we have two disabled parking bays in front of Smallford Station which can be used. Once full any further vehicle carrying a disabled person is allowed on site on the understanding that once they have been dropped off the vehicle will exit the site and park elsewhere. Only member's cars are allowed on the site. (Members do have badges that can be displayed on car windows).

To manage these three stewards are used, one at the gate and two at the lane entrance. The stewards at the lane entrance provide advice to drivers as to available space in the lane or if none is available to direct them to park in Church Lane beyond the stone/marble business but definitely not in front of the houses at the lane entrance. Parking in the lane should be parallel to the left-hand fence (the water board site). **Once all parking in the lane is full one of the stewards should walk up the lane and put out one of the signs advising the public that there is no available parking past this point.** So, the stewards here need the diplomacy skills necessary to get drivers to park sensibly and heed their advice.

The steward at the gate is there to ensure club member cars and any disabled visitor cars are sensibly parked using the available space on the site car parking area and double parking them wherever possible when full. There will always be the car ignoring the steward at the head of the lane that needs to be turned around and sent back out! When a train leaves Smallford Station (the station in the car park) the wig-wags will sound and flash automatically. As the train approaches the level crossing the driver will sound his/her whistle or horn and stop at the stop sign before the crossing. The gate steward is required to clip the red and white chain across the car park side. Only when the driver can see the way is safe and clear can the train move forward. This action applies in both directions for drivers and stewards. Once the train has cleared the level crossing the wig wags will stop and then the red and white chain can be removed. The gate entrance has to be supervised to ensure that visiting public and or cars do not cross when there is a train approaching or traversing the site entrance. Finally, there are the cyclists and those with dogs. We do not allow cycling on the site so the steward needs to ensure cyclists dismount before entering and advise visitors that all dogs must be kept on a leash at all times.

The busy time for both stewards is of course the first 1 ½ hours or so, after that things start to calm down somewhat. Unfortunately, we need to keep a steward at the gate to prevent any late comers parking on the site and to control the Ground level rail crossing.

STEAMING BAY STEWARDS.

Managing the steaming bay can be quite rewarding and busy so let's just list the jobs that have to be attended to:

Every driver running has to sign the running book, this now resides on the lectern in the machine shop lobby but the steward may choose to have it outside with him/her because they have to check that drivers have signed in with the appropriate details. All society members and visitors must fully complete the running book with details of the boiler certificate, including its expiry date, and that an enclosed ash pan and an effective spark arrester is fitted. **The steward should as a matter of routine ask to see both the current boiler certificate and check that the ash pan and spark arrester are in position.**

If the answer to any of the above is no **then the driver must not be allowed to run the loco.** Any form of uncertainty should be referred to the Senior Steward for a decision.

Members will be aware of the availability of water and the 12V DC supply for blowers but visitors will need to have these pointed out. Visitors will also need a brief on where water is available around the track and also the signal operation on both railways. Bear in mind we have two areas for raising steam, the main raised track steaming bays and the ground level bay in front of the containers.

Stewards allocated to the steaming bay who may not be familiar with these aspects should not be put off but ask for assistance from the senior steward who should be able to find a member able to describe the above.

Once a loco is in steam and the driver is ready to go the traverser has to be made available to the driver and assistance given to loading the loco onto the track. If a passenger car is required for those without a driving truck then this has to be called for from the raised track carriage shed. An internal telephone is available on the inside of the raised track to call the station – (the receiving telephone is located on the side of the raised track carriage shed). Should the telephone not be answered then enlisting the help of a Society member should be enlisted to hot foot it up to the station to obtain the carriage. Awareness is required of trains already on the track and the traverser must only be used when the raised traverser warning signal is silent and its wigwag lights off.

Likewise getting locos off the track requires similar assistance.

With running from Smallford Station planned to continue in 2022 the same rules apply to loco's running on the Ground Level Railway as they do on the Raised Track.

Last but not least, and perhaps it should have been first on the list, managing the cars wanting to load/unload loco's may be necessary for both railways. Generally, members are well organised and polite but occasionally a car may be left blocking the steaming bay. We are quite a sociable lot and chatting can take seemingly a long time to anyone waiting their turn to load/unload.

Well that's just about it for the steaming bay steward. Busy times are obviously at the commencement of running from about 1.00 pm onwards and then from about 3.30 pm onwards as drivers will start to cease running through till 5.00 pm.

RAISED TRACK STEWARDS

We now move up the site to the raised track station area where there are two stewards, one on the platform assisting passengers onto trains and one on the exit platform assisting passengers off trains.

The Society operates on a donation basis on public running days asking for a donation of a £1 per person (other than a child in arms or very young children who will obviously be free) for rides on both the GLR and the raised track. Passengers are encouraged to make a donation of £10 in return for which they get a carnet (ticket) that provides for 12 rides valid for the whole and subsequent seasons we are open to the public. These tickets are made available at the refreshment hatch at the coach.

