

Issue No. 870 September 2024

The News Sheet

North London Society of Model Engineers

September 2024



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colour by visiting our web site at www.nlsme.co.uk

Contents

Chairman's Comments	Page 3
Treasurers Report	Page 4
Dave Lawrence	Page 5
Colney Heath in August	Page 7
Narrow Gauge News	Page 12
GLR Waffle	Page 14
G Cashmore photo collection	Page 16
G1 Group	Page 18
00 Section News	Page 19
Bookworm Writes	Page 23
A New Railway Project Pt 5	Page 27
Battle of the Boilers book review	Page 31
Luky Seven rebuild	Page 33
My model boat collection Pt 20	Page 34
Track Stewards Rota	Page 38
Breen visit	Page 39
Club Dates for your Diary	Page 43
Contacts list	Page 44

Front Cover: -

Nathan enjoying bringing a train through the tunnel and past the signal box on the narrow-gauge garden railway at Colney Heath.

Photo by John



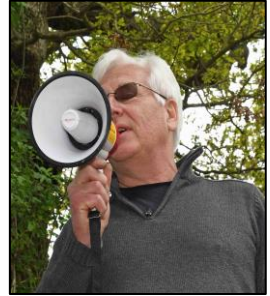
Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

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

August has seen the publication of a new book concerning the life of L Lawrence, widely known as Curly, who wrote in the Model Engineer magazine under the pseudonym "LBSC". Newer members may not know that Curly was the premier designer of working locomotives for over 40 years and may be largely credited with establishing Model Engineering, particularly locomotive building, as the hobbyist venture, we know today.



Even fewer members may not know that Curly was our patron until his death in 1967 or that several of our members had close friendships with him. Consequently, we are fortunate to hold many contemporary documents and diaries that the author, Eddie Castellan, drew upon to produce this book. As a token of his gratitude for our help in making the Curly archive available, Eddie has donated a copy of the book to NLSME. This is held in the library at HQ and available for members to borrow. For those who wish to obtain their own copy it is available from G S Model Supplies: -

info@gssmodelengineers.com Tel 01278 778007.

Wednesday evenings at HQ continue to be very well attended. I particularly enjoy the communal 9pm break for tea and film show in the meeting room before members go back to their O, OO and HO layouts.

Public running at Tyttenhanger in the month has been well attended by members with plenty of motive power on hand. Our new battery locomotive "Merlin" acquired for the ground level has been proving its worth, effortlessly hauling long trains.

I must mention one of our younger members, Jacob, who I witnessed completing six laps of our main line on Tom Luxford's push pull engine. Six laps at speed and with barely a stop. Members who have tried this fascinating machine will know what an achievement that was. Rumour has it that he is aiming for 10 laps next time and may have achieved that already had his grandad not decided it was time for the pub.

Finally, a reminder that Friday general meetings during summer are BBQ and evening run at the track. BBQ lit at 6.30, bring your own food. Next and final one this summer will be on the 6th September.

See you at track or HQ.

Treasurer's Report

By Mike

Six months have almost passed since the beginning of the new Society financial year and seven members have yet to pay or respond to my requests to pay their dues. This will be the last News Sheet that they will receive.

Better news is that at the last Council Meeting we were pleased to accept applications to join the Society from four new members. Richard, Martin, Francesca and Patrick. Welcome to you all and hope you enjoy participating in our Society activities.

Members using the kitchen in the coach at Tyttenhanger will be pleased to know that a new fridge has been purchased and installed. One that auto defrosts itself, without putting water all over the floor. Please keep it clean and hygienic and do not abuse it.

At HQ, a new hand dryer has been purchased and will be installed in the near future.

Don't forget the 3 1/2" rally at Tyttenhanger on the 7th September, being organised by Martin. This is an opportunity to see new and old engines doing their stuff in true fashion.



Coal, Steam Oils and Lubricating Oil for Sale

Coal: Anthracite Beans in 25kg bags

The size most used by our locos. £14.50 a bag.

Anthracite Grains in 20kg bags

Suitable for 3 1/2" gauge and small fire-hole doors. £13.00 a bag.

This coal is for private use, the Society supplies coal for locos that are used for passenger hauling on public Sundays.

OIL: 1000 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00.

460 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00

Lubricating oil for your locos is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00.

Contact the Treasurer – Mike

Dave Lawrence

10th May 1943- 26th July 2024

By Andrew Lawrence

Dave was born and raised in North London, the eldest of three brothers he started life in the Turnpike Lane area of Wood Green. The family home was levelled courtesy of a V2 rocket- thankfully whilst everyone was out- and after an interim period in a prefab the family moved to Muswell Hill.

Dave left school at 15 years of age, and started work as a messenger boy with the Post Office, later becoming a postman at Highgate sorting office. There's probably not a street in Highgate and some parts of Hampstead he hadn't delivered to, and being an affluent area, he encountered many celebrities and prominent people over the 46 years he worked there.

David met Pat whilst on holiday on the Isle of Wight, and they subsequently married in 1971 and yours truly came bouncing into their world in 1972.

Dave had an interest in modelmaking since childhood, and in his late teens his dad had built him a small shed of his own, this shed still exists and survived two house moves, doubling in size each time as tools and equipment were acquired.

Most of my dad's models in those early days were free running aeroplanes or boats in the days before radio control became ubiquitous.

Some of my own earliest memories are my dad demoing small aero diesel engines on his workshop bench with my young ears somewhat alarmed at the loud unsilenced howl of a DC Dart amongst others.

Later my Dave's modelmaking interests shifted to radio control flying. He'd purchased a second-hand Swan radio set which was somewhat unreliable, and the aeroplanes seemed to have a strong desire to land heavily shortly after take-off!

Dave joined NLSME in 1980, having discovered the club exhibiting at the MEE. Although not a trained engineer, he had a passion for all things mechanical and in the club his chief interests were the general evenings, workshop nights and Marine. Although he had a go at building a Rob Roy and also an electric loco, they never got much further than the frames as his interests really lay elsewhere. He did have a strong interest in Stirling (Hot air) engines, and built a couple of those usually from bits and pieces of scrap materials. With the advent of lightweight electric model aeroplanes, he was finally able to master R/C flying minus the heavy landings- the foam construction being very forgiving



of the odd mishap. We spent many happy evenings flying planes over on the Glebeland opposite NLSME HQ.

