

Issue No. 859 September 2023

The News Sheet

North London Society of Model Engineers



September 2023

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

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Front cover; -

An interesting picture from the G Cashmore collection taken at an unknown location in the 1950's during a NLSME club visit.



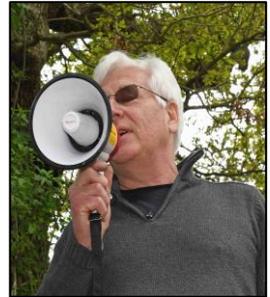
An Apology regarding the August edition.

Some of you may be aware that just as we went to print for the July edition our printers ceased trading. At extremely short notice another company took over the job and that edition went out almost on time. We have since been in discussion with the new company regarding printing costs etc and they were given the task of printing and distributing the August edition. Unfortunately, they reprinted the July edition in error which your editor only became aware of when members starting ringing to ask why they had received a second copy of July. We immediately contacted the printers who accepted their error and the following day printed and sent out the August edition at no cost to the society. We subsequently received a written apology from the MD of the printing company. Thank you to all the members who contacted me to ask what had gone wrong. I now know at least 28 people read the News Sheet.

Chairman's Comments

Les

After many years of sterling service Peter has decided it's time to retire to the back benches and let another member take over GLR section leadership. Pete took over when the GLR had reached as far as the toilet block and quickly injected his enthusiasm and energy into expanding the route. He immediately saw the opportunities opening to us when we had permission to move onto the new land and was instrumental in building and motivating the GLR team with the route's construction. The GLR we have today is testament to Pete's knowledge and drive. He can now relax a little and continue to enjoy the railway he has been so much part of creating. I thank Pete on behalf of us all.



Some of you will be aware that a new book is being written about LBSC. The author has asked for photos of LBSC designed locomotives or LBSC's own built locomotives. If you have any that you are prepared to offer, publication not guaranteed, please let me know. Geoff Cashmore's collection has already been a useful source of material.

Thursdays at the track seem busier than ever, I counted ten locomotive last Thursday, so good to see such an array of motive power. Regarding recent events we have hosted the Brean group visit, which suffered from atrocious weather that day, Gravesend MES, very well attended due to good weather and as we go to press have Chelmsford and Fareham clubs visiting us over the August bank holiday. Busy times!

Alban, our GL petrol powered locomotive, is in the works and hopefully will be ready for the 2024 season. In the meantime, we have more events in September. The 3½ inch day, Toy boat regatta, visit for congregation of St Marks Church Colney Heath and an LBSC themed running day, see note elsewhere in this issue. All promise to be most enjoyable.

Our main boiler test gauge must be checked every two years for accuracy of calibration. This year it showed a persistent and consistent error and whilst we could have continued to use it with reference to a correction chart, we decided to purchase a new one. Thanks to George for doing this.

The photograph on the front page of this issue is another from Geoff Cashmore and is a complete puzzle. It was taken on a club visit as we have another with identifiable members in the foreground. I would date it as late 50s, maybe early 60s. Does anyone have any idea where this would have been taken?

As evening start to close in, summer just does not last long enough, we will soon commence General meetings at HQ, see you there or at the track. See you at the track or HQ

Forthcoming General Meetings 2023.

By Ian

All meetings are on Friday evening starting at 8pm.
The Programme at the moment reads thus: -

Friday 1st September.

General Meeting at Headquarters in Summers Lane. Professor Tim will take time off from teaching Dental Students for a 'close up' look at Copenhagen Fields - the Model Railway Club's 2mm scale layout. This is the first meeting of the season and not to be missed.



Friday 6th October.

Work in Progress. Members, please share the challenges of your Summer's Model Engineering at this popular and entertaining meeting.

Please note, I have had the great pleasure of organising the General Meetings for a number of years; in fact, since the demise of the Locomotive Section Meetings. I would like to think that the future General Meetings are in good hands and I wonder if a small team could be formed to have the pleasant task of organising and presenting the General Meetings in the future. I'm sure that the Team will gain plenty of suitable names from both within the Club and without it who be able to give entertaining talks. And so carry on a tradition that it seems few other clubs can sustain.
Ian.

Any questions regarding the meeting contact, Ian

Gravesend Model Marine & Engineering Society visit to Colney Heath

By Nigel

On Saturday 12th August we had a visit by The Gravesend MMES to our Colney Heath Site. As well as the eight locomotives and drivers who took the opportunity to bring a loco quite a few of their family members also came along to enjoy our site.

As the Gravesend society track is a 3½" and 5" gauge raised track one of the visiting locomotives and its driver took the opportunity to spend all day running on our Ground Level Railway which he enjoyed very much.



Fortunately, the weather gods were smiling on us on the day. Although overcast with an occasional shower this did not deter the visitors from running most of the day.

