

Issue No. 848 September 2022

The News Sheet

North London Society of Model Engineers



September 2022

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

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Front cover photo; -

Saturday 6th August was the Brean visit to Colney Heath. This fine GWR 28xx class locomotive was being driven by one of our visitors. George organised the day and Shirley enjoyed the ride. More pictures can be found in this issue.

Photo by Owen



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

It is pleasing to note that we have not had any lineside incidents during this hot and dry weather. The “dry weather rules” posted on notice board, repeated below, remain in place at time of writing. Do check the notice board for updates before raising steam.



FIRE PRECAUTIONS DURING DRY WEATHER

- **Solo steam running is banned. Steam traction only permitted, subject to below, on Thursdays, Saturdays and Sundays when and if sufficient other members are present, either running themselves or acting as look out**
- **Ensure Ashpans (always compulsory) are correctly fitted**
- **Spark arrestors (compulsory when hauling public) are now compulsory at all times**
- **On last lap, take time to check behind you that all is ok**
- **After last lap, walk site to confirm all is ok**

Last month I reported a tree, in the adjacent allotments, had fallen onto HQ's roof. This has now been removed by and at expense of the allotment association. We found that no consequent damage was caused to our building. Since then, during last week's sudden downpour, we had a few minor leaks into the OO room, unconnected with the fallen tree, and these have been addressed by Dudley.

Friday 2nd September is our evening run commencing at 6pm. It is a long time since we held such an event. If you have not previously driven around Tyttenhanger in the dark you are in for a very new experience. Do remember that a red taillight is required. Our passenger trucks do not have lamp brackets so you must devise your own method of fixing a tail lamp. (I will be using a bicycle lamp attached to the coupling block with an elastic band). I also recommend you arrange a cab light so you can see the water gauge glass and level. I will be on the raised track and hope the GL boys will be out in the darkness as well.

On Sunday 11th September we are hosting an all-day toy boat regatta, plus the parishioners of St Marks Church Colney Heath are with us for the afternoon. Church members will arrive at 1pm for a picnic and we will run trains for them from 2 – 5 pm. Provision of their food and drinks will be undertaken by the Church. Parishioners will park in Church Lane and walk to the site. Parking on site is for our members as usual. The Church will man the gate to allow their, and our, members in and turn away any public that arrive. I hope members will attend; it is important we maintain good relationships with our neighbours.

Enjoy the present weather and hope to see you at track or HQ.

Treasurer's Report

By Mike

Whilst I have stopped chasing errant late payers, as I assume by their silence they do not wish to continue as members of our Society, I am holding off sending out the new Name & Address list to members until the October issue. Maybe the absence of September issue will be a spur to their memory! Assuming nobody else pays up we have lost 15 members and membership presently stands at 191.

We did not hold a Council meeting in August as everything has been ticking along nicely. The open Sundays at TYT have resulted in a welcome input of income to the coffers and we also welcomed a number of visitors from other Model Engineering Societies on the 6th August, another group from Fareham, Chelmsford and Chingford will be visiting us on the 27th August.

The HQ roof was fortunately undamaged by the recent tree fall from the adjoining allotments, their tree-fellers dealt with it very quickly, but we will be approaching them to remove the deadwood from beside the boundary fence as it is a potential fire risk to our property. Unfortunately, a few days ago the only rain seen in Finchley in months did show up a problem in the OO room, with a repeat leakage in the same area as before. Further attention to the roof will I hope have dealt with the problem.

The Valuation Office Agency have recently sent us a request for information about our HQ premises to enable them to re-assess our rateable value for the future, upwards no doubt, so no surprise there then. This will be discussed at the next Council Meeting along with accepting at least one new member.

In the September 2021 issue I mentioned that I was hoping to make progress on the footplate work of my 3 1/2" gauge V2, I'm pleased to say that in the last few weeks progress has been made with the help of the guillotine in the machine shop. So much easier and more accurate than a hacksaw.

In the same issue I mentioned the overhaul of the Gresley Society N2 and the spiralling cost of such a restoration. This is ongoing with further problems manifesting themselves and I appeal to anybody with an interest in seeing this engine back in service, hopefully in the 100th year since the creation of the LNER, to put their hand in their pocket, please. For further details go to the Gresley Society website: - www.gresley.org

Lastly, a recent email from our antipodean member Barrie, whose father, Charlie, was a NLSME member in the '60/70s. They have just had the wettest July for around fifty years, but managed a good run on the 14th August for the start of their season. At their last CSMEE AGM, he was elected as Locomotive Foreman,



in charge of public running and liaison with the local authorities, and they have at last been given permission to extend their track by about a kilometre around the lake, requiring three small bridges and one medium bridge. They had planned a large suspension bridge across the lake, but they won't require that now.

He signed off his email with the following: -

A PESSIMIST sees a dark tunnel.

An OPTIMIST see light at the end of the tunnel.

A REALIST sees a freight train.

The TRAIN driver sees 3 idiots standing on the tracks.

Keep safe and keep engineering.

Mike

Tee Shirts and Sweat Shirts with NLSME logos.

Ian

The Scribe wrote a note to a previous *News Sheet* asking if there was interest in the Club into acquiring logoed garments for club members. There seems to be an interest especially as it is some years since Colin carried out a similar and successful venture.

Fortunately, a member of the Slot Car Division was in contact having been in the garment business previously and had in the past provided a famous Pop group with logoed shirts. One problem discussed was obtaining a good well-defined Logo to copy for the shirts.

