

Issue No. 839 November 2021

The News Sheet

North
London
Society
of Model
Engineers

November 2021

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Front cover photo; -

This atmospheric shot was taken during the recent visit of families from Keech Hospice.

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. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.



Chairman's Comments

Les

October has been a fairly quiet month in respect of the club's formal matters. We had to cancel the October council meeting as, for various reasons, we were unable to have a quorum. This is most unusual as it is more often the case that all council members are in attendance. One matter that will exercise us in November's meeting will be possible/probable reopening Tyttenhanger to the public next year. Your views and opinions on this are welcome of course. Opening is wholly dependent on Covid restrictions and, essentially, members availability to provide stewarding cover. In this regard the existing steward's roster is being updated for review and will be published in news sheet early next year. Whether we will actually open in May 2022 is hard to predict at this time though my personal, and optimistic preference, is that we will.

Most regrettably I missed the visit to Tyttenhanger of The Mount Edgcombe Railway and Model Engineering Society. Is there another club that travels as far to visit us? I understand a great day was had and thanks are extended to our members for making them welcome. It is always most pleasing to have Bryan back on our site and with some of Tom's locos. There are some photos in this issue.

Further to my comments last month Bryan and I visited George in mid-October. After a very enjoyable few hours reminiscing about club activities and events at Arkley and Tyttenhanger (I had not known that in the early 60s some of the then older members felt it imprudent to use the word Tyttenhanger and avoided doing so) George passed Susie M into our care. Completed in 1948 with a new boiler in 1977, reusing the original barrel, on its last test it showed a few weeps at firebox tubeplate. Bryan is examining these which will need some attention prior to our club event next May.

A good number of members have put their names down for the club visit to Bentley Priory on 9th November. We are not limited to numbers attending so if you want to come along there is space, let me know.

As our traditional running season at Tyttenhanger ends this month and winter maintenance starts I hope to continue seeing you there throughout the colder months. There are no new projects scheduled to start but plenty of ongoing work and maintenance. I hope to start fit out of the general access workshop, space number six between the containers, next month. This is the next stage in the steaming bay project and once complete, unwanted items in the old steaming shed will be disposed prior to the shed's dismantling and removal.

See you at track or HQ

TYTTENHANGER INTERIM RULES EFFECTIVE 19th July 2021 UNTIL FURTHER NOTICE OR AS MAY BE AMENDED FROM TIME TO TIME

(Issue: Rev 4)

- Members only, their families and invited guests allowed on site
- Site is closed to the public
- Gate to remain closed at all times

Two club members were recently working over the new lands until late afternoon. When they returned coach side, they found that the coach, signal box and maintenance shed were wide open. The main gate was also open and everyone else had left. Anyone could have walked in and helped themselves to whatever and we would have been none the wiser. Can this be a reminder to all that if you are the penultimate person to leave the site you check that the remaining person has a set of keys and most importantly the main gate is kept closed at all times as per the rules set out above.

Les passes his driving test

“No pressure then” everyone said but that was exactly what Les wanted to avoid as he started off with these two very experienced drivers on a trip around the raised track in October. We are happy to report that all went well



Treasurer's Report

By Mike

Could I please ask all members to check off their individual details in the new Name & Address list, which was issued with the October News Sheet.

If you find anything that is incorrect, please let me know as soon as possible so that we can correct the errors.



The Council Meeting for October was postponed because of a lack of attendees being available. During the month we have settled the LBB Rent demand for HQ £1,300.00 for another year and expended £915.60 for another 20 tons of Mountsorrell Pink Granite chippings for the Ground Level Railway.

Further expenditure has been incurred on the Steaming Bay Washroom facility, which is rapidly approaching completion. Next month I will be paying our rent for the Tyttenhanger site.

Keep safe everybody and keep on engineering.

Mike

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. £11.00 a bag

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

Contact the Treasurer. Mike

Club visit to Fighter Command at Bentley Priory



NLSME Members are invited to an exclusive tour, including a light lunch, of Bentley Priory Museum, a grade 11 listed house and base for fighter command.

Date November 9th 10.30am for 11am start.

Situated in Stanmore, north west London, HA7 3HT the museum is housed on two of the floors of a Grade II listed mansion, which dates from the second half of the 18th century (although the overall estate has a history going back to the 12th century).

While the museum has displays covering this background, it is probably best known as the Spiritual Home of Fighter Command – that part of the RAF which defended this country during the Second World War. Of particular significance, and that which forms the greater part of the museum's story, is its role during the Battle of Britain.



The museum is relatively small and, as a consequence, it concentrates on what became known as the Dowding System (which was used to detect and intercept incoming raids) and the personnel who made it all happen (notably, The Few).”

After the tour lunch would be around 12.30ish, leaving time in the afternoon for individual browsing of the museum and gardens. Museum will be closing at 4pm.

Costs would be £7.00 per person for admission plus £5.80 for lunch (sandwich and hot drink). The cafeteria will be open for throughout the day for other purchases. Please advise any dietary requirements.

Please let Les know as soon as possible if you wish to attend this not to be missed tour opportunity.

October General Meeting Report

By Les

Our regular scribe being away on the night of the October general meeting it falls to me to try and capture the essence of a very informative and enjoyable evening. Geoff had, during the 1960s, spent a considerable amount of time photographing BR steam throughout the UK. Capturing its final years, he had several hundred slides digitised, collated and presented in BR regions for our entertainment.

Geoff invited those present to nominate which region they wanted to see but, in any case, by the end of the evening we had seen them all. Most noteworthy was the condition of steam sheds around the country in those years towards the end of steam traction. How any maintenance was undertaken in those grimy, though admittedly evocative, steam sheds is a wonder. No doubt would it not be tolerated at all today.

Geoff then gave us a further treat. He had taken the opportunity a few years ago of viewing and photographing a private collection of railway memorabilia that used to be stored and displayed in the most unlikely of places – the top floor of the tower at Doncaster Grammar School. I had not heard of this collection before, nor, I think had many other members. The selection of loco nameplates alone was extraordinary. As Geoff commented when showing five in one shot, “the value of these alone would fetch £100,000 at auction”.

A very enjoyable evening, many thanks to Geoff for compiling and presenting such interesting material.

Black Dog John's Funeral.