I would like to take the opportunity of thanking those members of the NLSME who helped me on the day and made it such a success. The Gravesend members are already looking forward to visiting us again next year!

With thanks to our resident photographer, Owen who took many pictures some of which are shown here.





Treasurer's Report

By Mike



Anybody who has not paid their subscription or been in touch with me since the 1st April 2023 will not be receiving this News Sheet and will have ceased to be a member of the Society. Two country and one Senior member have resigned and one local has intimated that he was going to pay but has yet to do so. The present membership is 196 up from 191 last year. A new name and address list will be issued later in the year.

At the last Council Meeting we accepted an application from Victor to become a member. A long-standing member of the Harrow & Wembley Soc. and of the Ickenham SME, we welcome you into our midst.

An extended subject of discussion was the sad demise of the engine in the GLR Club loco 'Alban', which after 15 or so years of hard labour had finally expired. Steps have been taken to order a replacement Honda engine, which will be installed over the next few weeks/months, preparatory to a refurbishment programme during the winter months to make her as good as new for 2024 and beyond.

Look forward to seeing many of you on the 9th September for the 3 1/2" gauge 'rally' being organised at Tyttenhanger by Martin Cooper.

Keep safe and keep engineering.

Mike Hon Treasurer

Gauge 1 group

By Geoff

August has been a good month with a significant number of runners on the Gauge 1 track.

This month we also had a visit from G1 East Anglia group. Approximately a dozen of them mostly bringing a loco or 2 spent the day with us. Good weather and a fish & chip lunch made for a good day. The skill of 3D printing is certainly paying off, a number of new models of diesel prototypes have been produced. Radio control and sound cards have been incorporated into many of these models.

On the steam model front we were shown a recent model of a NER pacific featuring 4 cylinders including piston valves.

The pictures on the next two pages illustrate the events that day





Norway Trip

By Geoffrey

Whilst on a short cruise to Scandinavia last month my Wife and I were able to book a trip on a Norwegian preserved railway when we docked at Kristiansand.



The Setesdalsbanen originates from 1896 and is 3'6" gauge and currently operates for 5 miles along the wild and scenic river valley between Grovane & Royknes (not the Norwegian spelling!)

The original line was constructed between Kristiansand & Byglandsfjord approx. 50 miles, to carry minerals from the valleys along with bringing in coke and other goods. Timber was also a product of the area.

As Norwegian railways developed a line linking Oslo to Kristiansand via Grovane was built to standard gauge in 1938. It incorporated the section of the Setesdalsbanen from Grovane to Kristiansand and was converted to standard gauge. This meant that all goods now had to be transhipped at Grovane. After WW2 traffic diminished and the steam operated branch was closed in 1962.

However, locals rallied round and a club was formed and they began to restore the railway with operations beginning in 1964.

Following a very interesting conversation with the driver who, like so many people we met, spoke excellent English, I found out many of the original



locomotives were rescued and have now been brought back into use. The original locos, 2-4-2T, were supplied by Dubs and we had locomotive no 5, a copy of the earlier locos, which was built in Norway.

As passenger traffic had been withdrawn before the line closed the carriages are reconstructions.

The railway works are just outside Grovane, which we passed and most things were in sheds.

I was not able to visit the works or inspect anything other than our train, as with all good coach tours at the end of our trip we were shepherded on to our coach and on our way.



Gauge 1 Construction Project

By Julian

Over the years of being a member of a couple of M.E. clubs, I was always the one on the station doing the boring bit dealing with passengers. I never really got a chance to drive a locomotive or because of work/family never had time to build one. However just before the outbreak of Covid, I had the chance of buying a Polly 5 locomotive that never had a boiler test, wept steam everywhere and had a non-functioning regulator. Just as Covid really shut things down I sorted it out and it passed its boiler test. (Despite being a boiler tester, I could not do my own loco!)

However, I suffer from a legacy of working with very nasty gases, chemicals and breathing the pollution of inner London. The Sulphurous fumes from the burning of coal was not doing me any favours and sadly I had to part with my new loco. (It went at a bargain price to a new and enthusiastic young owner.)

I decided that the way forward was either acquire/make a gas or meths fired locomotive. Also, It had to be a reasonable size as Madame's car is quite small. I also found that having a 5-inch loco on a stand in my workshop blocked access to my lathe and mill. I was constantly moving my loco around my workshop to enable me to work safely and loading it into Madame's car was a saga.

To cut a long story short, I came up on a Wednesday to L.C. and was made very welcome by the Gauge 1 Group. In fact, one of the members subsequently lent me a loco, formally owned by a late member and running it really fired up my enthusiasm for G.1. A few weeks later I was given the temporary custodianship of an A3 locomotive which needed some parts making and generally sorting out. With the help of the G.1 Group the loco is now running, though still with a few minor problems.