The other problem is finding out how many folks are interested. And to that end I propose to put a notice in various places around the Club, which members can respond to by saying if they are interested in obtaining shirts. Incidentally bespoke shirts are very expensive but shirts bought in bulk are remarkably cheap. If anyone is interested in managing the enterprise, then I would be very pleased.

Footbridge refurbishment (continued from P11 August 2022)

The task to install the steps was completed in August. Mick's best side is captured in this picture painting the new steps. All work is now complete and the bridge has been reopened.

The new steel steps will last many years and require very little maintenance.

Access to the toilet block via the bridge has removed the temporary



arrangement to fence off the GLR during public running days.

It also provides a high-level platform to view Orchard Junction, the boating lake and the raised track.

I great job well done by those concerned

G1 Group

By Geoff

Well, we have had a very good couple of months with this weather. Tyttenhanger is a nice place to be in this weather, particularly at the Gauge 1 track, this is nicely shaded by the boundary trees and a few smaller ones in the centre of our layout.



We have had a reasonable attendance most Wednesdays and luckily, we have not been affected by the restrictions placed on the larger locos in this dry weather. That doesn't mean we must not be vigilant. The trouble being meths fires can be very near invisible in bright sunlight. The heat of the fire refracts the light and this is immediately visible when you see it.

But this has not stopped us enjoying our visits. A regular band of us have been there plus others occasionally totalling about 12 a week. Always space for more. We must thank Mike for his regular postings on our What's App group of films of the day's runners. This keeps our group up to date.

We understand that not all members are free during the week so we also now run a meeting on alternate Saturdays which all members are invited to join in. Currently in September this will be the 3rd, & 17th. We have been asked to welcome the visiting clubs over the Bank Holiday Saturday as well. Looking to October, it is unlikely we will be running on 1st October as this particular week end is G1MRA 75th Anniversary at Bicester Heritage Centre and I look forward to seeing many of you there. The next Saturday run would be 14th.

We have carried out some maintenance during the last few weeks. Floor paint has been applied to the Bothy floor and Malcolm and I have replaced some of the track covers which have suffered in the sun. Still more to do that will keep us busy.

Hope to see you at the track soon.

Remembering Jim

By Mike

Family and friends gathered at Tyttenhanger on Saturday 13th August 2022 to remember Jim Robson whose membership of North London SME had spanned more than fifty-five years and included many hours spent with working parties at the track as well as a term as Chairman.

Respectful of Jim's fondness for all things Great Western, several GWR locomotives were assembled for the event as well as *Annabel*, his 2½ in. gauge 2-6-6-4 Mallet locomotive that had been 'breathed on' by the Society's one-time Patron, the late Curly Lawrence, probably better known to miniature steam locomotive aficionados as 'LBSC'.



The weather was pleasant and those present were able to enjoy our idyllic site at Colney Heath, many taking the opportunity to ride on the raised and ground level tracks. It was fitting that some of Jim's ashes were scattered around the track where he had enjoyed so many pleasurable hours. A plaque on a bench seat generously donated by the family in his memory carried the appropriate inscription:



Nigel reveals the plaque fitted to the bench seat generously donated by the family in Jim's memory.



*Back row:
Rae, MaryStar & Stephen.*

*Front row:
Nigel, Sarah and Mary.*



A family outing on the ground level railway with Brian at the controls.



George with Jim's granddaughters Holly and Dorothy.



Billy with Sarah and Jim's grandson Harvey.



Matt with Mary and Nigel.



The picture above was taken many years ago and shows Jim with the 2-6-6-4 Mallet. The history of this loco and how it came to be under Jim's care will be the subject of a future article in the club news sheet.

All pictures by Mike and Owen

Marine Steam Engine Project – Summer 2022

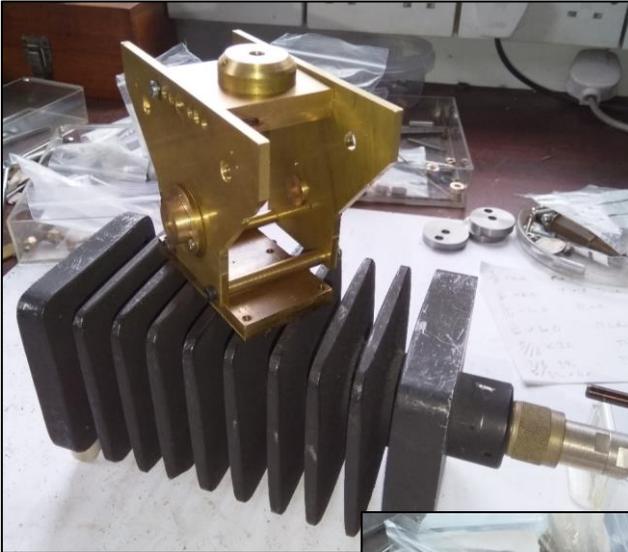
By Julian

When I was around thirteen years old my father bought me a couple of premium bonds and at the age of about fifteen, I won £50. (As a school boy this was an absolute fortune and I never won a penny more for about 40 years). At that time there was a proper model shop by Deptford Creek in South East London. (This area used to be “the pits” with a Doss House and heavy drinking pubs, but has now become gentrified.) I rushed down there and bought a Keil Kraft kit for a small motor launch, an ED 1cc Diesel and the paints etc. Having built my first model boat, I took it to Blackheath Pond and had a great deal of fun with it. I now realise that there were some very unsavoury characters hanging around the pond. (One of whom convinced me to swop my boat for a dead valve radio control that was in pieces)

The years moved on and my nearest pond became Victoria Park, but putting a boat on the back of a Triumph Motor Cycle was just not practical! On moving to this side of London there were no suitable ponds to encourage me to build a new boat. However, when joining this club, a number of months ago I was delighted to see that you had a boat pond. My enthusiasm was rekindled and now having a car it was easier to transport a boat around.