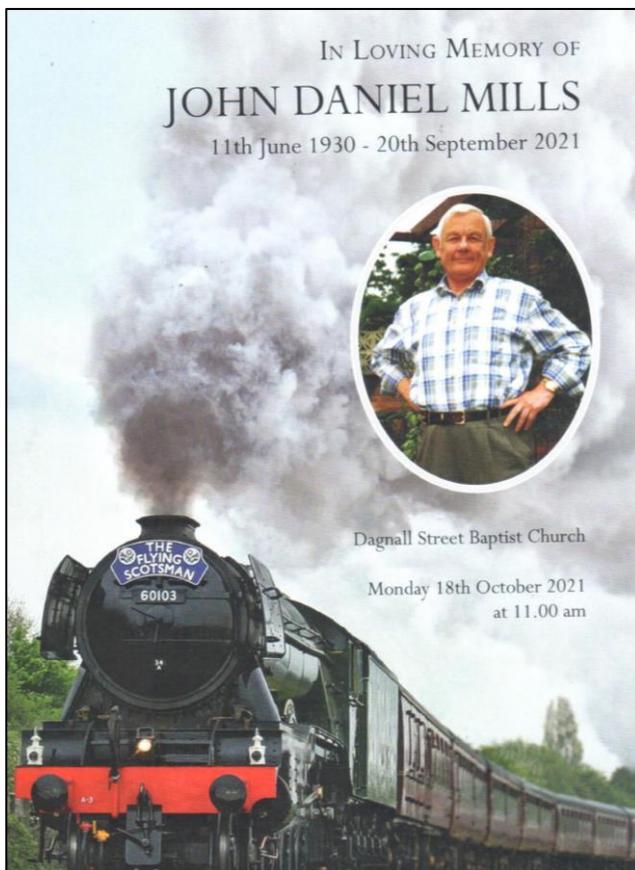
Known affectionately to many in the club as Black Dog John, John D Mills sadly died in September at the great old age of ninety-one.

The funeral service was held at the Dagnall Street Baptist Church in St Albans. The scribe is not usually in the habit of reporting on funeral services but this one was so wonderfully thought out that he believed that a greater knowledge of the event should be recorded.

A large car park was just across the road from the Church so getting access was no problem. The Dagnall Street Baptist Church is built on fairly steep slope so gaining entrance to the church meant climbing up several steps to be met by a friendly gentleman who provided a rather attractive funeral plan with a depiction of *Flying Scotsman* charging up at speed with a rake of Midland coaches, on an excursion, no doubt.

The scribe is not particularly religious but does attend an Anglican Choral Evensong mainly for the church music. The ambiance in the church was just right; friendly and warm. The Minister conducted the service firstly with an erudite welcome and the first hymn, an old favourite, *Great is thy faithfulness*.

This was a hint that someone wanted a rousing occasion which we were sure that Black Dog John would have wished; if not planned! The Minister conducted the



rest of the Service himself with a reading from *John 14* and a Eulogy of John's life which showed him as a diligent and honest man with another life away from Colney Heath that we knew nothing about. Then followed the rousing hymn *Dear Lord and Father of Mankind*. This was followed by the almost compulsory reading of *Psalms 23* and *The Lord's Prayer*.

The equally rousing hymn *O Lord my God, when I in awesome wonder* completed the simple but very effected service before the coffin was taken out to the Crematorium for a family cremation; while the rest of the congregation tucked into a superb spread of sandwiches, quiches and small pies followed by cakes and washed down with lashings of hot tea.

So, finishing our salutations to Black Dog John, that quiet and thoughtful man well respected and liked by all in the club who knew him.

Bookworm Writes - Dear Santa...

I was having a lite bite inside the calendar the other morning when it occurred to me that Christmas will not be far away. Time to meet up with the other lads and swop tales of where we have been during the last year, and was volume 30 better tasting than last year's volume 29, you know the sort thing and then just to all settle and enjoy each other's company and watch a bit television together, courtesy of my owner.

My owner, without wishing to make him sound predictable always does the same thing each year which will definitely include watching his four favourite films over Christmas. A few years ago he made not one, but two concessions to the modern age when he purchased a DVD player – Blue Ray capable no less – and a wide-screen television but this was only because the BBC stopped showing two of his chosen films at Christmas, "The Great Escape" and "The Sound of Music". Once he discovered he could buy them to watch on DVD whenever he liked he was smitten, and when Mrs Owner later bought him his other two favourite films the following Christmas, "The Iron Maiden" and "The Titfield Thunderbolt" well he was just in seventh heaven!!!!

I would like to tell you then something about the joy my owner gets from probably his most favourite 'feel good' film and the one you may not have seen, at least recently. However, be assured that as it is about a steam engine – in this case a traction engine – you can be comforted that I haven't strayed too far from my usual menu. You never know you too may find a copy under your tree on Christmas morning...

I should say though at the outset that if you *don't* have a tolerance for old fashioned corny films, when a good script was measured by how many times you could repeat the same gag without the actors looking too bored, and when

scenery was painted using a 4" brush not a 30 terabyte keyboard, or by the fact that by the end of the film the *male lead* will be in an embrace with the *female lead*; all set against a background of accepting that script writers of the period portrayed British society (and probably the rest of the world) as consisting of only two or three stereo-typed Characterisations.....then you could skip the rest of this contribution and enjoy the rest of the News sheet.

If, however like my owner you either don't know what I am talking about or just love any old British films from the 1950s and 1960s, then sit back and ENJOY this one.

The film "The Iron Maiden" is for traction engines what the "Titfield Thunderbolt" is for railway engines (and for my younger readers benefit "The Iron Maiden" was the fictitious name of a Traction engine when the members of a rock band bearing the same name were in short trousers) and just as entertaining. Its story is centred on the pipe smoking, traction engine owning main character called Jack Hopkins, who as an aircraft designer has allowed his hobby to threaten his work and future sales to America of the supersonic jet liner he has just designed, thus threatening to lose his employer a substantial contract and cost him his job. That's it. That is the story.

The remaining one hour twenty minutes of the film is used as excuse to develop the interaction of said stereo- typed American tycoon with: traction engines large and small (hurrah!), British eccentrics (nothing wrong with them), Titled Factory owners (nuff said), A Vicar (a British film 'must-have' of the time), a Pub (do you remember those metal outside tables and folding chairs?), Eating a bacon and egg breakfast off the shovel (a treat no-one should miss, cafes are missing a sales opportunity here say I) A Duke (the real thing here in the form of the Then Duke of Bedford), and an extended visit to the 1961 Westover and District and Woburn Abbey Traction Engine rallies. All to a background accompaniment of what my owner describes as the best Big-Band score he has heard (?).

Then with a final embrace by the two leading characters, the curtains will close. My owner will put his now empty mug of tea down, move the cat from his lap (where it always sits throughout), and with that look that only a contented steam enthusiast can have in his eyes, make for bed and happy dreams.....Bless him...

THE END

- "Kitchener" FX6661 Fowler R3 aka "The Iron Maiden" was built in 1920 and is currently owned by Graeme Atkinson in North Yorkshire.

- Jack Hopkins was played by the Rank Studios actor Michael Craig who at one time was thought to be a contender to play James Bond before Sean Connery was given the role. The American airline Tycoon was played by Alan Hale Jr fresh from his role of playing Casey Jones (and the Cannonball Express) on American TV. A gaggle of British 'Character' actors of the period, Cecil Parker, Sam Kydd,

Joan Sims and Noel Purcell amongst others provide support to keep it all jogging along nicely. What my owner calls 'a very pretty girl' – forgive him he is of that generation – played by American actress Anne Helm completes the cast.

- The late John Crawley one time President of the Bedford Steam Engine Preservation Society and in 1960 owner of "The Iron Maiden" was employed as technical consultant on the film. He was also known to one or two members of the NLSME and may have given a cine film show and talk about the filming at a Club meeting around 1963/4 - my owner was a bit vague about this point.

