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The News Sheet

In the News Sheet this month:

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G.L.R. News – Coal washing in the USA

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Chairman's Comments



Following my comment last month that we were in need of a Secretary I am pleased to advise we now have one. Doubly pleased in fact as it shows at least one person reads these notes!

Within days of the September news sheet issue Malcom Barnes offered to take on the role, one he performed for us a few years ago. Thanks Malcolm. This month's newsheet is also the first under new editorship, Keith Hughes having taken over as our Knight of the Blue Pencil - as LBSC would have put it. I wonder if Derek's hand over to Keith included a digital pencil?

At last issue I reported that we were awaiting services of bricklayer for HQ. He has now been and gone with great results. Prior to his arrival members spent one morning removing all brickwork above the entrance door and the next morning laboured for the brickie who put it all back again, but now in decent order. Further work since then has seen the inside face rendered and plastered. The cracks along the flank wall have been cut



out, rendered and plastered. This included repairs to the external flashing that was defective along this wall.

All work apart from the bricklaying has been done by ourselves. In fact, the plaster above the door was my own work, viewed from the far end of the room with lights off it looks a reasonable job if say so myself.

The meeting room will now be available for use in time for the October general meeting.

We received an invitation from St Marks church, Colney Heath, to attend the induction of the new vicar. It was notable that the church is keen to maintain links with other organisations in the community and consequently three officers of the NLSME attended, myself. Nigel Griffiths and John Davy. The Church allows us to use their car park for our visitors and also their meeting room for our TSC. Hence it would have been rude if we had not accepted their invitation. It is important that we maintain good relations with all our neighbours and we thought it certainly worthwhile to have attended.

The 3.5 inch running day was another successful event and has already been entered into the diary for next year. A report and photographs are elsewhere in this issue.

Finally, as reported in last issue of news sheet, the TSC are reviewing the Rules and Regulations for the Tyttenhanger Site, with a view to implement necessary updates prior to the 2020 running season. So, if you have any comments yourselves please advise the relevant section leader.

See you at track or HQ.

Les, Chairman



Front cover photo

Double heading was the order of the day earlier in the summer. Two splendid looking black 5 locomotives reach the end of the climb with a local freight. The locomotives were constructed by Derek Perham and Brian Apthorpe.



Use of toilet facilities

Please would all members using the Colney Heath site use the toilet facilities provided and not the nearest tree or bush.
You know who you are.

The grounds maintenance team will be very grateful for your help in making the task of maintaining the site a pleasant experience.

Treasurer's Report

In my absence from the last Council Meeting, they were pleased to accept an application from Michael Gruetzner, who is interested in Garden Railways, in particular Narrow Gauge. Address, 15, Penn Road, Rickmansworth, Herts., WD3 8QW. Tel. No. 07850 642119.



Would all members please note a new email address for our Vice Chairman Ian Johnston, (ianjohnston1936@gmail.com), also a new telephone number for our Marine member Peter Stern (020 8117 9599). A new Name and Address list will be issued later this year.

Having been away in Germany again for a few weeks I have nothing in particular to report, but the list of jobs to be done at Colney Heath this winter is growing and the hard work of a few members are showing much progress on refurbishing the HQ meeting room, both externally and internally. The outside of the rest of the building is also continuing to receive attention to improve appearance. The work done by our neighbours in the old British Legion building and around the site in general were putting our corner to shame.

During my travels I visited a number of engineering club sites, my usual weekend in Sindelfingen in particular producing a number of fine models to view, not to mention the hospitality and food supplied to all attendees, with typical Teutonic efficiency. Another 7 1/4" line in Southern Bavaria produced a superb wagon,



which was convertible into a disabled wheel chair carrying carriage, by the simple expedient of sliding the floor-plates apart, all engineered to a very fine standard.

The builder, a doctor, had also built some locos and wagons to 10 1/4" gauge, plus a 7 1/4" wagon to piggy-back the bigger wagon and still to be able to ride in it. The chassis of all the rolling stock were of heavy welded

construction ensuring that the vehicles all had a low initial centre of gravity.

