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The News Sheet

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FROM THE CHAIR

Apologies from the Chair but there is no update this month. (ed.)

David Harris

TREASURER'S REPORT

Rather than spending time and the Society's money on postage sending out reminders to any members, who have not at the time of writing these notes, (14/06/10) paid their subscriptions. I have taken the option of publishing a list of their post-codes as a reminder. Please take this opportunity to check that yours does not appear in the list. Any queries please give me a call.

Mike Foreman

Front cover: Peter Langridge's, 'Rob Roy', smart in Caledonian blue livery.
Right: Mike Law's 'Fred', built to LBSC's 'Juliet 2' design and competed in 1990.
Photo: Mike Chrisp

GARDEN RAIL

It has been some months since we did the last article for the newsletter. This month we will be brief but hopefully we can soon get back to our old illustrated format.

The new track itself is now complete and up and running. Three main lines with sidings have all been installed and are running really well, although we still get slightly confusion as to exactly which track is which when we are running, but use will bring familiarity.

Although the actual track structure is finished we still are barely 50% of our way through the whole project. We still have a whole list of major ancillary projects still to do. Hopefully these we will get completed within the next 18 to 24 months. Next month I'll put in a list, but I will say that the path around the inside of the track is the most important job to be done next, so if anyone has any old paving slabs or pavers they want to get rid of, we would be most appreciative.

Right from the start we wanted this new G1 track to be a scale model railway. To this end we are also starting to make a list of the line-side features (platforms, buildings, signal boxes etc) we are looking to make, these will be undertaken by individual members in their own workshops in their own time. Hopefully completion should be in about 2 years.

Malcolm Read wished to retire as section leader so we had a meeting and decided that we would try and run the section on more egalitarian lines. Malcolm will remain the contact in the club's newsletter, section meetings etc would be attended by a nominated member. Any future decisions & expenditure is to be made only on a show of hands. Nick Rudoe will take on the finances when present track finances are finalised.



The old small Garden Rail track next to the catering coach will continue to be used by the GR lads, primarily on Sundays. More on that later.

David Metcalf.

Marine Mumbles (Rides Again)

Ever had one of those months where “nowt” much has happened. That’s right; this was one of “those” for the Marine Section. So I thought I had better write something to show willing, and prove we are still here. The main event (and only) for the month was Friday sailing night. Even then it rained beforehand keeping the numbers down. It didn’t look quite so bad as we threw in (not literary) a few Loco boys as honorary sailors for the night. Well you got to do things like this every so often. The high point of the evening was John bringing his gas fired “yellow peril” steam boat. The boat was his R/C conversion job of one of Charlie Starnes straight runners. It looked really good on the water and had a “fair old” turn of speed. Thanks John for keeping sailing night alive. Now for your delight here is an enclosed photo of the said boat taken by young master Tony Brooks. This will prove I didn’t make any of this up to fill column space.

The main event for July is The Toy Boat Regatta on Sunday 17th starting from around 9.00am and going on all day. Our Friday night sailing will be on July 8th from 6.30pm.

Peter Stern



GENERAL MEETINGS 2011 – FORTHCOMING PROGRAMME

Unless otherwise stated, General Meetings are held 8–10pm at our Legion Way Headquarters in North Finchley. Thanks to Peter Davies (a man with a persuasive manner) we usually have a raffle (donations of suitable prizes appreciated), and thanks to Ron Thorogood (maestro of kettle and teapot), we usually have refreshments around 9pm. All profits from meetings go directly to club funds. All members are welcome at any of our General Meetings and we are always happy to see members' friends and family, too. We like to see a good attendance to support our speakers and look forward to your company.

Suggestions (and volunteers) for suitable General Meetings topics are always welcome.

1 JULY 2011 WORKING MODELS

Mike Hodgson and Edward (the Compressor) provide us with an informal evening when you are invited (urged) to bring something along to run on air – or whatever.

5 AUGUST – FORUM & DISCUSSION

An opportunity to explore hints, tips and techniques related to our model engineering activities. Hardware particularly welcome!