The Steward at the embarking platform has two main duties, firstly he/she is there to either clip the tickets or get the passenger to put a £1 in the donation lamp situated on the fence just inside the entrance gate onto the station. Secondly, he/she is required to check with the driver how many passengers the train should be loaded with and to see that the passengers are safely boarded. The steward must advise the passengers not to stand up or lean out from the passenger cars and to keep their feet on the carriage footboards at all times. Children should be advised not to "lark about" or be boisterous. When children are passengers, the steward must ensure there is a responsible adult sitting at the back of the passenger car (or the last car of a two-car train). Once satisfied the train is safely loaded the steward can advise the driver that the train may proceed.

The steward at the disembarking station is there to ensure passengers safely dismount from the passenger cars. He/she should be vigilant in ensuring that passengers do not stand up on one side of the footboards as otherwise the passenger car may tip causing the person to fall. Whilst anti-tip rails are there to prevent tipping, and the platform height is raised, a fall may still result from the unbalance a passenger may experience due to the allowable movement. The steward should ensure that once the train has been unloaded the driver moves up towards the embarking station. On busy days up to three trains can be in the disembarking platform at any one time with possibly more waiting to get in. Getting passengers off the train and platform expeditiously is thus important under such circumstances.

G.L.R. STEWARDS

Turning to the GLR stewards, they undertake exactly the same duties as described above. Some GLR passenger carriages are "sit in", the seats of which have been modified to ensure that passengers sit in mid position and with only one person per seat. The steward must advise passengers not to stand up and to keep their arms and hands within the carriage at all times. The GLR operates with a train guard who rides with the train and it is the guard rather than the embarking station steward who notifies the driver the train may leave as the guard ensures the train is safely loaded. At the GLR disembarking station the steward's only extra duty, in conjunction with the GLR guard, is to ensure that passengers safely cross the line to the exit path and that no passengers enter the lake area, which is strictly for Society members on public running days.

Forthcoming General Meetings

In the past our members have been as good if not better than the imported variety of speaker. So, if you know of a member who would be willing to talk for an evening or even half an evening shared with another member; then that would be excellent. Please let me know. The Programme at the moment reads thus: -

Friday May 6th The Annual General Meeting. This is everyone's chance to voice and vote for ideas for the future of the NLSME. But don't all speak at once! It is your chance to vote for new controlling members of the Club so it is an extremely important meeting. The Club is a friendly Club, but is one where the future must be faced and plans made for that future. Please attend and help steer the ship; which I hope is not a 200,000-ton super-tanker!

Friday June 3rd, Queens Jubilee Holiday. Reverse running? instead of a general Meeting.

Friday July 1st Meeting at Colney Heath BBQ, **bring** your own sausages; heat provided.

Friday August 5th BBQ at Colney Heath **bring** your own sausages; heat provided.

Friday September 2nd First General Meeting of the season at HQ. Prof Tim Watson will take time off from teaching his students to extract teeth to take us all on a journey from St Albans to Dorset with speed and thrills on the way by miniature traction engine! Not to be missed by anyone!

Friday 7th October. Work in Progress. Bring along a piece of machinery or model that you are involved with and tell us about it; you are among friends who will no doubt give you advice. The Nation is running low on skills so please do your bit to help.

Friday 4th November. We have no speaker booked for this meeting. I'm sure that one or two members could give the Club a short entertaining talk about Railways/ models/ ships/jobs/ or a thousand and one interesting facts that will keep us spellbound for at the least the evening, Suggestions and offers please. Form an orderly queue!

Friday 2nd December. A Festive Gathering. A chance to meet and chat to members from other sections over some light refreshments with a backdrop of films from past glories at the Club. A good chance to see some hidden films from the previous of the Club.

Any questions regarding the meeting contact, Ian

Bookworm Writes – 60 Years at Tyttenhanger

I had trouble locating only the best ingredients to include in this month's serving as a lot of the ingredients I remembered from the past had disappeared from where I last tasted them. Then during a chance visit to an old mate nearer the desktop, well! Split my infinitive, there they all were carefully collated by my owner under the 5" gauge 'Britannia' driving wheel he uses as a paperweight on his desk. I can only assume he had gathered them together knowing how important the 60th anniversary in 2022 was going to be.