About 55 years ago a chap at work sold me an Edgar T Westbury Twin steam engine with a 7-inch diameter coal fired Scotch Boiler which had been built by his father in the distant past. At some point I had mounted it on a frame and when fired up it developed a prodigious amount of steam and would have needed to go into a very large boat. It would just not have been practical to build and transport such a vessel. The boiler and engine had been relegated into the depths of the loft as a future project as a stationary steam plant.





Deciding to concentrate on a more modest and sensible project, I got a design from a book called "Steam and Stirling, engines you can build", edited by William C. Fitt. The drawings are dimensioned in Metric which makes life easier for me as all my machine tools are in those units, I opted for a small four-cylinder reversible oscillating engine with a Meths fired boiler.

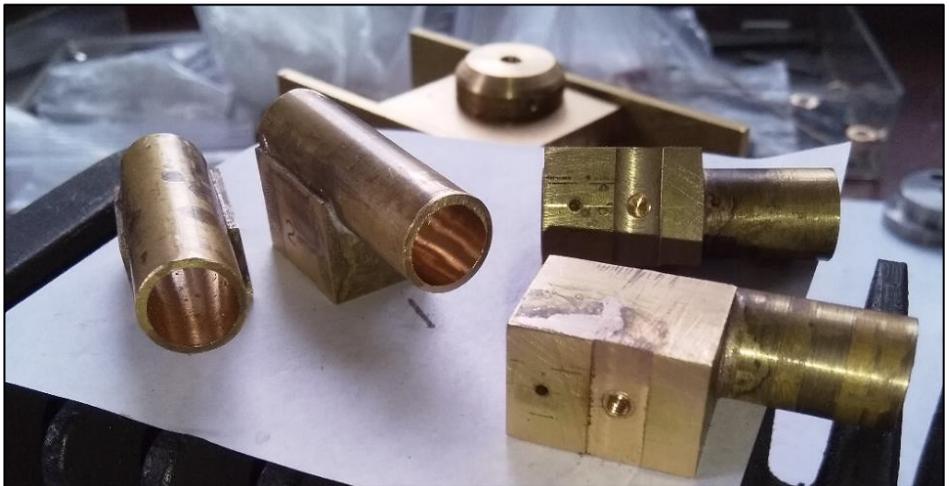
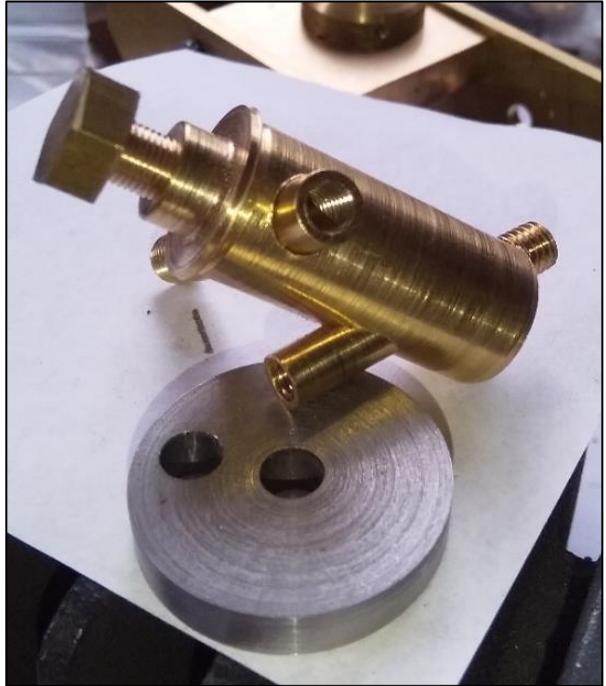
The boiler I hoped would have been small enough to silver solder with a simple Propane torch. An old friend of mine (Victor Burgess) had started to build a suitable boiler many years ago, but never finished it. He donated it to me as he has numerous projects to finish and it would just continue to gather dust. I have to make all the fittings, a Meth's burner, silver solder it together and make a heat proof casing for it. I have a Sievert torch, which with plenty of firebricks to pack round the boiler, I hope will develop and retain sufficient heat to solder the boiler. Fortunately, my friend Vic has a large Propane cylinder and owns a set or Sievert torches and has offered to be on hand if I need some extra "Therms".



I have had to search through my stock of offcuts for suitable metal materials. 90% is Imperial so in some cases I have had to rip material down to Metric preferred sizes. As I do not have "fine" Metric Taps and Dies, I have in some instances had to revert to BA and ME threads, which does not present any great problem.

The displacement lubricator was a good example where I used a mixture of metric and imperial threads.

I ran into a couple of problems, one being the M.E. Carbon Steel taps and dies I bought many years ago from a supplier in Ilford are rubbish quality and cut poor threads. Secondly the cheap and nasty Far Eastern 3-inch Rotary Table I had bought at "Ali Pali" a few years ago is just not robust or accurate enough. If I use my British quality 6-inch rotary table with a chuck mounted on it, there is very little room left between the milling head and the table.



One also learns from the mistakes you make and I had to remake a number of bits a second time. (I also broke a few 1.0 mm drills in the process when drilling brass.)