Having enjoyed some filmmaking in his younger days Dave played a pivotal role in integrating his old Cine club- Hornsey Scene Two- into NLSME after they lost their HQ in the late 80's. In 1990 Dave moved to Summers Lane, having seen a house for sale yards from NLSME HQ!

His later years in the club saw him enjoy mid-week meetings up at the boating pond at Colney Heath, where he ran a variety of small fast electric craft along with his tugboats, his last modelmaking venture was a small paddle tug which was still a work in progress.

I managed to get my dad to Colney Heath in May for the Vintage Model Yacht Day where he got to see some of his friends for what was to be the last time.

Dave passed peacefully on 26th July having bravely battled illness for some years. I will miss him more than words can adequately express, and I'm sure many members who knew him at NLSME will miss him too.

Dad's funeral was held on 22nd August. If any club members would like to make a donation to Prostate Cancer Research, they can do so by following the link below.

<https://david-james-lawrence.muchloved.com>



Colney Heath in August

We had a busy August which at the time of writing is still not over. The track has seen activity on most days of the week this month with G1 group on Wednesdays, GLR and RT on Thursdays and at the weekends. Virtually every other day each week someone was enjoying the facilities.



Norman started building Petrolea when he was an apprentice and got it to running chassis stage. Les acquired the engine glad to complete it. Norman can be seen here driving this fine loco around the cuckoo line in August.



Steam tests were a regular feature this past month keeping our boiler inspectors busy.

They are all volunteers and will always try to help but if you can please make arrangements before you arrive at the site, they would greatly appreciate it.



Nigel running Bantam Cock for first time in well over 30 years.





Thursdays continue to attract a good crowd. With tea and conversation and perhaps a run.

Pete continued with the cab conversion on his loco Maid Marion, and can be seen viewing the way forward.





Nigel tried out the Cornish beach coal. Plenty of smoke and a great smell.
(from the engine not Nigel)

Repair and a repaint for the big yellow American loco which regularly runs on our public open days was also undertaken. With the fine weather continuing this was completed in the open. When the changes planned for the old workshop are completed there will be an area for just this purpose. The loco was all back together and passenger hauling on the second public running day in the month.



One of the club's unsung heroes took it upon themselves to clean the toilets earlier in the month. They had been left in a truly awful and almost unusable state.

Can we please ask you leave the facilities as you would wish to find them.

Notice

To all Members using the Orchard Junction
toilets Tyttenhanger

Please help keep these toilets clean

If you are sponsoring a group visit or a private party then please be responsible for checking the cleanliness of these facilities before you leave the site.

It is not pleasant for the person who has to clean up after you.

Would gentlemen please refrain from using the Ladies toilet.

Thank You

Narrow Gauge News September

By John

Hello everyone and welcome to the latest news from the narrow-gauge garden railway. We have had some very enjoyable running sessions on the garden railway recently especially now that the summer has finally arrived. However, just as we are getting used to it no doubt autumn will arrive and put a dampener on things! But until then let's make the most of it!



May I ask that whilst using the layout and facilities and you notice something is damaged or is not right can you contact me via email or a text to let me know. My contact details are as ever printed on the back cover of the news-sheet. Many thanks, this will help me to keep the garden railway and the facility in the best order it can be for everyone to enjoy.

On another issue, at a recent public running day there were quite a number of us operating and running locos including live steam locomotives. A few non-running members and their children came over to the layout side where it became quite congested in the operating area and to be honest with the hazard of hot locomotives and having to keep an eye on trains for derailments etc. it did become a little stressful, if not actually dangerous. May I ask that if you wish to come over and get a close up look and maybe take control of a train you could wait towards the end of the afternoon. I suggest that maybe 16.30 when it is getting less busy could be a good time. We would then be more than happy to answer questions regarding locos and rolling stock and give control of a train to you. Of course, young children should be supervised at all times, there are hazards aplenty! Thank you for your understanding in this matter.

As ever it's always nice to include some photos of our garden railway and this month is no exception. There is a picture of my stationery Mamod steam plant which was run on the last public running day as a tribute to Mamod because of their sad demise and closure. Actually, the previous day was the last open day at their



factory and our own Michael visited and said it was a fascinating and interesting visit. So as per the closure of the Lynton & Barnstable railway when a sign on the last day said “perchance it is not dead, but sleepeth” as the L & B has recently risen from the ashes let’s hope the same fate awaits Mamod!

And finally, I know it’s not narrow gauge but I make no apologies for including a photo of myself alongside The Furness railway no. 20 which was taken on a recent visit to the Ribble Steam Railway in Lancashire. It’s the oldest loco in the UK still in steam and she was built in 1863, it’s absolutely beautiful.



Until next month enjoy your hobby, and lastly thanks to those of you who mentioned my article last month on the Tralee & Dingle, the positive comments were most welcome!

GLR Waffle

By Paul

Hi again, for this news sheet I have enough news to tell you with-out having to waffle on about my trips away. (did I hear cheering then).

Firstly, all the club GL carriages were starting to look a bit grubby so they have all been given a good clean and check over, also Merlin was found to have oily finger prints all over the roof so that was given a clean down at the same time.



Dave has been continuing with the design, making and fitting of the new traverser locking system, which will make life much easier for any- one who struggles bending down and getting back up come to that.

On a slightly more serious note, during a visit from another club on Saturday 4th one of the visiting locos kept derailing near the token post by the over bridge. On close examination it was found several welds had broken and the track had spread.

A temporary repair was carried out, the weld penetration not being very good due to the welder being on the end of three very long extension leads. Because of this I have put a 2 MPH speed limit on this section. I have just been told that the club is to buy a new petrol-powered welder so hopefully a proper repair can be done soon and the speed limit removed.