Mike Hon. Treasurer

UPDATED TRACK STEWARDS ROTA 2019

The final track steward's rota for 2019 is shown below. Only the changes which have been notified to me have been incorporated. This year we have had some Sundays where some stewards have failed to turn up and the Senior Steward has not been notified. This inevitably causes problems and extra work for those that do turn up, so, please make every effort to attend on the date you are allocated. You are reminded that being a member of the North London Society of Model Engineers requires you to commit to do at least one rota duty when you join or re-join each year. If, however, you are unable to perform the duty on the date shown it is your responsibility to arrange a swap with another member and to advise the two Senior Stewards of the change.

We have taken into consideration country membership, distance from the site, advancing years, fitness and members of the Gauge 1 Group who have been doing Sunday tea duties when drawing up the rota so not every member of the society is listed. Please contact the relevant Senior Steward if you have any concerns regarding the date of your duty.

Successful public running days at the Colney Heath track gains valuable income for the whole of the society for use in improving or maintaining our facilities not only at the track but also at Headquarters.

Note for our steam locomotive drivers – Please note that when signing the running book the expiry date to be entered must be the one on the annual steam certificate not the hydraulic certificate.

Nigel Griffiths (On behalf of the Council and TSC)

06-Oct-19

Mike Ruffell - Senior Steward

Michael O'Gorman
Peter Cook
John Davy
Michael Gibbs
Peter Jenkin
Bryn Morgan
Lawrence Steers
David Marsden
Keith Wakefield
Tim Watson
Marcin Luzny

Ground Level Despatchers
Steve Coffill or Graham Gardner

20-Oct-19

Keith Hughes - Senior Steward

Les O'Leary
Peter Fox
Susie Frith
Peter Funk
Ron Price
Colin Rouse
Howard Rosenberg
Dafyd Richard
John Ovens
Antony Young
Roy Perry

Ground Level Despatchers
Steve Coffill or Graham Gardner



Narrow Gauge Garden Railway



When the Colney Heath narrow gauge railway have an American day, we do get to see some incredible looking locomotives running but the one type of loco that always stands out for me is the Shay. John West has an electric one which runs as sweet as a sewing machine and the motion is fascinating to watch if not downright spellbinding! Out of curiosity I had a look at the history of Shay locomotives and found it interesting enough that I thought

this month I might write a small article about them {also it's a bit of a quiet month news wise!}

Firstly, if you are unfamiliar with the Shay design the main difference is that it is a geared locomotive; it has vertical cylinders which drive pivoting trucks via a series of gears. The accompanying photos should hopefully show the method of delivering power to the trucks.

Our story starts with Ephraim Shay (1839-1916) who appears to have been quite



a character, at various points in his life he was a school teacher, civil servant, a logger, merchant, a railway owner and an inventor. It was during the 1860's that he became a logger and soon he wanted a better way to move logs to the mill than dragging them on a sledge. So he built his own tramway (as

you do!) this was built to a gauge of 2'2" thus logging then became much easier and allowed it to go on all year round, we have to assume that for the first two years it was horse drawn because it was then that he developed the idea for his engine. The lines had steep gradients and sharp curves so his design took these problems on and he created a very flexible and low geared engine. On his first engines he experimented with chain drive and then belts neither were particularly successful until he settled on drive shafts and gearing.

Shay locos have a boiler that we are all familiar with however it is offset to one side to allow for the fitting and to counterbalance a 2 or 3 cylinder drive unit that was known as the "motor" these were mounted vertically on the right and the

