

Issue No. 827

October 2020

# The News Sheet

North London Society of  
Model Engineers



October 2020

You can see this News Sheet in colour by visiting our web site  
at [www.nlsme.co.uk](http://www.nlsme.co.uk)

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### **Front cover photo**

Dragonfly taking a rest on the Garden railway earlier this summer.

Photo by John

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Your editor is most grateful to those who have contributed to this edition.  
My sincere thanks to all.

If you have any photographs taken either recently or in the past showing club activities, people or models that would be of interest please send them to your editor.

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.

**Your news sheet is only as good as the contributions from members.**



**IMPORTANT NOTICE REGARDING NLSME ACTIVITIES  
RELATING TO CORONAVIRUS (COVID-19) PANDEMIC**

This news sheet, being a monthly issue, can never provide members with up to date decisions on how the pandemic impacts on our club activities. It is therefore important that members always follow the latest government advice.

Please note the following restrictions currently apply to our activities.

**Head Quarters**

All meetings at HQ are cancelled until further notice.

**Tyttenhanger**

All public running days, events and functions are cancelled. The site is open for use by members and their families only but subject to interim rules contained in this edition of the news sheet (page 5).

**Fetes and Fairs**

All events have been cancelled.





## Chairman's Comments

Les

Included in this news sheet are revised interim rules for Tyttenhanger. Following UK Government requirements, it has been necessary to incorporate the rule of six persons maximum in a group. This does not of itself limit the number of members who can be on site but you must not exceed six in number in any group and cannot mix with other groups. Let's hope this is the last and most drastic action we have to take. HQ is not affected as we have stringent criteria in place for that.

It follows that Government's rule of six will impact Council meetings which at present comprise four officers and five Council members. We are implementing a rota system to ensure the limit of six is met. It also follows that, for time being, any members request to attend Council meetings will have to be refused. We may for future meetings have to consider on line formats but at present this is not preferred to meeting in person.

At last Council meeting we agreed the proposal and budget for the wash room, an essential precursor to the next stage of the steaming bay project. Work on this will commence soon. First steps however will be to fit out the workshop (space number six, between the containers) which will be open access to all members.

It is noticed that unwanted items have appeared in this space, in particular a fly press and sack barrow. The owners of these are asked to remove them from site asap. Members are reminded not to leave stuff at the track without prior approval on basis that "it might come in useful" – it rarely does. Anyone interested in helping with the steaming bay project, which is to benefit all members, should contact either myself or Grahame .

Keep well and healthy, see you at track or HQ, CV 19 permitting!

Les , Chairman

# TYTTENHANGER INTERIM RULES

**EFFCTIVE 12th SEPTEMBER 2020 UNTIL FURTHER NOTICE OR AS MAY  
BE AMENDED FROM TIME TO TIME**  
**(Issue: Rev 2)**

The Interim Rules for Tyttenhanger have been reviewed following the recent changes introduced by the UK Government on Monday 14<sup>th</sup> September. These changes to the rules have been approved by NLSME council. There are two changes, both shown in italics. This change relates to maximum groupings of six persons as per new UK regulation.

Tyttenhanger remains open provided there is compliance with the rules set out below.

## 1. General

- Members only and their families allowed on site as permitted by UK Government guidelines.
- ***Persons present must not gather into groups of more than six***
- Site is closed to the public and ***organised visits from*** other clubs or societies
- Gate to remain closed at all times.
- Maintain social distancing.
- Use sanitizers provided at steaming bays, bothy, RT station and old running shed.
- Members to provide their own masks and gloves if required or in accordance with government guidelines.
- Only one person in coach, bothy, toilet block or any other building at any one time.
- Members at higher risk advised not to come to site. Those that insist on attending should remain in the general areas where social distancing can be achieved.
- The carriage or other buildings not to be used for cooking. Storage of food in fridges not permitted in any buildings on site. Members should bring their own food and drinks to be consumed in open areas only.
- All seating areas shall be arranged to comply with social distancing guidelines.