However, I did not actually have a loco my own and the A3 might have to be returned at short notice. Thus, I decided that I wanted to build a G.1 loco from a kit and fortunately a one came my way as a number of boxes of bits and some paperwork.

I have found building G.1 rather addictive and at times quite relaxing. Because the bits are quite small, they take up less space in my crowded workshop. I have found that you really have to work in a neat and orderly way as small bits are easily lost. (Losing a 3/64 rivet on floor requires scrabbling around on one's knees and cursing in two languages.) It is quite a change from handling chucks of brass for sundials or bits for radio masts and transmitters. Working with 10 BA screws, having to tap threads of that size is not for the faint hearted and I live with the constant fear of breaking a 10 BA tap. I have been building mainly



in metric and lack imperial nuts and bolts in small sizes. I cannot afford to lose any on the floor or under the mass of coax cables that run under my workbench.

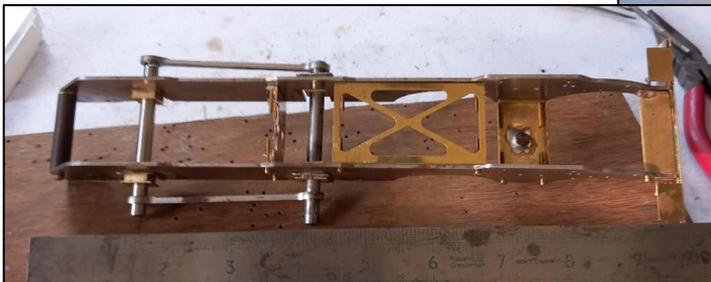
Another advantage is that the components are quite small so very easy to handle and move around. Within my small workbench area, I can have my plans next to me and bits laid out ready for assembly. The brass bits are laser cut which is very advantageous and one just

needs to be very careful in bending the bits to the right dimensions. The kit makers specify silver soldering some bits and soft soldering other. Because of the small size, I do not need to get my big gas bottle and Sievert torch out, but can get away with using small handheld gas bottles. This is quite a change from the bigger boilers that I have built in the past!

I have found that with the small size of components and with the thin materials used, that even with a very fine file one can take off too much material if not careful. This was the problem when I fitted the horn blocks and despite taking extra care, they have ended up a bit sloppy.

I did find that making up temporary jigs to set the frames at the correct spacing was a great help. I have tried to work to reasonably fine tolerances so as not to increase errors as more bits are added.

Because one is required to bend up thin bits of



brass to form components it is easy to get things out of line! This has happened with the front bogie

which now has a twist in it. I have not yet soldered up the structure as there is a need to take advice from more experienced builders.

You may note in this picture a round aluminium disk with a hole in it. This was supposed to be a tapping jig for 10 BA. I tried making a jig out of mild steel, but the clearance drill decided to break part through even though I was using my mill as a drilling machine. The same happened with the aluminium disk, so I have given up for the moment!

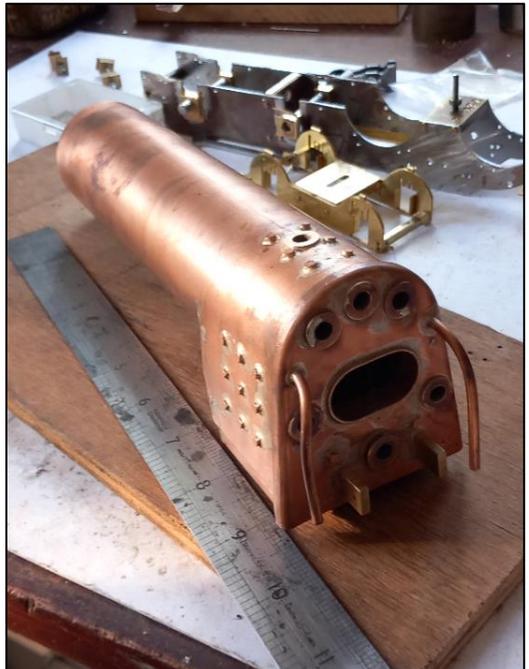


I was extremely lucky that a completed boiler came with the kit of bits complete with a test certificate. The boiler fittings appeared to be scattered in various boxes / bags and I will leave the final assembly until I have reduced the number of sundry bags of unrelated bits.

So far, I have made slow, but steady progress and as this is my first attempt at a G.1 kit it is a learning experience.

My outside workshop gets very cold in the winter and the advantage of such a small loco is that it can be brought into the house and worked on in my electronics workshop in the roof space. However, doing any hot work up there will go down like a "lead brick" with my insurance company.

My painting skills are pretty well zero, so other future trials are ahead.