crankshafts from these drove drive shafts mounted horizontally along the loco via universal joints at axle height and then each axle of the 2 axle pivoting truck was driven by a bevel gear. It's apparent therefore that all axles are driven so all the weight of the loco creates tractive effort, no lazy pony or trailing wheels here! The early locos had only 2 trucks eventually they had 3 then 4 the latter ones could weigh as much as 150 tons. The vast majority were built by the Lima locomotive works in Lima Ohio, of the 2,770 that were built up to 1945 an impressive 118 still survive. The majority were built to a gauge of 3' but there were some built for standard gauge railways too. Of course, as they say on telly these days "other geared steam locomotives are available" though Shays were the most numerous amongst other manufacturers were Climax, Heisler, and Williamette, who actually built an improved Shay type when some key patents ran out, theirs was a more powerful and economic engine but manufactured in limited numbers. On this side of the pond we had manufacturers such as Sentinel, Aveling and Porter, Avonside and even De Winton who made geared locos but nothing on the scale as the Shays. The old adage there's nothing new under the sun applies here too, Richard Trevithick had an engine built for him by the Coalbrookdale company in 1802, and yes it was gear driven.

I hope you enjoyed this brief look at the Shays I do recommend a browse on YouTube there is some impressive footage to view, I hope you enjoy the photos of the Shay loco's on our own narrow gauge (logging?) railway. Thanks to Richard, Cheryl, John and our new member Michael for bringing your locos in and creating a Shay cavalcade!



Finally, may I extend a warm welcome to Keith our new editor of the newsletter and farewell to Derek our outgoing one, you did a fantastic job, good luck Keith you've a tough act to follow!

John D, Section Leader

G.L.R. News. October 2019.



Hi crew and fellow enthusiasts.

Not a lot to talk about this month other than the crossing to the toilet is now complete thanks to the crew headed up by Jeff Bolton and Paul Jeffries with a few of the old boys leaning on shovels. As you can see from the pictures a flat surface is what we wanted that will hopefully see us out and I think that is what we now have.



Miss October has tested the crossing out and said (very smooth) I thought she was talking about me silly boy.

The plastic boarding used for the build was picked up by Terry White from the company "Filchris" near Cambridge it is a recycled purpose made board and hard wearing with cross hatching to help make it slip proof, only time will tell.



Thanks to all who got involved I think we would all agree the crossing looks more railway like and much better than the chicken wire and pallet boards that it replaced.

This area will be looked at and assessed by the T.S.C. for H&S requirements, as well as the main crossing gate, the purpose being to minimise all potential risks involving vehicles, and footfall across the track at these points.

Some of our more observant members may have noticed painted yellow lines have been placed either side of the main gate crossing, please when entering or leaving the site do not park inside these lines (on the track) as you may find a large loco bearing down on you!

I have looked at full scale crossings and feel it would not be beyond our capabilities to make and fit crossing lights and barriers at these places making for a safer and more railway like environment at Colney Heath.

Thanks to the crew for removing a large Oak tree branch that had fallen across the fence by the common. The fence has also been reinstated.



Training

Again, I am asking for any member new or old who would like to run on the ground level with their new loco or using the club loco ALBAN please contact me or come along on any Saturday to see how it is done and learn the rules of the railway.

As ever in the muck.

Peter F G.L. Section Leader.

Coal Washing

Ian Johnston's query in the September news sheet has prompted the following response from Les Dobbs:-

I have been travelling around the USA visiting Colorado and New Mexico, and Chama, home of the Cumbres & Toltec Scenic Railroad. This is a 3ft gauge leisure railroad, running on the original track system as laid in the late 19th century. It still operates steam locos, built between 1904 (463, K27) and 1925 (484, 487, 488, 489 all K36). The Railroad is 68 miles long through the mountains from Antonito to Chama. The line was originally built by the Denver and Rio Grande Western Railway to support and supply mining operations in the San Juan Mountains near Durango. In the 1950s the ore traffic had almost disappeared, the railway then carrying mainly agricultural products. A move was afoot to abandon the railway in 1968 but the States of New Mexico and Colorado bought the middle portion of the railway for excursion services and it became known as the Cumbres & Toltec Scenic Railroad.

Coal Washing is standard on all locomotives when being prepared for a run. Coal is loaded into tender by front end loader. The loco then moves along to the water tower and as expected the water tank is filled. But then loco moves back to position the water spout from the tower (10" dia) over coal load. Coal is then washed for several minutes to remove fines and small fragments that might be drawn through boiler tubes and up the stack which can be a cause of wildfires.