- Rather than heave about many tons of traction engine and in order to better enable close-up shots to be filmed on the footplate, the films makers had a full-size replica made out of ply-wood - thereafter known as the 'Ply Maiden'. So good was the copy that in many scenes it is only the slight dullness of the brass work that gives it away, that and the odd 4" 'brush mark' being in evidence.

The Airfield shots were filmed it is believed at the old Handley Page Aerodrome airfield in Radlett and the plane used was actually the Handley Page Victor Strategic Jet bomber.

Whilst the country lanes used in the film were actually shot around Pinewood Studios, my owner gets all nostalgic when he sees them as they also remind him of how the lanes around South Mimms, Borehamwood and Radlett looked in the 1960's.

Inspirational sources: My Owner / ME April 4 1963p431/Old Glory article around 2002 / 1960s Club News letters

The Iron Maiden – Available from Network DVD and all good reputable purveyors of DVDs.

Footnote: one of our 'digital' bookworms (foolish boy) informs me the short little cine film referred to above can be viewed on the Bedford Steam Engine Preservation Society Website.

Marine matters (Loco's can't do this)

The following article is reproduced courtesy of the Federation of Model Engineering Societies News Letter - September 2021



The passenger steamer SS Warrimoo was quietly knifing its way through the waters of the mid-Pacific on its way from Vancouver to Australia. The navigator had just finished working out a star fix and brought Captain John Phillips the result. The Warrimoo's position was LAT 0. 31" N and LONG 179. 30" W. The date was 31st December 1899. "Know what this means?" First Mate Payton broke in, "We're only a few miles from the intersection of the Equator and the International Date Line".

Captain Phillips was prankish enough to take full advantage of the opportunity for achieving the navigational freak of a lifetime. He called his navigators to the bridge to check & double check the ships position. He changed course slightly so

as to bear directly on his mark. Then he adjusted the engine speed. The calm weather & a clear night worked in his favour. At midnight, the SS Warrimoo lay on the Equator at exactly the point where it crossed the International Date Line. The consequences of this bizarre position were many;

The forward part (bow) of the ship was in the southern hemisphere & in the middle of summer.

The rear (stern) of the ship was in the northern hemisphere & in the middle of winter.

The date in the aft part of the ship was 31st December 1899

In the bow (forward) part it was 1st January 1900

This ship was therefore not only in;

Two different days

Two different months

Two different years

Two different seasons

But also, in two different centuries. All at the same time!!

Like all sections of the society the lake has been relatively quiet this year.



However, things still need to be maintained and George was spotted doing a bit of pond dipping last month. Or was he looking for that boat rumoured to have had disappeared without trace? Only he knows.

Visiting HQ? - Check if the changes to the Central London congestion charge limits impact on your journey by car to HQ.

From 25th October 2021, London's Ultra Low Emission Zone (ULEZ) will be expanded to create a single, larger zone up to the North and South Circular Road. You can travel along the North & South circular without charge but within the limits of these roads you may be liable for a charge depending on your type of vehicle.

HQ is located just to the north of the North Circular Road.

If you intend to travel by car to visit HQ and are likely to pass through the new expanded ULEZ area you should check on the government web site; - <https://tfl.gov.uk/.../ulez-expansion?cid=ulez-2021>

Enter your vehicle registration number and it will tell you if you are liable for Central London congestion charge. Only one charge applies.

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 5th November. Work In Progress. This is an evening where the membership can explain what they have been up to during the Lock Down. Even if it was just 'day dreams' it will be of interest to the membership. In other words, all work in progress is valid but I dare say many of you have done rather more than just dreamt. This is always a fascinating evening so please come along and contribute, even if it is just a plan for the future.

Friday 3rd December. A festive gathering. A chance to meet folk from other sections of the Club. Light refreshments will be provided and a backdrop of films from the past glories of the track will provide interludes to 'glue' the evening together.

Friday 7th January 2022. This was usually an evening which took place during the ME Exhibition at Alexandra Palace where members could chat to others who had also been to the Exhibition and purchased items not seen by other members at a fraction of the expected price! This year it will be **an opportunity to have a cuppa** and a chat whether there is an exhibition or not. Anyone want to show his collection of slides, a short film?

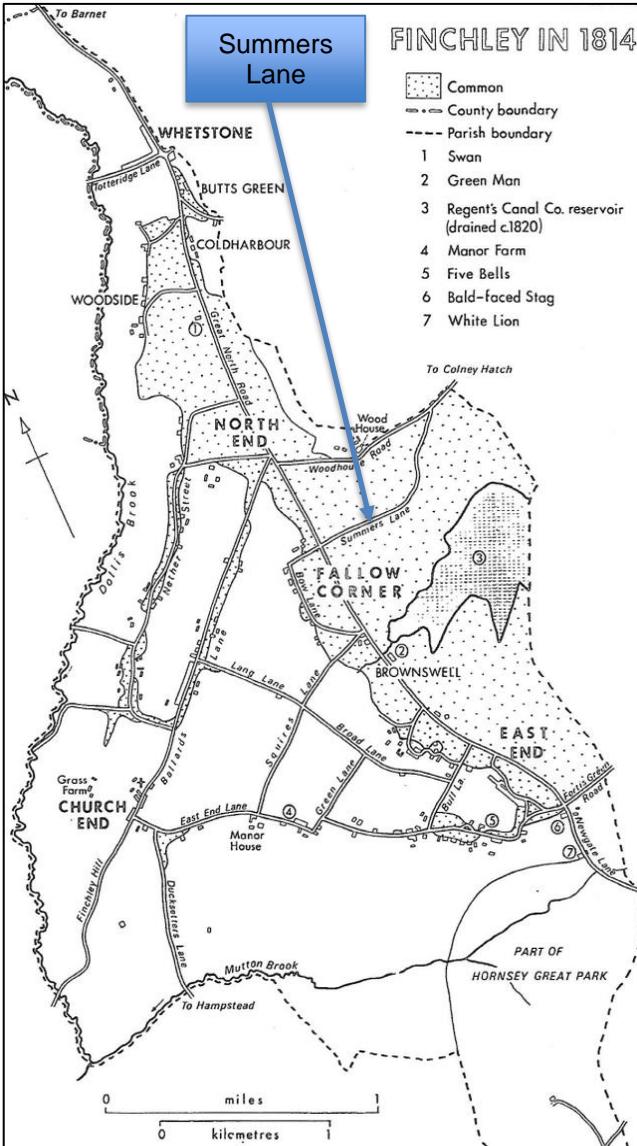
Please be reminded that our assigned parking at HQ is to the left of the site alongside and beyond the end of our building.

Any questions regarding the meeting contact, Ian

HQ MATTERS

A brief history of HQ and the surrounding area.

By Geoff



The Society has held the lease on its Finchley HQ since 1981 – 40 years, although no actual meeting was held here until 1983.

We now should consider how we should celebrate such a milestone in the Society and if so, how & when? Pending any such celebration, I decided to investigate the history, not just of the building now occupied by us but also of the surrounding area.

