

Issue No. 843

April 2022

The News Sheet

North London Society
of Model Engineers



April 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; -

The two John's are replacing or if condition allows just painting the gradient markers around the raised track and on the ground level railway. This completely new structure one of many to be installed over the coming months has been recently installed by the RT station.



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.

MEMBERS DAY AT TYTTENHANGER

MONDAY 2nd MAY, 1pm to 5pm.

To celebrate 60 years presence at Tyttenhanger and start of 2022 season of activities. Also, it is to be hoped, a day to mark the end of our Covid restrictions and return to club normality.

Schedule

- 1.00 pm Tea, coffees served from coach. Other drinks (self-service) from Gazebo
- 2.30 pm Ceremonial run by loco, Susie M, through the tape at Dingly Dell Station and onto RT extension
- 2.30 pm Concurrent ceremonial run by locomotive, Maid Marion, through tape at Dingy Dell onto the GL extension
- 3.00 pm Afternoon tea (sandwiches and cakes) from the coach
- 5.00 pm Close

Members can arrive sooner and leave later, run locos on GL, RT, Cuckoo Line, Gauge 1 and Narrow-Gauge Railways plus sail on the pond as they wish. Those activities are not part of the organized proceedings.

NLSME Council consider that for this special occasion food and drinks will be provided from club funds. It is hoped many members, including your immediate families, attend.

For catering we need to know numbers attending. Chairman will be sending an email to all members in this regard, for those of you not on email please contact Chairman direct.

A picture taken by Jeremy Mortimore from the early days at the site.

Ted Moon is driving No7 around the raised track. The loco was completed in 1976. It will hopefully be on the rails once again on the 2nd May.





Chairman's Comments

Les

At last, the annual exhibition circuit is getting back to some normality. The weekend of 20/21st March was the Model Railway Show at Alexandra Palace. I attended for the first time and was very impressed by the extent and range of exhibits and trade stands. In fact, I would go so far as to say there is probably more of interest for the casual visitor than at a Model Engineer Exhibition. I recommend it and will be back next year.

The previous week I attended the Federation of Model Engineering Societies (previously known as SFMES) AGM. This year it was held at the National Museum of Historic Buildings, Bromsgrove which also is the site of the Bromsgrove MES. This provided a good opportunity to see how another club arrange their steaming bays and carriage stores.

Our own AGM is fast approaching, May 6th, as per notice on page 10. On completion of the AGM, we will hold a General Meeting at which I will present the proposal for Kitchen and WC improvements at HQ and update of the steaming bay project at Tyttenhanger.

Following the fire at our neighbour's premises at HQ they have not as yet taken up our offer to use our meeting room. However, they are progressing with rebuilding at pace and establishing some temporary facilities. They now employ night time security and on your next visit you will see a kiosk, located with our agreement, just inside the gate.

Annual inspections of rolling stock at Tyttenhanger are well under way. This is a requirement of HS2020 and at the FMES AGM representatives from Water Midgley, our insurer, stressed the importance of written records to support or rebut any valid or spurious claim. Thanks are due to all members undertaking the necessary inspections.

The access lane continues to deteriorate It is most unlikely the agency responsible for its upkeep will do anything since, as a Bridle Way, it is only required to be suitable for horses. The deterioration in its condition is caused by the members of public, principally dog walkers, who park in the lane and carry out three point turns to leave, churning up the surface in the process. Nonetheless we are looking at ways we can make some improvements.

Please note we have made a start on clearing the workshop/ steaming shed prior to its removal. If you have any personal items in there that you want to keep, come along and take them away.

Council will discuss at next meeting if there is sufficient support from members to open for public running this year. In the meantime, our Fetes and Fairs section are up and running. In recent years this sections activity has raised far more money for the club than any other section. So, if you want to assist on a very pleasant and worthwhile activity contact Jim, details on back page of this news sheet.

See you at track and HQ.

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Jack Sanson

By Ian



Jack Sanson departed this world just two months before his 102nd birthday. Born in 1920 he must have experienced as a child a country very different to the world we now know. As Jack grew up the world was changing forever. Women over 21 got the vote when Jack was eight in 1928. Germany was being driven down by post war economic reparations that would end in the rise of Naziism in Germany and the Slump in the United Kingdom. Land based industry and shipping were feeling the strangulation that comes with a lack of fluid currency.

Jack was 19 years old when WWII broke out and he must have observed it all, with Hitler driving Germany forward to its ultimate destruction and Adolph's suicide. Not a war to end all wars because of what has happened since and now with Russia invading Ukraine.

Jack joined the North London Society on the 13th September 1977 and after his 'apprenticeship' with the club he joined the ranks of members giving something back to the Club. He was elected a member of the Club Council at significant times in recent years.

Jack had many interests. The letters after Jack's name on the membership list are; **HON. L. GE. V.** and **M.**

L, indicates that Jack was interested in the Locomotive section of the Club; he was building a Locomotive in his workshop and owned one of Bert Mead's locomotives who was a good friend to Jack (God bless his soul).

Jack was senior Steward in the balmy days at Tyttenhanger when the Club only needed four stewards on a Sunday when the public were invited. There were with two looking after the passenger trains on the raised track and two in the coach supplying teas and biscuits to thirsty members of the public and Club

Members. A container was placed near the platform for cash donations; for in those days there was no charge for rides. He was last on duty as Senior Steward with Arthur Rixon. Mrs Reddish accompanied by Ken Wilsher were looking after the teas and homemade cakes.

GE; shows an awareness in General Engineering which he certainly was. At General Meetings Jack was resident on the front row with the other elder brethren of the Club which us juniors were hesitant about approaching. An interest and expertise in General Engineering seemed to be a required qualification to sit on the front row in those days.

V; indicates that he was a member of the video division. In those days the group was ambitious and energetic entering the *Triangle Competition*. Where they were often ranked highly in the competition. The scribe remembers seeing scenes taken in the now sadly departed *British Legion Building* where the group occupied the bar for outtakes!

M; tells us that Jack was a member of the Marine Section. That group entertained visiting Clubs on our (then new) boating pond as well as sailing their own craft. The enthusiastic group set up powerful electric fans on one occasion to simulate a steady sailing breeze.

HON; indicates that rare accolade bestowed on very few. Jack was an **Honorary Member** of the North London Society of Model Engineers. This is an honour given to a member for outstanding service to the Club. Jack certainly was outstanding in his active membership of several sections within the Club. He also rewarded the Club for the enjoyment, satisfaction and comradeship he gained from his membership of the Society by becoming a major benefactor to the Society. This act was greatly appreciated in these straightened and frugal times and helped the Club survive financially and retain its membership numbers.

On behalf of all members past and present we thank you Jack for your membership to the Club for your active involvement with so many divisions over the years. His monthly donation of funds has assisted us in a number of projects, both at HQ and at Tyttenhanger. The most recent project to benefit has been the decision to provide a proper washroom facility at the steaming bay area.

But most importantly he will be remembered by those who knew him as being such a pleasant chap and a generous supporter the North London Society of Model Engineers.

Thank You Jack!

Spring has sprung at Colney Heath

By Nigel



A few years ago, we had a very mild winter where daffodils at the track were actually in bloom before Christmas.

This year there was no sign of that occurring with a combination of a dry spell early in the New Year followed by

wet weather and then of course Storms Dudley and Eunice in quick succession. Fortunately, neither of the storms brought down any trees but quite a few large limbs were broken off and at the time of writing we have just about cleared up these up.