2 SEPTEMBER – TONY DUNBAR REMINISCES

Widely travelled and with long experience of full size and miniature railways, Tony is certain to use this presentation to intrigue and entertain us.

7 OCTOBER – WORK IN PROGRESS

An informative, instructive and enjoyable evening when we can show our current project(s) to fellow members and discuss any technical matters giving us cause for thought.

Tyttenhanger Conclusion

The last edition for this last Winters working party write up's, and apologies to any one or duo's who have not been included. This issue will be the last until May next year. First a tribute to all who attended the Winter working parties and we must say many thanks to our manager of the biscuits and tea department who was on duty every Sunday that I can recall except on one morning he had to retire feeling a little grotty when the flu bugs were around. Thanks Jim.

As many may have noticed! The car park has diminished in size since last year, owing to perhaps Harwich docks getting rid of three of their Chinese bins, and we have bought these dreadful items and put them on our car parking space. I know that we have to increase the roof over storage areas and we are not permitted to build permanent buildings but perhaps a working party could disguise these bins a bit and get rid of the sight of large iron doors which only embrace the view when travelling on the roads of G.B. motorways behind the monsters which should be moved onto the Railways, NUFF SAID!

Talking about the site which the above is placed upon, the amount of work that has been achieved this last winter is all down to a team who have moved mountains of spoil, and sited the containers on their concrete plinths, with the area in front laid out to take the traverser and lines onto the Ground Level Rails into the station area. All these tasks seemed to appear over night as most of the work I understand took place on Saturdays, but whenever, the thanks must go to these guys and gals and junior members who took part and did a mammoth task, so thanks to the über führer, and his party.

The amount of steel work and welding that has been done at the site this year could have built the bridge at Plymouth and Isambard Brunel would have welcomed the speed to which it was done. Using modern welding and laser cutting gear Isambard could have cut the construction time in half I'm sure. Many thanks go to our three welding experts who have worked all most non-stop every weekend, and on Thursdays, not forgetting the "raffle man" whom served many lunches to the guys just mentioned above, many thanks.

A duo who have been quietly labouring away doing any job that seemed to crop up, and are always there when needed by anyone who wants a lift or a spare hand to hold something, or run down the shop, these members are a boon to the club and of course no names no pack drill, but a little clue "aircraft and councils" many thanks fellas.

So that's it for this year, thanks to any not included in write up's but there's always next year and please don't forget it does not happen on its own so please, A LITTLE T.L.C.

Derek Perham.

LittleLEC 2011 at North London SME

Mike Chrisp reports a National event
Photos by Mike Chrisp

Preamble

Judging by opinions expressed both during the weekend and subsequently, a good time was enjoyed by all. It is regrettable that Sunday's weather was cold and wet, but Saturday was very pleasant and the spirit of the event was maintained to the end.

Devised by Peter Langridge of Guildford MES, LittleLEC is a light hearted efficiency competition for 2½, 3½ and 5in gauge miniature steam locomotives of no more than 50lb dry weight including tender – if it has one – and ballast. The event is sponsored by Model Engineer magazine, Warco Ltd and the host club. The Small Locomotive Challenge Trophy, awarded to the driver achieving the highest efficiency during the event, was donated by Station Road Steam and is retained by the winner for a year until the next competition.

To keep everything simple and within the capacity of small engines, no dynamometer car is used; instead, a figure for efficiency is determined by measurement and calculation. Output is obtained from the distance travelled, load pulled and a track constant. The track constant is derived from the track profile and an assumed rolling resistance of the trolleys used. Input is obtained from the amount of coal used and its calorific value. A review of previous results indicates a maximum efficiency of around 0.6%.

LittleLEC 2011 at North London was the fourth in the series hosted previously at Guildford in 2008, Worthing in 2009 and Birmingham in 2010. Forthcoming events are already scheduled for Swansea in 2012 and West Huntspill in 2013.

My thanks are extended to the competitors, without whom there would have been no competition, and to all fellow North London SME members who helped before during and after the event to ensure it ran as smoothly as it did and made our visitors welcome.