Having no reference to the Manor of Finchley in the Domesday survey, it is believed land in this area was granted to the Bishops of London around 704AD.

The bishop's remained lords until their rights were vested in the Ecclesiastical Commissioners with the last manorial rights being extinguished in 1938.

The Eastern side of the manor included a vast

area of ancient woodland. Following the cutting of many trees over the years, became known as Finchley Common. This ranged from the East End (now East

Finchley) northwards to Fallow Corner (area now occupied by Finchley Hospital) to North End (North Finchley) and Whetstone, as illustrated on the 1814 map. The western line of the common followed the Great North Road. The common became notorious for the activities of Highway men during the 1700's and early 1800's, as well as such pursuits as bare-knuckle boxing, horse racing and pigeon shooting.

Summers Lane existed from at least the 18th century as a short cut across the common from the main road to Friern Barnet. The map of 1814 shows this road having no habitation or other buildings. The names given under 1-2 & 5-7 on the map relate to local ale houses prominent in the area at that time.

A church in Finchley was first recorded in 1274, this being St Mary's in Hendon Lane, Church End (now Finchley Central). The benefice has always been a rectory in the patronage of the bishop of London with daughter churches being established at Whetstone, North End and East End. The church was assessed at £8 in 1291 and the rectory including all tithes was worth £22 a year in 1535 which was a lot of money in those days! Indeed, the rectory was still considered one of the richest in the diocese in 1928. The rector received as tithes, valued as 8s. in 1362 and £2 in 1535. Woods were excluded from the tithe assessment in 1647.

In 1718 all freeholders paid only 2d. an acre in tithe, the modus being on grassland with nothing payable on arable land. The Rector in 1798 intended to take tithes in kind and at in closure received 116 acres in a block of land either side of Summers Lane, mostly in lieu of tithes payable of Finchley Common. This is the area we know today as Glebe Land which lies to the west of HQ.

The Regent's Canal Co. acquired land for a reservoir at Strawberry Vale in 1811 (south of the current North Circular Road) but the scheme was abandoned and the site drained c. 1820. There were water works in High Road and Hampstead Lane belonging to the New River Co. in 1859. In 1866, when considering the problems of drainage and sewerage, the vestry declared that it was not necessary to do anything about the water supply but by 1871 the East Barnet Water Co. was supplying cottages at Whetstone. In the 1880s water was still drawn from wells, many of which were contaminated by sewage.

By 1890 the East Barnet Water Co. was the Barnet District Gas & Water Co., which in 1901 defended itself against the U.D.C.'s charge that the water-rate was too high by claiming that deep boring had been necessary. The company, called the Barnet District Water Co. in 1955, was absorbed into the Lee Valley Water Company in 1960.

Most of the common was 'privatised' by the Enclosure Act of 1811. First for agricultural development and then housing and/or recreational land. With the large-scale development which followed, sewerage presented problems by 1867, with complaints to the Home Secretary leading to an inquiry. Open pools and

streams were polluted and many houses were built without sewers. Cholera provided the impetus to build sewers and tanks at Church End, East End, North End and Whetstone; all of which were filled by 1868, with sewerage from East End flowing through St Pancras cemetery.

Following plans to co-operate with neighbouring areas of Friern Barnet and Edmonton, Finchley Urban District Council purchased over 100 acres at Strawberry Vale (south of the North Circular Road) and built a complete system to serve 2,355 acres of the more populous part of the parish, with high- and low-level sewer discharging into works built at Summers Lane in 1885. Sewerage was rerouted to Deepham, Edmonton in 1963 with the Summers Lane works being demolished. The site of the works is today occupied by The Compton School and the North London Waste recycling centre.

After enclosure the eastern end of Summers Lane was developed by Henry Dunger, the owner of the Flower Pot brewery in Dunger Place (now Summers Row) from 1830's to the 1870's.

Adjacent to the sewerage works, from 1879 to the early 20th century was John Lawford's' brickworks.

On a site where Summers Lane meets the High Road a gun battery was in place during WW1 as defence against early German air raids. In 1938 the War Office built a drill hall at the south west corner of the Glebe Land for the 61 Heavy Anti-Aircraft regiment, thereafter referred to as the TA Centre until closure and demolition in 2004. This site is now residential apartment blocks plus headquarters of 393 (Finchley) Squadron, Royal Air Force Cadets; thus, retaining a military presence.

Finchley football club (now Wingate and Finchley FC) founded in 1874 started playing football on the Glebe Lands in 1932 with their stand now being a grade 2 listed building.

Of the original Finchley Common, three areas still remain – Coppets Wood to the East of HQ (the other side of the recycling centre), Glebelands Local Nature Reserve to the immediate south and west of our site and on the other side of the North Circular, and beyond the cemetery is Coldfall Wood.

During a smallpox epidemic in 1881, St Pancras put up temporary tents on its land in Finchley despite opposition from the local board, which sent its own smallpox victims to Barnet Union workhouse or to Highgate. In April 1889 the Finchley Local Board of Health opened its own hospital for infectious diseases, on land next to the sewerage farm in Summers Lane. It had 10 beds for patients with scarlet fever. In 1894 a site adjacent to the hospital was acquired and foundations laid for a temporary smallpox block, with 18 beds within. By 1913 the Hospital has 24 beds and was closed in 1922 having been superseded by

Coppets Wood Hospital in Hornsey. The 1950's map (See next page) of the site shows a range of 5 building on the site.

Following closure, the hospital came under the ownership of the Finchley Urban



District council who used the buildings as a disinfecting and cleansing station until well after the 2nd world war. During the 1960's and early 1970's, the site was let to the 7th Finchley scout group.

During the 1970's the North Finchley branch of the Royal British Legion erected new clubrooms on land adjacent to the scout hut, but this closed on 2012 due to lack of patronage and funds and is now occupied as a Hindu temple.

Move forward to 1981 and the NLSME held an EGM at its' then HQ at Church Farm, East Barnet. We were informed that the Local Authority had issued notice to us to vacate and following negotiations, the old scout hut in Summers Lane was offered to us. The two pictures on the next page show just how delapidated the buildings were when the club took them over.

At this time only one building remained of the original hospital and upon inspection was found to be in poor state of repair and full of rubbish and newspapers. Having accepted the lease members of the society undertook renovation works with the main hall being opened for meetings in May 1983.

Whilst the Slot Car section moved from Barnet to Finchley at the same time, the Model Railway section decamped to a lock up on the Lea Valley waterboard site in New Barnet which allowed us time and space to build our own room at the rear to the Finchley premises. This work was undertaken from August 1983 to September 1984 when the Society was again whole.

A further extension was added during 1988 when the North American HO group joined us and built their room to the rear of the Slot Cars with access via the OO room. Finally in September 2009, old library room, built when the OO room was constructed, gained occupation by members of the Barnet Model Railway club after they also were instructed to vacate their previous premises in Southgate, to form the O gauge group.

HQ buildings as found in 1981



Work in Progress from club members workshops.

If you have a project or just a picture or two of your latest projects, please send them to the editor.