I have taken a few pictures of the flowers in bloom and a couple of trees which



have now established themselves. The one that looks like a Christmas tree is, according to the identification app on my phone, a Caucasian Fir sometimes called a Nordmann Fir. This was donated by David Harris a couple of years ago and has the potential to grow to 55-60 metres tall with a trunk diameter of 2 metres! When we planted this, we did take this into consideration but it will be many years before we will see the tree anywhere near that size.

The other tree is a variety of Willow, of which there are around 400 varieties. This one, as can be seen, has quite twisty branches and was in a flower arrangement given to my wife. It developed roots very quickly whilst in the flower arrangement so we put it in a pot and it grew so we planted it at the track a few years ago with the result that you see now.



Finally, here is a picture of the workman's hut which should be on the wooden base in the foreground.

But courtesy of Storm Eunice was relocated some distance from its original position.

With many willing hands it has now been lifted and placed back on its base.



=====

Will the owner of this truck please contact the Chairman.

It has been in the old workshop and unused for a long time and if unwanted will be offered for sale.



Treasurer's Report

By Mike



Spring is almost upon us and the NLSME calendar is filling up fast. Events and anniversaries all crowding into the summer months to come. Make the most of the opportunities to use the wonderful facilities that this Society has to offer.

At the April Council Meeting to come, I'm expecting to introduce at least two new members to the Society, which is good news. The bad news is that this coming year's insurance bill, including increased Public Liability cover and allowing for the removal of certain items, which we have decided to 'self-insure' in the future still comes in at over £3,300. We are all only too aware of rising costs, fire Inspections and even the TYT telephone bill is going up.

As mentioned in last month's Treasurer's report, Council proposed an increase in subscription rates, the first since 2017. The proposal was accepted with little demure at the March General Meeting. For your information, during the period January 2017 to January 2022 the Retail Price Index based on 100 at Jan.87 rose from 265.5 at Jan. 2017 to 317.7 at Jan.2022, this would equate if followed to an increase in our subscription rate from £75.00 to £90.08! I propose revisiting the subscription rate again 2023/24 year in the light of our income sources during this coming year, rather than leave it unchanged for too long.

The Yellow subscription renewal form is enclosed with this issue. Please complete it, whilst you remember, write out your cheque promptly, or complete your Standing Order arrangements with your bank for future payment, the periods of your choice for the correct amount(s) to the Society. Don't forget to enclose a Stamped Addressed Envelope when replying for return of your Membership Card and also let me know if you require a member's Public Liability Certificate, as this is often a standard requirement to visit many other Societies locations.

However, you intend to pay, please send the completed form back to me either by post or electronically.

Thank you.

Mike

Agenda for the Annual General Meeting of the
North London Society of Model Engineers
at HQ Finchley 6th May 2022 at 8p.m.

1. To open the meeting.
2. Receive any apologies for absence and remember any member who has passed away since the last AGM.
3. To receive and approve the Minutes of the 2021 Annual General Meeting and consider any matters arising therefrom.
4. To receive the Chairman's report for the past year.
5. To receive the Treasurer's report and approve the Annual Accounts to 31st March 2022.
6. To propose a vote of thanks to the Auditors and appoint two auditors for the next 12 months.
7. To propose a vote of thanks to the officers of the past year and to elect a Chairman, Vice Chairman, Secretary and Treasurer for the next twelve months.
8. To propose a vote of thanks to the Council Members and News Sheet editor for the past year and to elect five Council Members and a News Sheet Editor for the next 12 months.
9. To transact any other business properly brought to the Annual General Meeting, notice of which shall have been received and sent to members 10 days before the meeting.
10. To close the Annual General Meeting.

NLSME Secretary

Minutes of the North London Society of Model Engineers AGM

Held on 4th May 2021 via Zoom at 8.00pm

The zoom AGM was attended by more than 25 members therefore a quorum was established for the meeting to proceed. Thanks to Keith Hughes for organizing the AGM via zoom during the difficult times of covid 19 restrictions.

The Chairman welcomed all members to the meeting remarking there was wide representation from the sections. Keith explained how the AGM would be managed within Zoom and how the voting would be handled.

Members were asked to pause for a minute silence to remember those members who had passed away during the past year, Roger Brown, Charles Ledden, Anthony Mason, Ron Peirce, John Secci and Peter Sheen.

1. Apologies

No apologies were received.

2. Minutes of the 2019 AGM

The minutes of the 2019 AGM meeting having been published in the April 2021 News Sheet were proposed to be approved by a show of electronic hands (Minutes approved).

3. Matters rising

There were no matters arising.

4. Chairman's Report for 2020-2021

The year to May 2021 has been unprecedented within the UK and our hobby. The Covid 19 pandemic curtailed many of our activities and those that were able to proceed were much reduced compared to normal. Throughout the pandemic NLSME Council has endeavoured to implement UK government restrictions as they developed and rescinded in a manner that maximised our ability to use club facilities whilst ensuring compliance with legal requirements and guidelines. These unfortunately have meant no activities at all at HQ and limited ones at Tyttenhanger. Throughout this year members have responded admirably to those restrictions.

Fortunately, we are now able to resume activities at Tyttenhanger in a limited manner but not as yet at HQ.

Events; -

No events were permitted in the year. This represents a considerable reduction in our annual income, mainly due to loss of income from Tyttenhanger public days and fetes and fairs.

Section activities at HQ; -

HQ sections meetings were cancelled for the entire year as were General and workshop meetings. However, a successful general meeting via Zoom was held in April this year.

We look forward to recommencing these, subject to rule of six, upon the UK governments planned relaxation of the rules planned for May 17th and for General Meetings to resume later in the year.

Section activities at Tyttenhanger.

Between March and June 2020 and from Jan - March 2021 Tyttenhanger site was closed in accordance with the national lockdown rules. Fortunately, between June and Dec 2020 we were able to open the site, to members only, subject to the rule of six and subsequently the zoning categorization. Consequently, no organized running took place, but members were able to use the facilities and continue with maintenance tasks and the steaming bay project. Whilst HQ was closed the O Gauge section relocated to Tyttenhanger and held weekly meetings there from June to December.

The Narrow-Gauge railway and Gauge 1 sections both operated their tracks, the larger G1 section maintaining a booking register to ensure the limit of six was not breached. Marine section used the pond and the RT section whilst leaderless had many adhoc operating days, albeit without passengers. The GL section, also without passengers, ran throughout the summer, mostly on ballasting trains. They also completed the four-wire strand fencing alongside the car park. The grounds maintenance team continued with the eternal task of keeping the site in good condition. It was noted and appreciated that members from other sections assisted in site clear up allowing re opening to members on March 29th this year.

In May 2020 we had an incident where vandals climbed over the fence into our site and started a small fire adjacent to the carriage shed nearest the gate. Fortunately, no serious damage was done to club property although localised roof repairs are required to the shed.

During the two lockdown periods a daily inspection roster was implemented to check security of the site. We are grateful to the members who participated in this.

Infrastructure.

The electrical installation at HQ was inspected professionally by a third party and necessary remedial works completed and certificate issued. A leak to the OO room roof has been discovered and we plan to have this repaired, again by third parties, soonest. A group of members that most frequently use the HQ sections have been developing conceptual ideas for improvement to the WC and kitchen facilities, something which is long overdue. Hopefully this can be developed into a project and maybe even implemented this year.