In the write up it said that you should silver solder the cylinder barrels to their mountings. In retrospect it would have made more sense to soft solder them as they could have been dismantled easily to correct any alignment errors. I was recently able to buy some second-hand Metric Reamers has helped a great deal as most of the odd reamers I have are imperial and blunt.

I fabricated the crankshaft and was in the middle of silver soldering it together when my gas cylinder ran out! Hopefully I will be able to clean it up well enough to try and re solder it.



I have now got to the stage where I have loads of bits and hopefully, they will all will now fit together. George Cannon has kindly given me a hull that needs planking and finishing which hopefully will speed my project along.

In the book, the writer said he built the engine in a weekend!! So far it has taken me a few months to get where I am up to(July 2022).

Bookworm Writes

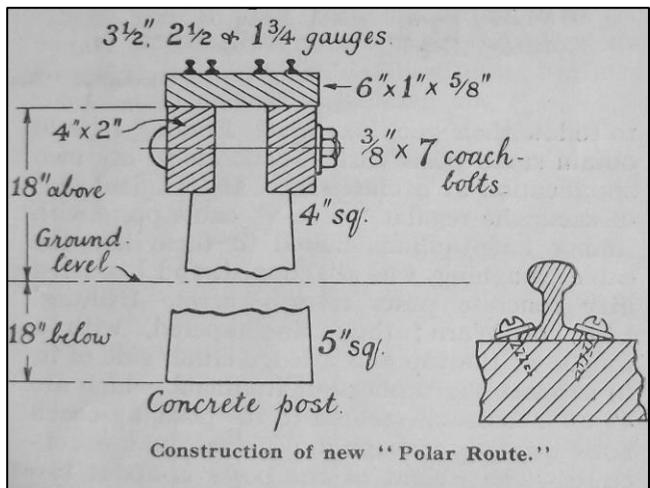
Back this month to LBSC (Curly Lawrence) and the Polar Route. We left the story last time as Curly's own *Masters of the Spade* aided by Mabel and her Dundee(?) cake, had brought about the transformation of a patch of ground he had just bought behind 121, Grange Road.

Curly's design for the new (improved) Polar Route included the use of concrete uprights as one of the failings of the old PR had been rotting of the lower portion of the wooden uprights even though they had been generously treated with creosote. With this in mind Curly approached Concrete Utilities Ltd of Ware to provide 50 upright posts cast to his own design. Two tons of concrete posts along with two converted gas lamp posts later, everything was starting to take shape...and residents' curtains were starting to twitch. Seeing the upright posts laid out in the shape of a circuit and capable of being illuminated at night, had them speculating that he was building a dog racing track; "*well he does have a dog after all.*"

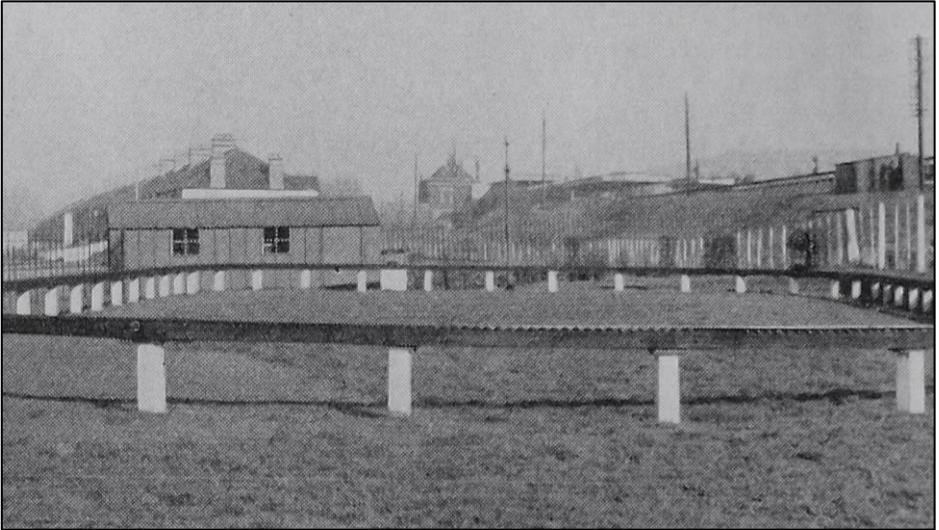
All of this in 1936 was pioneering stuff as at that time there was no set way of building a raised track. The design Curly settled on was probably based on experience he gained constructing the original Norbury Light Railway (his first house) and then the first PR. Even though the wooden uprights were dispensed with in his new design he still chose to span the gap between posts using two long wooden planks 4" by 2" laid edgewise straddling the uprights with the 5/8" by 1" by 6" sleepers screwed onto the top edge.

Though reasonably satisfactory for an 'up and downer' this form of construction was not without its own failings due to the British weather. However, as a material, wood was likely to have been much cheaper than concrete at this time and obtaining old full-size railway sleepers was probably not even an option. Interestingly about ten years later

Curly did speculate that if he were to build another PR in the future that he would try using either light steel section or concrete beams, and sought opinion as to how to construct curves using concrete.



The new Polar Route was 250 feet in length and originally conceived to accommodate 1.3/4" 2.1/2" and 3.1/2" gauges as these were the most common gauges in use at the time. However, the recently purchased new land could *only just* accommodate the curves necessary for these gauges and then only locos with wheelbases on longer than 13". The rail Curly chose to use was flat bottomed and made of extruded brass alloy which he noted as being very hard (possibly from Bonds?). His own preference was not to use fish-plates at rail joints but to use a double width sleeper where the rail ends met end to end.