Building My Class 20 Electric Locomotive

By Nigel - Part 1

This short series of articles came about following a nudge by our esteemed Editor to write a few words about my recently completed Class 20 loco.

Sitting down in front of a blank computer screen I thought how can I write a few words that might be of interest to you the reader. So, putting my brain in gear I cast my mind back to where it all started and

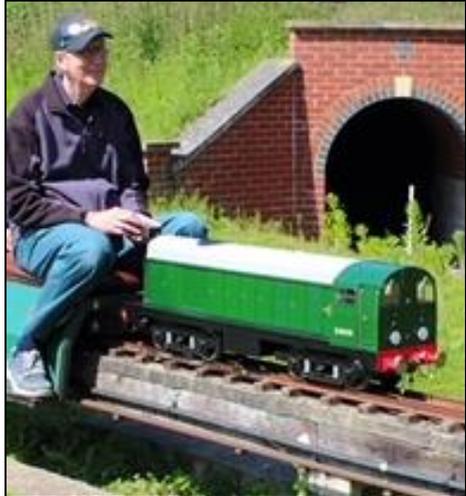
how I came to choose the Class 20 in the first place and how it eventually got built together with some of the successes and pitfalls I had along the way. So, dear reader bear with me as I start with a preamble followed by more than a few words!!

It all started after I had been running my GWR Small Prairie for a few years on the raised track at Colney Heath. I had visited a couple of other societies and run on their raised tracks when Brian and Derek mentioned the Ground Level 5 Inch Mainline Association (GL5). I happened to be with them at, I think, the Harrogate Model Engineering Exhibition where the GL5 had a stand where carriages and wagons were being exhibited and it was explained to me that rather than pulling the public GL5 pulled carriages and/or wagons and to a timetable if you ran on a track at a place called Gilling which I had never heard of.

I joined GL5 shortly after and then made a ground level driving truck to the Doug Hewson design with advice from Brian and Derek, with the welding of the bogie frames being carried out by Gerry. Thank you to all three gentlemen.

My first experience of GL5 running was running my Prairie at Brent Hudson's private track in Cambridgeshire where I found that the driving truck which I had made kept derailing. I had bought the CNC machined wheels from Brent but because I had made the bogies too stiff it was this which was causing the derailments.

Brent soon put me right in his own inimitable style by explaining that due to the rails being on the ground with the dry, wet and frost causing ground heave the wheels had to be able to move up and down more easily than how I had built it. More easily than for example on our raised track at Colney Heath. Loosening



off the large nut holding the bogies frames together cured the derailing – lesson number 1 learnt!

At the end of the weekend (most GL5 meets tend to be more than one day) the rolling stock which Brent owned or had been brought along by those attending had to be put away in the boots of cars or the on-site carriage/wagon sheds. This is usually done by electric loco's bringing the stock to where it is stored or for the owners to pick it up and put in their cars. Most steam loco's would have finished for the day and would be being prepared to be also loaded into the owner's car. It just so happened that Brent has a Class 20, made to the late Dan Jeavons design. He directed me and my son Alan to use this loco as my steam loco was either in the steaming bay yard waiting to be loaded in the car or had been loaded. Bearing in mind this was many years ago and I've had a few sleeps since then I can't remember too much but I was certainly smitten by the Class 20 as being a very useful loco as opposed to the Class 08's which usually do most of the shunting.



Sometime later we had a win on the football pools and my wife Helen suggested that I use this to buy something for my model engineering hobby. This was the catalyst to explore his catalogue and then contact Dan Jeavons to purchase the aluminium main casting, fibre glass body, laser cut side frames, wheel castings as well as a number of other bits and pieces. I arranged to visit Dan at his home in Kidderminster to pick up the bits I had ordered and that proved to be an interesting and still memorable experience in its own right!

To be continued.....

Bookworm Writes

You know that thing about best laid plans.... Well, I had an idea for this month's missive all ready to be committed to paper when I was invited to spend a long weekend with some old mates inside Vol 143. Foolishly, I thought no problem I'll nip through the second shelf past vol 36 to 75 and I'll be there. But no, what I hadn't remembered was that after my owner had reorganised the lower shelves following the arrival of Mrs Owners charity shop purchase of a box of music scores, that Vol 143 wasn't there anymore having been moved to the other bookcase.

So, by the time I got back after my visit I had forgotten what it was that I was going to tell you about this month. However, whilst casting around for another topic, my eye fell upon my owner's camera bag he had left out on his desk and this gave me a new idea

This being the holiday season a camera is a vital piece of equipment to have packed and ready to go on those important little outings. My owner, like his father before him is a dedicated 35mm stills film man, though he has also been known to shoot the odd bit of cine film now and again.

So, for the benefit of my younger readers, this month I will offer a bit of photographic history and to those a little bit further down the track of life a reassuring tale that there was life before digits.