At Tyttenhanger, during the Autumn, progress was achieved on the steaming bay project. This involved completion of the new loco store and starting on the washroom. Erection of the timber framed washroom was halted in January this year; however, we did manage to install the grey water sump plus associated pipework and cabling which will enable the bothy and washroom wastes to be pumped into the main sewer. This will be a big improvement on our present arrangements.

Next step will be to fit out the workshop, which unlike the machine shop, will be available to all members in an unrestricted basis. Following completion of the washroom and the workshop the existing prefabricated running shed will be removed, freeing up the space for new steaming bays.

Organisation

The year saw the publication of the long awaited HSE document HS2020-Managing Health and safety at passenger-carrying miniature railways. Not all of its requirements are new or apply to our operations at Tyttenhanger but some do, principally those requiring record keeping. As we were part way through updating the Tyttenhanger Site Rules we are able to incorporate the relevant HS 2020 requirements into our updated rule book, a copy of which you all have received. It was decided to separate the Sites rules from various guidance notes etc. that were in the previous issue or for matters such as boiler inspections that are now covered in separate documents. There will consequently be maintained at Tyttenhanger in a set of Technical Files also containing information on our site and inspection records etc.

In addition, we have revised the Tyttenhanger and HQ committee Terms of Reference to reflect better the way we actually run these. The Tyttenhanger Committee ceased meetings during lockdown and consequently their responsibilities reverted to the council.

We have yet to complete the Tyttenhanger Risk Assessment but with the forthcoming ability to meet indoors we should be able to now complete that exercise.

Conclusion

COVID 19 has severely restricted our activities. As the UK progressively opens up, I trust all members eager to resume club activities will be able to do so.

Finally, whilst I have avoided here, and in my newsheet comments, mentioning members by name - in case I miss someone, I fully appreciate the contribution and work you undertake on the societies behalf and end this annual report with a thank you to all for ensuring our mutual enjoyment of NLSME membership.

5. Treasurers Report

A copy of the Annual Accounts was enclosed with the May News Sheet which all members should have received last week.

Last year we were unable to have a formal AGM because of the Covid 19 pandemic, but this year we are speaking to you via a Zoom audio/ visual link which I hope works for you all. Not everybody likes this electronic method of carrying on the Society business, but in present circumstances it is the only option.

Hopefully we will be able to get back to a more normal life before too long, although personally I still expect problems in the coming year. We must not let our attention drop from the safety issues at hand.

Nobody has phoned or sent me any emails raising any questions about the Annual Accounts since they were published. I must thank Geoff Burton for carrying out a thorough audit of the accounting records for which I thank him.

At the 31st March 2021 our membership was made up of 84 Full Members; 80 Senior members; 25 Country members; 5 Junior members and 5 Honorary members, total 199. The present membership allowing for notified non-renewals and the ten new members accepted at the May Council Meeting is now 205 members, including 5 new Junior members.

Referring to the two Total Columns on the right-hand side of the pages, the figures show a considerable difference between 2019/2020 and 2020/2021 years. Subscriptions dropped slightly, because of a few non-renewals and also by a further increase in the number of members now falling into the Senior discount category. This was slightly balanced by an increase in donations and the continued generosity of one of our oldest members for much of the year.

Because of Covid-19 the Government chose to give relief grants to all business and organisations who pay Business Rates on their premises. As a result, we received a £10K grant in respect of HQ.

Our bankers, TSB, despite the appalling service at times or perhaps because of, have continued to pay in the current climate a reasonable interest rate on our deposits. For how long remains to be seen.

Without the Gov't grant, our income showed a drop of 48% over the previous year.

However, our outgoings have only shown a small reduction. Regular expenses still have to be paid for instance, Insurance, Fire Extinguisher inspections, the News Sheet, which of course has been the lifeline of the Society keeping us all in touch during the various lock-downs and the restrictions on our movements and meeting together. We owe a vote of thanks to our Editor. Agreed projects in progress have continued wherever possible and will continue to be financed from our reserves.

On page two, the Balance Sheet ironically shows an increase in total funds from the previous year, solely because of the £10k Gov't grant, but overall, we are in a healthy financial situation able to cope with the coming year.

I will ask our chairman to request a proposer and seconder to approve the Annual Accounts for the year 2020/21.

Proposed Peter, Seconded Rai motion carried by all members.

6. Vote of thanks for the Auditors

A vote of thanks was proposed to the Auditor Proposer Geoff and seconded by Michael. There is only one auditor at present so a request for a further volunteer auditor will be placed in the News Sheet.

7. Vote of thanks to the Officers of the past year

NLSME COUNCIL NOMINATIONS FOR 2022-2023

Chairman

Les

Proposed - Tim

Seconded - Jonathan

Vice Chairman

Ian

Proposed - Brian

Seconded - Ron

Treasurer

Mike

Proposed - George

Seconded - Grahame

Secretary

Malcolm

Proposed - Peter

Seconded - Nigel

Council Members

Dudley

Proposed - Geoff

Seconded - Rai

Nigel

Proposed - Alan

Seconded - John

Peter

Proposed - John

Seconded - George

Geoff

Proposed - Dudley

Seconded - Howard

Keith

Proposed - Derek

Seconded - John

Lucky 7 – The refurbishment *Continued from March 22 p13*

By Keith

Part 2

This is the story of how a rather unique locomotive languishing in the store at Tyttenhanger is now being overhauled, repaired and refurbished by John with a little help and advice from his friends.



With the valve gear and cylinders refurbished attention now turned towards the cab and bunker. The tank had been sealed previously with a mix of filler and other sealants.



So, it was removed from the frames, taken apart and the various bits cleaned up. Then the whole assembly was reassembled and soldered up to give a fully watertight tank. Repainting will follow.

The next task chosen was the rebuild of the cab. This structure



was not fixed in place and was therefore easily removed. In fact, the last time the loco ran the cab was left in the store.

The cab is made mostly of wood with a steel roof and infill panels on the sides. Various joints were loose and some pieces had minor damage which needed to be repaired but most components were salvageable. The decision was taken to take it apart clean and replace as necessary.

The bunker is an integral part of the support structure for the cab so to allow the cab to be rebuilt the bunker was temporarily reinstated.



With the cab now complete it was removed and the wood treated with a wood stain. The steel panels in the doors and the roof will be painted when the repairs to the rest of the engine have been completed. The whole assemble together with the unpainted bunker was carefully put to one side ready for final assembly.

Whilst on a wood theme the front buffer beam which is also made of wood was removed from the frames. The cowcatcher and other bits detached, cleaned and painted.

Work on the frames and boiler will be described next month.



3.5" Maisie Build.

By Martin

Progress update on my 3.5" GNR Atlantic loco build.

For the smokebox saddle I used 1/8" thick mild steel, the end plates I had laser cut to match the diameter of the smokebox barrel, I joined all four plates together using mild steel angle and 1/8" iron rivets counter sunk on the outside and filed flat. The saddle is bolted to smokebox using 5BA bolts, on reflection these are a little large and I should have gone for 7BA to match the bolts that fix the saddle to the loco frames.



I made the petticoat pipe from brass tube and silver soldered it to a suitably shaped piece of copper plate to allow it to be fixed to the smokebox with 7BA counter sunk brass screws.

The casting for the chimney, after the machining as described in my last report, only required some hand filling to make it a good fit to the smokebox barrel.