1941 saw an addition to the facilities when a friend Mr R.C. Hammett, built Curly an '*up and downer*' track 108 feet in length running parallel to the back straight of the PR using 'light' concrete uprights made to Mr Hammett's own formulation; containing amongst other things sawdust – used maybe as a wartime expedient. Using iron rails this time it was held together and in gauge with bolts and spacers instead of sleepers, the whole then provided its own longitudinal strength between the uprights. It was in fact Mr Hammett's own portable track that he had used for charity fetes, hospital fairs etc and was only intended to remain until ordinary rail was once again available after the war. This new track provided for 2.1/2" 3.1/2" 5" and 7.1/4" gauges and offered now a place for those engines too long to run on the PR, somewhere to be tested and run.

Bookworm Note – It wasn't until a few years after the Second World War that Curly published his next design(s) for 5" gauge with Maid of Kent and Minx. Curly's own preference for building was usually 2.1/2" gauge as he considered it manageable and capable of being lifted and moved around by one person. Your guide has not yet come across anything to suggest that Curly ever actually built a 5" gauge engine (though he did mention once building a 5" gauge boiler for a

friend) and given the success of his many designs for 5" gauge it says a lot for his abilities as a designer and a draughtsman -

Later the opportunity was taken to further dig back a strip of the made-up ground next to the lowest part of the full-sized railway embankment and upon which sat the new (new) line and boundary fence. This was to provide 'leg room' for visitors riding on the PR, as Curly had arranged for the new PR to be built close to the embankment to accommodate his own driving position which was to ride a passenger car 'side-saddle', describing this riding style in his own words as '*I ride like a Victorian horsewoman.*'

A final refinement to the new route came in 1949 in the form of a tarmac path put down around and under the track area to help with weed control and grass cutting.

Sources: ME Oct 15 1936 p372 / ME Sept 4 1941 p189 / ME Sept 13 1945 p255 / ME May 9 1946 p458 / ME July 28 1949 p105 / ME Aug 18 1949 p216

This then was the layout of the second and last Polar Route on which model engineering history was to be made, a place where many model engineers including several members of the NLSME were privileged to visit and run. Among '*our own*' that visited were: Ted Moon with 'Suzie M', Geoff Cashmore with 'Juliet' and 'Helen shorter', Bert Mead with 'Paddlebox', Jack Calderbank and Cyril Drayson with possibly his 'Juliet' and part built 'Doris' to name but a few lucky ones.

Those in our Club with a feel for such things may now consider they '*get the vibe*' of the Polar Route when thinking of those of the NLSME "that have gone before us" and of the wheels that have 'kissed' the rails of not only the Purley Oaks Light Railway but also the Tyttenhanger Light Railway at Colney Heath.

As they say in Purley Oaks, "*Porro, ut in rotis verto*" or "*Long may the wheels turn*" as we say in Tyttenhanger.

Photos by; C.J. Grose and the sketch drawn by LBSC.

NLSME. - Engine Plans Available.

By Ian

I have just found two sets of locomotive Plans; (while I was searching for lost Boiler Certificates.)

They are, -

- One complete set for Petrolea in 3 ½" inch gauge.
- One complete set for Springbok in 5" gauge.

If anyone is interested in either or both sets then they would welcome a new owner for free adoption.

Contact, Ian



Forthcoming General Meetings

By Ian

In the past our members have been as good if not better than the imported variety of speaker.

If you, or you know of a member who would be willing to talk for an evening or even half an evening shared with another member; then that would be excellent.

Please let me know.

The Programme at the moment reads thus: -

Friday September 2nd From 6pm onwards.

Night running session at Colney Heath

Friday 7th October.

Work in Progress. Bring along a piece of machinery or model that you are involved with and tell us about it; you are among friends who will no doubt give you advice. The Nation is running low on skills so please do your bit to help.

Friday 4th November

Prof Tim will take time off from teaching his students to extract teeth to take us all on a journey from St Albans to Dorset with speed and thrills on the way by miniature traction engine! Not to be missed by anyone! (Talk rescheduled from 2/9/22)

Friday 2nd December.

A Festive Gathering. A chance to meet and chat to members from other sections over some light refreshments with a backdrop of films from past glories at the Club. A good chance to see some hidden films from the previous of the Club.

Any questions regarding the meeting contact, Ian

OO News

By Dudley

Continuing on from last month's OO Section news report which described the current work being undertaken on the HQ OO Layout here is a summary of the other projects which are being worked on or have been worked on over the last few months.

The section of the main OO Layout that is known as Queensmoore Yard is an area comprising of six roads for parking of coaches ready for running out with locomotives either onto the main or branch lines from tracks either end of the yard.

Currently only one siding is operational for running through trains from one side of the yard to the other. This allows continuous running on the branch line round the layout.

Work currently on this yard project is to temporarily power up all the 19 points. These were installed several years ago to check full switching operation and wire up the point blade

detection circuits which will feed back to the new control panel to illuminate normal and reverse positions of the point blades.

Where point motors are found not to be performing correctly, they are being replaced with the Gauge master Controls Seep PM1 point motors. These have an auxiliary switch incorporated for point detection (Normal or Reverse) indication circuits back to the new yard control panel.



Also, under this project the one remaining dead-end siding has been converted to a through road siding to bring in line with the other five siding through roads.