I had it reported to me that during a family party when our loco Merlin was being used (Good to hear it's being used, it's there for everyone, once you've had the very short training course) that it derailed a few times, so numerous test runs

have been carried out and no one can get it to derail. So perhaps this is a good time to remind you all that; -

- 5 MPH Is the absolute maximum Speed on the GL railway
- 2 MPH over point work and when propelling (loco pushing the train)
- Temporary speed limits may be imposed when required.

Staying with the subject of track, on the last public running day, the point just before the arrival's platform was found to be broken (well done Terry for spotting that).

It was stripped down and Pete did an excellent repair to the striped thread in the tie bar, and it's now good as new.



Finally, we all thought Pete had totally lost him marbles, when he was spotted, what appeared to be taking a frame on wheels on a lead for a walk.

When questioned he said he was testing the frame of his latest loco to see if it went through the points OK. do we believe him, I'll leave that up to you to decide.

Thats, it until next time.

The Geoff Cashmore Photo collection

This month we once again delve into the collection to find a few pictures from the early days at Colney Heath. These faces will be familiar to our more senior members but try and remember the names. Just in case you can't name them all your editor has listed them on page 32





G1 Group - September

By Geoff

It does seem that summer has arrived for the early part of August. My arms have turned a darker shade. Perhaps I should wash more often!

Since my last report I attended the Gauge 1 North event in Bakewell. I was pleased to see some members from NLSME trekking that far north and believe they had a good time. I attach something of modern image.



Our weekly meetings at the track have been good with a fair representation of members attending. The highlight of this month was the annual visit from some of the members of the Gauge 1 Model Railway Association East Anglian Group. You may remember that we attended their indoor track in April and now it was time for them to venture out into the sunshine for the visit to us. About 13 arrived bring a number of locomotives and rolling stock with them. It's always interesting to see a new selection of models and this time was no different.

Unfortunately, I had to miss this special day but I have had many comments from our group and the visitors that it was an excellent day. Hope those of you that dropped in also were impressed.



OO Section News

By Geoff

It seems incredible that it was in the February 2024 issue of the news sheet that I gave you our last report – my, time flies when you are enjoying yourself! Bear in mind however that at the present time, the OO team comprise of just 6 regular members who meet on Wednesday evenings at HQ, along with our colleagues in the HO & O gauge sections. I know there are many more people within the Society who have an interest in the smaller scale model railways, so why don't you make the journey to HQ and join us. Remember, the Society activities do not start and end at Colney Heath!!!

Since February, we completed our winter running session, which involved are sections of the OO layouts with much joy, plus a bit of anguish as two further faults within the main lines came to light. The worst one involved the diamond crossing installed within the junction adjacent to Lytton Station whereby the baseboard had somehow swelled under said crossing and causing locos to lose contact with the rails. It was therefore agreed that this area would need to be lifted, the underlying baseboard levelled and track re-laid with one set of points being replaced. This work was undertaken during April and once tested, this repair was effectively signed off. The other fault was located on the other side of the room. A set of points under the road bridge adjacent to Seabrook station had a broken rail and needed to be replaced, such work having also now been completed.

Having completed such track repairs, it was time to get back to the Lytton Station refurbishment works. With both retaining walls now completed it was time to complete the roadways, refurbish the level crossing on the high-level station (now renamed as West Lytton) tidy up the platform and source various fittings such as lights (both platform and street), seats, trolleys, period posters and signs. A varied mix of such items has now been collated and painted and, at the time of writing these notes are due to be added to complete the works undertake. In addition, a new signal box, based on the GWR Type 7 design has been added and the retaining wall between the station bridge and tunnel is in the process of being rebuilt in stone. The photo's which accompany these notes will show the extent of work undertaken to date.

Like our friend 'Bookworm', I often revisit past copies of model railway magazines, mainly looking for ideas and inspiration based on what other people have done in the past. Whilst reading one such magazine dating from March 1994, I came across the following article and having read it, I wondered who they were describing: 'Modelling, the miniature way, keeps hundreds of thousands of mild British eccentrics off the streets and happy as sandboys, while they invest in the past for the future.' It went on to read '.... a universe of parallel worlds, each an escape from reality and each governed by people

sporting beards and pipes, thick glasses, V-necks, beer guts and terrible shoes.’ The report was referring to that year’s Model Engineering Exhibition. If you have any thoughts on who was being described, then please let us know.

Until we meet again, happy modelling and may your soldering iron never go cold.



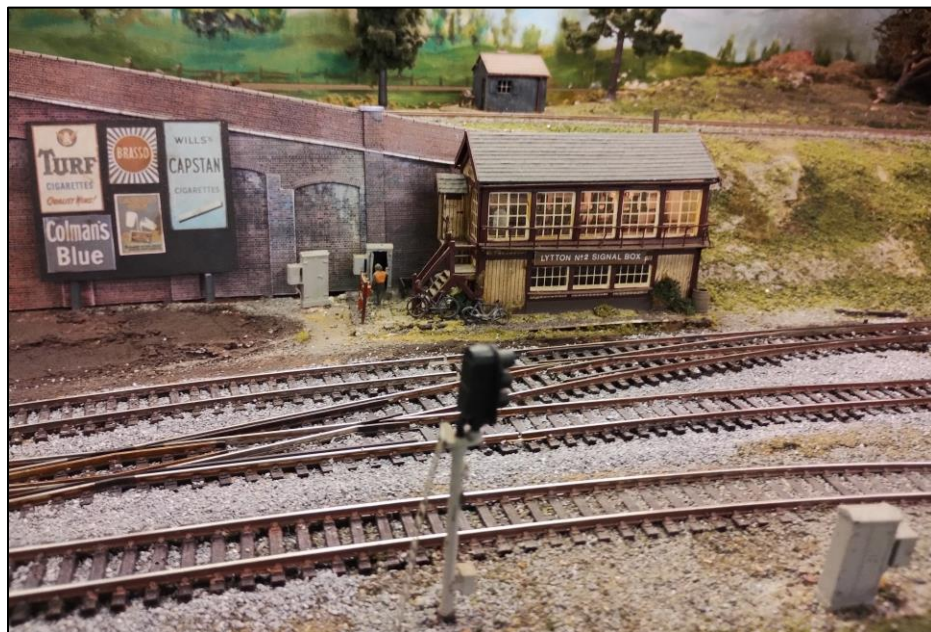
Overall view of Lytton Station



Close up view of waiting rooms and offices on Platform 1



Road bridge showing West Lytton Station, Level crossing, Signal box plus the new Signal box by the main lines.