Next up was the fitting of the smokebox door ring to the smokebox barrel. Now to ensure that the smokebox door hinges are parallel with the frames I used a digital angle gauge which I set to zero on the saddle frame and then offered it up to the smokebox door hinge brackets and keeping the zero setting from the frame as the door ring was tapped home, note that I added a thin film of silicon sealant to the door ring prior to fitting to aid an airtight seal.

Finally, I applied a few thin coats of wood burning stove paint. I've used this on the backhead of the loco I run with excellent results.

A new supply of bags of coal has been delivered to the Colney Heath site.

Anthracite Beans in 25kg bags

The size most used on our locos. £12.00 a bag.

Anthracite Grains in 20kg bags,

Suitable for 3 1/2" gauge or those with very small fire-hole doors. £10.00 a bag.

Welsh Dry Steam Coal in 25kg bags (Now sold out)

In larger lumps, which would require breaking up to use.

Contact the Treasurer

Forthcoming General Meetings

In the past our members have been as good if not better than the imported variety of speaker. So, if 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 April 1st Work in Progress.

"What did you do during the Covid Lock Down Daddy"? Many of us must have done some tinkering around with models of steam, electric, petrol, or wind powered but not nuclear. And I dare say some will have even finished a model that has been on the stocks for yonks. And some will have made further plans to complete that model for once and for all but have been held up due to lack of something. Whatever it is please come to Head Quarters and be brave and talk about it. You will be among friends who will be very willing to give advice. Take your pick before they change their minds!

Friday May 6th The Annual General Meeting.

This is everyone's chance to voice and vote for ideas for the future of the NLSME. But don't all speak at once! It is your chance to vote for new Council members of the Club so it is an extremely important meeting. The Club is a friendly Club, but is one where the future must be faced and plans made for that future. Please attend and help steer the ship; which I hope is not a 200.000-ton super-tanker!

Friday June 3rd, Queens Jubilee Holiday.

Please be reminded that our assigned parking at HQ is to the left of the site alongside and beyond the end of our building.

The March 2022 Auction at HQ.

By OMAH Mk II.

A sizable group of members assembled at Head Quarters in between four mountains of ephemera for the digestion of the Auctioneer and the Members. The loyal band of helpers had been extremely busy collecting, collating and then displaying the multitude of items for sale.

A quorum was soon obtained and Ian introduced and opened the proceedings for the Evening. Geoff was ready with his computer and giving out numbered cards for purchasers to register their bids. Mike was keeping a watchful eye on the proceedings Mick and Jonathan stood by to 'feed' items to the auctioneer Mike to sell in his usual exuberant and instructive manner.

The potential purchasing members were sitting on the edge of their seats waiting to bid for the first item. They did not have to wait long for as soon as Mike had given out a safety instruction, battle commenced. Humorous quips some originating at the birth of steam and many from the Charly era were cracked between delectable items.

Bidding and selling proceed at a tremendous rate so fast in fact that all parties were partially exhausted when a halt was caused by Treasurer Mike to propose an increase of the annual Membership Fee by the amount of five pounds which was voted upon.

The Auction then proceeded with items that were interesting and very few items that were dull and hard to sell. A couple of items for sale were a couple of steam engines of the Stuart Turner variety that looked remarkably like the two engines that Neville Shute took to Australia with him when he settled there at the conclusion of his life; it would be fascinating to learn of their provenance.

At about 21.04 Mike called for assistance and Chairman Les took up the challenge and took up the rostrum until about 22.25 when the team all agreed that enough was enough and the auction was concluded.

Members settled their dues and carried their purchases away to their nests to discover what in fact they had really acquired. The exhausted auctioneers team then wiped their brows tidied the meeting room and went forth to seek refreshment at the conclusion of a successful day.

W1 – Medina

By Geoff

Those that know me will be aware that I have a liking for the Isle of Wight railways, especially from the days of steam.

As a child, I spent many a holiday on the island with my parents,

having travelled by electric train from Waterloo to Portsmouth, then ferry (either diesel powered or steam paddle) to Ryde, finally steam train to either Shanklin or Sandown (our holiday destinations). We were there annually during the 1960's and early 1970's and was able to witness the demise of steam and introduction of the new/refurbished London Underground stock. Unfortunately, my father omitted to take any photographs of the steam locos there during our visits.



Since then, I have secured a collection of models representing the various classes of steam locos which ran on the island. The most numerous being the Adams class 02 – 0-4-4t which were transferred to the island during the 1930's & 40's. These are supplemented by the Terrier A1 – 0-6-0t and E1, also an 0-6-0t.

Carriage and wagons have not been forgotten with various examples of the ex LBSC 4-wheeler and bogie stock, ex Metropolitan bogie stock plus examples from the LSWR. Wagons are mainly ex LBSC 5 plank coal wagons with a few ventilated vans, all accompanied with appropriate brake/road vans.

Some time ago I managed to obtain a model kit of the Beyer Peacock, 2-4-0t locos which ran on most of the island network prior to grouping 1923.

This left one more loco on my wish list and in 2013 I was able to secure the missing loco, this being the Manning Wardle 0-6-0st which was numbered as W1 and carried the name of Medina. A brief history of this locomotive is of interest especially when you remember this was a one-off locomotive.

A member of the manufacturer's Q class, it was built by Manning Wardle & Co of Leeds, the loco was numbered 56 and named Northolt and was one of 2 supplied in 1902 to contractors Pauling & Co. Delivered to Uxbridge it was employed on the construction of Great Western and Great Central Joint line from Northolt to High Wycombe, a substantial contract on which Pauling & Co used 34 locomotives including some LBSC Class A 0-6-0Ts. After this line was completed and opened in 1906, it assisted on work to extend the Great Western Railway Camerton branch to Limpley Stoke, the line which would in later life become

infamous as the setting for the Titfield Thunderbolt film. Work here has completed in 1910 disappeared from records until purchased by the Freshwater Yarmouth & Newport on 4 June 1913 for £725.

Before delivery, Northolt visited the GCR workshops in Gorton, Manchester for an overhaul and repainted in the GCR passenger engine livery: emerald green with black border edged in white to the tank sides, cab side, bunker side and rear. The tank side was lettered 'F.Y. & N Rly' in gilt shaded black and the rear of the bunker 'No 1' in plain figures. Equipped with both Westinghouse and vacuum ejector, FYN No 1 was taken by barge to St Helens Quay in June 1913. The loco henceforth being employed by the FYN of its' passenger trains alternating with FYN No 2 (ex LBCS class A1 0-6-0t). The FYN was not absorbed by the Southern Railway until August 1923, at which time No1 had the vacuum brakes removed and was then employed on Medina Jetty and at the time, was one of the most powerful locos on the island. It was eventually withdrawn in 1933 and returned to the mainland where it was broken up at Eastleigh Works on 29 July.



For the technically minded amongst you, a few of the loco's statistics are as follows:

- Cylinder & stroke – 14x20in
- Driving wheel diameter – 3ft 6in
- Wheel base – 5ft 11in x 6ft 1in
- Boiler diameter – 3ft 6in
- Working pressure – 140psi
- Water capacity – 600 gallons
- Coal capacity – 1 ton
- Tractive effort – 11,900lb.

Having at last completed the kit purchased 8 years ago (yes you read it right), the appended photos show the model per 1925 livery carried. Both images have the loco coupled to my FYN Goods Brake Van – both being constructed in etched brass and nickel silver and made in 4mm OO gauge.

NLSME AED – New Batteries installed.

By Ian

To those followers who have not heard of the abbreviation AED: it means to us members **Automatic External Defibrillator**.