When the current new Binegar Junction control panel is completed and commissioned work will start on building the new panel for control of the yard. This will enable trains to be marshalled from either end of the yard to and from the main line and branch lines.

This new panel will have a Cab Control feature which enables all tracks to be powered from multiple controllers this will give operators full flexible running.

In addition to the point and track work on the yard scenic work with new fencing has been installed. Two new signal boxes are to be built and positioned either end of the yard. Shunt signals kits have also been bought and will be installed at the siding end points.

Another recent project on the main lines of the layout is the wiring up of three colour light signals to be provide a green to red aspect after the passage of a train using DCC Concepts Legacy LM-ID Detectors. These units detect the presence of a train on a section of track and provide a 12v output that can be wired to a relay to control the red / green aspects on a colour light signal.

If any member would like to come and join us on Wednesday evenings, we start at 7:30pm and finish at 10:00pm. with tea refreshments.

Workshop unlocked after two years of lockout; -

By Mike

Workshop meetings will restart on Friday 23rd September (8pm).

This is your chance to share the problems, and solutions you have been working on.

To encourage you, here are some of my ideas.

- The less hard way of hard, and soft soldering.
- The joys of hand turning, using both chaser, and graver.
- The Wonderful Coventry Die Head. Thank you, Alfred Herbert.
- Knurling, the Heming Way.
- And four jaws, no tears.
- Then, finally, the surprisingly useful Piercing Saw

And of course, there is a tea break. See you there.

Narrow Gauge Garden Railway

By John

Greeting narrow gauge fans and welcome to the latest ramblings on all things narrow. This month I'm going to keep my ramblings to a minimum (hooray! I hear you cry!) and let some photographs speak for themselves.



We have seen some beautiful models running on the narrow-gauge garden railway in the past and recently it's been a privilege to see some more stunning loco's and rolling stock. Firstly, it has been a treat to see Alan's Accruff, Isle of Man 2-4-0 running with a rake of matching coaching stock. They certainly make a fine sight and are a pleasure to watch in action. Laurie's WW1 "Tin turtle, a fabulous model, you may remember an article about the real



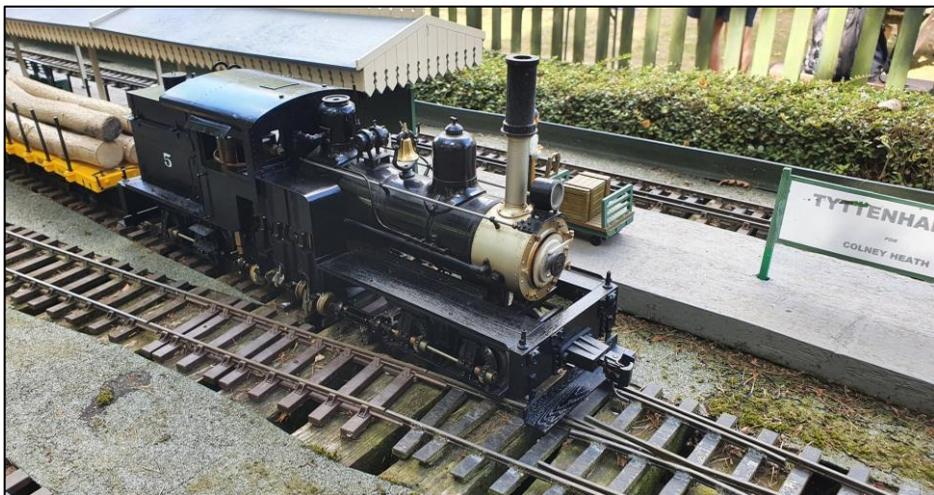
things in a previous narrow-gauge news. Laurie has also built the associated rolling stock taking supplies and men to the front line.

Not content with just one "Tin turtle" he has also constructed 2 more in larger scales, one of the other photos shows his 5" version pulling an 18 pounder cannon he also built, fantastic work Laurie.

It has been great to see some different locos and stock running for a change from what we have running normally, if you have something to run in the narrow-gauge scene, bring it along, would love to see it.



Finally, who gets tired of seeing a Shay at work? A symphony of cylinders, gears and motion all working in harmony, certainly not me! So here is Michael's live steam one at the latest public running day.



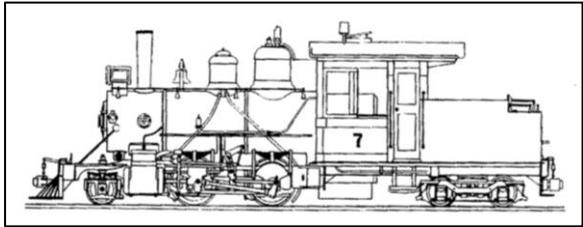
Enjoy your hobby and the rest of the summer everyone.

Lucky 7 – The refurbishment *Continued from August 2022*

By Keith

Part 6

This is the story of how a rather unique locomotive generously given to the club some years ago by NLSME member Harold Newman



came to be languishing in the store at Tyttenhanger. It is now being overhauled, repaired and refurbished by John who has volunteered for this task.

Attention has now turned towards an inspection of the boiler. The fittings were all taken off they were a mixed bag in terms of condition and several will need to be replaced.

With the boiler stripped of fittings the cladding could now be taken off and a detailed inspection of the boiler beneath. What emerged was a well-built boiler in remarkably good condition in need of only cosmetic repair and a bit of a clean.





At the front end the superheater visually looks fit for purpose but a pressure test will be completed to prove the visual inspection is correct. The wet header showed no evidence of any past leaks.