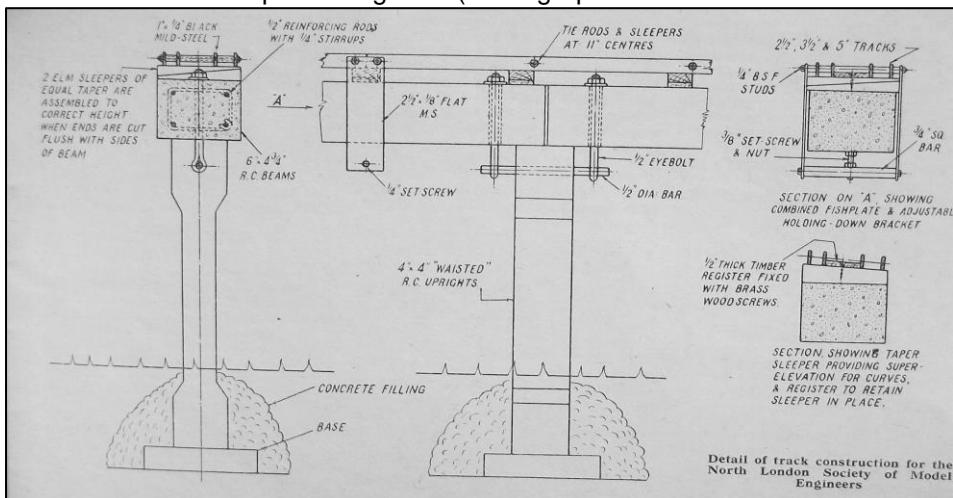
Let's tuck in then

Early History

Did I hear someone say "*How did we get to this exciting anniversary and who is this Geoff Cashmore you keep referring to?*"

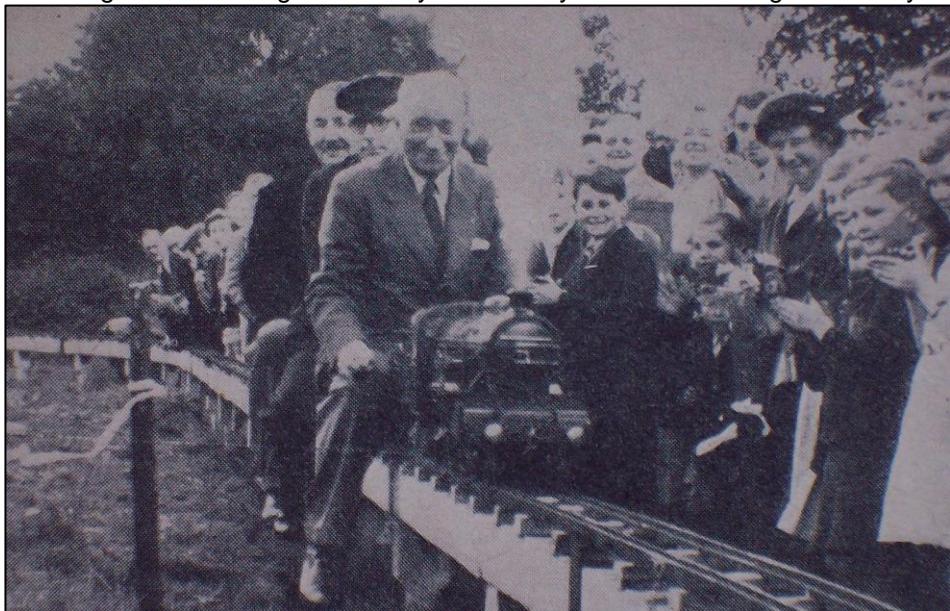
Well, I will tell you. Geoff Cashmore joined the NLSME around 1950 as a keen young chap having *cut his railway teeth* on smaller indoor gauges. Despite then having plunged into the building of large live-steam engines he still maintained a life-long passion for collecting 'O' gauge tinplate, an interest he continued up to the end of his life. The sketches and photos in this article are from PRO / Geoff Cashmore

At the time the Arkley track was laid-out and constructed Geoff C. was leader of the loco section having taken over from Mr Wuidart. Like a knight into battle, he lead the way with spade and wheel barrow in hand (so to speak) taking the chaps forward into the quiet green and pleasant lands of outer Barnet, there to dig holes for a new raised track. Thanks to recently discovered ancient scrolls we can now see what those pioneering lads (Heritage precedent claimed on identified



sexual stereotype) built using those spades, wheelbarrows, and lots of concrete..... "Spade and Mixing board over here please Mr Hobday".....

At this point I refer my loyal readers of Bookworm to the Dec 2020 News Sheet where the basic layout of the Arkley / Colney Heath track were described. I will though take the opportunity to add this tasty photographic addition to the existing fare as it brings the Arkley and Colney Heath menus together nicely.



Opening Arkley

This splendid and rare old B/W photograph shows Mr E. Stace of the Barnet Water Company driving an unknown loco (possibly Mr Wuidart's Atlantic?) through the tape to officially open the Arkley track in 1954. It is believed the fresh-faced young man immediately behind Mr Stace in this picture is Geoff Cashmore.