Junction at north end of Lytton station which was re-laid in April



*Factory and Mill buildings awaiting installation.
This will create view blocker at end of station.*

Locomotive drawings need a new home

John has in his possession a few sets of drawings which he will happily pass on to any club member who can make use of them.

Each set is in good condition;

1. G.E.R. – L.N.E.R Class Y4 0-4-0 Side Tank Design by R.J. Bray
2. Lancashire & Yorkshire Railway 2-4-2 Radial Tank by Don Young
3. Pansy by L.B.S.C.

Please contact John for further details

Bookworm Writes

Summers Lease (nearly up for renewal)

"Oh, to be back in the shed somewhere in England now that late summers here, for it is the season of mists and mellow fruitfulness! Close bosom friend of the maturing sun" (with apologies to Browning and Keats).

I heard my owner saying that to his best beloved the other day, I suspect more in an attempt to head off any thoughts she may be having of planning some major decorating project for him to do during the autumn, than of any emotional outpouring from his heart. Ordinarily though September is a good month for them both for by then they will have had their summer holiday together and returned to find the sun is still leaving its mark across the flowerbeds of the old home stead, and the days are still hot enough to allow breakfast to be enjoyed in the garden (subject to wasps).

These are still days of optimism for him, days before the weather turns umpty, days when he still nurses the ambition to jump into the car at a moment's notice, drive to Colney Heath no matter how many times he may have visited recently taking with him his engine his driving truck and a bag of sandwiches to spend a happy lazy day running the loco and chatting and drinking tea with the other lads. But for Mrs Owner her dreams are of the two of them perhaps to visit auntie, *'we really should go and see her whilst the weather is still good'* or maybe to visit an old school friend for lunch, or even, *'We could go to that National Trust property in as WE DIDN'T get to visit it last year when we said we would'* and, *'How about that matinee show in the West End we always said we would go and see?'*

To see whose idea becomes the most popular on any given morning always provides good entertainment for us Bookworms especially when we've had a summer going through something a bit on the heavy side. For as they sit having their breakfasts and planning the days fare, he, with his boiled egg and soldiers, she with her fruit medley and yoghurt, we will have the pleasure of watching the decision-making process in close-up and taking bets on which idea will win that day.

I've noticed as the years have gone by how decision making has become more and more of a refined science for the two of them. Nowadays it starts with a lot of subliminal communication, with all its subtleties and nuance of expression long before any words are exchanged. For example, if he brings that month's copy of the News Sheet to the table, or lingers on his way to look at the painting on the wall of his favourite engine, 'City of London' bursting out of Primrose Hill tunnel, that is a sure sign he is thinking of either wanting to go to the track or planning a day in his workshop. If she on the other hand brings to the table a letter from a friend or an article she has been reading in a magazine about a

stately pile or gazes admiring into her late mother's glass cabinet as she passes it, that usually indicates she's going to want them to go out somewhere, together.

Once they actually get to discussing the day over the props each has brought to the table, unless they both start from the same point of view (unlikely), they may well find themselves beginning the conversation from opposite sides, such



as when one of them kicks off with the word 'we', that all embracing comforter, a reassurance of togetherness whilst the other may start with, 'I think.' Really meaning, 'I want to do this on my own' (like visiting the track), in which case the only way forward in these circumstances will be by subtle or not so subtle negotiation.

But timing is also an important consideration. For depending on who speaks first and under what circumstance, regardless of "I" or "We" will quite often carry the first round, especially if the other party is caught off guard and doesn't see it coming by not having a suitable repost or distraction tactic at the ready. Then of course there is also the possibility at this stage of one of them playing a 'googly' when a sentence is started with, 'I had in mind for the two of us...' which is a tricky one to resolve because the user has disguised a 'We' as an 'I,' which

strictly speaking is not playing a fair game as it has taken the right to respond or challenge completely away.

Some of the very best entertainment though has to come from witnessing the dance of the diaries. When this happens, one of them (usually him) in order to affect a delay to an unpopular idea will suggest a date sometime in the future. At which point the diaries will come out and the dance begins:

Forward step, *"How about the 25th?"* Back step, *"No, can't make the 25th as I am seeing Pauline for coffee.."* Side step to the left, *"How about the 20th instead?"* Back step, *"Umm, no I am seeing Richard at the track that day,"* Side step to the right, *"Tell you what, how about Mon 3rd next month...plenty of time."* Pause a beat, turn. *"You know full well it can't be the 3rd for we are both away that week seeing Phyllis and John."* At which point the originator of the dance may now see a way back to the starting point and victory if they play the next couple of steps carefully. For if successful having got back to where they started from, the idea will most likely be kicked well and truly into the long grass for at least another month as it has been shown to be impractical to arrange at short notice. So, Step, step, *"Well it can't be the week we come back as the car is going in for its service....and you know how long that takes."* And rest a beat (Step 8a), *"Yes, ok best if we look at it again middle of next month then."....* Result!

All of this is of course a long way from the way things used to be when they were first married and set up home together, buying the furniture and choosing the colour of the paintwork together and whether that pattern of wall paper would clash with the existing fabrics or the carpet. And of course, the bigger decisions were also made together, like buying their first colour television set, even buying his first shed.

Oh, that first shed! In no time at all it seemed after its arrival the little ones started to appear one at a time. First it was the workbench and the second- hand Myford, then stork- like the bench drill mysteriously appeared overnight, but all the time they still shared common interests.

Mrs Owner joined the local art group to learn how to paint in oils which he also joined; then she joined the choir, which he also joined together with their friends from over the road. He, already a member of the North London Club introduced her to the pleasures of model engineering (though I think she had a fair idea from the contents of the shed), by taking her along to meetings and days at the track, and then about the same time they both joined the golf club.