The dome provides the usual cover for the regulator but also provides the base for the twin safety valves and whistle. The whistle is good to go but the safety valves are yet to be dismantled and checked.



The dome cover and sand dome were in need of some TLC and John has completed this during August.

As can be seen from the photo these items are now ready to reattach to the boiler but before this can be completed there is one more task.

Finally, the regulator, as can be seen in the picture on the next page is a slide valve arrangement. When test steamed this was found to be leaking badly. So, it will be dismantled and repaired before the boiler goes back onto the frames.

The regulator handle and linkage on the backhead is also very worn and will require stripping down as part of this restoration project.

There is another job to be done on the backhead. The fire hole door assembly is very loose and will also be stripped and either replaced or repaired.



Once these issues have been resolved the process of attaching all the fittings will be possible. Then a hydraulic test can be arranged.

Once this milestone is passed new boiler cladding will be fabricated. Plenty to be getting on with during the autumn.

All in all, not a bad outcome with the list of works required to get it back into a boiler in a condition to successfully pass the mandatory inspections and certification.

Brean visit

On Saturday 6th August we had the now annual Brean visit to Colney Heath. Here are a few pictures of the day.



It seemed a good idea at the time! The “Lazarus Project” for 5” gauge

By Paul

Part 1

Back in the days before Grandchildren, that’s over eleven years ago, I figured I would have the time to build a 5” steam loco despite very limited skills in that subject, no Workshop tools and little bench space at home.

Despite my workshop engineering skills training coming to a halt upon getting Grade 2 Metalwork O level in 1970 (for which I half made a “Tich”), I figured that I could reasonably build a Kit loco from the likes of Polly or Maxitrak. But the former company didn’t make “proper” looking locos and the latter didn’t have any steam locos to offer.

Thus, I had been browsing so called “doer uppers” online. But one evening, my wife discovered a loco on offer on eBay. This was in 2011. I looked and behold, saw what was described as a Martin Evans “Gresley” in need of a new boiler but otherwise ready to run.



I guess it must have been well past “wine o’clock” on a Friday since I placed a bid. As it turned out I didn’t win the bid, but I did recognise the seller. So, I dropped him a line to say, “if your buyer pulls out, I will have it”. Well, the buyer did pull out and I bought it. I had to pick it up from Birmingham and took Geoff along with me

to collect it – Geoff being conversant with that metropolis. The loco came with a rolling road and a smile from the seller about as sincere as that of Professor Marcus in *The Lady-killers*.

Back home with the loco, I soon discovered that it was seized, the tender body was made of plywood, and, on dismantling, the boiler was a steel tube with a gas torch burner stuffed into the space normally reserved for a Firebox! “No matter” I thought, it did come with a “new boiler required” caveat. On the plus side the loco



did match up with the Martin Evans design and I set about planning the rebuild. In essence, knowing I had no workshop, I was going to “Project manage” the rebuild by sub-contracting the hard bits and doing the pipework and assembly myself.

I ordered a brand-new boiler from Devon Steam at Exmouth and was very excited when it arrived in a crate. At less than £2k, it was a bargain. I was on my way to a new loco. We have

reached 2012. There will be more, much more, in the next issue! Meanwhile here are some pictures of the wreck I bought. I recommend viewing these online simply to behold the livery.



My model boat collection.

By Roy

This yacht is a schooner and may also qualify under the term 'Pond Yacht'. Most of my boats were built by me over the last 60 years. About 20% were bought and refurbished and some were bought at auction as abandoned kits. Also in the collection are a few gifts. I have also built and no longer have models that were sent to me for building and review in the now defunct magazine International Marine Modelling.

Back to the Schooner, definition is 2 masts and the rear mast is taller than the forward one, there are 3+ masted schooners mainly reflecting that they have fore and aft sails.

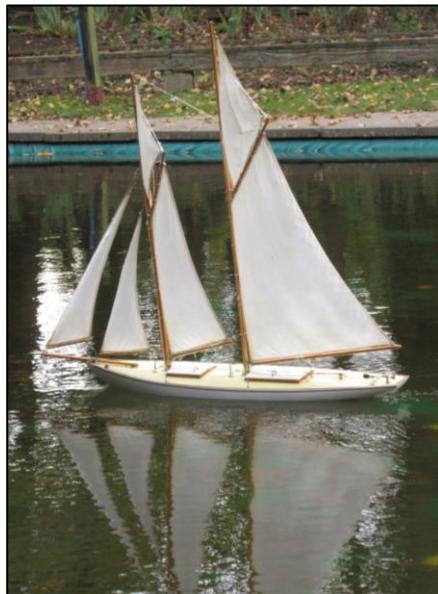
My schooner is called Theresa and the hull is 40 inches long and with the bowsprit makes her just 4 feet long. She was built by my late friend John back in 1965 and first came to my notice when many years later we (St. Albans MES) had a club stand at Olympia. I had offered to take the boat and John said he would be along later, so he was very surprised when he arrived and found I had assembled the boat. (To some eyes it would be a jumble of sails and spars). We became very good friends then.