Continued on next page

## 2. Running – boating area

- Number of persons using the boating area shall only be limited by compliance with social distancing guidelines

## 3. Running - Raised Track

- Members not involved with the preparation or disposal of locomotives should remain outside the steaming bay fences to maintain social distancing.
- Alternate steaming bays shall be used to ensure social distancing guidelines can be maintained between club members preparing or disposing of locomotives
- Members riding on passenger cars to be socially distanced from each other and driver

## 4. Running – Ground Level

- Members not involved with the preparation or disposal of locomotives should remain outside the steaming bay fences and GL steaming shed to maintain social distancing guidelines. (note steaming shed is to be defined as a building for the purposes of this assessment).
- One loco at a time to be prepared/disposed on GR steaming bays to maintain social distance.
- Members riding on passenger cars to be socially distanced from each other and driver

## 5. G1 and Narrow Gauge

- Use gloves to set out tables and chairs. Only two persons per bench or table. (based on 2m (6ft) rule.)
- On G1 only one train per circuit. If middle circuit is used the start time to be staggered in relation to inner & outer circuits. (this restricts raising steam to one person at a time).
- A Track Marshall for G1 railway shall maintain a running list to ensure no sharing of general equipment
- Numbers of persons inside G1 and Narrow-Gauge railways to be limited to ensure social distancing is maintained

## 6. Grounds maintenance

- One club member or family group only to enter the equipment store at any one time Sanitize controls after use.

## 7. Caution

- Any club member not willing to comply with these or government guidelines will be asked to leave the site

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## Treasurer's Report

By Mike

Another month has flown by and work continues on the various projects at Colney Heath, despite the restrictions put upon us by Covid-19. Erection of the wire fencing around the GLR bordering the car park headed up by Michael is progressing well, whilst George continues with the wooden fencing at Henley Halt.



A brilliant repair job to the RTR Southern Railway Home Signal at Tyttenhanger Station by our resident welding expert, Gerry. It was found that the rust was getting the better of the structure and it was becoming unsafe. Just needs painting now.

I myself have spent most of the summer quietly working away in isolation in container number 7, erecting the storage racking, constructing track-work to form the 3½" and 5"-gauge loco storage facility. This work is almost complete and connects well into the hydraulic trolley/table ably constructed by Jack and Keith some years ago. Grahame and Mick are now installing the power points in the required locations, so that the club electric locos and others will be able to be safely stored and charged as required. This work is all part of the process to rebuild the Steaming Bay area, enabling the demolition of the old loco bunker to be followed in due course by the concrete workshop. This latter will only happen after the next main phrase of the Steaming Bay Project has been completed, being the new wash-room facility and urinal block, all to be plumbed into the main sewer. Chairman Les is heading up that project, which will involve many tasks for many people, big jobs and small jobs.

At Headquarters, Finchley a limited amount of carefully monitored visits have been made by HO members, two at a time, whilst in the last week it was good to see a few from OO brushing out the cobwebs. The outside painting needs to be completed and additional paint is being purchased, volunteers needed?

Financially, the Society is still in a sound position, although we have had no income into TYT this year and in all probability none next year.

Having missed our annual trip to Germany, it was interesting note that DBC Sindelfingen, our usual destination, had with usual Teutonic efficiency developed a control system for giving train rides on their railway around the park where they are located despite Covid -19 social distancing.

If you are interested in how they did it, go to their website <<http://www.dbf-s.de/>> and look at <Schutzvorkehrungen>, four pages of instructions listing each train to run during the day, with tickets issued indicating what time and train number and what carriage to ride on. Can't see it happening over here...

Finally, would members please reinstate Mike \_\_\_\_\_ onto your Name and Address

Keep modelling and keep safe.

Mike

Hon. Treasurer

## Bookworm writes: LBSC Miscellany

It's a funny old world, the other day just as I was starting to chew on a new volume and thinking I would taste the same old designs again, no! my palette sensed something different....

I was rudely awakened the other morning by the sound of my owner rummaging about the volumes and muttering about making the whistle on his engine sound less like a banshee and bit more like Brian Blessed (I think he meant deep voiced). If only he had asked, I could have steered him to the one LBSC told us all about in 1949. April to be exact, and it was for his "Doris" design and was based on the 'resonator-box principle. Far from claiming this design to be his original, LBSC told everyone that the basic design was the same as used by the Company of Commercial Model makers called 'Carson's' – now long gone – but offered with an LBSC mod.

**Source: ME 1949 April 28 page 511**

So, finding this different material a change of flavour set me off seeking other tasty morsels. Now I do like something to challenge the taste buds, but when I first tasted this one, I couldn't believe it...

This chap LBSC seemed pretty generous to me as he occasionally offered space on his dish for other people's ideas; such was the case in July 1940 with an idea from Mr. Ed Adams. A tender hand pump that does away with the valve box and has all its parts in the ram and pump barrel!