It was only with the passing of the years that the changes slowly crept in. In the art group there was that misunderstanding with the life model and how that dab of paint got where it did, and when one of his old girlfriends joined the choir

followed not long after by the young barmaid* from their local, Mrs Owner felt it better if he didn't attend any longer.

Even so they still had their game of golf every Saturday morning to soothe their cares...that is until the little mishap involving the buckle of her golf bag and the Club Captains Bentley. But all through these trifles they still had Colney Heath where they had run his first engine together which really did underpin their bond ... that is until the unfortunate set of circumstances involving the young vicar, his bicycle, the tea urn and the smut in her eye from a passing loco, which even then would have all passed off without incident if some wag hadn't said something about 'Brief Encounter'....after that she didn't feel she wanted to attend anymore.

So, the time passed and other than attending the annual Club dinner dance together they pretty much did their own thing from then on. He dashed headlong (no pushing required) into building and running further locos, she continued with her art and the choir then became a founding member and secretary of the local operatic society.

Yet more years passed and as they did so the locos became heavier and the back became less upright, the operas became more challenging and modern (shame) and the voice less athletic and tired. But on the plus side, time it seems has once more brought them happily together in the autumn of their lives. The sharing of a Senior Citizen Rail Card is no longer in the future and retirement is giving them another shot at cultivating that elusive thing called 'domestic bliss' after all; it is now no longer just an aspiration of past years but is nearly a definitely established possibility.

In their maturity the rules of decision making are now better understood and can just be enjoyed for the art it so obviously is, all misunderstandings are largely a thing of the past.... Though what will happen once she tells him about those thirty rolls of wallpaper and half dozen large paint pots, she has in the boot of her car awaiting him, we can only look forward to hearing about....

Dance anyone...?

 Inspirational Source: BBC Radios "Sorry I haven't a Clue"*= context - Heritage expression

A New Model Railway Project Part 5

A Scratch built DMU

By Paul

In Part 4 of this series, I talked about 3D printing. In this chapter I shall cover how 3D Printing rescued an ailing project of mine – that of creating a “first generation” BR Class 109 Wickham DMU. The “first generation” of DMU’s appeared in the early 1950’s when several different manufacturers sold British Railways (BR) their interpretations of a BR general specification for low-cost trains for rural railways and commuter services.

Now I am aware that most of you out there are dyed in the wool Steam enthusiasts. First let me explain that a DMU is a Diesel Multiple Unit usually consisting of a Power Car carrying two diesel engines with a mechanical drive to the wheels, and a trailer Car which is unpowered. The two vehicles coupled together are known as a “Unit”.

Once upon a time, in the railway enthusiast world, DMU’s were treated rather like “elephants in the room”. No doubt many of you read the Nostalgia magazines which are full of pictures of your favourite steam classes with detailed captions that read something like, for example, “Recently lent to Stratford Shed 30A, newly allocated Bullied West Country Pacific 34039 “*Boscastle*” is at the head of the 5.49 train to Cambridge bla bla. Behind is a DMU”. Their existence was acknowledged but not talked about.

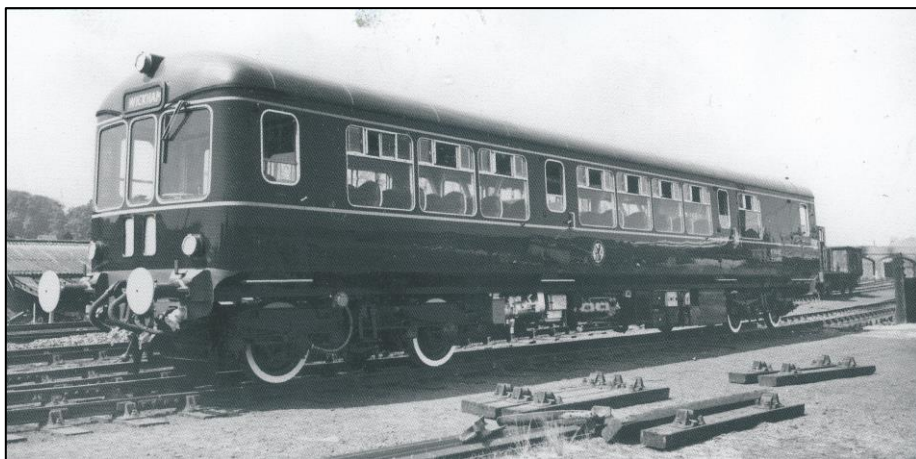
Well, I can bring news to you, folks, that DMU’s are not all alike and have a certain je ne sais pas and thus a following of their own. Just Google the Railcar Association.

So, what’s this to do with my new layout. Simple. The Engineering Company Wickham & Co. of Ware were established suppliers to the rail industry specialising in esoteric maintenance equipment. Prime amongst these was the “Wickham Trolley” – a railway engineering personnel carrier – looking rather like a Mini Moke on flanged wheels. This long-established firm introduced their rail trolley in 1922 as a lightweight track inspection and maintenance vehicle. In 1957 Wickhams built five DMU sets, presumably hoping to secure multiple sales to BR. These Units had an unusual type of construction for this type of vehicle, the frame being formed from square section steel tube and the skin being alloy. The sets were part of British Railway’s scheme to trial units from different builders, Wickhams being experienced in building vehicles for many other countries. However, these sets were not considered successful, and two sets were bought back by the builders for re-sale to Trinidad, the last of the other sets soldiering on until withdrawn in 1971. They worked exclusively on the

Eastern Region mainly on branch lines and local service in East Anglia. One set is preserved on the Llangollen Preserved line in North Wales.

Widford, the subject of my new layout, is located on the Buntingford branch in Hertfordshire which, due to its proximity to Ware, was used by Wickhams to test their new Units. So, naturally, I wanted one for my layout. But, whilst there are plenty of “Ready to Run” DMU’s of various types available on the market, the Class 109 Wickham Unit is not one of them. So, I decided to build one.