To further mitigate the risk of lineside fires, a small 4 wheeled truck follows at about 150 yards behind every train to check for fires that can arise.



Loco departing Chama, NM, to Antonito, CO.

Fete's & Fairs

The group have attended numerous events over the summer period. The most recent being a visit to Essendon.



Music on the move; the Fleetville Swing Band meets the Fetes & Fairs Group at Essendon Village Fete with Owen Chapman on baritone sax and Jim MacDonald on shovel.

Mike C.

NLSME's 75th anniversary

A members, families and friend's day was held on Saturday 21st September to celebrate NLSME's 75th anniversary. It was an excellent event and great to see so many all enjoying our club.

There will be a full account of the day in next month's edition. (volunteer(s) please) Including photo's of the 75 wagon (78 on recount) G1 goods train which made an impressive sight.

Visiting club's day

Many thanks to everyone who helped make our visitors feel welcome when members of Fareham, Chelmsford and Chingford Societies visited our tracks on the recent August Bank Holiday Saturday. The site looked a picture, the weather couldn't have been better, our facilities were much appreciated and a great day was enjoyed by all. Thank you!

Mike & Jean C.

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The Gauge 1 Section

Summer report by David West

The Gauge 1 Group have continued with their Wednesday running days, only being rained off on a couple of days. We have enjoyed visits by Kent Group, Chelmsford Group and latterly by East Anglia Group. All visits were blessed by good weather and we were impressed by the range of different locomotives and rolling stock on display.

Visitors and members have numbered between 30-40 persons for these Group visit events. The Fish & Chip luncheons on these occasions have proved popular.

There is an increasing tendency towards gas firing in Gauge 1 mainly due to new manufacturing and distributing company Bowande entering the market with Gauge 1 locomotives ranging from the diminutive 0-4-2T GWR 14XX to Britannia and Duchess Pacific's.



Scratch building and 1 off commissions, meth's fired and coal fired are still popular. Refilling of gas tanks on these new locomotives raises certain safety

issues, we are currently discussing procedures we can adopt to ensure best practice.

Sadly, one of Gauge 1's most prolific builders of locomotives, Tom Barratt, until recently a NLSME Country Member, died earlier this year, he had built so many engines that he had lost count of the number, but it is known to be more than 200. A Memorial Day was held in his memory at Chelmsford SME in July, very successfully with more than 35 of his engines present. Due to this success It has been decided that this should be an annual event held by a different Gauge 1 Group each year. The 2020 event will be held at Colney Heath on 20th June 2020, club members are welcome to come and witness the event and maybe become interested in joining the group.

Track refurbishment and baseboard stabilisation has continued at a slow pace, efforts being thwarted by weather, holidays and the increasing interference of medical conditions in our ageing membership.

A few pictures are included to give a flavour of our events.







The 3 1/2 inch gauge running day

Report by Martin C.

Saturday the 7th of September saw the second running of the 3.1/2" Gauge event at the Colney Heath raised track. An afternoon it has to be said not without incident, some locos never made it out of the steam bay area, I'll mention no names. But all in all, an enjoyable afternoon and an event I hope to make a permanent fixture on the society

calendar. The day was well attended with many club loco's enjoying a run. The list of runners and riders; -

1. Martin C.	Stanier Mogul	2-6-0	Princess Marina	LBSC
2. Jeremy L.	Black 5	4-6-0	Doris	LBSC
3. Waz G.	Sweet Violet	0-4-0	Jack Buckler	
4. M & J A.	Britannia	4-6-2	Solway Firth	LBSC
5. Paul G.	LNER P3	2-8-2		
6. George C.	William	2-6-2	Martin Evans	
7. David D.	Britannia	4-6-2	Oliver Cromwell	LBSC
8. Chris V.	Black 5	4-6-0	Doris	LBSC
9. Les B.	Juliet	0-4-0		LBSC
10. Ron P.	LNER A4	4-6-2	Mallard	