Intended to be fitted into a loco tender (or other) tank of very limited height the pump drew its water in through the handle end of the pump ram and having



allowed it to pass through said ram into the pump barrel, to then discharge it out in the usual manner only this time through the end of the pump barrel via a check valve. LBSC thought enough of this idea to give full instructions on how to build one. Why didn't I think of that!!

**Source: ME 1940 July4 page 8**

How about an LBSC style oscillating cylinder lubricator to fit a confined space? His 'standard' model used an upright pump stand requiring height or depth to accommodate it. So, for verticality challenged spaces he offered a variation laying it on its side and swapping height for length. For 3.5inch gauge engines the oil tank is slightly smaller than an old box of matches being less than 1" 3/8" by 1" by 1/2inch deep. What a smashing little job.

**Source: ME 1941 Feb20 page 142**

Ever been frightened of breaking your gauge glass and getting scalded? Mr. LBSC had a solution. A nifty little check-valve fitted between the boiler and the top and bottom of the gauge glass. It looked like a clack valve though with two important differences: firstly, as they were to be used horizontally, they had a stop pin across the rear to prevent the ball from coming out (and dropping into the boiler!) and secondly the chamber up to the ball seating was slightly tapered to encourage the ball to drop away from the seating. Now not being of a technical disposition (owing to someone else beating me to the scientific journals on the next bookshelf), I think it worked on the differential principle, that is normally the pressure top and bottom of the glass are the same so the balls stay 'floating'. But should the glass break then a huge differential in pressure occurs pushing the ball(s) onto its seat, like I said, nifty.

NB: I know the lads chewing through the health and safety bump on the shelf above me would wish me to point out that this may have been considered ok to do in 1945, but would most likely be considered DANGEROUS today owing to the possibility of it sticking and giving a false reading in the gauge glass – Keep it simple, keep it safe!

**Source: ME 1945 Jan4 page 17**

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## Forthcoming General Meetings

General Meetings at our Legion Way Headquarters in North Finchley are now cancelled until further notice.

Any questions please ring, Ian

## Work in Progress from club members workshops.

With the current restrictions in place we thought it a good idea to find out what project's members are working on with all this enforced spare time. So, we asked and several have responded. In this issue we have contributions from Ian Johnson, Derek Perham, Ron Price, Les Brimson and Roy Verden

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

### A Maiden Voyage at Colney Heath.

By Ian

During 'lock down' Gerald has been exceptionally busy in his workshop. No sphere of model making has been neglected, apart from Aviation that is. Last week the boating lake was the happy recipient of one of Gerry's latest products; and almost permanently when on its first voyage it was struck or rammed amidships by a large aggressive radio-controlled attack craft!

Wednesday afternoon is often when the boatie folk tend to gather; and this afternoon was no exception; but with no sail boats even though there was a steady breeze from the West a blowing. The Wednesday Gauge One mob also have a tendency to move up to the pool when they have had enough excitement on their raised track.

The newly built paddle boat was carefully removed from the carrying case and checked over by Gerry;

Engine; - OK  
Paddles; - OK,  
Batteries; - OK Hull;  
- OK.

Now was the time for the initial launch. The model had not been christened so the long and sleek boat with no name was gently launched and in no time at all it or she



was cruising across the pond where Jake (Gerry's grandson) was waiting with a big foam rubber capped pole to gently turn the boat around ready for its return voyage.

It soon became apparent that the boat could have been called *Slim* because if perchance a drop of water was splashed into the hull, she took a list and the paddle on the listing side dug in deeper so increasing that list! Poor old *Slim* was paddling her way across the pool minding her own business when a Radio-Controlled boat dashing all over the Ocean with not a lot to do, spied her latest victim and made a bee line for *Jimmy* and ran into her amidships so increasing her list even more! Luckily no serious damage was done and no Lloyds Salvage Agreement needed to be signed. The boat was lovingly removed from the water dried out and returned to its case.



*Slim steaming away minding her own business.*

Gerry had learnt an important lesson about Paddle boats; namely that the beam needs to be quite wide rather like those lovely ex-RN large beamy brilliant white steam Paddle Tugs at Cape Town. And that if steerage is to be effective then the rudder needs to have a larger area because steering is only active if the vessel has way on it.

So, it was back to the workshop for Gerry where he will no doubt soon be emerging and returning to the pond with yet another new unnamed vessel added to his fleet; a new beamier paddle vessel to steam with a large rudder with spikes around the sides!