At some cost to the Society the AED was been installed in the Coach with the kit of First Aid equipment including a Stretcher. The Stretcher is there to extract an associate from the far reaches of the 'new land' if the need required. So far, the AED has not been required to restart a heart but it is there if required.

The battery that powers the AED lasts for four years. Our batteries have lasted for four years and two weeks each; they are not rechargeable and are surprisingly expensive. But not to replace a battery and then find that we need to use it would be unforgivable, so it has been replaced and has been reinstalled.

It behoves every member to know where the AED is stabled and preferably how to use it.

The site at Tyttenhanger is remote and the emergency services may take time to reach the site especially at weekends when vulnerable folk may be enjoying themselves.

So please pay attention at the back there!

G1 Group – Visiting an exhibition for inspiration

By Geoff

I often wonder what makes us interested in a certain subject, whether it be steam locomotives, boats or slot cars.

Now I like steam locomotives from full size or small-scale models. True I have preferences, say a particular prototype or a specific railway company but I can take inspiration from them all.

Yes, steam operated is better but there will be something to be learnt from them all. This last month I have been to two exhibitions (now that was a strange feeling to be in a crowded venue again)

First event was the Midlands Garden Railway Show at the Fosse, Full of Gauge 1 delights and 16mm narrow gauge models. The highlight for me was the vintage tinsplate Gauge 1 layout with many models older than ourselves trundling round the tracks. This brings back memories of playing with 0-gauge tinsplate albeit that was a small oval circuit with one loco. I am still impressed with the detail and

character of the models available at that time. The large Gauge 1 steam layout is well worth watching but you can get a bit blasé when you handle similar models, but the 3D printed trains of the 1840's are always captivating.

I must admit I did spend some money and came away with a kit for a steam powered GWR Dean Goods in G1 from Barrett Steam Models. I am looking forward to seeing that working. So now I am currently building up my knowledge of the prototypes and their variations. Thanks to Dave West I am able to borrow some books on the subject.

The following week end was the London Festival of Model Railways. As a Gauge 1 Modeller I helped with our Association's layout for many years during the 80's & 90's when the event was at Easter in Westminster. I have many fond memories of those days. This exhibition is primarily a 0-gauge and smaller electric model show, with many trade stands. Gauge 1 has to be searched for!

However, as I said, inspiration can be found in many of the layouts for that model you hope to build one day. There were 2 standout layouts for me, the first being Newchapel Junction. This is a 0-gauge layout modelled on GWR & Southern Railway practice where trains can be dispatched from the main station to a branch station or the mainline, plus goods services and loco yard. It is the operation of train complete with signalling and bells that make the layout stand out. The second layout was of a French steam loco yard, again in 0 gauge but something very different from the norm.

And for the Gauge 1, I hear you ask. Yes, there was a lovely model of a GNR Gresley A1 pacific no 1470. It would have looked brilliant in use with a train of teaks.



It's a good job we are all different and that our interests are varied. However, we can all find inspiration somewhere.

Geoff

Bookworm Writes – Book review

I hope I wetted your appetite enough last month for you to have rushed out to find a Dore-Westbury light (or any other) vertical milling machine, and are now ready to have your taste buds further stimulated by reading an excellent book on using the vertical milling machine.

Workshop Practice Series No.2 - Vertical Milling in the Home Workshop by Arnold Throp

In this splendid volume, taken from the larger Workshop Practice Series of books originally published by Argus books, we find Mr Arnold Throp (of Dore Engineering) expounding in generous fashion on all the topics likely to be of interest to the proud new owner of a vertical milling machine; or an old not so proud owner of such a machine wishing to have the question “ *I wonder if I am doing this the right way*” answered.

Like all good authors Mr T. starts by placing where the machine fits into the ‘Darwinian/Watt’ evolution of all workshop machinery by giving a helpful description (many with photographs) of some older, some newer, some different and of course the one that you could not afford to buy that makes you jealous that others could, in context.

Within the pages of this slim but well packed volume the reader can garner much useful information on such subjects as: how to get that surface flat without breaking a sweat, not being boring even when jiggling, checking your fly is cutting properly and even when and how to round your end, possibly after dividing it, not forgetting how to hold the fluted whirly bit in a safe manner.

Having laid the feast before you Mr T. goes on to describe what you can reasonably expect to achieve using such a machine, whilst leaving you just the right side of the suspicion that buying the machine probably wasn’t enough and that you will now have to go out and buy more bits to do useful work - I should immediately qualify that comment less you think your reviewer is trying to put you off, by re-assuring you that the extra bits required will not risk you falling out again with *the one that must be obeyed* and risking a further cold shoulder over breakfast as a consequence of having bought even more bits for the workshop, instead of taking them on holiday – no, the sort of items required are mostly those that will either already be used with, or can be used with your lathe; such as collets, milling cutters, a milling chuck, slitting saws with Arbor, a fly-cutter and that vital piece of tooling the ‘Jacobs type’ drill chuck.

However, what probably will be unique to your new ‘best friend’ will be a means of clamping work to the table requiring, bolts long and short, raising blocks, ‘toe clamps and finger plates’ also ‘T nuts’ to fit the table – Bookworm tip, don’t do

what my owner did and ask (innocently) on the internet where any of these named items can be bought... He is still recovering from the some of the answers!!!

Also be comforted to know that even those with shorter pockets are catered for Mr T. describes on more than one occasion how some methods are cheaper in tooling costs than others and then, even cheaper, how to make some of the cutters themselves.

Those for whom cutting a full gear train for a traction engine or cutting the odd spline or two holds no fear, can afford to skip chapters 10 to 13 on Dividing Heads and their uses. But for those looking maybe to cut their first tooth, or just feel a compulsion to machine a spline on something, even their propelling pencil if nothing legitimate comes to hand, just for the sheer joy of doing so, will find once again Mr T is there to help them.

For many model engineers cutting speeds and depth of cut can be contentious. If I could only convey to you a bit of the frustration my owner has experienced over the years in either using completely the wrong speed or just simply wearing out cutters prematurely due to same, I could write a book. Funnily enough, in THIS book Mr T offers in chapter 14 a useful table (Table 111 p76) listing the most likely questions one could ask about such things; though I think my owner would need some convincing about the depth of some of cuts he suggests are possible.

Chapter 15 – “Work- Holding with Difficult Shapes” brings to the fore one of the many strengths of this book and that is the ability of its pictures to tell a thousand words, so I will at this point offer my ‘green’ credentials and not use any more paper to describe them, letting them instead tell their own story.

Before the comprehensive index (on pages 88-92) arrives signalling the back cover is nearly upon you, Chapter 16 provides clear advice on the sensible and safe way to hold your milling cutters whilst machining your chosen project.

Bookworms Verdict

Your reviewer is of the opinion that having purchased your machine, further time (and money) could be saved by reading and absorbing the information contained within this authoritative work before purchasing any further tooling. From careful study of the text and photos a shopping list of further items likely to be of use to the individual user can be compiled and considered. For the armchair model engineer, it will give you great street cred to be seen to have a copy on your bookshelves.

I am of the (humble) opinion that the model engineering student of the Vertical Mill will find much in this work to guide them and to confirm their decision to buy such a useful (additional) machine for their workshop was justified, and that even ‘old sweats’ will find things to enjoy and maybe to just confirm, “ *I was doing it right all along*”. I recommend it to you.