A trawl on the Interweb revealed a supplier of etched sides and ends for this Unit which he sold as a “scratch-builders aid”. I bought a set. But, of course, the etched cab ends are just a flat brass whereas the real things being as curvy as the women of your dreams. There was no way I was going to successfully get two sculptured curvy cab ends out of a brass flat etch. The only advice I could get from the Supplier was to solder a piece of solid square brass section inside the join between the sides and the cab and file the curves! Yeah, in your dreams! Bearing in mind that the sides have a “tumblehome” curve too, I could see that approach would be nigh on beyond me. Instead, I thought I would create a plastic cab from sheet and square section styrene which files easily and which I could afford to get wrong umpteen times. But that material just isn’t robust enough for the fine sections of the window surrounds. In the picture below you can see the cab in all its glory.



Undaunted (actually that’s untrue) I bought an injection moulded cab moulding of another DMU Class from another source to see if I could adapt that. In a nutshell – I couldn’t. It was just too unlike the Wickham which, if nothing else, has three windows and a very endearing “frown” formed by the shape of the roof gutter line at the front. That was a trademark look that Wickhams used.

But my fortune changed when, on a Great Eastern Railway Society Zoom Social, I espied a member called Dave showing off a 3D design and test print of a J17 loco boiler he was developing as a kit for a well-respected model kit supplier. I knew of Dave but had never met him. He seemed a nice chap so I felt bold enough to ask him if he would be able to design and print me a couple of Wickham Cab ends. He didn't reject the idea on the Zoom but didn't say "yes" either. But I knew he might like the idea as he is he is creating a 4mm scale model of Clare (Suffolk) station and could use a Wickham himself. I dropped him an email the next day to confirm and, I kid you not, three cab prints arrived in the post a Fortnight later! I played around with them a bit and asked him if he could modify the design a little to enable easier glazing and more surface area to attach the etched brass sides. This he did and three Mk 2 prints duly arrived in the post. Not only did I have my DMU project back on track but I have a new friend too!

Assembly after that was straight forward enough. The revised prints had "wings so that there was a good surface to glue (UHU) the cabs to the brass sides which were tinned with solder first to improve the bond. The joints were also drilled, pinned and filed flush to give some added mechanical strength.



Painting started with Halfords spray etched primer and a coat of green was applied using a Railmatch spray rattle can. The Aluminium window surrounds presented a challenge to reproduce. In the end I did this by hand using a Staedtler Metallic pen I found at WH Smiths. This is a water-based paint (ink?) so needed fixing with a spray varnish. Transfers were used for the lettering and lining.

The two bodies are mounted onto heavily modified RTR chassis, currently with 00 wheels. On conversion to EM Gauge for Widford, I plan to build a new

chassis with box girder frames just like the real thing. But that's for quite another day.

Internally, these DMU's had a rather "Art Deco" style of interior.

Being a masochist, I fancied having a go at the partitions. These were drawn on the computer using PowerPoint drawing tools. PowerPoint comes with most Microsoft packages and is very handy for those



who don't want to venture into CAD. The partition panels were coloured on screen including the aluminium, framing. Once scaled to the right size using the PowerPoint tool, the partitions were printed onto self-adhesive paper and stuck onto partitions of clear acrylic and the printed windows cut and peeled off to leave the acrylic as the internal glazing. The fact that the walk through is actually solid acrylic is not apparent in the model!



To finish – in case you are wondering how the layout itself is getting on – it isn't. So many other things to do as it's summer!

Battle of the Boilers by Eddie Castellan

Book review by Geoff

This book about the life and times of LBSC (Curly) is an update of Brian Hollingsworth's book published more than 40 years past. The book is beautifully printed and the photographs have been enhanced very well.

Size A4, 152 pages. RRP £30. The level of research undertaken is outstanding.

The forward is provided by Graham Langer of A1 Steam Trust

Eddie Castellan Notes; reasons for writing book. Historic association with various organisations including NLSME. This is a comprehensive study of LBSC's life and achievements.

There is a chapter entitled Lobby Chat and another by Anthony Coulls reviewing model steam locomotives before Curly.

Chapter 1. LBSC's childhood, including early name change and father's criminal past. First build of tin can engine

Chapter 2. The Fireman who never was. Curly economic with the truth about his railway employment.

Chapter 3. Pervival Marshall, creation of ME. Dislike of Greenly locos. Marriage. Working on tubes and trams

Chapter 4. Managing WW1 armaments factory with mainly female employees

Chapter 5. Post WW1, employed by Shell, back to loco building

Chapter 6. Building Ayesha and Challenger competition

Chapter 7. Shop, shed and Road from 1924

Chapter 8. Moving to USA

Chapter 9. Living and working in USA & return to UK. Bought 121 Grange Road

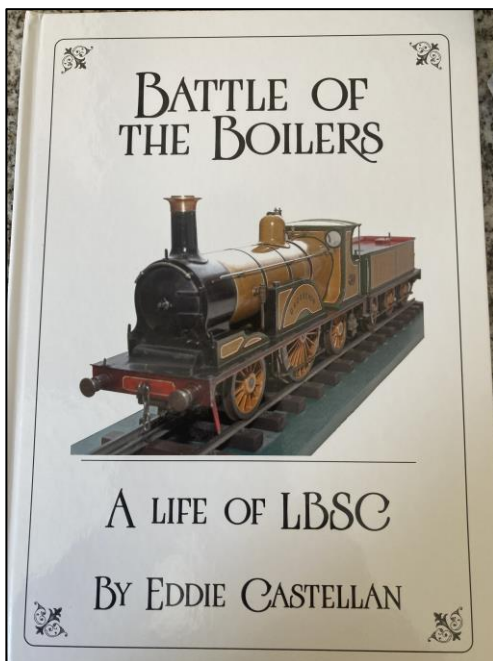
Chapter 10. Setting up Purley Loco Works

Chapter 11. Creating Polar Route

Chapter 12. More ME troubles

Chapter 13. WW2: materials and components shortages

Chapter 14. Tugboat Annie in 1942



Chapter 15 Flying bombs force Curly out of London

Chapter 16. War over, Jeannie Deans and Hielan Lassie

Chapter 17. Greenly's death

Chapter 18. Tich

Chapter 19. Drawings for Britannia, 2 days after full size loco launched

Chapter 20. Absent from ME

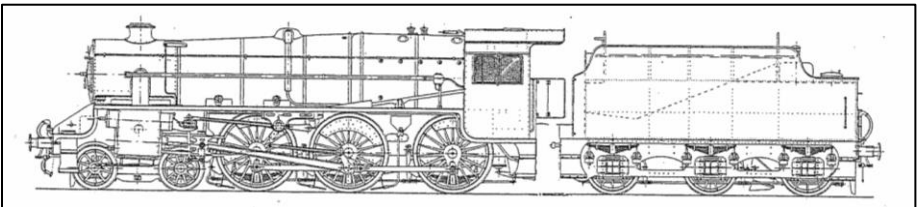
The last few chapters and appendix describe a somewhat sad account of Curly's last 2 years.