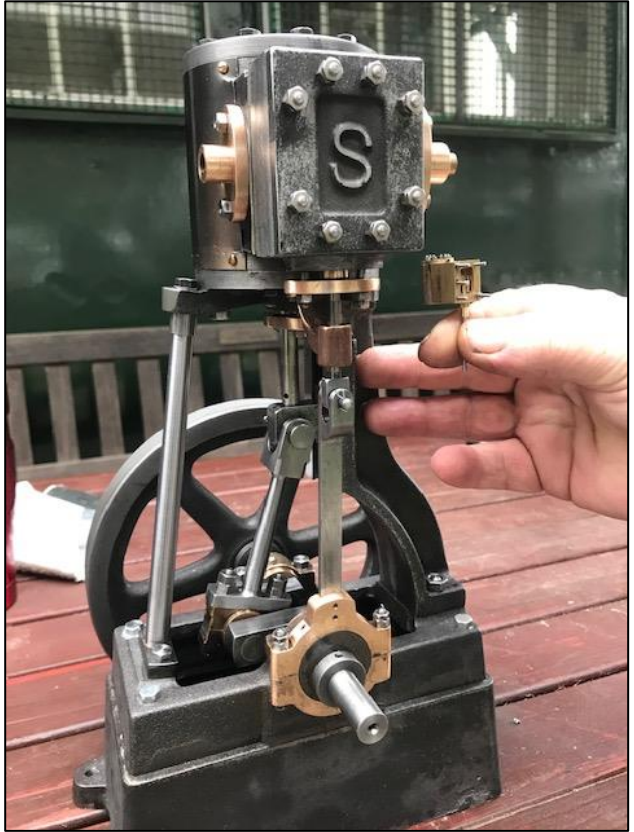
Jake, Gerry's grandson, is going to find it hard to wait.

## Stuart Turner No 1

Two engines in one picture. The Stuart Turner engine was started by Guy some time ago and with assistance of Derek is now almost finished.

If you look closely a “slightly” smaller cylinder from the workshop of another highly proficient engineer Ron is also being constructed.

The Stuart No 1 is 13½” high has a 7” flywheel and cylinder bore of 2” and is therefore a very powerful engine. Derek is in the process of adding a reverser and we look forward to seeing the completed model in a future issue. Once painted will be a credit to the two engineers involved in its construction.



At the other end of the scale Ron's little cylinder is for a donkey pump constructed to his own design. It has a cylinder bore of less than 1”.

Knowing Ron's reputation for excellent standards and speed of construction, by the time you read this he will have probably completed the pump and started on to his next project!

## 5" Gauge SE&CR Class L

Following on from the successful test steaming (Sept News Sheet p4) our chairman has given the locomotive its first run. All went very well. The pictures below record the happy event. The tender has yet to be completed so Grahame kindly loaned the tender from his maid of Kent.



## Salisbury No.1 yacht

By Roy



This is a new yacht just 28 inches long but standing 4 feet high. You may remember from the last item I wrote about donating the sails from one boat to another? Well here we are with the finished product. By sheer chance I went on line to Gumtree and entered my 'model yachts' search enquiry and up came a pair of yachts for £30! I asked for dimensions and paid the money. It was a long trip to Salisbury towards the end of the poisoning problem they had, but worth it.

I found the seller had bought them some years earlier with good intentions but they were as he first had them. Almost identical but each with a different keel weight idea, this one is a faired in cast lead keel, the other a bulb keel. From the construction, thick 3 ply, screwed down deck and some large solid brass screws I reckon they were made



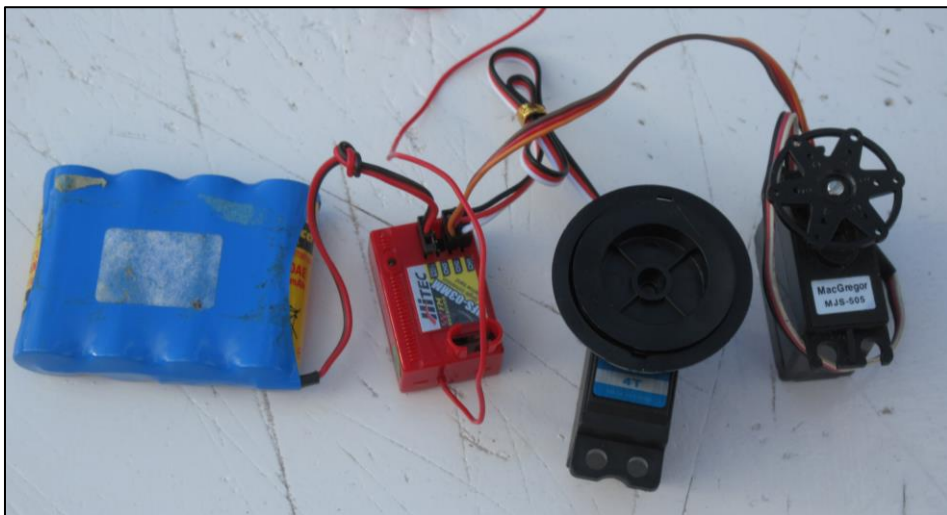
in the late 1950's. There were a couple of masts very nice straight and true pieces of wood and some sails which were a bit of a let-down.