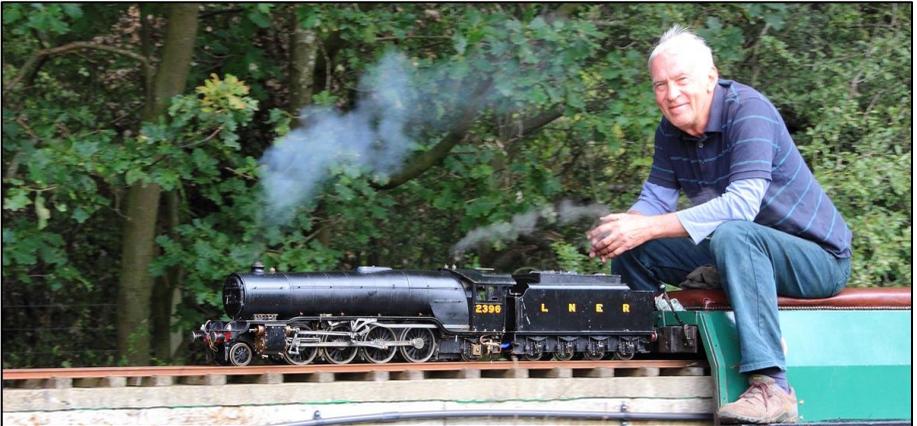
The photographs tell the story of the day.



Jeremy L. and his Black 5 Doris climbing to Tyttenhanger Bridge



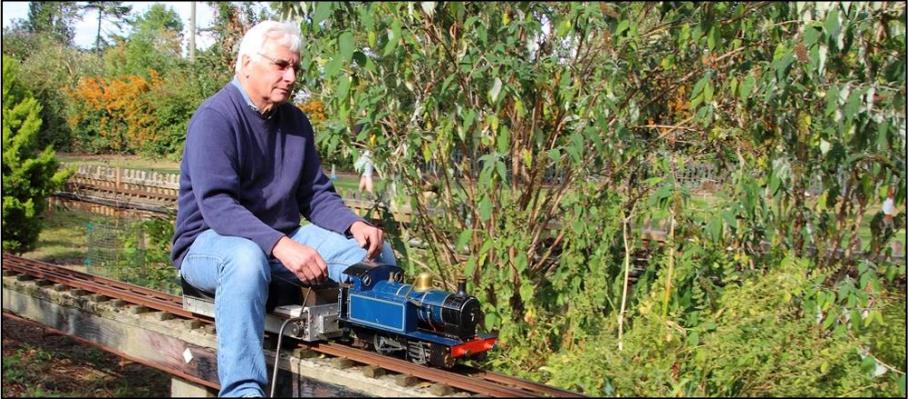
Martin C. taking in the atmosphere with Princess Marina