Workshop Practice Series No. 2 – Published by Special interest Model Books.co.uk

Vertical Milling in the Home Workshop – Arnold Throp ISBN: 978-0-8542-843-6

Bookworm Footnote: This excellent volume has been reprinted several times since 1977; the reviewed copy was a 1995 reprint. Over the years greater emphasis has been placed on safer working practices within the home workshop including the use of guards on machines and the wearing of safety glasses. To follow current best practice, it would be wise to obtain the freshest and most up-to-date revision of this book when obtaining a copy to feed your own bookworm.

Driving Locomotives- The Butch Way

By Adam

Now that the repairs to club Loco Butch are almost complete it was thought appropriate to update and reprint the following article by Adam. Ed

I have written this article because it is the sort of information, I wish I could have read before my initiation into the pleasures and problems of operating a small



locomotive some years ago. It attempts to be a fuller description of what it is like to prepare and drive a steam engine than is usually published, and so be of greater use to those who have not yet had a go.

Naturally one cannot learn to drive a steam locomotive from a set of written instructions since it is a job which needs to be learnt from practical experience. However, this detailed treatise can provide a source of reference which can be used to compliment the practical work. My thanks to Jim and the late Tom Luxford and John Squire for their reassuring and practical advice and encouragement and instruction during my first trip on the Tyttenhanger main line with a locomotive many years ago.

The various aspects of the hobby which come under the general title of railways are so varied it's no wonder we become such ardent enthusiasts and no wonder it is often difficult to pin point exactly why. Stations, the track and areas through which it passes, rolling stock, goods yards, shunting, railway owned road vehicles – the list is as long and tenuous as you like and can hopefully persuade those who are not interested (yet) that there is more sense in it than the commonly held view of 'grown men playing trains'

Some preserved railways have education officers with good reason as history and geography, to name but two subjects, are inextricably linked with railways and their offshoots. But if this is 'a long preamble of a tale', to quote a dimly remembered line from school, the main focus for most is the steam locomotive and operating it – a more acceptable description than the commonly held view referred to previously.

The Club loco Butch, acquired from the late Arthur Marsh whose name it bears, is a good type to learn on. A Kennion design now marketed by GLR, it is of manageable size yet quite a powerful 5" gauge 0-6-0T, often used at fetes. A number are owned or are under construction by members and details such as cab layout may vary according to builder's preferences.

Water

To run on the main line at Colney Heath, one of the longer steaming bays, if vacant, is useful for moving the loco up and down. Check the boiler has water in it – the water gauge glass, situated on the boiler backhead, right hand side and set at an angle should be two thirds full. The water level will bob up and down if you move the loco to and fro by hand, indicating a true reading as the water surges in the boiler. Ensure the side tanks are full of water and use the hand-pump, situated in the bunker at the rear of the loco, to obtain the correct boiler level if necessary. Exercise care as the handle works from side to side and rocks the loco somewhat. An axle-pump fills the boiler whilst running and is so efficient as to render the hand-pump mostly redundant when in motion. The axle pump can be seen functioning by opening the by-pass (under the large pressure gauge on the left of the backhead). Turn a few times anticlockwise to open; temporarily move the gauze filter from the left side tank filler hole, whilst pushing the engine a few feet. Water will be seen squirting rhythmically from the end of the bypass pipe. Now close the by-pass (clockwise).

Cylinder Lubrication

Open the draincocks if not already done (The lever is on the left side of the cab floor and should be pulled back.) and if you push the loco hissing noises will be heard as the pistons alternately draw in and expel air through the draincocks, which will also squirt out a residue of thick steam oil signifying the cylinders were manually oiled at the end of the previous run. It is not unusual for this oil to be opaque, orange-brown due to the presence of condensed water and a little rust, as the cylinders are cast iron. The cylinders' mechanical lubricator is the large running board-mounted box to the right of the smokebox. Take out the brass filler cap and see if there's any oil inside, dull green in colour. Top up to about ½ inch below the top of the filler and, cap replaced, prime the pipes to the cylinders by pressing the two push buttons down on the front of the lubricator. About a dozen times should suffice. Note, the oil should be proper 'steam oil'. Most people prefer heavy grade available from the NLSME (see last page for details). It also appears dull green in the bottle, while a small drop is amber and of syrupy consistency.

Chassis Lubrication

It only remains to go round the loco with a traditional oil can of conventional lubricating oil, attending to the various bearings of the Walschaerts valve gear on each side of the chassis. Oiling of the axles is taken care of by a pair of drip feed lubricators mounted on the front of each side tank, so flip open their lids and fill them with oil. This should be quite thin and light in colour as it is drawn into the six axle box feed pipes by wicks clearly visible inside each drip feed lubricator. A suitable oil is also available from Mike.



Though most people are conscientious about steam oil, which 'conventional lubricating oil' to use

is vaguer. 'Car engine oil' is often referred to in books but one of our members stated this only starts lubricating at the high temperature generated in cars and is unsuitable for loco bearings. The pioneer of small locomotives, LBSC recommended Etna Medium as used for his workshop machinery, 'but a good grade of motor oil will do such as Castrolite, Mobil oil A or similar'. This is quoted from his loco design articles for 'Mona' in Model Maker magazine, 1954, so their composition and properties doubtless differ from today's products.

Maxitrac Ltd, however, recommend SAE 30 (4 stroke lawnmower) oil for their loco bearings and this is also mentioned by Myford for certain parts of their lathes. It is slightly thinner than the stuff car engines consume, as is the most interesting recommendation by another NLSME member –chain oil sold by garden machinery dealers. Intended for chain saws and sprocket chains, its anti-fling properties prevent it from migrating from where it is needed and spraying off to coat, for example, the underside of running boards as in the case of coupling rods/wheel crankpins. A visible test of this can be contrived if a drop of chain oil is placed between the thumb and forefinger which are then successively closed together and opened; the oil will string like glue, unlike other oils which spatter tiny droplets.

Paraffinized Charcoal and Cleaned Flues

At last, the most exciting part of operating a locomotive, building up a good fire whence the loco will raise steam and come alive. A supply of charcoal should have been soaked in paraffin for a few days beforehand in say a tightly lidded jar, tin or plastic container. Kerosene (central heating fuel) or barbecue lighting fluid are to all intents and purposes the same as paraffin. Strain off and store the soaked charcoal in a closed tin. I use a round travel sweet tin which holds enough for a loco the size of Butch. In fact, better carry two or three such tins and have some spare charcoal.

Before loading the firebox, it is as well to see that the ashpan and grate have been cleaned and replaced and that the boiler tubes are clean. Open the smokebox door (a few turns anti-clockwise of the outer handle followed by turning the inner handle through 90 degrees). Then open the Firehole door and at least some of the tubes should be sufficiently illuminated by daylight to give an idea of whether they need sweeping. Alternatively use a small torch or just go ahead and gently poke a flue brush through. Clean unblocked tubes are CRUCIAL to good steaming. On many locos the ashpan is meant to be removed together with the grate, but not on this one as the firebox lies above the obstructing trailing axle, so the ashpan has to be screwed to the chassis frames. Cleaning is affected by carefully raking out the ashes through the open back of the ashpan, a long narrow strip of metal with the last inch bent at right angles, or even a flue brush can be pressed into use for this.

Assuming the grate was cleaned at the end of the previous run, as it always should be (instructions will come later) one can now cover it with a layer of paraffin charcoal. The grate is about four inches long by about two and a half wide. With a shovel about an inch wide and two inches long, six doses should do and it is more convenient if the shovel's handle is bent at an angle to the blade to enable it to negotiate the cab rear and coal bunker which, on this engine, are not cut away down to footplate level.