After a thorough checking out, I had to cut into the deck to install radio control, I was pretty certain the hulls were bread and butter construction and that there would be room inside. I put down masking tape drew the lines on that and went around drilling 0.7mm holes as close as possible. Then with a razor saw I 'joined the dots' so to speak.

On opening up this proved correct, the hull was about 3/8ths inches thick. I had a good look inside rather rough

compared to the furniture like finish outside. I wanted to prevent any water being absorbed from the air and cracking the exterior so I poured in a good amount of yacht varnish and swilled it round and recovered the remainder and left to dry.

I had the sails so the hull was re-balanced and a new hole made to support the new mast position which is an inch and a half further aft, the sums seem to have worked out.



*The picture above shows what was required to control the yacht.*

From left to right in the picture; the battery (4 x AA cells) then the receiver then winch and finally the servo to operate the rudder. This was all mounted on a base a tad smaller than the hatch area. I made a hatch and set up a coaming to stop the water getting in.

Not everything ran smoothly however. I had bought some new sail winches with an enclosed pulley system for the 'string' to control sail position. The distance from the winch to the main sail was about 6 inches and that worked fine. However, the jib was much closer and the guide tube about half an inch from the winch and the string for the jib was not always where the radio system and me expected it to be. It either bunched up or remaining inside the winch.

I applied some thought to this and then the penny dropped, I was trying to push string up a tube, something doomed to failure! I think that by allowing a bigger gap for the string will cure that. Either way she sails very well.

For those thinking what a lot of effort for a 'toy yacht', if you want a bespoke model yacht this size, made admittedly with more shiny brass on it, it will set you back £1600.00 plus postage.

Regards to all, Roy

# Tyttenhanger Light Railway

By Peter



Many thanks to all that have wished me a speedy recovery and since my mishap I can now say there is a marked improvement in my mobility and I hope to be back very soon shovelling the pink and black stuff amongst other things.

Many thanks to Peter

who saved my sanity by giving me a lift to the track last Saturday (I don't recommend sitting in front of the TV all day to anyone) and thanks also to Brian for bringing me round a large pile of DVDs and reading matter.



Having been away for three weeks the crew in my absence seem to have got on very well without me "perhaps I can retire now"? This picture has caught the lads moving the RT fence in by a small

amount to accommodate the shortly to be erected wire and post G.L. fence through the narrows.

On my arrival at Tyttenhanger the railway with its new fence was looking resplendent.





Built by Mike and Brain it has been designed to be removable. It enhances the car park end and looks superb dare I say even railway like!

Paul, Nick and Mr Badger have been adjusting the ends of some sections of track panels that had dipped, unfortunately these track panels were installed like this but until now we have never had the time to fix the problem. With Mr Badger's large crocodile tool from the USA it looks like it may have found the ideal equipment for a successful job.

All this fettling whilst continuing to ballast the rest of our track. Nice job boys Nick, Paul and probably Mr Badger have all worked on full size permanent ways at some time in the past so I am pleased to have you all onboard to make for a safer ride.



Mr Marshall has decided to let someone else have a go at our signal system well done enjoy your retirement. I think now could be the time to try and create a signalling section within the G.L. to try and overcome some of the unexplained faults that keep occurring to our track circuit and treadles? Three of the G.L. crew have shown interest and one has come up with an interesting idea for train detection! So, if YOU would also like to be involved please let me know the more that get involved the merrier, the possibilities are endless. Some years ago, there was talk of having an overhead gantry at Orchard Junction! We have the signal box built already, now there is a good start for you budding signalmen, we will welcome anyone from any section who feel they have something to give to the section.