(For my younger readers B/W photographs are an 'old school' medium taken originally on glass plates then later onto thin plastic strips coated with a light sensitive emulsion, when Photoshop meant taking your precious film to 'Boots the chemist' (other practitioners were available) and having to wait a week to have it processed and printed.... But then we had so much more time in those days.....)

Things jogged along nicely then for the next six(ish) years, plenty of coal being burnt, trains being run and plenty of tea being drunk; then DISASTER! The water board announced early in the 1960s that they wanted to use the site to house a new reservoir/water tower. For a short time, it was hoped that whatever remained

of the site after the work was completed would still be available to the Club, however this did not work out and the lads had to find a new home.

Source: ME 18 Nov 1954 p589 / ME 15 Feb 1962 p224

Lean Times

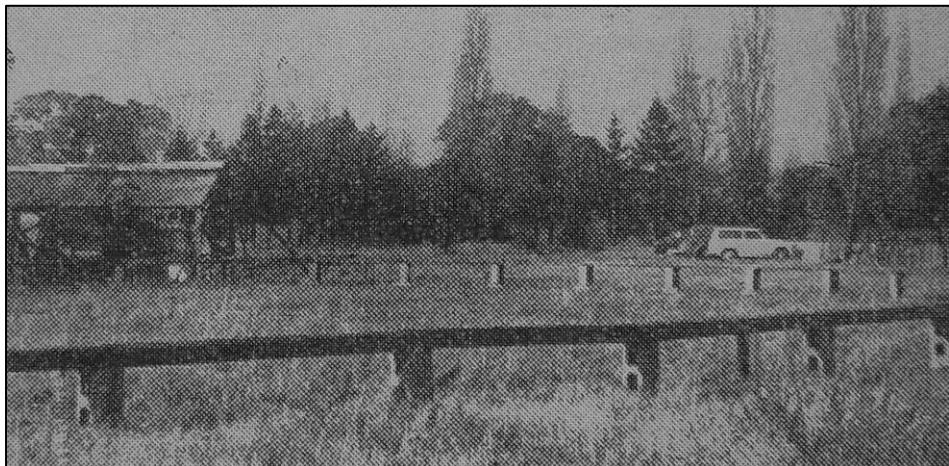
During the intervening period between losing Arkley and before any new track was ready, the lads found comfort by running at other Clubs tracks. Witney and West Oxford was a favourite visit as the track there was fairly new and gave the locos good opportunity to stretch their wheels. One such visit was noted in the ME as comprising of (amongst others): Geoff Cashmore – “George the Fifth”, Ted Moon – “Susie M”, Bert Mead – “City of Sarum”, Ed Hobday – L1 tank, Ron – “Heilan Lassie” and Geoff Wren – “Maisie”. The lads also kept the fires of their enthusiasm burning in their hearts and boilers by attending local events such as the Barnet Summer Show in August '62 and by arranging a Jumble Sale or two to raise funds to speed construction on.

Source: ME 20 Sept 1962 p376 / ME 16 Aug 1962 p224 / ME 15 Nov 1963 p534

A New Site

By 1962 Geoff Cashmore had become Club Chairman and at the 1962 AGM our own ‘National Treasure’ Ron Price became Loco Section leader and *keeper of the spade*. The site eventually offered to the club by Lee valley Water Co was at their Tyttenhanger pumping station near Hatfield; It being described at the time as comprising of an area “1,000 feet by 150 feet in an attractive wooded setting” and according to local reports, the first working party broke a sweat on Sunday 17th June 1962.

Source: ME30 Aug 1962 p287 / ME 1962 Christmas. p758 / Club News Sheet



Coming Together

Sometime after the loco shed was put up Geoff C. supplied two wooden lamp-posts (and metal ground sockets) made from laminated wood section to illuminate the steaming bays – probably of architectural significance now as an example of 1960s architectural furniture.

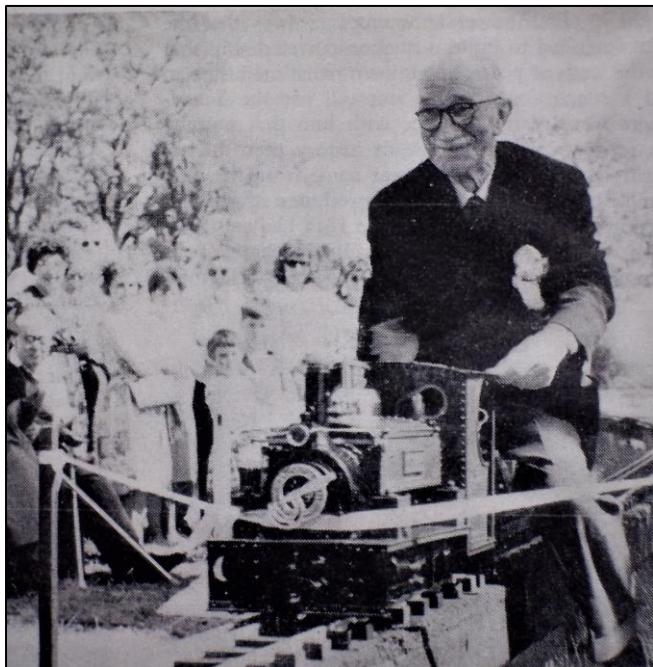
Interestingly as the site came together another report in the ME described the steaming bays as having water and electricity run to them and that they “*will be under cover*”. Did something change during construction for this not to come about?