3.5" Maisie Build

By Martin

I reached a major milestone with my Maisie build in mid-August when I got it to run on compressed air for the first and in both directions I might add. I was well pleased as I spent weeks trying to figure out how to set the valve timing so wasn't sure if the loco would run at all.

Made the grate and ash pan out of stainless steel for longevity as on this design they can't be removed without removing the boiler first. I had all the bits laser cut then used M3 studding and nuts to hold the bars of the grate together and added washers as packing to get the necessary spacing all in stainless steel.



Started on the smokebox, used a piece of 4.1/2" diameter stainless steel pipe for the barrel, it's an 1/8" wall thickness which is about twice the thickness of what is shown on the drawings, but that is all I could get, mind you the extra weight is not be a bad thing I suppose. Turned up a wooden bung out of a kitchen worktop off

cut so I could hold it a 3-jaw chuck whilst I turned it to length. Used castings for the smokebox door and ring. The hinges for the smokebox door pushed my model making skills to the limit, not perfect but the door opens and closes as it should, what more can I ask.



Also made a start on the chimney. Scratched my head for a while as to the best way to hold it whilst boring it to size. In the end I held it by the top 1/4" of the chimney in a 3-jaw chuck getting it to run as true as possible and took very light cuts as it all looked a bit precarious, but it worked. Going to hand file the base of the chimney to fit the smokebox barrel as the casting is not far off from fitting as is.

Juliet Work in Progress Report no. 1

By John

As I am sure all the members know, Juliet is a very attractive, relatively simple and very popular locomotive design from LBSC. Designed in the 1940's. As I came towards the end of my university degree, I decided that it would be an ideal project and so mine was started in late 1985. At that time, I got the plans, but not the words of advice, which would have saved a few problems. Once I left University progress became erratic as there was no access to the machine tools. I did do a college evening course for a few years and some progress was made then and ultimately my dad got me a lathe which enabled some progress to be made at home. Unfortunately, the washing machine motor that it had been fitted with was not ideal for the job and progress slowed as various other interests came to the fore.

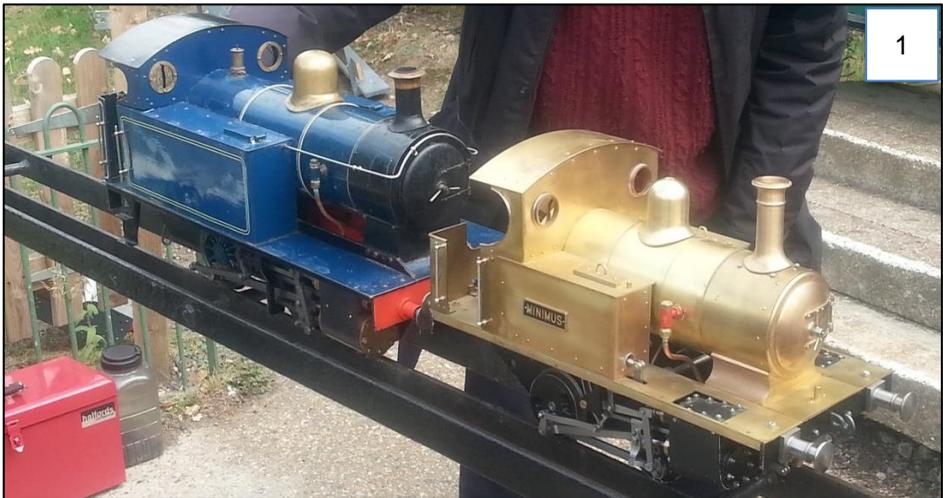
Upon re-awakening my interest in model engineering I considered restarting Juliet, but the people that I met at the Ally Pally exhibition told me that it was really to small and not suitable for the NLSME track and also that generally the first boiler you make will likely be scrap, so it is better to start in G1, where you can get all the boiler material for about £30 instead of £300 or more for Juliet, hence I built my G1 8F as my first steam driven locomotive. The trouble with this is that as soon as you have one G1 loco, you need to start building another so that you can paint the first and so you start building another. You can't decide which to build, so you start several!

After a few years membership I was asked if I would become a G1 boiler inspector really to assist Norman (our chief boiler inspector for G1) as the change to the rules meant that he is not allowed to test the superb locos that he builds himself.

As part of becoming a boiler inspector I met our Chairman Les and during our discussion I happened to mention that I had started Juliet a number of years before, but because of the poor quality of some of my earlier workmanship and the fact that it wasn't suitable for the NLSME track that it was probably going to be scrapped.

Les immediately impressed upon me that scrapping your first loco is not the done thing at the NLSME and that Juliet is more than capable of running quite satisfactorily at our track. Fortunately, Martin had arranged a 3½ inch gauge day in September 2019, which I attended and Les demonstrated his Juliet in action.

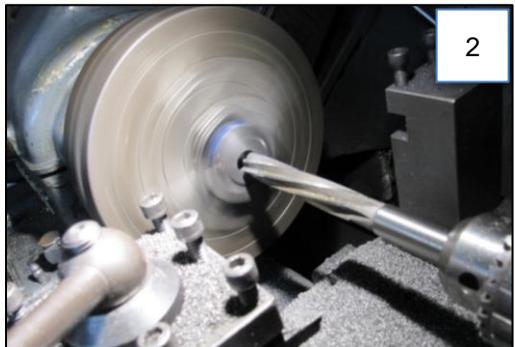
Picture 1 shows Les example of Juliet together with a beautifully built Tich called Minimus at the September 2019 event. This convinced me that my Juliet should at least be assessed to see whether anything could be done.



The frames were not square and the cut-out for the front cylinder was at an angle to suit alignment with the front wheels not the back, but upon dismantling I found that a bit of careful machining this could be corrected and once the cylinders are on it will effectively cover up this mistake. The out of squareness was corrected with a few carefully placed shims and some big lumps of 7/8" square bar through the horn blocks showed that the frames and horn blocks alignment was ok. The wheels (which I made first and had some help from the technicians at Uni with) seemed to be ok, though I was later to find that the axle hole in no. 1 was bigger than any of the others.

The connecting rods and coupling rods didn't have their holes in the right places and the 2 motion brackets had the wrong size gaps, so were consigned to scrap as was the axle pump which was tapered on the outside thus making it difficult to thread. But nearly everything else I had made was either satisfactory, or salvageable.

I also found that the eccentrics that I had made were eccentric in more directions than is desirable and though it might have made for an interesting visual spectacle with the eccentric arms swinging side to side as well as to and fro, I didn't think this would result in good valve events, so they also had to be remade. This is one of the first replacement things that I did. **Picture 2** shows

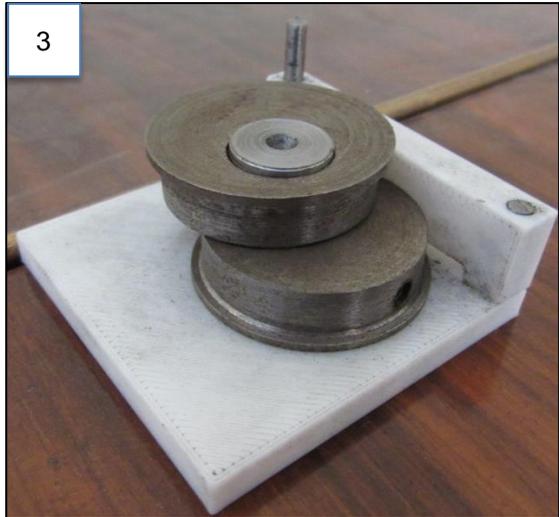


a replacement eccentric being machined.