I have for some time been concerned with the main crossing onto the site and for that reason have been looking at ways of safeguarding all road vehicles, loco drivers and foot passengers that could come into contact with each other at any time at this point and to this end I have been looking at real life rail crossings that has drawn me to thinking about making and installing lift up barriers to make the crossing safer, When Mr David was chairman of our society he asked me back in the day if I could make a lift up barrier so maybe now is the time to try and make this happen? If this project comes to fruition it could be done under the auspice of the new signal section, the world is our oyster on the G.L. lots of fun to be had yet!!

Could not finish without a mention for George who has nearly completed the fence at Henley Halt, the two fence panels left over are not spare as they will be made into new gates to replace the old rotten ones at Henley Halt.

Also, there is life in the old dog yet, thanks go to Derek who flexed his muscles and helped to load and unload the cement /ballast into the trench ready to take the retaining wall on the G.L. near the new land.

Also, thanks to Keith for doing the drawings for the loading /structure/vegetation gauge and Peter for pointing me in the right direction, this is now being considered by council and will hopefully be formally adopted at the October meeting. It will then be added to the NLSME technical file. I will when time and fitness allow build a loading gauge structure and fix it in an appropriate place to allow rolling stock and locomotives to be regularly checked for compliance to this gauge. Once adopted by Council a copy of the loading gauge drawing will be published in the News Sheet.

Stay safe and keep well.

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Michael claims he bought this little electric loco for his children and wife to enjoy rides around on the raised track.

But we can prove it was just to take his bird round when wife was not with him.

So, who is his bird?

Page 27 provides the evidence.

## Gauge 1 Group report – October 2020

By David

We were all very sorry to hear about the passing of our friend Roger . He had been a long-time member of the society, when I first joined 18years ago he was a regular G1 runner, right up till a few months ago. Roger was a nice man and we will miss him.

Running this month has been very good, Wednesdays normally well attended, 12 to 15 runners normally present, with the mild weather its' been a pleasure to be on site, we feel as society members we are really lucky to in effect have our own private park. Most Wednesdays there are other section members having meetings down by the carriage.

We have though been having concerns about the future and possible future lock-down. We do not at present use the booth, but as the year will progress it will get colder, we can always put on more clothes, but we will have nowhere to shelter from wind and rain, to remedy this situation we have applied to the society council for funding to put up a roofed, well vented, open fronted 'Covid shelter' over our outside 'paved' area. Drawing and "Project proposal form" have been done and submitted.

However, times for us all changed with the introduction of the 'Rule of 6' As you know we normally meet as the G1 group on every Wednesday, more than 6 is now against the law. But we do have every other day of the week available, so to this end Michael instantly set up a NLSME gauge 1 "WhatsApp" group(?) this is open to all G1/GR runners who wish to run. To join in you need a fairly modern phone, look at your 'apps' library and install "WhatsApp". Next give your mobile number to Geoffrey and he will get you put on the list of users and you can follow the trend.

The 'Rule of 6' came into being on Monday 14<sup>th</sup>. But we had already sorted out who would run when, so on Tuesday the first six of us were on site, it was great and worked really well. Three of us, Nigel, Robin & myself all had our gas fired



Bowande A4's. Golden Eagle, Sparrow Hawk & Kestrel all ran extremely well.

Great to see all three together on shed. We normally run to 30 min slots, but as only 6 on site we could be more flexible on run time. I know all present got a good run, in fact the A4's averaged about 45min each on a tank of gas.

Geoff tells me that using 'WhatsApp' for Wednesday worked equally as well with just the six agreed enjoying themselves. In fact, most are already putting their names down for future slots, we will possibly try and "rotate" day attendance so we see different faces.

Hopefully there will be a few pictures to record what our future activities are.

The installation of the "WhatsApp" was very easy, may I suggest that other sections would also find a dedicated section one also very useful for them.



*Nice shot of scratch built 2086, using modified ARMIG mechanics pulling 2 x teak coaches also built by Chris, he is a good model engineer.*



*American diesel casing loco.*

Until next time, happy steaming!

David

## How I got involved in Model Engineering.

Your editor asked a few members if they would like to tell of how they got into this fascinating hobby. This is Colin's story. He moved to Sleights near Whitby in North Yorkshire some years ago but is still a member of our club.

If you feel able to put pen to paper for a future edition please let your editor know.

### A personal journey into Model Engineering – Part 1

By Colin

#### *Love Me, Love My Ford*

I am delighted to find an excuse to air this appalling pun as having thought of it some time ago I now have the opportunity to use it, owing to our worthy Editor being desperate for copy for the New sheet, so thank you Mr. Editor.