Sources: ME 1962 Christmas No. p758 / Club New Sheet

That the whole of the original 1207 feet of track was constructed in a little less than two years shows what effort those pioneering lads put into building it. Geoffrey Wren – late of this Parish – recalled in the News sheet for June 2002 a diary entry he had made for April 1964 writing: *Saturday 11th April 1964. The last Welded joint of the new track was completed at 6.23pm by John Sumpter. By the time we'd tidied up and got the rolling stock out etc almost everyone had gone. Ron (National Treasure) got his Marina out. He ran the first lap ever. John also did a few laps on the new track.*

Mr Wren offers another entry for May 1964 when he also writes: *Sunday May 17th 1964. The track was opened at Colney Heath at 3.00pm by Mr Stace of the Water Board. My engine (Maisie) was in the parade of 11 engines on the day. After two laps we took the 3 ½" engines off so the 5" ones could do some passenger hauling. It was hot and sunny and many wives (Heritage context of identified sexual stereotype), made refreshments in tents.*

Mr Stace looking very happy to be opening track in 1964. And the rest as they say is history.....Here's looking forward to 100 years at Tyttenhanger!



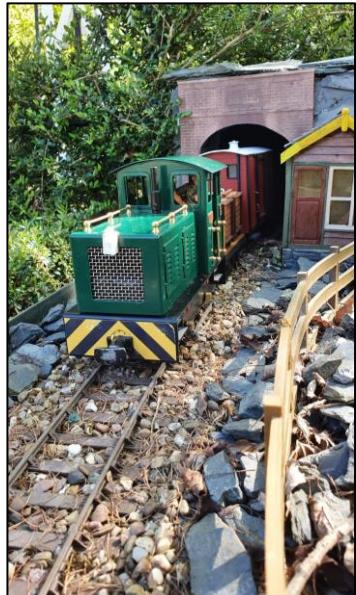


Narrow Gauge Garden Railway

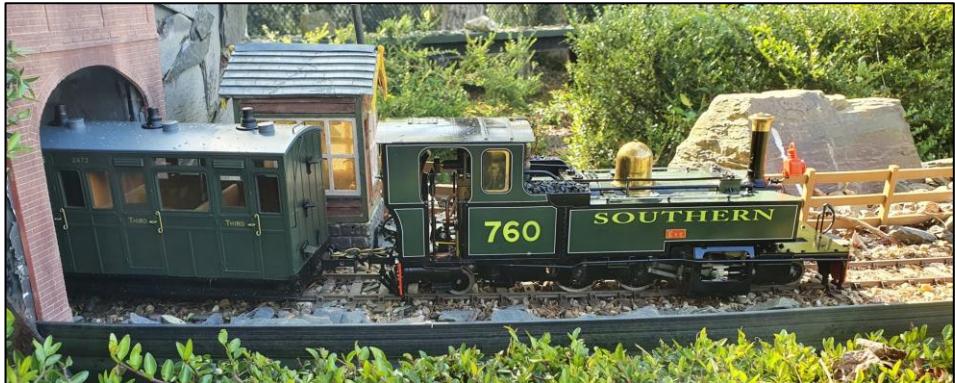
By John

Springtime greetings narrow gauge enthusiasts and welcome to my latest ramblings on all things that are narrow. I'm writing this with just over a week to go before the 60th anniversary celebrations of the club at Colney Heath so obviously by the time you read this it will have been and gone. Due to the efforts of a good many people the site is looking fantastic at the moment so I'm certain that it's been a wonderful day, I hope the weather was on our side!

The narrow-gauge garden railway continues to receive attention and both access bridges have seen some improvement work, more battens have been replaced, and the stock box storage bay was completely rotten and has been rebuilt. The rather rudimentary tunnel portal now has a brick resin fascia and looks the better for it, I think. And of course, weather proofing preservative application is an ongoing process and will probably always will be!



With the arrival of warmer weather, the narrow-gauge garden railway has at last been seeing some action, I'm afraid we're not as hardy as the gauge 1 boys! so this month it's the minimum of chat but rather hope that you enjoy pictures of some recent running sessions instead.