Paul G. clearly enjoying the moment with his 2-8-2



Ron P. with Mallard



Les breezes up the line behind Juliet



David passing the narrows with the Thames - Clyde Express



Waz gets underway with Pixie

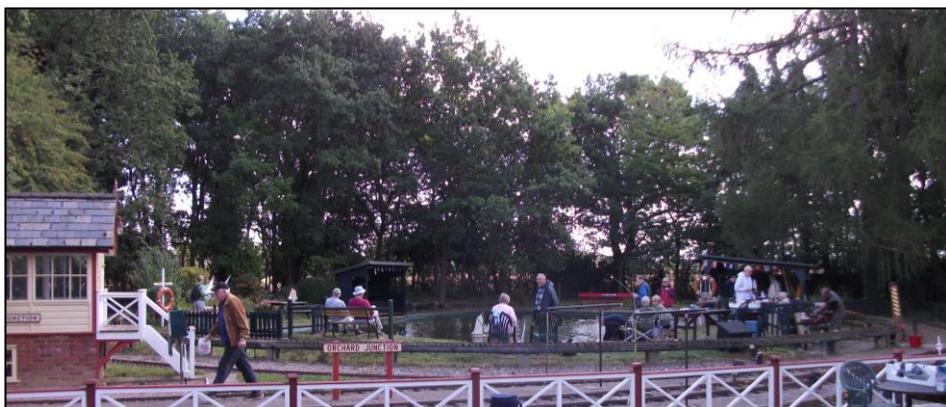


Chairmen past and present (and Peter Brown) discuss very little engines



Marine News

Well we successfully got through the last Toy Boat Regatta without incident provided you don't count the return of the yellow fast buzzy thing. I would like to say under the control of Dave ???? but I can vouch neither him or the boat have any control you can speak about.



Anyway, it was well attended with a good cross section of people and boat types from clockwork tin, free sailing yachts steam and electric powered all happily playing together if you ignore the paragraph above. The number of visitors from the vintage yacht club are dropping as age creeps in and the journey becomes harder but the number of our club members attending raised and all in all a good day was had.

I brought one of the two tugs purchased at the last HQ auction.

Karl Hamburg now fitted with R/C and working well.



I also have a new acquisition to my collection of steam boats in the form of a Caldecraft Joffre Steam powered tug which I believe our own Mr David Metcalf played a big part in the design and development many years ago.



Work is ongoing to get the burner balanced with more efficiency but that's a big part to the fun of having toys to play and fix. The second tug purchased at the auction was Smit Denemarken. I have purchased all R/C and electric motors etc to hopefully work on over this winter and bring out next year.

We also had Gregory Metcalf and his son Michael who brought two very nice warships (never know they may just tell us about them in a future article?)



Steve Coffill even managed to take time out from making the tea and taking photos for which we are very grateful to play with his footy yacht guided by our visiting master Charles Smith who got us into them to start with. Slight problem in it was catching debris that we could not see in the middle with a keel of only about 6 inches that was worrying in an 18" pond. So I entered the water last week to find the offending branches or so I thought and found we had a lot of Sago Pondweed growing just below the water surface. Looks like fine grass and meshes together like a root ball on a pot plant. I waded around and eventually over two days removed 9 wheel barrows of debris from the centre of the pond where we could not reach from shoreline.

The natural balance of the water was probably damaged when we had the puncture and replaced half the water to re-fill. Algae is under control so water is visually clear but I will have to keep an eye out for pond weed.

As that's all I have from me and I have received nothing else from you it only leaves me to wish you all well with whatever you are doing and put the dates of our next year's Toy Boat Regattas into your diaries. They are Sundays 10th May, 12th July and 13th September 2020

George C. – Marine Section Leader (Summer Job)

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New Editor for the News Sheet

As mentioned elsewhere in this edition Derek Smith has handed over the role to the new boy. We would like to thank Derek for an outstanding job in delivering the past 44 issues of the news sheet which is the vital link between all the various sections of the society.

Well done Derek and our sincere thanks for all your contributions over the past 4 years. Enjoy the rest.

Your new Editor is Keith Hughes, please send your contributions to Keith's e-mail address; - keith.hughes871@gmail.com.

Note that this is his new address and different from the one printed in your membership list.

We would like to hear your views on the news sheet and would welcome any photographs or articles of general interest which could be considered for inclusion in future editions from any of the groups within the society.

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Gradient profile on raised track