I was lucky enough to grow-up with the influence of Model Engineering from an early age as my father had set up his own workshop in the 1950s in a small garden shed where it is reasonable to say he 'tinkered'.



*Me with my Maternal Grandfather who was a marine model engineer outside Dads workshop.*

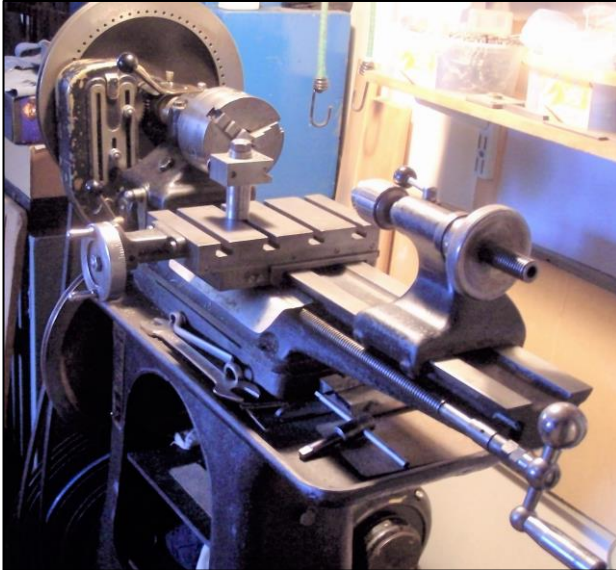
The center piece for many years and in fairness the only substantial machine was a 3.5inch lathe made by the EXE lathe company of Exeter.

Even at an early age I was aware this was his pride and joy (after me of course) for although it was second hand, he treated it with great reverence. At the end of a session the machine would be carefully cleaned down and oiled then cosseted beneath oiled rags and an old cover made from what was

known as 'balloon fabric', which older readers will most likely have heard of.

I remember the dreaded and feared rust that haunted many such workshops was kept off the lathe by the oiled rags and the provision of a single 'pigmy' lamp that provided just enough warmth to the metalwork as it snuggled under the covers.

The lathe sat on its own heavy cast stand and as a model had originally been available either with a treadle or motorised, his being motorised it had something



like a 1/2HP motor dating from the 1920's/30's whose physical size would be considered 'substantial' by today's standards.

In hindsight I think it was the size of this motor that necessitated the provision of a contactor box screwed to the wall beside the lathe for starting and stopping. For unless you pulled round the large pulley on the end of the mandrel when starting, the 'suck' of electricity required to start the machine from standing would have

*EXE lathe built 1938 still doing a good job. On the rear can be seen the substantial motor.*

blown not only the spur fuse but probably the house fuse as well! Having a contactor of course meant any excessive current drawn would cause the contactor to 'kick out' reminding the user to 'pull the pulley'.

The provision of speed adjustment was affected by what seemed to me to be a lot of wheels all going round simultaneously but where I subsequently learned, large cast pulleys each acting (owing to its weight) as individual flywheels.

All this weight by the way provided the chuck with a lot of 'oomph' which meant stopping was not instantaneous when the power was removed, a point worth bearing in mind when planning to do something a bit daring. This matter of

## EXE LATHES

**4" 3<sup>3</sup>/<sub>8</sub>" 2<sup>1</sup>/<sub>2</sub>"**

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**3<sup>1</sup>/<sub>2</sub> Super Exe Bench Lathe**

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inertia was something I missed when I eventually used a Myford lathe for the first time, for by comparison the Myford seemed to stop dead as soon as the juice was turned off!

The only other machine in the workshop at this time was a neat ½” capacity drilling machine of the type that Cowells might have made. Drill sharpening and tool grinding was all done on a small table top grinding spindle driven from an overhead drive motor.

What I now realize was a well thought out selection of hand tools, drills, taps, dies and files etc. completed the workshop's equipment, unless you include some wood-working hand tools, saws and an absolute must for any shed that wished to be called a workshop, a couple of paraffin blowlamps.

I have happy memories aged around six or seven of standing by my Dad as he turned something on the lathe wearing his brown warehouse coat (which he always wore in the workshop) and which exuded what I always thought to be exciting smells of oil (Castrol) and St Bruno pipe tobacco with more than an occasional tang of soluble cutting oil adding '*top notes*' to this medley of aromas. My abiding memory of joining dad in his workshop during this period was of the welcoming smell of warm creosote coming off the shed on a summer's day (it is always summer when young) as you entered, and the smell of spent Swan-Vesta matches mixing with the odor of his St Bruno pipe smoke filling the shed – Those were the innocent days before anyone seriously thought about passive smoking!