LBSC designed Juliet with slip eccentric and Stephenson valve gear. When I made my Collet Goods in G1, that has slip eccentric and I found it consumed many hours to set up satisfactorily, whereas the 8F with a jig to set the return crank, Walschaerts gear was quite straightforward and set in much less time. Therefore, as Don Ashton designed a jig to set eccentrics for Stephenson's gear, I decided that this was the way to go. Rather than machine the jig components I decided to 3D print them and this was very quick to do.

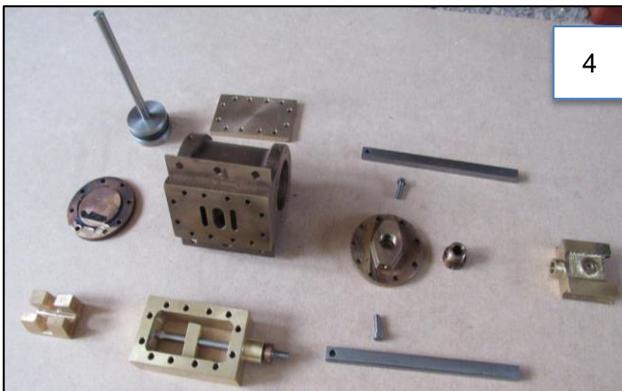
The jig with eccentrics installed for alignment is shown in **picture 3**.

I'll find out later whether this works or not. I have also made a replacement water pump with a Phosphor Bronze bore and a Stainless piston and a Brass valve chamber. I think Brass should be perfectly satisfactory for the valve chamber as I intend to use Nitrile Balls, which have worked very well in the 8F.



I had purchased the castings for the cylinders, but no work had been done on them. So, these were attended to next. Actually, I was pleasantly surprised that doing the machining turned out to be rather easier than doing the 8F gauge 1 cylinders. In the larger size you can use bigger cutters which are less jarring on the nerves than 1/16" diameter ones and there is much more visibility of what you are doing. I didn't like doing the diagonal holes from the ends of the cylinder to

the ports and one of them drifted off a bit, but ultimately, they seem to be satisfactory. The valves still need more polishing to slide on the valve plates, but otherwise the cylinder components are largely complete as can be seen in **picture 4**.



My first attempt at making the slide bars was

unsuccessful. I machined some 1/4" square bar to 3/16" x 1/4" and the next day found that I had 4 banana shaped slide bars. Before the next attempt the bar was thoroughly annealed before machining and these bars stayed straight. I found that getting the slide bars and motion brackets aligned was quite a fiddly job.

The next task undertaken was to make a Wheel alignment and pressing tool. Nigel Thompson described such a tool in his description of Wessie in Engineering in Miniature about the same time as Roger Thornber was describing the 8F, so as I had the relevant articles, I made this jig. Being designed for a 5" gauge loco, it is on the large size for Juliet's wheels, but will enable larger wheel sets to be assembled if Juliet is ever finished. Not without some trepidation I successfully pressed 3 of the wheels onto the axles as can be seen in **picture 5**.



When I came to the last wheel (no.1) I was dismayed to discover that it slipped onto the axle without any pressing at all.

Fortunately, it was not loose, so I have used Loctite on this wheel to the axle while holding it for alignment in the jig. Therefore, I have 3 pressed wheels and one with Loctite.

I painted the wheels and fortunately everything was ready for assembly the night before the NLSME 3 1/2" gauge day in 2021, there was a bit of late night fine tuning to get one set of horn blocks to slide in. But all was ready in time and so my basic Juliet chassis made its first public appearance at this year's 3 1/2" gauge event. **Picture 6** shows it in front of Les's Juliet.



As you can see there is still a lot of work to do, so it remains a Work in Progress. Les told me that he had quite a bit of trouble getting the coupling rods right, so I have now started work on the coupling and connecting rods.

Hopefully there will be some worthwhile progress to be seen for next year's event.

Butch – The repair Part 2

By Les

On raising steam for the first time a leak was evident on the blower pipe connection at the manifold, so fire was allowed to die enabling it to be repaired. On the next occasion full steam was raised for a steam test. Both safety valves lifted, one just before the other. It required only one to control increase in pressure within the 10% allowed. The water gauge blowdown was very effective and all pipework joints were now sound. The hand pump, which is a dry installation in the bunker space, had a small leak past the ram though not a sufficient magnitude to limit its ability to fill the boiler under full pressure. Irritatingly the injector clack would not seat completely, resulting in a constant steam/water dribble from the injector overflow. This limited reliable operation of the injector so the steam test proceeded with the hand and axle pumps providing the necessary two independent means of getting water into the boiler. As yet we have no rolling road in the steaming bays so axle pump effectiveness could only be checked on the track.

A quick oil round and run on track up to the tunnel demonstrated the axle pump was operating. So, with the steam test passed, it was transferred to the cuckoo line for Derek to practice firing skills. It ran well but concern that the lubricator might not be working properly was confirmed by disconnecting the feed pipes and



witnessing lack of oil emerging after one lap. This curtailed the test run that day. Subsequent investigation showed the lubricator drive was not working correctly. During cleaning down, it was evident that the blowdown valve was not as tight in its boiler bush as it should be. On opening the valve, the valve body would partially rotate. Not a good thing and one more item to add to the list of problems to be fixed.

I decided to bring the engine home to undertake the snagging work. Back in the workshop the cause of lubricator drive failure was found and corrected, it had fouled on the heads of the new hexagon headed bolts holding smokebox in place. Fitting countersink screws in place of the bolts resolved the clearance problem with the lubricator drive rod.

Next snag, the blowdown body could not be tightened further as the outlet stem fouled the main frames, the only solution was to take the boiler off again to get at it. A spacer washer was made, of thickness that ensured the valve was tight in its bush when the outlet was vertical. In the meantime, Brian donated one of his O ring type clack valves as replacement for the existing ball type injector clack valve. However, the new clack body was a fraction bigger than its replacement and could not be fitted with the fire door and frame in the way. So, they had to come off. Fortunately, as the boiler is only four years old there was no problem removing the fixing screws. The new clack was then fitted, and the fire door replaced.

During the first steam trial we had found that attempts to get at the injector were confounded by the presence of the cab steps. These are held in place by two 8BA and two 6BA csk screws with nuts on the underside of running boards. These are tricky to get back on, especially the nuts in the steaming bay environment. Waz suggested we change this arrangement eliminating the nuts. Whilst not consistent with Arthur's method of fixing, Waz made the valid point that as a club engine we should incorporate changes that make it easier to maintain. So, the steps were removed and brass backing strips added, tapped 8 and 6 BA accordingly this removed the need to fit nuts from the underside. It's still tricky to replace the steps but much easier than it was.