One photo of interest is on the front page of this issue. Young Nathan running his American GE 45 tonner completely dwarfing the adjacent British outline trains, and it's of a smaller scale too!

Enjoy your hobby and see you soon.

G1 Group – A serious incident

By Geoff

Some of you have been aware of a serious incident that occurred at another Model Engineering Society where 3 people suffered serious burns and required hospitalisation as a result of trying to douse a small meths fire under a Gauge 1 loco, when meths was sloshed on instead of water. In essence both water and meths were in similar sized containers and were stored side by side. As a member of G1MRA Committee I have been involved with reviewing the advice for members at meetings other than exhibitions. This is to be published in the next G1MRA NLJ.

The NLSME Council have been considering the Risk Assessments for Tyttenhanger site and the recommendations from G1MRA may well be taken into account.

The G1MRA advice being formulated includes the following; -

- Alcohol fuel must be coloured – to differentiate it from water.

- Alcohol fuel should be brought to meetings in original fully labelled retail containers -This identifies the contents of the containers along with the warning labels.
- Alcohol fuel brought to the meeting should be no more than expected to be used, typically 1 litre or less. – to limit the total quantity of fuel on site should an incident occur.
- Fuel Containers should be kept away from steaming bay & trackside – to limit the risk of uncontrolled ignition.
- Alcohol fuel should be loaded into locomotive reservoirs away from the trackside using containers or squeezy bottles or syringes of no more than 500ml – This reduces the quantity that can be mis-handled when the loco operator is under pressure and away from flames. Where possible the Fuel tank should be lifted out of the locomotive for refilling.
- These transfer containers should be transparent to show the coloured contents, have a cap to stop leakages. - small retail containers can be reused and topped up at home away from the site.
- The fuel container should be clearly marked with the contents and have yellow/black hazard marking and flame pictogram. – a small propriety bottle that fuel is retailed in can be used.
- Water in spray bottles or buckets should be at the steaming bay to douse small leaks and fires.
- A CO2 extinguisher and or fire blanket should be available to extinguish larger fires.
- Gas fuels are normally supplied in small containers from retailers.
- Filling of fuel tanks for gas fired locos should be undertaken away from the running track – a separate table stops any over spill of gas onto the track area which could be ignited by a passing locomotive.
- Gas fired locomotives should not be refuelled until they have cooled down.
- All steam locos are to be checked at the end of a run to ensure they are extinguished.
- Fuels are not to be stored under the Track baseboard.

The above advice can also be relevant to the 16mm narrow-gauge layout which uses the same fuels.

Geoff

For Sale

Jonathan has been sorting out the collection of plans stored at HQ which were left to the club. The full list can be seen below.

We are asking just £5 a sheet and £30 for the full set of the Minnie traction engine.

Model plans Aeroplanes, Boats and Engineering – Most still available
www.sarikhobbies.com

Airplanes

- Popsie wing span 38 ½"
- Cherub wing span 30"
- Long Cabin 2 sheets ben buckle kit wing span 78"
- Tiger Moth 2 sheets wing span 32 7/8"
- Lancaster Bomber wing span 74"

Boats

- Duchess of fife Paddle steamer Length 54"
- River launch Miranda length 42"
- The Charlotte folding river yacht length 26"
- Royal yacht Britannia length 42" 2 sheets
- Bowmen Steam launch Celia may
- Starlet
- HMS Wilton Hunt escort class
- Whippet Petrol engine
- High speed engine boiler and burner
- Twin cylinder oscillating launch engine
- Centre flue marine boiler
- Oscillating engine and spirit burner & boiler
- Scott Boiler
- Borderer Twin cylinder marine engine 2 sheets

Engineering

- Boiler feed pumps
- 3 1/2" Titch driving truck 2 sheets
- TE1 Minnie traction engine 9 sheets

Misc.

- 1/12 scale Victorian Dolls house
- Fort with dungeon
- Tudor style dolls house

Contact Jonathan



HMS Hood

By Peter

Building a highly detailed model of this famous RN warship using the Trumpeter 1/200 kit, plus the Pontos photo etch detail set with wooden decks and over 5000 brass parts and on top of all that, the recently available 3D printed items from Micro master in NZ.

I have been asked by our editor if I would give details of my other main interest in modelling, that of RN warships, so now that you know who to blame, I'll make a start. One quick thing to point out is I won't start from the very beginning which begun back in 2018. I will give some details of the work so far and then will give a more detailed description from this point on.

Before I got involved in building live steam locomotives, I was heavily involved in building model ships and in fact am a founder member of the Luton & district model boat club. My main interest is Royal Naval vessels predominately from WW2 but have built others including ships of the line. I have also built many other types on commission.