Special thanks are due to Mike Foreman and Peter Langridge. Mike was much more than my 'right hand man' before and throughout the event. Peter Langridge, as guide and mentor, calculated the raised track constant and was on hand at all times to deal with queries concerning the event.

I am particularly grateful to Jean for preparing refreshments for both days and for serving tea, coffee and bacon rolls on Saturday. Thanks also to Helen Griffiths for taking over from Jean on Saturday afternoon and to Jo and Derrick Franklin who looked after food and drink throughout Sunday. Jo made a delicious chocolate cake and sausage rolls that were enjoyed by all who had a chance to sample them on Sunday.

Competition

With just nine applicants; competitors for LittleLEC 2011 were fewer than in previous years. Each driver has two runs of 20 minutes nominal duration. The first provides an opportunity to learn the track and to 'fine tune' the load and driving technique for the second run.

Saturday was pleasantly dry, warm and sunny. First to run was Les Pritchard (pictured below) representing Harlington with his 3½" gauge 'Juliet' now 47 years old. He seemed to have very little trouble coping with the grades and curves of our track and completed four laps with a single passenger. For his second run later in the afternoon, Les increased his load and was the only competitor to manage five laps, which he completed in fine style.



Next on the track was Scott Gibbs (picture right) representing Guildford MES with his 3½" gauge 'Tich' built by Peter Langridge, his granddad. Given to him when he was just 10 years old, Scott is now 19 and has been driving his engine for just a few years. He showed great skill in maintaining fire, water and steam

in such a diminutive locomotive. With wheels and rods a blur, he manage four stylish laps on both runs, his second being the last of the afternoon.



Peter Langridge, (picture next page top) representing Guildford MES, ran next with his 'Rob Roy', smart in Caledonian blue livery. This locomotive is his first build and was completed in 1986. Unfortunately, Peter misjudged the track, ran out of puff on his first run and had to retire. However, later in the afternoon he had better success with his second run during which he completed four laps in less than 20 minutes.

Third to compete was Sue Parham (picture below) representing Maidstone with her 3½" gauge locomotive 'Jack' built to LBSC's 'Juliet' design. Received as a box of bits, 'Jack' is now 60 years old and is still running with its original boiler. Sue took husband Martin as passenger for both runs – the second being in the early afternoon – and produced exactly similar efficiency figures for the four laps completed. On its first run 'Jack' ran shy of steam which therefore took longer to complete than the second that was completed in less than 18 minutes.



Our own Mike Foreman (picture next page lower) ran his 'Rob Roy' next. Begun at school, construction of this locomotive was finished 36 years ago since when it has travelled far and wide and completed in excess of 1500 actual miles running. Mike took two passengers and completed four laps in the accomplished style to which we have become accustomed. Deferring to our visitors on Saturday, Mike's second run was the first on Sunday, a cold, wet day during which poor adhesion on a wet railhead significantly affected the results.



Another North London contender (picture below, top), at 18 years of age Martin Kennedy was our youngest competitor and next to run with 'Rob Roy' loaned to him for the competition by fellow member Derek Perham. In recent weeks Martin had been familiarising himself with this engine and felt reasonably confident. However, despite his best efforts, his first run was unsuccessful. Compounding his misfortune, the cast iron grate fell into pieces and Martin was unable to continue.



Having travelled from Retford, Mike Law represented Sheffield and Chesterfield with 'Fred' (picture below bottom), his locomotive built to LBSC's 'Juliet 2' design and competed in 1990. A regular runner on his home society's track Mike's engine has a London and North Western air about it. It is equipped with an efficient boiler feed pump to the smallest design in Peter Southworth's range. Mike took Ivan, his father, as passenger but immediately ran into trouble. Despite his best efforts and a second attempt, Mike was unable to get 'Fred' to behave and concluded that the superheater was suspect. Readers will be impressed to learn that following a two hour drive home, Mike removed the superheater, found and repaired holes in both spearheads, and reassembled the locomotive before retiring to bed after a long weekend.