Quite at what point I can say that I actually started model engineering is difficult to pin down because I seemed to be bodging and mending toy cars one minute, then my next memory is of being guided and mentored to do the odd operation on the drilling machine or lathe.

Probably the catalyst for this transformation was when Dad, then myself (aged about 13) joined the NLSME and we were introduced to the track at Colney Heath and meetings at Church Farm.

From that point on and until other distractions of school exams and future employment competed, my spare time was pretty much all Model Engineering.

I persuaded my Dad to let me start building LBSC's Tich locomotive under his supervision and I must have picked things up reasonably quickly because I don't remember having to remake many bits for a second time, discounting the odd wheel, axle, bush, connecting rod ..... I think that if you are really interested in something at a young age the knowledge seems to fall into you. That said I can only assume that I wasn't sufficiently interested in my subjects at school as I wasn't particularly academic.

Looking back however I would have to thank my Secondary School Metalwork classes as being a driver for my enthusiasm. For by comparison Model

Engineering at home was far more interesting than having to make a toasting fork or a set of nut-crackers, I needed some incentive to get me through those lessons!



Photo left to right: Nigel the late Peter Roake, the late Arthur Marsh and Ron . I can remember my dad taking this picture and I think as memory serves me the hand in the lower left of the picture belonged to a then relatively new member called Reg Piper who was resting on one of the passenger trucks at that moment.

The occasion was the BBC filming material for the programme "Model World", I think in April 1975 - shades of my youth, happy days!

Next time; - Tich takes shape.

Colin

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## Narrow Gauge Garden Railway

By John

Autumnal greetings narrow gauge enthusiasts, I thought for this edition of the newsletter rather than my usual incoherent ramblings I would let some recent photos taken on a Sunday afternoon running session do the talking.....a picture paints a thousand words etc.....

Michael and his children Lizzie and David were running their gas fired Shay loco (when they weren't playing on their latest 5" gauge loco!) and it has to be said Shays create more interest and comment than just about any other item of rolling stock that we run, I suspect it's because they are so mesmerising when they are running. So, I hope you enjoy the photos of our get together.



Please note all those who run on the Narrow gauge railway that to bring ourselves in line with the gauge1 boy's and site regulations there is now a log book to sign in whenever you have an running session and also there is now a large container to dispose of any waste oil you create when live steam running, both can be found in the storage box within the layout.

Finally, with the Covid 19 situation constantly changing may I also urge everyone to adhere to whatever the latest guidelines and advice are so we can continue to enjoy our Tyttenhanger site...keep chuffing and keep safe.

John

## And finally

A poem about the Designer.

The designer sat at his drafting board  
A wealth of knowledge in his head was stored  
Like "What can be done on a radial drill?  
Or a turret lathe or vertical mill?"  
But above all things a knack he had  
Of driving gentle machinists mad

So, he mused as he thoughtfully scratched his bean  
"Just how can I make this thing hard to machine?"  
If I make this perfect body straight  
The job had ought to come out first rate  
But would be so easy to turn and bore  
That it would never make a machinist sore

So, I'll put a compound taper there  
And a couple of angles to make them swear  
And Brass would work for this little gear  
But it's too dammed easy to work I fear  
So just to make the machinist squeal  
I'll make him mill it from tungsten steel

And I'll put these holes that hold the cap  
Down underneath where they cannot be tapped  
Now if they can make this it will just be luck  
Cause it can't be held by dog or chuck  
And it can't be planed and it can't be ground  
So, I feel my design is unusually sound

And he shouted in glee, "Success at last!"  
This thing cannot even be cast



From page 17

What an excellent picture. Michael offered to take his bird for a ride but after staying a short while the Chaffinch decided to travel by air instead.

Dates for your Diary

The current government restrictions resulting from the COV-19 virus has resulted in all NLSME organised events being cancelled until further notice.

October		2020
<i>Tue 6<sup>th</sup> Oct</i>		<b><i>Council meeting at HQ Time TBC</i></b>
<i>Tue 20<sup>th</sup> Oct</i>		<b><i>Deadline for copy to Editor for November News Sheet</i></b>

**NORTH LONDON SOCIETY OF MODEL ENGINEERS  
Officers, Council Members & Section Leaders**



The views expressed in this News Sheet are not necessarily those of the Chairman or Council of the NLSME. The telephone number of the Tyttenhanger site is 01727 827389

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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.