We are talking the 90's when I was most active although I have been building warships for most of my life, this all started when I was 8 and my father built me a model of HMS Hood which I think was a Lindberg model. It was probably a similar size to the Trumpeter kit I'm building now and was a working model which used to sail in a figure 8 with the main armament training on a fixed point as it turned. This model started my love for HMS Hood which I have built many times including a larger scratch-built model in the 80's. In my humble opinion HMS Hood was the most beautiful warship to ever roam the seas.

Ok, that's the background, on to the model. The Trumpeter kit is very good but does have a few flaws which have to be addressed, the biggest being the funnels which for some unknown reason Trumpeter made them in different sizes with the rear being smaller, in fact, nearly 3 mm less in length than the front. However, putting this aside the model could pass straight out of the box if wanting it to just look something like the real thing, only those who know the vessel well would spot the errors.

Errors? Well, there are a lot of those, the hull plating is too thick, requiring a lot of work to reduce this so it's closer to scale. The turrets are good but no cigar, I'll give more details of those when I made them. The bridge area has many errors, wrong number of windows and shape, decks of the wrong shape and wrong height. Secondary armament splinter shields are of the wrong shape and height, rear structure is totally wrong needing a total rework. Writing this I realize that it

would take pages to cover all of the errors, a detailed list can be found on the HMS Hood Association website which reviews all kits of this warship. Those who are involved are very fussy about anything to do with Hood, especially when modelling her as she was sunk which is what this model represents, may 1942.

Now this is not as bad as it may seem which is mainly thanks to the excellent photo etch detail set from Pontos (not currently available), a very expensive kit which doubles the £300 cost of the kit.

Now for some details of the model to date, the hull has had the required rework of the plating, the hawser holes (with added tubes to the deck) corrected, the degaussing cable moulding having been removed and replaced with the P/E from Pontos. Portholes re-positioned where required and a few more added. There are a lot more details added to the hull, too many to list here. The first picture shows the bow after the plating had been reworked and the hawser holes changed, the kit had round holes whereas they are oval to form around the hull.

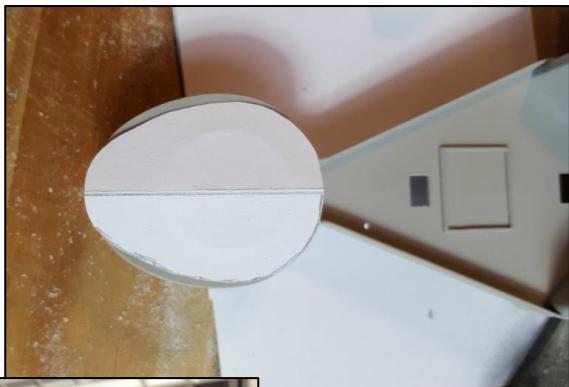


On to the superstructure, I gave some details of the bridge, add to this the conning tower which was totally wrongly shaped, this also needed a complete rework which also involved reworking the viewing slots.

A view looking down on the conning tower, the kit is too rounded, the real tower is much more like an egg shape, the template seen here is taken from the ships plans. There was a lot of extra work put into the forward superstructure, I'll try to point some of it out as we progress or if I cover it here now we'll never catch up.

Moving on to the shelter deck, the shape is correct but lacking in detail, following photos and drawings I added the I and H beams that support the deck, I have noted since doing this that there are a lot of other Hoods being built following my lead, I know this as they name me. :) Those who haven't fallen asleep yet will note that the model now has some paint.

Still with the shelter deck here we can see that I have added



the support pillars, again following original ships drawings. Also, worth noting here is that the wooden decks have now been fitted, these are superb and unlike many out there are very thin with planking that is both to scale and accurate, nice one Pontos.



I am moving on now much further into the build, this picture shows the remodelled conning tower and the quad MG mounts, the kit had these as solid with a wall blocking underneath. This had to be reworked, opening the area up and adding bulkheads as per drawings, not visible in this image. Other things to note is the

tower viewing slots have all been opened and glazing added, also new eyebrows added above the slots to replace those lost during reshaping.



The view of the bridge structure below under construction, most of this is now brass to correct the shape that had been wrongly produced by Trumpeter.



Lots more detail to go on here...:)

I mentioned the use of 3d printed parts, here is one of the 4" secondary mounts before painting. The kit guns were pretty good, the Pontos detailed guns with brass barrels and much more detail was superb but none of them can match these 3D printed guns by Micromaster, they are miniature works of art. I have spent a fair few penny's now on 3D printed parts to make the model stand out even more, in fact approx. the cost of the kit plus Pontos set together, yes, I know, I must be mad. This week I placed an order for all of the ship's boats, they should be here in 8 – 10 days.



One last picture for now, this is the model sitting in its custom-made glass display case, it's going to be an impressive looking display. The model has come on a long way since this picture was taken, I'll cover that in the next update which will bring things fully up to date.