Cold and wet, Sunday's weather was decidedly unfriendly. Following Mike Foreman's run, Dave Tompkins (picture below left), representing Guildford ran his 5" gauge 'Lightfoot', a freelance engine with echoes of Don Young's 'Railmotor' and LBSC's 'Betty' designs. To minimise its weight it features aluminium alloy platework and no hand or axle pumps are fitted. The locomotive is equipped with two injectors which for reasons best known to themselves chose to give Dave a hard time on Sunday. Dave retired from his first run but, by stopping at the station between laps to douse the injectors and fill the boiler, he managed three laps for his second run.



Travelling from Keynsham to participate, Mike Richardson (picture below right) represented West Huntspill and Bristol with his 5" gauge 'Merlin' to David Malcolm's 'Scamp' design and completed in 1989 with minor modifications. Mike took a passenger for both his three lap runs but the track conditions were not conducive for a good performance.

Finally, Scott Gibbs (picture next page) ran his granddad's 'Rob Roy' with Peter as passenger and an additional load in the form of high density concrete blocks taking a single block on his first run and three blocks on his second. Scott declared that 'Rob Roy' was very different and rather easier to drive than his own 'Tich' and judging from his performance on a wet track, had he run on Saturday on dry rails, he might have given Les Pritchard something to think about!





Results

Winner: Les Pritchard with 0.653% efficiency. Les received the Small Locomotive Challenge Trophy, a cheque for £50 and twelve months subscription to Model Engineer magazine.

Runner-up: Sue Parham with 0.545% efficiency. Sue received a cheque for £25.

Third: Mike Foreman with 0.543% efficiency. Mike received Warco Ltd vouchers to the value of £20.

4th: Scott Gibbs with 0.431% efficiency with Rob Roy. 5th: Peter Langridge with 0.394% efficiency. 6th: Mike Richardson with 0.256% efficiency. 7th: Scott Gibbs with 0.246% efficiency with Tich. 8th: Dave Tompkins with 0.156% efficiency. Retirements: Martin Kennedy and Mike Law

Before anyone criticises these figures, even if they probably don't justify the third decimal place, I wish to place on record that great care was taken with the measurements. I'm sure that being the gentleman he is; Mike would have deferred to Sue in the event that a tie had been declared for second place.

Special award: Scott Gibbs was presented with a miniature crystal whisky glass engraved with the NLSME logo and the words 'LittleLEC 2011 For Style'.

June General Meeting

A talk concerning whitemetal casting by David Metcalf

Reported by OMAH MkII, photos by Mike Chrisp

It was a wonderfully warm Friday evening when most folk would be lighting their barbecues and downing the first of several cans of lager. The lecture theatre was packed, and why will soon become apparent to the reader if he has read thus far, that is. Your scribe for the night arrived to be told that OMAH Mk 1 was indisposed and so without writing apparel he was given the task of reporting the meeting. The Club wishes OMAH Mk 1 a speedy recovery.

The meeting was opened by the very capable Mike Chrisp who reminded us of the emergency regulations and designated Mike Hodgson as Fire Marshall for the evening. Mike C then reported the very varied activities of the Club during the past few weeks and the programme for the future. These activities are something to be proud of because there must be very few model engineering clubs in the world with such diverse prestigious projects which are all vigorously supported. Our Chairman David then described the newly purchased petrol-hydraulic locomotive for the ground level railway; Mike Forman relayed information about the forthcoming *LittleLEC* and Mike Hodgson described his new ham radio station with *TLR* as a suffix.

Now it was the turn of David Metcalf to hold the gathered crowd in rapt attention. It soon became apparent why the hall was packed to the gills, to use a marine term, because David is a very humorous practical and entertaining speaker whose main occupations are in model ship design and the production of the relevant kits.

David became an addict at an early age (about nine) by virtue of Welwyn Department Store (now John Lewis). On one of the regular dreary Saturday shopping mornings he spied a MAP book of plans at the price of two shillings and three pence which he bought and was hooked at once; hook line and sinker. His interest in draughtsmanship developed from that time, this was reinforced by getting Nationwide top marks for his technical design papers in his 'O' Levels. After college it was Warecrete's good fortune to employ David as a draughtsman where he gradually ascended the heights of management to ultimately leave and work with a firm producing pre-stressed concrete structures somewhere 'up North'.