Before a time when pictures were turned into streams of numbers in these digital camera devices, roll film was the medium used to capture those '*magic moments*.' And what was roll film? It was a thin strip of plastic coated with a light sensitive emulsion (no not paint) that you put it inside a box that had a lens on the front called a camera. After taking your photograph you turned a knob on top of the box and wound the roll on in readiness to take the next photograph. Roll film came in various widths ranging from 110 to 120 and for the professionals 'half plate and full plate' – the term 'plate' comes from the real *old school* format of pieces of glass coated with a light sensitive material that looked



like a small window pane....and some said was a pain to handle, which is perhaps why thin plastic became all the rage after it was invented.

Anyway, those of my owner's generation and older nearly always cut their photographic teeth on one of the 'lesser' quality cameras which most of time took smudgy watery looking soft-focus pictures, quite often with a bit of the subject missing and depressingly, more than a few with a blurry finger in shot. Those that stayed the course of these early disappointments, after learning that it wasn't the camera deliberately producing the poor results, quite often progressed to a 'better' camera using – depending on how serious the interest was –detachable 'quality' lenses. You then had to work quite hard to take artistic smudgy watery looking soft-focus pictures, sometimes having to resort to expending more money on filters to achieve the same result, but this time intentionally.

Now once you had taken the photograph using your camera that was only the beginning, for this was not a process for the faint hearted, next up your film had to be developed – that is magically transformed from the non-descript greyish looking strip of plastic to produce little negative pictures ready for printing - This was done by going to a suitable emporia in the High Street or if 'serious' about photography (ie my owner) you did the developing yourself at home in the bathroom or perhaps the spare room. However, as the process involved using chemicals in tanks and trays it was perhaps not ideally suited to becoming too entwined with everyday house-hold activities, a fact my owner found to his cost the day he allowed some chemicals to leave a nasty stain in the bath.

Having progressed through this second stage you then needed to make a print from the negative you had just produced, again something the shop did for you, or yes you could do it yourself by using an enlarger.

The enlarger (which you could make yourself from suitable plans) was like a camera in reverse. You put your new negative behind a lens and shone a light through it onto a piece of paper that had a light sensitive coating on its surface. As the light / lens combination was acting like a projector, meant the picture produced could be more or less the size of your choice (within reason), but in reality, was limited to a handful of pre-selected sizes. Once the paper was exposed it was back to the bathroom or spare room to get out the trays of chemicals to develop the picture – this all had to be done in the dark by the way or under a red light (no, not that sort of red light).

All of this certainly kept my owner quiet and entertained for several years, but then colour became all the rage....

Colour photography was a problem for the home enthusiast for it didn't lend itself to home processing requiring much more investment in the chemicals and the equipment used and more specialised papers to print on. Fortunately, the

mentioned shops were ready and able to provide this service, but at a higher cost especially for larger prints. However, there was another way ...

Transparencies or Slide film – not something to sit and ride down a slope on – was the camera original film processed, not into a negative, but a positive image and cut up into the individual shots taken which could then be viewed or projected onto a screen, and for many (aka my owner) was the way forward. For some (guess who) this is still the format of choice.

So, there you have it, a potted history prompted by seeing my owner's camera bag; a timely reminder perhaps of the way things used to be, of simple pleasures now consigned to history.... or are they?

Marine Section

By Roy

We now gather for a chat and sailing boats at Colney Heath assuming the weather is kind to us most Wednesday mornings.

Brian is the king-pin and queries should go to him.

The boats featured in this picture are all yachts with my yacht Novichok on the left then a Panache yacht Coca Cola, on long loan to Brian and John's yacht Optimist. There were others but this photo caught my eye. Scale power boats are also welcome of course.



We are hoping to have the Narrow-Gauge track open next time and if it works for all, maybe an extra feature of Wednesday morning. The large track is open anyway.

We sit by the lake get our sandwiches out and put the world to rights or talk about more interesting things like sailing model boats.

Not tried yachts yet? It's a completely different skill to running a loco so expect to have to take instruction. On the other hand, the fuel is free, but as there is no track so you have to learn how to navigate! The advantages are no chance of fire, less chance of burns and you won't strain your back moving a yacht about.

So loco drivers you should try to aspire to the fine art of sailing, not so much the destination more the pleasure of the journey.

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 ½" 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.

Contact the Treasurer – Mike

The Geoff Cashmore Photo collection

As has already been mentioned a large collection of photographs have been donated to the society by the family of Geoff Cashmore. The subject is predominantly railway both full size and around the club but others of a more general nature depicting club activities in years gone by will also feature.

It is our intention to publish some of these over the coming months. The full collection once sorted and catalogued will be available at HQ. The sheer quantity of pictures will take some time to work through and digitise.

The front page and the photographs that follow are the first instalment.