Fanning the Flames

Put an electric fan blower in the chimney and plug it into the 12-volt DC socket under the end of the steaming bay track. Balance a lump of paraffin charcoal on the bottom edge of the Firehole. Apply a lighted match to it and poke it into the firebox. Ensure the smokebox door is closed firm and switch on the blower, whereupon the charcoal will leap into flame or perhaps go out! Only a few attempts should be necessary. Judicious use of a poker (made from 3/16" diameter steel rod with a slightly angled, pointed end) to distribute the flame round all the charcoal should help, as will a slight delay in switching on the electric blower. Add a few more shovelfuls of paraffin charcoal and close the fire door.

Now may be the last chance to double check the steam valves are shut while the boiler still has zero pressure in it: The regulator in the centre of the backhead is closed when fully closed ANTI clockwise. The steam blower handwheel, next to the pressure gauge, and the injector steam valve, above the water gauge, are closed when turned fully clockwise, as is the water gauge blowdown valve, the little white handle beneath the gauge glass. You might like to check the boiler blowdown valve is closed, also clockwise: – Lift out the removable segment of footplate under the fire door and the blowdown knob is on the bottom left of the backhead and is gently turned with the aid of a thin rod or nail inserted into one of the holes. Most importantly and for obvious reasons make sure the reversing lever by the right-hand cab door is in mid-gear position.

Making a Hot Charcoal Bed

You should also have a tub of dry charcoal which can now be added to the fledgling furnace, a couple of shovelfuls at a time, in order not to smother it. If the fire seems to be waning, add some more paraffin charcoal, otherwise try to use the dry charcoal as the dense and rather odourful paraffin smoke deposits much more soot than the clean burning dry charcoal. Incidentally, the charcoal should be of the lump wood variety and broken up into pieces between half an inch and an inch in size, with the dust sifted out. Add some more paraffin charcoal then dry charcoal until almost level with the Firehole and close the fire door. The fire should be burning quite well now. In fact, the crackling and roaring noises from the firebox and the occasional flurry of embers from the noisy blower are a little startling after the relative peace of the initial preparation stages.

With the charcoal forming a nice hot bed for the coal to lie on, put a couple of shovelfuls on now, evenly distributed. Genuine steam coal is provided for use in Club locos (a charge is made if it is for your own loco) at Colney Heath and it is well worth sieving it beforehand to remove as much dust and small particles which would otherwise accumulate in the bottom of the smokebox and add to the burden of cleaning, or worse, find their way up the chimney, covering the top of the engine and, at best, just the driver. This will inevitably occur to a certain extent when the coal breaks down as it burns, but why add to it? A few years ago, 'BUTCH' sported a rudimentary smokebox fitted spark arrestor but this fouled free access to

sweeping some of the tubes unless removed. Currently its chimney cap has a removable spark arrestor. More about these devices later.

Coal and the Walking Needle

Gradually add more coal aiming for even distribution, not just a heap, and look at the pressure gauge, the needle of which should be 'walking round the clock' as LBSC would say. As soon as it reaches 20 or 30 pounds per square inch the blower can be removed and switched off (mind it's hot) and the loco's blower switched on – the handwheel next to the pressure gauge. The noise emanating from the chimney can be varied from a whisper to a fierce roar, and towards which extreme depends on the state of the fire: If the top of the freshly applied coal is still black, adjust the blower towards the 'roaring' end of the scale. If the top of the fire is burning bright, only a whisper is necessary. Remember a roaring steam blower wastes steam and coal, so always aim for the lowest quietest setting while maintaining an even, reasonably deep fire.

A Full Head of Steam

It's all very well watching someone else operating a steam loco and making it seem easy by way of their relaxed manner, but this belies the extreme concentration required. By the time the pressure gauge shows 30 pounds you will have begun to feel that the process of steaming up has taken on an air of urgency to say the least; the level in the water gauge, which you must always keep an eye on – LBSC called it the 'engineman's nightmare' – will not only have started RISING, due to expansion of water as it heats up, but will bob up and down like the waves on the sea, or worse, develop a bubble and make reading the true water level difficult. Operate the water gauge blowdown valve (just a brief open-and-close) but don't be alarmed when the water level momentarily disappears below the bottom of the glass (or the 'bottom nut'). It should immediately return when the blowdown valve is closed, minus the bubble.

At this stage with the coal burning in the firebox and the engine's own steam blower at work, one can really appreciate the descriptive truth of the term 'live steam', which whenever it appears in print, always grabs the attention and immediately conjures the image of a sizzling, steam enshrouded locomotive, invitingly waiting for one to get behind the controls and drive away down a country railway line. The driver's eye view of rails and sleepers wending forth to some unseen idyll of a rural station is arguably unrivalled by any path or roadway.

If you wait any longer the pressure gauge needle will be at the working pressure of 80 pounds and the safety valves will lift and hiss satisfyingly, a white plume rising forth – a full head of steam! Not only will excess boiler pressure be relieved, but so will one's anxiety about whether or not the safety valves are working at the correct boiler pressure. Turn down the blower to the merest whisper, pop a couple of shovelfuls on the fire and get ready to take to the rails.

G.L.R. News April 2022

By Peter

Tyttenhanger Light Railway

March, in like a lion out like a lamb.

An extremely busy month this year as the crew have been indulging themselves again for without so much as word they set to and cut out and replaced the quite sharp bend coming up from the new land towards the Cuckoo line? Yes, you know that one that if you hit it too fast it wakes you up, this has been on the to-do list for quite some number of years! it is now history for in no less than two sessions on Thursday 10th March and Saturday the 12th the old sharp bend was cut out, new fishplates drilled and fixed with isolated sections for signals, track re-gauged widened and welded back together. With new sleepers and fully ballasted it looks like it grew there, good job crew.



*Young Derek saves the day doing up the last few bolts.
We can all get down but Derek's the only one that can get back up easily.*

Thanks also to John West and Grahame for work done on the welder /generator, John had serviced the welder previously and it now runs as sweet as the proverbial nut. Grahame has also fitted and repaired the 240-volt outlet to the welder and with the correct safety device fitted. We can now drill and grind anywhere on site to our heart's content. The club has now got a decent welder generator and it should only be used with the right grade of fuel E5 super unleaded (the old stuff), not the cheaper E10 fuel. Continued use of E10 in our Club engine, mowers, and welder can cause undue wear and tear so should be avoided.

Signalling.

The ground level crew will be holding/practising all aspects of driver and guard training from now on, all members welcome to join in the fun. Signalling and route training for passenger hauling will also be on the menu. The keen-eyed member amongst us will have noticed a new post has been erected on the new land just before the RT bridge. This will hold the token for the G.L. tunnel section that is to be used as a standby in case of signal failure on this section. If you want to pull passengers safely and learn about all things G.L. and the token system in the company of a great bunch of lads please come along Saturdays for some learning and fun.

Like it or not HS2020 is with us to stay and with a little practice we will master the pitfalls and play safer, the crew we have at the moment I think I can safely say are very safety conscious and I am sure would be willing to help anyone who would like to play and pull passengers, showing them the ropes and the right track to take.

Signal update. Unfortunately, the vermin have again damaged some of our signal cabling! Just when Alan was getting on top of it all. I hope we can find a solution to this problem as he has put so much time and effort into the project. Please can I suggest we consider 1. lifting the cable up high, 2. Trunking, 3. Wireless connections as possible solutions to this reoccurring problem?