The well known and now sadly departed Vic Smeed seemed to be an inspirational mentor especially with the construction of a *Vosper MTB*. It then became the turn of John Cundell of MAP and the encouragement to draw up the plans for *Boston Blenheim*, a Grimsby trawler. Drawing plans is not just a case of licking the end of a pencil and, after a few scribbles, there it is. The first

task is to get permission from the original builders and owners. In many cases they are pleased to cooperate and will furnish original plans to aid the project. These plans then have to be analysed and scaled to make the building of the vessel understandable and practical but authentic.

Here another mentor appears on the scene in the form of Frank Hinchcliffe where several models were devised, the most successful being the *Clyde Puffer* and a tug *Jofre*.

It was at this point that the pre-stressed concrete firm sank, to use another nautical term. At this juncture David made up his mind and became self employed in the model boat kit trade. He did this by becoming a partner with a Mr White but like many partnerships it did not work out and David decided to go it alone which was probably the best thing he ever did, taking with him the GRP moulded hulls part of the business. At about this time he purchased a *Mutoh Scriber ET505*. (a device used by architects to letter their blueprints, input text, choose font and stretch to size). This mysterious device seems to have transformed his business. The production of kits which included plans, instructions, hull and all the accoutrements needed to successfully build a superb model boat proceeded apace.



During the break when Dave Lawrence produced tea, coffee and biscuits and the raffle was drawn, OMAH Mk 2 takes the opportunity to check some facts and details with our speaker. Note the interesting collection of moulds and finished assemblies on the table.

At the natural break a magnificent cup of *Darjeeling* tea was brewed by the expert David Lawrence and a cornucopia of raffle prizes delivered by the gambling maestro Peter Davies.

So, after this fascinating preamble David came to the subject of the talk; that of "*White Metal Casting*". Here David had the opportunity to describe the art, craft and practice of the technique in detail. The modus operandi, to put it much less eruditely than David did, was to make a brass pattern of the object to be copied and then embed it in a rubber disc (bap) that was then vulcanised. The pattern was removed and hot white metal poured in while the disc was revolved at high speed and *hey presto* a copy was made! That was just a very simple explanation and it sounds easy but there was a mine-field of problems which David with his vast experience had to overcome.

David explains his techniques for assembling individual components into a complete item. Close inspection revealed the excellent quality of David's patternmaking as well as his casting skills and his ability to produce extremely neat joints either by the use of low melting point solder or resin adhesives.



All the parts were numbered so that castings could be retrieved instantly from the thousand plus boxes kept for that purpose, together with the thousands of screws, yards of brass tube and chains (yes chains) of chains of various sizes. All sourced with great care. Even the boxes to contain the kits were manufactured by David, not as a colleague of his did by buying hundreds of four foot length boxes so that every model had to be 47 ½ inches long whether it was a coracle or the *Queen Mary*.



David shows one half of a vulcanised rubber 'bap' in which the cavities for the molten metal can be clearly seen. A second 'bap' with corresponding cavities is located and clamped onto this. The baps are dusted with French chalk to aid release of the finished castings and the mould filled with molten metal while whirling in a centrifuge.

In conclusion David gave the hint that in white metal casting, method, care and cleanliness were the most important factors. But to the gathered crowd of devotees it was the modest salutation:

'I'll never be rich but there will always be a fiver in my pocket and I do get to meet lots and lots of really nice people'

which was reflected by the Club's rapturous applause.

Thank you David.

GLR News

Dear avid reader,

Sorry for my absence over the past few months. I'm happy to say I have been otherwise engaged earning beer vouchers (boring). This trend is set to continue so I will be taking a back seat for the time being where club matters are concerned. Anyone needing information or wishing to report a problem can call upon Peter Brewster (NEW LAND G.L PROJECT LEADER) who has kindly (had his arm twisted) offered to help me through this busy period. I still hope to attend T.S.C. meetings so as not to miss too much.