Dave Chisnall on portable track at a fete – look at the packing to level the track!

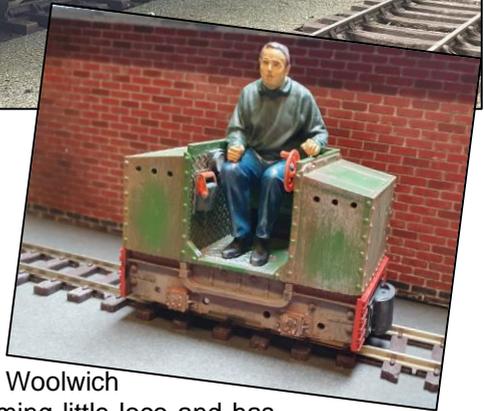
Narrow Gauge News – September

By John

Welcome to the latest narrow-gauge musings as we bid farewell to summer, though I think I must have blinked and missed it! But hopefully we'll see an Indian summer and we can enjoy our hobby well into autumn, which to be honest I prefer to summer anyway. It had been noticed that the narrow-gauge garden railway wasn't running for a couple of recent public days, but we were back up and running for the latest one and hopefully for the rest of the public season. It's nice that we get quite a bit of feedback from the public whilst their queuing for rides or even just watching the trains go by and its always positive, in particular my Lynton and Barnstable stock always get very favourable comments as does anything big and American!



You may recall from a previous newsletter that I have embarked on building a small micro layout in G scale at home using 00 track this equates to a scale 15" track gauge, the photo shows the latest loco I have made for it, it's based on a battery loco which was made for the mustard gas works in the Royal Woolwich



Arsenal circa 1917, I think it's a charming little loco and has been a pleasure to build. Incidentally it's a 3D printed kit from Narrow Gauge Railworks, who also have a wide range of unusual narrow gauge rolling stock and accessories in all scales, usual disclaimer of course! I intend to push on

with the layout during the autumn/winter and to make it portable, public days next year? Let's hope....

On the gardening front the bush which surrounds the layout really suffered during the drought last year as I have previously mentioned. Happily, it is recovering slowly but may take another year or two before the new growth comes through and covers the dead foliage. The rockery section has also been completely replanted and has been looking pretty good and makes a lovely background for loco and rolling stock photographs. The shrubs that were planted inside the layout are now well established and have been clipped to their final shape, in the autumn I shall plant some more behind the layout to create a pleasant vista for drivers and passengers on the raised track approaching the tunnel.

And finally, you may have noticed that the conifer that was planted inside the layout began to take on a shape which was, to me anyway, somewhat person like. I have encouraged this by judicious clipping and training and think now it's time to introduce "Tommy Topiary" to everyone! Eventually I hope he will be promoted to guard and waving a green flag and seeing trains off safely from both raised and the ground level tracks!!



Until next month enjoy your hobby and fingers crossed for some fine weather.

Part Built 3 ½ Gauge Virginia

I am a very old model engineer so must finally give loco building. Does anyone want a half-built Virginia loco all parts are there, all copper most machining done free to genuine builders' contact Roger for more information.

Many torches make light work



On the 27th July at the track, we had Dave being helped to apply enough heat to repair a leak which was found on the foundation ring on his boiler.

All went well and the repair resulted in a successful boiler test.



Titfield Thunderbolt in 4mm Scale "00" gauge.

By Paul

The Bookworm Summer review of "Thunderbolt's Last Run" in the August News is very timely. Model manufacturer Rapido* has just released to market their long-awaited model of the complete Titfield Thunderbolt train together with accessories.

Fellow members can indulge themselves in the recreation of this iconic film in miniature!

Rapido acquired the licence to use the Titfield Thunderbolt title from Studio



Canal and have released their models to celebrate the 70th anniversary of the film's release.

As can be seen from the

photos, the full train has been created including "Dan's House", mounted on a Loriot wagon, the buffet car which, in reality, was a coach from the Wisbech and



Upwell Tramway and Lion - one of the most successful locomotives of the early Liverpool and Manchester Railway. Also available are the Pearce and Crump Bedford OB Coach, and 3D Printed characters from the film. I also understand that the DCC sound fitted version of the Thunderbolt features the two Clerics talking to each other on the footplate. Now there is a first!

Fuller details appear on the Rapido Website here: <https://rapidotrains.co.uk/the-titfield-thunderbolt-70th-anniversary-range/>

*Rapido UK are the UK arm of an established Canadian company and have been marketing 4mm scale models in the UK for the last five years or so.