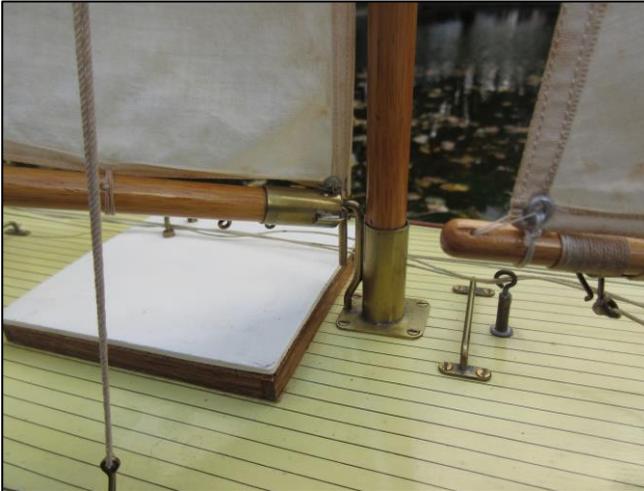
I bought the yacht from his estate when he died and started refurbishing her. I



simplified the RC and kept the double drum winch as it works very well. I replaced the 2 hatches in keeping with the rest of the boat, they have custom made brass pins on a retaining string to keep them located.

All the rope rigging had lost its strength and was replaced and there was a lot of whipping to do on the spars, this is something I enjoy doing.





The paintwork you see is original I just cleaned the paint and gave it a spray of varnish; the sails are cotton and also original.

The winch system looks the part where it can be seen on the

deck, it is functional and easy to adjust. The plans and building instructions were in one of the old F.J. Camm A5 size books on model yachting and about 6" x 4" but the table of 'off-sets' was the main guide, John drew them up to full size and the construction is



plank on frame and has well stood the test of time.

She sails very gracefully and responds to the helm easily and always draws a small group of people when sailing.

The masts and sails and bowsprit can be removed and they are kept in a custom sailbox the hull is kept in a large 'Christmas Tree box' a plastic one with a lid which is excellent for model boats. Most of the plastic box makers do them but they only come out at Christmas!

Track Stewards Rota – September & October 2022

By Nigel Griffiths

04-Sept-22

Martin – Senior Steward

- 1 Brian
- 2 David
- 3 John
- 4 Steven
- 5 Graham
- 6 Gordon
- 7 Malcolm
- 8 John
- 9 Christopher
- 10 Michael
- 11

Ground Level Despatcher
Steve

02-Oct-22

Mike – Senior Steward

- 1 Derek
- 2 Tim
- 3 Waz
- 4 Michael
- 5 Peter
- 6 Adam
- 7 Timothy
- 8 David
- 9 Dudley
- 10 Daniel
- 11

Ground Level Despatcher
Steve

18- Sept—22

Les – Senior Steward

- 1 John
- 2 Gerald
- 3 Bill
- 4 Daniel
- 5 John
- 6 James
- 7 Robbie
- 8 David
- 9 Rob
- 10 Billy
- 11

Ground Level Despatcher
Steve

16-Oct-22

Keith – Senior Steward

- 1 Les
- 2 Peter
- 3 Susie
- 4 Peter
- 5 Ron
- 6 Joe
- 7 Howard
- 8 John
- 9 Antony
- 10
- 11

Ground Level Despatcher
Steve

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.

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

For Sale

An 0-4-0 7¼" Gauge steam locomotive & tender.

Originally to a pre WW11 design for a GWR dock tank but now has a freelance narrow-gauge outline. Illustrated in Old Glory magazine (August 2022) page 88.

- The Loco has a Tom Snorall copper boiler.
- 3 sit inside carriages articulated on 4 bogies plus 2 spare bogies.
- 160 feet of portable track (ground level).

Currently in store in the Dunstable area and can be viewed by appointment

Offers over £10K

Contact David

Dates for your Diary



THE BIG ST. ALBANS MODEL SHOW

www.stalbansmes.com

75 ANNIVERSARY

St. Albans & District Model Engineering Society

St. Albans & District Model Engineering Society presents

MODELS THAT MOVE

24th & 25th September 2022

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

10am - 5pm FREE PARKING ADULTS £6 - CHILDREN £2

**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**



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ENGINEERS Ltd**
Royal Bath & West Showground
Shepton Mallet
Somerset
BA4 6QN



Model Engineers' Open Weekend.
24th – 25th September, 2022

Club Dates for your 2022 Diary

A reminder that the 3½” loco day at Colney Heath will be held on Saturday the 10th of September starting at 10:00am with the Raised Track and Cuckoo Line reserved for exclusive use of 3½” gauge locos, in ticket boiler certificate required for steam powered locos obviously.

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

If you require any further details, please contact Martin

September	
Fri 2 nd Sept	Night running session from 6pm onwards Sponsor Les
Sun 4 th Sept	Public Running
Tue 6 th Sept	Council meeting 13.30 at HQ (See note below)
Sat 10 th Sept	3½” Loco day – Sponsor Martin
Sun 11 th Sept	Toy Boat Regatta (all day)– Sponsor George
Sun 11 th Sept	Visit for members of St Marks Church (afternoon) Sponsor Les
Sat 17 th Sept	Visiting club – Maldon – Sponsor Peter
Sun 18 th Sept	Public Running
Fri 23 rd Sept	Workshop meeting at HQ 8pm
Fri 23 rd Sept	Deadline for articles to the Editor for October News Sheet
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
October	
Sun 2 nd Oct	Public Running
Tue 4 th Oct	Council meeting 13.30 at HQ (See note below)
Fri 7 th Oct	General Meeting - Work in Progress. 8pm at HQ
Sun 16 th Oct	Last Public Running session of 2022
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

A Non-council member, representing a section or committee, can, on request to the Secretary, attend the council meetings as an observer or to submit proposals