In last month's newsletter I asked our ED Nicolas Griffin if he could outline a few points concerning wheel and track gauging and as a follow on to discussions at T.S.C. it was voted on and unanimously carried that we would adopt the published 7 ¼" gauge society standard. Further to this I am arranging to obtain a Tolerance Bar that will indicate whether or not visitors and member's wheel sets are acceptable. Peter Brewster has kindly offered to assist in correcting any member's wheel sets that do not pass, by prior arrangement of course.

Coming attractions,

It is hoped to have an all night JUNIOR RUN. Any club member is welcome to come and join in the fun on the August bank holiday weekend. Gerry Moore has again promised to run the disco with his state of the art Dansett Electric Gramophone among others playing tunes by a guy called Elvis. Personally I don't remember him, Elvis who? Final arrangements will be published next month.

Finally dear old George Case we are all missing you at the track and wish you well. Laurence Steers has got a new engine for you to drive so get well soon. Regards All OF US.

As ever in the muck P.A.K. Funk G.L.R. Section Leader

LOCO SECTION

Due to there being no Loco section leader there will no longer be the Mike's Musings section. The steward's roster will also not be being updated, and thus members should refer to the May issue for the latest roster.

Forthcoming Loco Section Meetings.

Friday July 15th:- BBQ at the Track

Friday August 19th:- BBQ at the Track

Friday September 16th:- BBQ at the Track

📖 Dates for your Diary 📖

Friday 1 July	8.00pm General Meeting; Working Models with Mike Hodgson and Edward (the Compressor) HQ, Legion Way, Nth Finchley
Saturday 2 July	HO section at the track at 2pm. Meeting for lunch at 12.00pm at The Plough, Tyttenhanger Green.
Saturday 2 July	Fetes & Fair section at Katy's School, Hemel Hempstead, Contact J McDonald
Sunday 3 July	Fetes & Fair section at Longfield, Kent, Contact J McDonald
Friday 8 July	6.30pm Marine Section; Colney Heath
Sat/Sun 9/10 July	Fetes & Fair section at Redbourn Steam Rally, Contact J McDonald
Saturday 9 July	Birthday Party (Steve Pickard)
Sunday 10 July	Birthday Party (Holly)
Monday 11 July	8.00pm Council Meeting; HQ, Legion Way, North Finchley
Tuesday 12 July	8.00pm Tyttenhanger Meeting St. Marks Church Centre, Colney Heath
Friday 15 July	8.00pm Loco Section BBQ at Colney Heath
Saturday 16 July	Fetes & Fair section at St Mary's Church, Ware, Contact J McDonald
Saturday 16 July	Birthday Party (Anders Holst)
Sunday 17 July	9.00am Toy Boat Regatta on the pond, Colney Heath
Tuesday 19 July	St Luke's School visit to Colney Heath
Sat/Sun 23/24 July	Fetes & Fair section at Potten End Rally, Contact J McDonald
Saturday 23 July	Birthday Party
Monday 25 July	Deadline for copy to Editor for August News Sheet
Friday 5 August	8.00pm General Meeting; Forum & Discussion, HQ, Legion Way, Nth Finchley
Wed 10 August	G1MRA open day; Colney Heath
Saturday 13 August	Brian Apthorpe's Invitation Day; Colney Heath
Friday 19 August	8.00pm Loco Section BBQ at Colney Heath
Fri-Sun 19-21 Aug	Fetes & Fair section at Flamstead, Contact J McDonald
Monday 22 August	Deadline for copy to Editor for September News Sheet
Friday 2 September	8.00pm General Meeting; Tony Dunbar Reminisces; HQ, Legion Way, Nth Finchley
Every Wednesday	Garden Railway Section at Colney Heath (11am - 4pm); OO and HO Model Railway Groups and Video Group at HQ (evening)
Every Thursday	Slot Cars Section at HQ (evening)
Every Saturday	Morning working party on GLR including junior section.
Every Sunday	Morning working parties at Colney Heath (start 9.00am).

NB: Please remember to notify all meetings, events & exhibitions, in advance, to Owen and Rachael Chapman, who act as Keepers of the Society Calendar and Tyttenhanger Site Events Co-ordinators.