My model boat collection – Part 11

By Roy

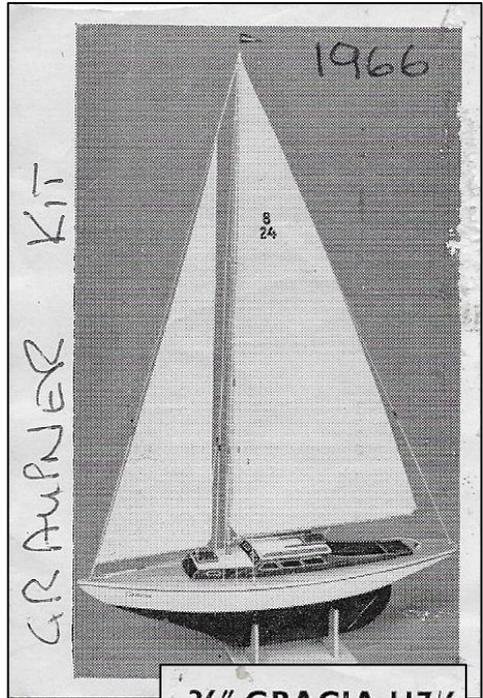
My favourite yacht Gracia.

Several of my models have been gifts and all were restored or refurbished. I do like to get a model boat back into working order, not many of us do this but there are a few models which remind me of earlier times mainly when I could only look but not afford to buy.

One of those was the Graupner Gracia model yacht. I already had the plans and was contemplating a build from scratch, but thought I would put a query on what was the old Model Boat magazine forum site. A much more active place than it is now. About a year later(!) an old friend contacted me and said he had planned to restore his Gracia but had realised it was not going to happen, and then he saw my request for a Gracia, any condition in need of TLC. So, he offered her to me.

He would be passing the following week and dropped the boat in on me. In amongst the paraphernalia were a few items he had found; one was an original advert for the kit in 1966 priced at 117 shillings and 6 pence. Also, you would need to buy the cast metal keel and fittings kit. The gifted hull was planked and the keel in place but fittings long gone. This kit came from Germany and the keel was cast iron, you know, the magnetic stuff? Normally, well now anyway, lead is the metal used for the weight, so a bit unusual.

I did a thorough survey of the model, it was a bit average to be kind to it, but with some more work could improve it a lot. The deck had a printed plank layout and this was barely visible, the mast had snapped and there were no fittings. This was back in June 2006 and I spent the next month almost full time getting her working, perhaps 'again' might be stretching the truth though. Giving the



36" GRACIA.117/6
 A really MODERN racing yacht specially designed for R/C. Easy to build planked hull construction. Extensively prefabbed kit.
 Keel kit27/6.
 Fittings set21/-.

model a survey first gives a list of jobs and then you can put them into order. But also work out what can be done in parallel as well.

The hull got a quick varnish and then a floatation test for leaks, all OK. Then a lot of sanding and filling, as the aft part of the hull was not correct but more sanding and checking with templates and she started to look the part. I found some nice clean strip wood for the decking and after fitting a king plank down the centre of the deck I started from the outside edge. I worked inward with curved deck planks, but the tricky bit was the joggling into the king plank. There is a formula for the joggle and it all worked. Usually pleasure craft/yachts have curved planks and commercial small boats straight ones, but I expect there are many anomalies.



The mast was originally in two parts and I found the joint and this was where the break was. A repair was made and now it is varnished the break hardly notices. There were no sails so I had to make my own, not being handy with needle and thread for seams, I used Terylene which can be cut with a hot knife. I don't actually have a hot knife so I filed a cutting edge onto a soldering iron bit. On a backing sheet of ply I lightly followed the pencil outline of the sail with the hot iron at its lowest setting and all was done in a couple of minutes.

The jib was cut out and then string was made up into six shrouds to support the mast. I say string but this was quality fishing line with a 50lb breaking strain. I used very small screw eyes in various places on the mast to attach the rigging.

Then I sewed some hook eyes on the luff of the sail to hook into the jack-line connected to the rear of the mast. A jack-line is a close but securely fitted wire running down the back (luff) of the mast It is secured every 4 inches or so to the mast.

The cabin and sides were already fitted and glued in place but no seats or cockpit deck. I tried to work out how the seats should be fitted as the original builder had done things out of order. I decided to construct the seats and base so that they would fit through the cabin top and could be inserted into place from underneath, which actually worked!

An access hatch allowing enough room for my hand to go in had to be made up. There also had to be space to get the sail control unit out for maintenance. The roof of the cabin was measured and I planked this with half inch wide planks, such that I started where the removeable top was.

I use old Venetian blind wood, most useful and usually free! I cut half inch wide planks from this wood and fitted them but without glue down the edges, where the hatch was to be, so having a ready-made 'cut'. When it was all dry, I cut across the beam and away came a nicely fitting top. The loop is for D/F (direction finding) and conveniently operates the securing catch underneath.