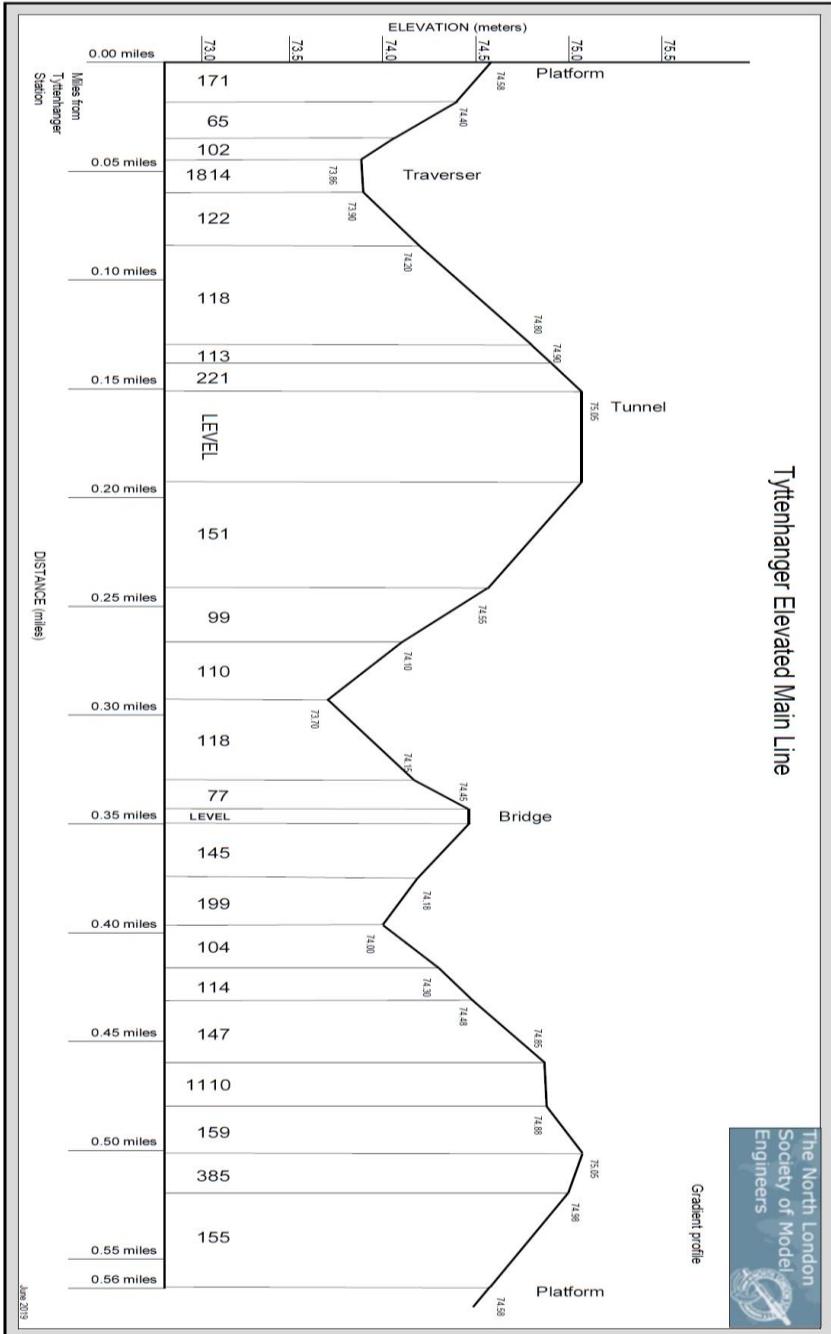
The gradient profile diagram which is shown on the next page is the result of a detailed survey undertaken by Les Brimston and his survey team in 2018.

- Height of Collimation survey method was used.
- The level datum (corner of RT station platform) was taken from Water Company's topographical survey of the entire Tyttenhanger site in the 1980s.
- Levels were taken on top of screed at each supporting post

The actual gradients - post to post - were all over the place due to ground movements over the years. For this reason, averaged levels to determine the ruling gradient between what was identifiable as vertical Transition Points have been quoted. It is possible to take different TPs and consequently have different gradients but I think what I have done is a close match and an acceptable compromise.

A larger print of the gradient diagram will be pinned to the notice board in the coach in early October.

Les B.



Forthcoming General Meetings

Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening.

For more information please ring me, Ian J.

Friday 4th October. Edward the Compressor rides again.

Edward the Compressor returns to provide a breath of air to resuscitate your forgotten machine. So please ransack your bottom drawers and bring something along to hold us all spell bound when it springs into life. We hope.

Friday 1st November. Rail accidents and Safety.