If you are interested in the history around our hobby this book is well worth a read.

The advertisement below was published in the August edition with a number of errors including the contact phone number. (*My apologies Ed*). It is therefore reprinted in this edition.

For Sale

Long standing club member Gerry has a 3½ inch gauge Black 5 (Doris) Locomotive for sale. The Locomotive was constructed by his brother.



The engine has obtained club steam and hydraulic certificates in the past but these will need to be renewed. The engine runs freely on compressed air which can be demonstrated on request. The engine can be described as in good condition. Sensible offers will be considered.

If you would like further details or wish to inspect the locomotive please contact Gerry.

From pages 16 & 17 - The Cashmore collection names:

Bob Pitt

Chris Ball & Roy Thompson

Arden Marchant & Ted Moon

Alan Ashbury & ??????

Lucky Seven

Significant progress over the past month has resulted in the engine now having the appearance of being almost complete. Looks can be deceiving though with all the plumbing of the boiler and fittings the next task. There are numerous other minor jobs to be done before the loco will be in steam once again. John is confident these will all be completed in time for a steam test and a few test-runs before the start of the 2025 season.

As can be seen in the pictures below the rear bunker has now been painted and the cab rebuilt and attached to the loco.



My model boat collection part 20

By Roy

I was thinking that I should introduce you to the crew and occupations on some of my model boats. I have also gone off-piste a bit with fishing in the North Sea.

Because you never get the gentleman of the sea as such, I have to improvise, kidnap and persuade those of other professions to take up a life at sea. Also, the scale of the model does require a man, sorry no ladies, of the right height. to fit the model, being able to climb the stairways and go through the doors. Easy ones to find are 1:35 mainly Airfix and other plastic military kits.

Then 1:43 scale, initially it seems a bit of an odd choice but is actually from model railways, many will remember the tinplate 'O' gauge wind up trains, which come out at 7mms to the foot or 1:43. A previous article had a Canadian ferry at this scale including commercial model cars of the era.

Half an inch to the foot is 1:24 scale and these are easy to find but 1:16 or one thirty second, is a scale convenient in size for sailing yachts, but less so for crew. To get bigger and into 5-inch gauge locos they are approximately 1:11 scale so the nearest would be 1 inch to the foot, but maybe the crew would be in the way of the shovel?

My first choice is always the plastic kit figures that come as separate limbs and torsos and a head, you can coax these into any working position. You can see the 2 crew at the bow of the unnumbered fishing boat, stowing the anchor and tidying up the ropes. It is always best to have an



idea of what job the crew are doing. As can be seen the anchor (as do all anchors) has a chain attached and then the rope.

So why the chain? It is part of the system, the anchor bites into the sand or shingle and the long piece of chain is the weight, so as wind and tide change, the boat moves, up to, or away from, the anchor. The weight of the chain having to be lifted up slows the movement of the boat. If it were just a rope it would lift easily and suddenly snatch the boat with a jerk or even drag the anchor. This

fishing boat is built for fishing in the North Sea, it has to roll with the waves but have a full belly for the fish.

The captain can be seen with his binoculars in use and he is looking for birds dipping into the sea. He is using them to find a shoal of fish near the surface. Trawl boards on one side of the boat are located at the extremities of the net and at the bottom edge and these keep the net down as the tide ebbs. Note the reinforced hull sides with sacrificial vertical wood strips.



On the other fishing boat, I have a father and two sons preparing to drop the nets, I have forgotten what job they did before but dad is very happy to have the company of his two sons.

The red marker buoy attached to the rigging is used to mark where the fishing net is first

dropped, then the boat goes around in a long curve lowering the net so that the ebbing tide will bring fish into the net. This is a 4 hour wait! Engine is off and the little staysail at the stern keeps the boat steady and facing into wind. When the tide is mostly done and before it turns the nets are hauled in to see what they have caught.

The fishing is on the Dogger Bank mainly. You may have heard of Doggerland? This is the name given to this area between GB and Europe before the sea

arrived. The sea is a relatively a recent addition 11,500 years ago. The inundation of water came from N. America as the ice age had left an enormous area of water over where the Great Lakes are which was held in place by an ice dam.

When this eventually melted there was an immense amount of water released, which may well have been the Biblical flood! Anyway, it was enough to cut off our land from Europe and we became an island and it increased sea levels everywhere. The land was inhabited before this happened as small personal items like combs are often dredged up.

Casual investigation from photographs have revealed an error on the model. the trawl winch should be at right angles to what it is at the moment and if you think about it, more logical as the two ropes go to the hauling points of where the trawl boards are.

Back into modern times and we have the sail training ship Lilla Dan, a genuine Danish ship and it is to 1:35 scale so easier with sourcing the crew. With my accumulation of plastic gentleman are some small figures, more about 1:60 scale and I found a use for them as the cadets on board. There would be



accommodation on board for 4 x 3 man watches and also 4 watch leaders and

a Captain and an engineer. You can see the 3 cadets are busy, the Watch leader is at the helm and in this instance the ship has just left port but the port anchor winch has got stuck and the engineer is on his back, spanner in hand doing his best!