Reassembly complete, including cab handrails that had been missing for some years, it was back to the track for another test. Steam was raised and the injector worked reliably. Derek then managed several laps of the main line, with a few stops for a blow up, which is not bad for first significant driving/firing experience.

Worryingly the chimney remained dry suggesting lubricator was still not working, as an interim measure we injected oil direct into the steam chest using the plugs Arthur had fitted for this purpose. Another test run and suspicion about the lubricator grew. Disconnecting oil feed pipes showed that water had been getting back past the non-return valves. That curtailed another run. Brian took the non-return valves home and cleaned them.

We returned for another attempt with the lubricator primed and ready for another test run. Disappointingly the lubricator was still not working. It was found that a thread had stripped in on the inlet side of one non-return valve so oil was simply passing back into the tank. There was also some doubt that the ratchet drive was engaging properly at speed. The thread was repaired and ratchet springs replaced.

We returned for yet another attempt and Derek ran it again for a few more laps but other issues became apparent on this test run. The right-hand side crosshead nut had come loose and dropped off somewhere around the track and a persistent drip started from the axle pump. A new cross head nut could be easily made but there was no means of preventing the crosshead pin rotating whilst tightening the nut onto it. Also, the drip was a real problem. The loco could not be put away with

water in the tanks as it would, and did, drain through the pump seals spreading water into the loco store. As the tanks do not have a drain this leak had to be fixed. The inevitable conclusion was to stop the engine for more work. Unfortunately, the axle pump cannot be removed without boiler removal, so, back in my workshop off it came again.

The chassis was returned to Tyttenhanger for closer inspection by experienced members. The loco had developed a marked "clanking" and close inspection showed that the coupling rods were loose on the crankpins. Also, it could be seen that the wheel treads were worn, showing the early stages of conversion to pulley profiles! This coupled with concern about condition of the cylinder bores that might themselves need remedial work, convinced



us that we should attend to all these problems since we had gone so far already. So, I took the chassis home again and stripped it completely.

Remarkable both cylinder bores were in reasonable condition. The pistons each had two cast iron rings, which seemed to have scraped the bores clear of rust from its years left standing. However, one piston ring was jammed in its slot which I broke trying to free it. Brian offered to make and fit four new rings – a big relief to me. It was considered the bores need no further work. It was also a relief to Keith who had previously offered to hone them.

The wheel sets were mounted between centres on the lathe for machining the treads. It was necessary to skim 0.015" to remove the worn, concave, profile and get the treads parallel. Care was taken to maintain the recommended tread/flange radius and the flange angle.

Removal of the coupling rods showed the crankpins had significant wear, the bearing bushes being in reasonable condition. Keith's relief at escaping the need to hone the cylinders was soon forgotten by his offering to replace all crankpins and bushes.

With the axle pump out it could be seen that both O rings, it is a double acting type, needed replacement. Brian provided these and the pump was reassembled.

With the cylinders in Brian's care and the wheels in Keith's I completed stripping the chassis into its component parts and degreased all its nooks and crannies. Priming took another day and painting one more.



Reassembly has taken three days to date and is nearly complete at time of writing these notes. Report on the next steaming and if all the work has been worthwhile, will be in the December news sheet.



While all the above was going on the opportunity was also taken to repaint the carrying base and plywood cover that Dave Green had made for it years ago when he had care of it. Looking a bit sad it was given a coat of red paint and letters "NLSME BUTCH" added to both sides.



Narrow Gauge Garden Railway

By John

Hello narrow gauge fans and welcome to the latest narrow-gauge news.

For some of our club members this is their favourite time of year, lots of lovely falling leaves to rake up and redistribute around the site.... you know who you are!

For the Narrow gauge and I'm sure the gauge 1 boys it's a complete pain even though we have the covers over the track which are a great help, this is definitely not my favourite time of year. There will still be continual sweeping and raking inside the layout. It also means winter is just around the corner and playing trains and freezing at the same time is not something I enjoy!

However, it does mean I can crack on with my new home project. This is going to be a 0-gauge micro layout "the Standard Bottle Company" which will consist of standard and narrow gauge...so watch this space....

You may recall some news sheets ago Guy, one of our more senior members had decided that it was time to post a closure notice on his own narrow gauge garden railway. He has kindly donated the buildings from his railway for use on our own garden railway at Tyttenhanger.

Various narrow-gauge members (*are these people all very thin? Ed*) have taken them away to give them just a little TLC and fettling so they can have a new life at Colney Heath....

The idea is to not destroy the all-important "patina" they've acquired over many years of being outdoors but just to refresh them.

The first couple of buildings have now been installed on our narrow-gauge railway greatly enhancing the look of the layout. I hope you enjoy the photos.



I particularly hope you like the new church notice board!!

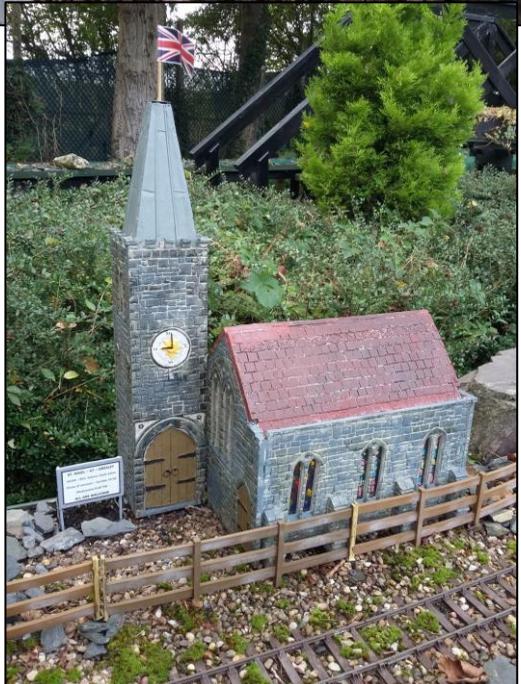


More buildings will follow once they have been renovated

Finally, a big thanks to you Guy.

I hope you are happy with what we've done with your buildings.

Until next month which will be the final news sheet for this year enjoy your hobby whatever section you relate to.....



G.L.R. News November 2021

By Peter



Last month has seen the sad loss of another long standing member John Mills affectionately named and known as Black Dog to the crew, a man of few words but always looking for a job and willing to help, he first helped us about ten years ago on the new land project when digging out the G. L. track bed starting at the narrows, his help was most welcome as we dug this section by hand in the early days, I will always remember John and to my mind his finest hour was when he asked me as he always did “what can I do next Pete” I replied saying the conduit on the fence wants painting “OK” was his answer and off he went, little did I know he would come back on his own and paint the white conduit a nice shade of red we had many a good laugh about this and still do as some members were most put out by the colour choice. Bless you John your heart was in the right place you will be fondly remembered by the Tyttenhanger crew.

The last five weeks have been very busy, in-between bouts of track ballasting the leaf blowing season has started and we are hoping to keep the newly laid ballast clear of the falling leaves and rotting vegetation.