Paul G. Will give a presentation based around some significant rail accidents - the maturing role of HMRI - H&SAW Act - modern rail regulation and finishing with the applicability to our own operation at NLSME.

Friday 4th December. The Festive Gathering.

Club Festive Gathering. **THE** Festive party for all sections. Please come along and have an evening of Festive fun. New cuisine again this year and meet folk you do not usually see in such convivial surroundings.

Friday 3rd January 2020 An evening of members Videos, Slides and Photographs. We all have slides taken years ago that we can talk about for a few minutes, so bring them along. Now that we are in the computer age, I think that we can scan those cherished photos to show on the silver screen so don't be reticent.

Friday 7th February 2020 An evening for open discussion on Colney Heath matters. Given that Tyttenhanger is now a multi activity site it will be informative to have views from members of all sections that enjoy the facilities. The topics to be as members wish to raise. These are expected to cover updates on agreed projects under way, ideas for new projects, feedback from recent years' experience of public running, review of stewarding resourcing, rotas and duties etc. The meeting is for members to comment on activities at Colney Heath and Head Quarters to provide input for future development-operation. Les Brimson will chair the meeting and asks that to assist planning the agenda members

email him **beforehand, phone or raise in person topic items** they wish to be discussed.

Friday 6th March 2020. Work in Progress. Your chance to show us what you were up to. So, if you were not ready last November, now is the time to show the Club your prowess and progress. Bits of Locomotives please but this is a General Meeting, so any general engineering is most welcome.

Ian J.
General Meetings Co-ordinator

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Workshop Evenings

It's that time of year to start up our workshop evenings. These are held at HQ starting at 8pm and usually finishing by about 10pm. All are welcome to come along and show what they have been making, explain a problem solved or to seek advice on the solution to be had.

Meeting dates this year;

25th October and 22nd November

For more details contact Mike H.

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MIDLANDS MODEL ENGINEERING EXHIBITION



THE SHOW FOR MODEL ENGINEERS



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**THURSDAY 17th to
SUNDAY 20th
OCTOBER 2019**

Thursday - Saturday 10am - 5pm
Sunday 10am - 4pm

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60009 – A4 'Union of South Africa'

Enfield Chase Station on the Hertford Loop Line.



Photo; Dudley Willan

The loco was on a movement from Dereham to Southall on the 29th August 2019 with its support coach.

Steam Oil and Lubricating Oil for Sale

A new supply of Steam Oil 460 Grade and lubricating oil, is now available for members to purchase for £4.00 each in two pint plastic bottles. Contact the Treasurer at Colney Heath on Thursdays or Sunday mornings, or by arrangement.

Dates for your Diary

OCTOBER	2019
Fri 4th Oct	General Meeting 8pm at HQ.
Sun 6th Oct	Public running at Colney Heath 2pm – 5pm
Sat 12th Oct	Private party, Nigel Griffiths
Tues 15th Oct	TSC Meeting at St. Mark's Church Centre, 8pm
<i>Fri 18th Oct</i>	<i>Deadline for copy to Editor for November News Sheet</i>
Sun 20th Oct	Last Public running at Colney Heath 2pm – 5pm
Fri 25 th Oct	Workshop evening 8 – 10pm at HQ
NOVEMBER	2019
Fri 1 st Nov	General Meeting 8pm at HQ.
Sun 3 rd Nov	Working party 9.00 – 12.30 Colney Heath
Tue 5 th Nov	Council Meeting 8pm at HQ
Sun 10 th Nov	Working party 9.00–12.30 ColneyHeath Remembrance Day
<i>Fri 15th Nov</i>	<i>Deadline for copy to Editor for December News Sheet</i>
Sun 17 th Nov	Working party 9.00–12.30 Colney Heath
Tue 19 th Nov	TSC meeting 8pm St Marks Church centre
Fri 22 nd Nov	Workshop evening 8 – 10pm at HQ
Sun 24 th Nov	Working party 9.00–12.30 Colney Heath

NB. Please notify our Secretary of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.

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