The mast is located on the keel and comes up through a fixed roof but I could not predict where the ideal setting of the mast would be, so a slot was cut out. The mast has a cover which can be turned to give a close fit and endwise support for the mast at the point of exiting the cabin top.



The rudder had to be made and you will notice it is not a straight up and down job. I make up my rudders using a ply frame and thin ply, when sanding to shape the various layers of ply show where the sanding has taken place, a bit like contours and it is easier to create an even shape.

I had to make a separate close-fitting hatch to cover the access for adjustments to the rudder servo connection, the servo axis being parallel with the rudder stock. The hatch was partly cut using a surgical knife blade (no saw type gaps) and it is so close a fit, I just put some Vaseline at the touching places and it stay in place.

The rudder tiller (handle) was made of 11 sections of paper-thin ply glued and clamped together and then cut and sanded to shape. A 13 amp plug brass pin was salvaged from the bits box shortened and then a spike formed which was inserted into the tiller wood. The threaded end was carefully re-threaded for a grub screw and this locks onto the rudder stock.



She took a while to assemble and I made all the bowsies and wire hooks needed. The yacht runs on a single 4.8-volt high capacity NiMH battery and uses 2 channel radio control. She is a pleasure to sail and has got wet quite a few times.

A second part is planned to bring things up to date.

TRACK STEWARDS ROTA 2023

3 September 2023

Martin – Senior Steward

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

Ground Level Despatcher
Steve

17 September 2023

Les – Senior Steward

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

Ground Level Despatcher
Steve

1 October 2023

Derek – Senior Steward

1. Derek
2. Tim
3. Craig
4. Michael
5. Peter
6. Adam
7. Timothy
8. David
9. Christopher
- 10.

Ground Level Despatcher
Steve

15 October 2023

Keith – Senior Steward

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

Ground Level Despatcher
Steve



HOW TO FIND US

Townsend C of E
School
High Oaks
St. Albans
AL3 6DR

what3words
feast.blur.dish

Saturday 23rd Sept
10am - 5pm

Sunday 24th Sept
10am - 5pm

Tickets available at the door.

Buy in advance and save £1 on an adult ticket at:

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www.stalbannews.com

Club Events for your 2023 Diary

3.5" Gauge Running Day Saturday 9th September

By Martin

A reminder that this year's 3.5" gauge running day is on Saturday the 9th of September.

I aim to be at the Colney Heath site by 9am, as in previous years the Raised Track is booked for our use and open all day whether to run a loco, display a loco or simply to spectate.

LBSC 140 Wednesday 27th September

By Martin

Whilst trawling the internet for nothing in particular I spotted that the 27th of September this year will mark 140 years since the birth of LBSC, well that is according to Wikipedia!

To celebrate this milestone, I've booked the Raised Track and the Cuckoo Line at Colney Heath for Wednesday the 27th of September for us to run locomotives based on the designs of **LBSC**.

Display models and spectators welcome. Event to run from 10am till 4pm.



Curly's own Grosvenor at Colney Heath about 1969/1970 – Photo G Cashmore

Farham, Chelmsford & Chingford visit

As this news sheet was about to go to the printers, we received a few pictures from Colney Heath of the club visit on 26th August. Our visitors had a great day. The lion was particularly special and ran several laps with ease. We will have more pictures in the October edition but here are just two which we have just enough room for this month.



Club Dates for your 2023 Diary

Every Thursday; A mix of RT & GLR Loco running when track is available, working groups, and general conversation	
Every Saturday Ground Level Rly at Colney Heath	
Every Sunday; A mix of RT Loco running when track is available, working groups, and general conversation	
September	
Sun 3 rd Sept	Public Running 2pm to 5pm
Wed 6 th Sept	Swiss Gauge 1 visit (Wednesday) – Geoff
Sat 9 th Sept	3 ½ inch gauge running day 9am – 5pm Sponsor Martin
Sun 10 th Sept	Toy boat regatta – Sponsor George
Sun 10 th Sept	St Marks Church visit – Sponsor Les
Tue 12 th Sept	Council Meeting Colney Heath 13.00
Sun 17 th Sept	Public Running 2pm to 5pm
Fri 22 nd Sept	Deadline for copy to editor for October edition
Sat 23 rd Sept	Keech Hospice visit 2pm to 5pm – Keith
Wed 27 th Sept	LBSC 140 - 10am to 4pm Sponsor Martin
Wed 27 th Sept	G1MRA Guilford/Surry group – Geoff
October	
Sun 1 st Oct	Public Running 2pm to 5pm
Tue 3 rd Oct	Council Meeting at HQ 13.00
Sun 15 th Oct	Last Public Running 2pm to 5pm
Advance notice of other events in 2023	
If you know of an event not listed above, contact the Secretary to ensure it is added to the club calendar and also tell the news sheet editor	

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

Please notify our secretary of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council.