25th September all looked good for Jim’s big day! The Tyttenhanger crew arrived in force to ready the track and assemble trains!

Eagerly waiting to give rides for the massed crowds, and as they were busy all day, they were not disappointed. Maid Marian was steamed up and she performed well. It’s not every day you have an eighty fifth birthday (Jim looks well for 85 don’t you think) so with some trepidation I let Jim (You can just see him in the cab) have a drive and once he had removed his money belt he fitted into Maid Marian’s tight cab with ease, after a gentle lap of the track Jim arrived back into Orchard Junction to rapturous applause. Then it was time to cut the cake and the day ended with the band having a ride (playing all the way) around the raised track! A fun day was had by all.

16th October; The next event we were looking forward too was the visit to our club from the Mount Edgcumbe Railway and Model Engineering Society. We did not know what to expect so the crew cleared the track, assembled trains and sat in quiet readiness for all and sundry to arrive. The day started a bit damp but by mid-day had cleared up little. Rides were given for the small gathering of members, friends, and family’s that started to appear making for a good day. One brave member from the visiting club asked if he could ride his five-inch Bo-Bo on the ground level. Hitching up to a club passenger truck off he went. He must have enjoyed his ride as he went around quite a few times with no incidents. This can

only be down to the G.L. track gang's diligent way of ballasting and adjusting the top and line of the track. A demanding but rewarding job when things go right. Thanks to Paul and the track gang the ride is getting better and safer all the time.

Note to crew; -_Being as you shifted the last twenty tons of ballast chippings smartly another twenty tons of pink stuff has been delivered. We don't want you to get out of practice. We can then start on the black stuff! Oh, what joy.

23rd Oct. The next big event we looked forward was the Keech Hospice visit one of the most rewarding events any club could engage in. The day started a bit cold and damp as the crew assembled trains. A plan was hatched for a shuttle service between Smallford Station and Orchard Junction. From there any one of two trains could be taken for the slow ride through the gently undulating perfectly groomed new land scenery. Then on through our tunnel now filled with steam and back to Orchard Junction.

The plan worked as smooth as a Swiss watch giving rides to the visitors throughout the day. We could have catered for many more visitors. It was nice to see our small but dedicated team John running the Narrow-Gauge Garden railway, Jim pulling people on the raised track (not bad for 85), and of course Keith and his wife Rosie. A rewarding



day's fun for us thanks to you all for helping we look forward to doing it all again ASAP. I personally would like to see the club do more of this sort of activity of helping people less fortunate than us along with giving to charity. There must be

many local charities that could benefit from our lovely site and we could easily do this as many other similar societies do so already. If anyone is interested in helping in this sort of activity come along Saturdays and talk to us maybe we can set something up for/in the new season.

The photo below shows the team during the lunchtime break at Orchard Junction



Thanks to Guy for donating his 16mm scale buildings to the Narrow-Gauge Garden railway. Once John has worked his magic on them, I'm sure they will enhance his already lovely set up.

As ever in the muck Peter G.L.R. Section Leader.



Keech Hospice family's visit

by Keith

We would like to thank all those members who gave their time and supported the visit on the 23rd October.

Jennie from Keech Hospice has asked me to pass on her thanks to the society for hosting what was a memorable day for the families which came. Some of the children were very nervous at the start but soon relaxed and by the end were having a great time and didn't want to leave.

We are in early discussions with the hospice to arrange another visit in the early part of 2022 restrictions allowing.

I will let the pictures tell the story of the day.

All photos are published with permission of the families.



HO – North American section

With the easing of restrictions things are on the move again. The North American section are now meeting again at HQ and as can be seen from these two pictures



freight is once again making its way around the railway. These two massive locomotives are a Western Pacific 2-8-2 and Large Union Pacific 4-8-4. Come and join us sometime all visitors will be assured of a warm welcome.



Mount Edgecombe club visit

As has been mentioned in the GLR article by Pete, we had a visit from the relatively new Mount Edgecombe club on the 16th of October. Our visitors had travelled from Cornwall to be with us and spent two days running around our various railways. A great time was had by all. We hope to have an article in the December issue describing the history behind Dottie and her builder Tom Luxford.



For Sale

I'm sorting out my work shop, ready for a downsizing move. There are some items that I will not need again and I would like to sell.

1. Warco coolant system complete with tank, pump, pipes and tap in magnetic base. £40 ono
2. Warco power table feed, fits Warco minor mill drill, would also probably fit major mill drill, without any modification. £60 ono
3. Wickes professional 9" angle grinder with diamond blade. £25
4. Cast iron angle plate, 9"x9"x12" grade B. Offers.
5. Cast iron surface plate with cover, grade B. 18"x18" offers.

Items 4 and 5 are British made to industrial standards.

For Sale

AMOLCO Bench drill

4 speeds;

570/1050/1850/3500 RPM

1.5 – 13mm chuck

Foot operated on/off switch

Best offer above £50 will secure.

Closing date for offers 23.00 23rd
November 2021

Proceeds will be split between
club funds and John Mills family's
chosen charity.

Contact Keith Hughes for further
information or to make an offer.



And finally

Paper saving at the Johnson's residence

By Ian



I bought this cast iron plaque at a miniature railway show some time ago.

I attached it on a toilet door that used to be outside but is now indoors as a result of changes to the layout of the house.

I wonder if a keen and knowledgeable GWR buff would be able to distinguish whether it is genuine GWR toilet furniture or a spoof? I can't remember seeing one at a GWR station but then I'm not in the habit of pausing to read words of advice when trying to get a penny into the slot!

The toilet rolls here in Wood Street certainly seem to last longer though!

Dates for your Diary

November	
Tue 2 nd Nov	Council meeting to be held at 14.30 (See note below)
Fri 5 th Nov	Work In Progress. Meeting 8pm at HQ This is an evening where the membership can explain what they have been up to during the Lock Down.
Sun 7 th Nov	Working Party 9.00 – 12.30 Colney Heath
Tue 9 th Nov	NLSME Members are invited to an exclusive tour of Bentley Priory Museum, a grade 2 listed house and the base during WW2 for fighter command. A light lunch is included.10.30am for 11am start. See page 6 for details
Sun 14 ^h Nov	Working Party 9.00 – 12.30 Colney Heath
Sun 21 st Nov	Working Party 9.00 – 12.30 Colney Heath
Sun 21 st Nov	<u>Deadline for copy to Editor for the December News Sheet</u>
Sun 28 th Nov	Working Party 9.00 – 12.30 Colney Heath
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
December	
Fri 3 rd Dec	A festive gathering. Meeting 8pm at HQ Light refreshments will be provided and a backdrop of films from the past glories of the track will be shown
Sun 5 th Dec	Working Party 9.00 – 12.30 Colney Heath
Tue 7 th Dec	Council meeting to be held at 14.30 (See note below)
Sun 12 th Dec	Working Party 9.00 – 12.30 Colney Heath
Sun 19 th Dec	Working Party 9.00 – 12.30 Colney Heath
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.