Thanks for reading guys

Pete

A new supply of bags of coal has been delivered to the Colney Heath site.

Anthracite Beans in 25kg bags

The size most used on our locos. £12.00 a bag.

Anthracite Grains in 20kg bags,

Suitable for 3 1/2" gauge or those with very small fire-hole doors. £10.00 a bag.

Welsh Dry Steam Coal in 25kg bags (Now sold out)

In larger lumps, which would require breaking up to use.

Contact the Treasurer. Mike

Big box of Meccano

We have a big box of Meccano from the 1960's.

Could someone at the club make use of it?

Please contact David

And finally – The Train by Emily Dickinson 1830-1886

I like to see it lap the miles,
And lick the valleys up,
And stop to feed itself at tanks;
And then, prodigious, step

Around a pile of mountains,
And, supercilious, peer
In shanties by the sides of roads;
And then a quarry pare

To fit its sides, and crawl between,
Complaining all the while
In horrid, hooting stanza;
Then chase itself down hill

And neigh like Boanerges;
Then, punctual as a star,
Stop — docile and omnipotent —
At its own stable door.

Announcing LittleLEC 2022 – 18th -19th June 22

The Reading Society of Model Engineers is delighted to be hosting this year's LittleLEC completion following on from a successful Federation Rally last year. Founded in 1910 by a small group of enthusiastic model engineers, the Reading SME club has undergone several transformations to become the club we see today.

The competition is open to locomotives 50lb or under dry weight (no coal or water). It will be held at the society's track at Prospect Park, Reading, just off junction 12 of the M4.

For the competition a 2.5", 3.5" and 5" raised level track will be used with an approximate length of 1000ft long constructed of steel section rail. There is also a ground level track of 1112ft long. These are managed by an automatic signalling system and a controlled vehicle crossing on the ground level by the entrance to the site. There are several features that make the ride for passengers a little more interesting such as footbridges, a cutting on the raised track, a main station that serves both ground and raised tracks. An additional station opposite the clubhouse which is used for Birthday parties, visits from local schools, scouting and special needs groups.

The raised track steaming bays have 12v & 24V supply on them and a rain water supply, provided the tank is full at the time. If rain water is not available we have the ability to use mains water. A refurbished clubhouse with tea and coffee facilities is provided for the comfort of its members and guests along with an extensive OO gauge layout.

The event will start at 9.30am each day with light refreshments i.e. tea, coffee and plenty of biscuits available through the day – spectators welcome. We have plenty of onsite parking for competitors and guests. Anyone wishing to camp overnight will be welcome; camping will be available for Friday and Saturday evenings. If you wish to attend the weekend there are numerous places to stay with a few hotels close by. It is recommended you make a booking or reservation as soon as you have decided to compete or spectate to avoid disappointment. If you wish to take part in this year's competition the entry form can be downloaded from either the RSME's website, <http://www.readingsme.co.uk> or the LittleLEC website, www.littlelec.co.uk where you can find the competition guidelines etc. Applications must be submitted before the closing date of 30th April 2022 either by email or post. For those unable to access online you can either phone or write to the society and arrangements can be made to post an application form out to you.

Dates for your 2022 Diary

Advance notice of a number of special events in the diary this year.

Sat 9th July – Family Day / Under 16's driver day

Sat 6th Aug – Brean Visit

Sat 10th Sept – 3 ½ inch Loco day

Fri 2nd Sept – Night running session

Sun 11th Sept – Toy Boat Regatta

May	
Mon 2 nd May	Family Day at Tyttenhanger
Tue 3 rd May	Council meeting 13.30 at HQ (See note below)
Fri 6 th May	NLSME Annual General Meeting at 8pm
Fri 6 th May	Slot Car section early practice for visitors at HQ
Sat & Sun 7 th & 8 th May	Slot car section all day race meeting at HQ
Sun 15 th May	Public running day (see Chairman's note page 4)
Sat 21 st May	Gravesend Society visit – Sponsor Nigel
Sun 22 nd May	Toy Boat Regatta
Sat 28 th May	Birthday Party – Sponsor Peter
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
June	
Fri 3 rd June	Reverse running session on raised track
3rd – 5 th June	Fetes & Fairs at Herts Steam Rally - Oaklands
Sat 4 th June	Private party – Sponsor Derek
Sun 5 th June	Public running day
Tue 7 th June	Council meeting 13.30 at HQ (See note below)
Sat 11 th June	Keech Hospice visit – Sponsor Keith
11 th & 12 th June	Fetes & Fairs at Whitwell
Sat 18 th June	Fetes & Fairs at Hertingfordbury
Sun 19 th June	Fetes & Fairs at Marsworth
Sun 19 th June	Public running day
Sat 25 th June	Barnet Beavers visit – Sponsor Les
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

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