There is a young lad doing the health and

safety bit with checking the life belts. The watch leader (ex-French sailor) assisted by another cadet is checking the starboard side as they leave. Another modelling mistake! The watch leader is in the way of sheet (rope) to the mainsail which is a nuisance and he is frequently garrotted! When the glue eventually loosens, I will re-think his location. By the way the chain on the bowsprit is there to work, and is the fourth one fitted, as all the others have snapped due to the pressure of the wind on the sails.

The last picture is our own NLSME crew that make sailing on the lake so pleasant a way to spend our time.



ROB ROY plus other 3.5-inch Locos Rally

14 SEPTEMBER 10.30am to 4.30pm

The ROB ROY plus other 3.5-inch Locos Rally will be held once again at Bromsgrove Society of Model Engineers at Avoncroft,

Please come along and bring anyone else who may be interested.

We will have Gauge 1 and our garden Railway operating plus a Simplex giving rides to family and friends.

Lunch will be provided as well as refreshments throughout the day.

please spread the word and note the date in your diary.

Please contact Ian Horsfield if you are planning on coming for catering purposes.

Ian Horsfield – 07857 336425

Track Steward Rota

Until the end of October on the first and third Sundays each month between 2pm and 5 pm the public will be admitted to take the opportunity of having rides on both our raised and ground level railways.

Would you please look at the updated Track Steward Rota below and check when you are scheduled to be a steward. The full years rota was published in the May edition. Also, in the centre of the May News Sheet there was an updated copy of the Stewards Duties which you are advised to bring with you for reference when you are scheduled to be a steward

1 September 2024

Martin – Senior Steward

1. Brian
2. Malcolm
3. David
4. Steven
5. Grahame
6. Rob
7. Gordon
8. John
9. John
10. Michael
11. Casimir

Ground Level Despatcher
Steve

6 October 2024

Derek – Senior Steward

1. David
2. Derek
3. Michael
4. Craig
5. Christopher
6. Timothy
7. Harry
8. James
9. Tim
10. Antony

Ground Level Despatcher
Steve

15 September 2024

Les – Senior Steward

1. Bill
2. John
3. James
4. Robbie
5. John
6. Peter
7. Peter
8. Gerald
9. Daniel
10. Daniel
11. Dudley

Ground Level Despatcher
Steve

20 October 2024

Keith – Senior Steward

1. Billy
2. David
3. Joe
4. Peter
5. Susie
6. Max
7. Adam
8. Andrew
9. Graham
- 10.

Ground Level Despatcher
Steve

Visitors to Colney Heath Saturday 3rd August

As has been the practice for many years every August we extend an invitation to the Breen group to make use of our railway. With fine weather ideal for a run the pictures on the next few pages show some of the visiting engines.

- Britannia, Solway Firth, Keith, Northolt club
- P2 Lord President, Martin, Maidstone
- Blue 3 1/2 pacific Spitfire. 2 Cylinder A1 built 1934 and detailed to resemble a Romney loco more recently - Andy, Romney Club.
- 5" K1 2-6-0, Ryedale SME
- Speedy, Bracknell club







3½ inch gauge locomotive day at Colney Heath
7th SEPTEMBER starting at 10:00am




A reminder that the 3½ inch gauge loco day at Colney Heath will be held on the Raised Track and Cuckoo Line which will be reserved for our exclusive use.

You will require an in-ticket boiler certificate for steam powered locos obviously.

3½ inch gauge locos for display purposes only are also welcome.

If you need further details, please contact Martin



THE BIG ST. ALBANS MODEL SHOW

www.stalbansmes.com

St. Albans & District Model Engineering Society

St. Albans & District Model Engineering Society presents

MODELS THAT MOVE

28th & 29th September 2024

TOWNSEND CHURCH OF ENGLAND SCHOOL
HIGH OAKS, ST ALBANS, AL3 6DR

10am - 5pm FREE PARKING . MODEL TANKS .
FREE TRAIN RIDES . HAVE-A-GO BOATS . HOT AIR BALLOONS
TRACTION ENGINES . STEAM LORRIES . MODEL RAILWAYS
DRONES . MECCANO . LIVE STEAM TRACK . CLUB SHOP
TRADE STANDS . REFRESHMENTS . TAMIYA TRUCKERS

Club Dates for your 2024 Diary

A reminder that the 3.5" loco day at Colney Heath will be held on Saturday the 7th of September starting at 10:00am with the Raised Track and Cuckoo Line reserved for our exclusive use, in ticket boiler certificate required for steam powered locos obviously. 3.5"-gauge locos for display purposes only are also welcome. If you need further details, please contact Martin

Every Wednesday; G1 group meet at Colney Heath
 Every Thursday; A mix of RT & GLR Loco running & working groups
 Every Saturday Ground Level Rly at Colney Heath
 Every Sunday; A mix of RT Loco running & working groups,

September	
Sun 1 st Sept	Public running day at Colney Heath
Tue 3 rd Sept	Council Meeting at Colney Heath – 13.00
Fri 6 th Sept	7pm BBQ at Colney Heath (bring own food)
Sat 7 th Sept	3½ inch day – Sponsor Martin
Sun 8 th Sept	St Marks Church picnic – Sponsor Les
Sun 8 th Sept	Vintage Model Yacht Assoc visit – Sponsor Peter
Sun 15 th Sept	Public running day at Colney Heath
Sat 21 st Sept	Keech Hospice visit 11am – 3pm Sponsor Keith
Sun 22nd Sept	Deadline for copy to editor for October News Sheet
October	
Tue 1 st Oct	Council Meeting at HQ – 13.00
Fri 4 th Oct	Work in Progress – HQ at 8pm
Sun 6 th Oct	Public running day at Colney Heath
Sun 20 th Oct	Final Public running day for 2024 at Colney Heath
November	
Fri 1 st Nov	G1 Section entertains – HQ at 8pm
Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar and also tell the news sheet editor. Approval for special events still rests with Council.	

A representative of any Section or Committee or an Officer of the Society shall, on request to the Secretary, be entitled to attend a Council Meeting as an observer and submit proposals thereat. If attendance is agreed the secretary will advise the member concerned. The Editor of the News Sheet shall be entitled to attend, ex officio, all Council Meetings.