As ever the Tyttenhanger site looks resplendent wearing its new spring coat of flowers and bud's breaking a tribute to the few who tend her. Many thanks big John 45mm for touching up Smallford Station platform edges, the turntable, the steaming bay pit and everything else you needed to clean your brush out with, it is much appreciated by all.

As ever in the muck Pete

G.L.R. Section Leader.



Narrow Gauge Garden Railway

By John

Springtime greetings to you all dear readers. After last month's exciting "how I changed a rotten batten and lived to tell the tale" I thought I might take the excitement down a notch or two this newsletter and take one of my occasional looks at a real railway. The railway in question was small, short in length, quirky and didn't last a particularly long time but nonetheless still fascinating, The Rye and Camber Tramway.



The line was constructed between January and July 1895 and was the first railway designed by our old friend Colonel Holman Stephens, who I'm sure you know went on to work on such other lines as the Snailbeach light, Kent and East Sussex, Ffestiniog and the Ashover light railway along with many others. The gauge chosen for the R&CT was for a British railway the unusual 3-foot gauge. Initially the line just ran from Rye town to Rye golf club just simply to convey golfers to the links, however in 1908 the line was extended to Camber Sands station to take day trippers to the sea side, the line was now a magnificent 1 3/4 miles long. The intermediate station was renamed to Golf Links. In 1938 the terminal at Camber Sands was moved to a more accessible position and a tea hut was opened but sadly the start of WW2 saw the end of passenger traffic on the line, in fact it never carried passengers ever again. But of course, car and bus competition had started a gradual decline for many years before this.

During the war Canadian troops built a siding at Golf Links to a pier which was used to convey parts to build P.L.U.T.O. The pipeline under the ocean. This was the vital pipeline, actually two, supplying petrol from the South coast to France to assist the forces after D-day.

Like so many others the war took a heavy toll on the line and it was deemed to be irrecoverable on the cessation of hostilities, and it was sold for scrap in 1947.

The line was initially operated using a 2-4-0 tank engine built by Bagnall called "Camber" this was joined 2 years later by another 2-4-0 "Victoria" this was sold in 1937 and the original loco was scrapped along with the line in 1947. However, in latter years the motive power was solely supplied by a petrol "Simplex" style loco. There were two covered 4-wheel coaches and a couple of open wagons with seating fitted, and another couple of open wagons used to transport sand for local builders.



The old track bed is now a footpath and the old Golf Links station still stands along with some of the track bed which had been set in concrete. Some relics can be seen at the Colonel Stephens Museum at Tenterden. What a fascinating little railway, actually IP engineering have a simplex kit available and a suitable coach in 16mm scale so keep an eye on the narrow-gauge garden railway a recreation of the R&CT on the way? I hope the photos convey some of the atmosphere of what I'm sure must have been an absolutely charming little railway.

P.S. See you at the 60th anniversary celebrations!!



Construction 4472

By Peter

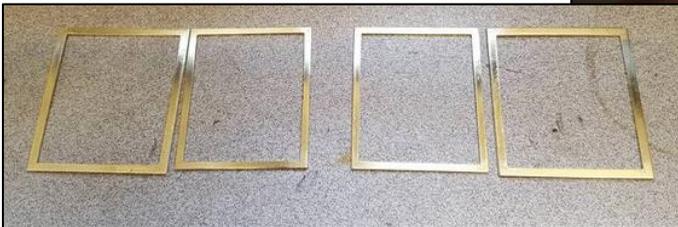
Cab windows part 3

Continued from page 34 March 2022

On to the side windows, now that I had the 1 mm brass sheet which it needed to be, to match the thickness of the glass I could cut out the frames.

These were first cut on the Formit, lines then ascribed for where the glass fits, holes drilled in each corner and then the centre section cut out. Final job as shown in the next picture was to file down the inside edges to the ascribed lines.

And below we have the four frames ready for their glazing...note two slightly different sizes as the fronts on my model will be fixed for practicalities as noted previously.



For the glass, it was much simpler this time being straight cuts, having marked out where the cut was needed, I ascribed a line using a glass cutting wheel, placed each slide in the small machine vice seen here and using the two alloy templates also seen in the picture I placed one each side and just gave the slide a quick tap which in all but one resulted in a clean break, I probably hadn't ascribed the line properly on the failed slide, it will still be put to good use in the future as I need glass for other things like pressure gauges etc.



Here we see the frames with their glass panels bonded using the RTV sealant as used for the other parts. I left for a short while at this stage as I wanted to give the RTV plenty of time to cure before proceeding to the next stage. This job was done on a flat piece of laminate and once happy, each window was moved a little, to reduce any build-up of RTV which might make separation a little problematic later.



Once the window frames and glass had been cleaned, I sanded down the brass frame for a better bond, preparing them so that the long process of covering the outside edges with a wooden veneer could begin.

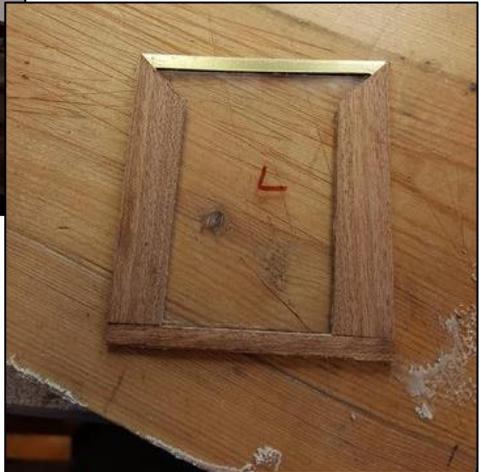


The veneer itself is of the 'iron on' type and is approx. 0.06 mm thick, I have chosen mahogany for a couple of reasons, it is very close to the required colour and it is also has very fine grain which looks good enough in 'scale' terms. The first picture of this process shows two edges having been set, I started with the bottom of the window, placing the inner edge just above the brass frame so that it overlaps the glass. The next part along the left-hand side has been placed so that the outer edge just overhangs the brass frame giving a much larger overlap over the glass, I'll show why soon.



Here we have the other edge covered and also showing the tool used for ironing the veneer on. This iron is over 20 years old, from my days of R/C aircraft, this iron was used for covering wooden frames in 'Solartex or solarfilm' and was perfect for this particular job, I set the temp for 300c.

I can now explain why I needed a larger overlap for the side edging which is because of the arcs in the



top two corners. It is the same for the top section too. Now the easy option for this job would be to just cover the whole window with one piece of veneer and trim to suit but this wouldn't match the prototype. When looking closely at the windows you can see how the



frame is made with square joints at the bottom (mortise and Tenon perhaps) and angled cuts for the tops. In the next picture you can see where the sides butt up against the bottom and the 45-degree cuts that I have cut for the top. What I am doing here is keeping the grain direction as per prototype.

And here we see the top section now ironed on, I next had to repeat this exercise for the other side on all of the remaining windows.

And so, I now had all 4 windows at a stage ready for profiling the inner shape of the frame, the frames shown here have all had their outside edges trimmed and sanded down so that the brass centre with the two veneers is all flat ready for the edges themselves to be covered. You can also see the copper template which will be used to mark out the inner shape, this job requires a little care as both sides must be the same or you'll see the inner edge of the veneer through the glass.



In the next article I'll finish the windows and fit them to the cab.

And finally

Three engineers and three mathematicians are on a train going to a conference. The mathematicians each bought a ticket. The engineers have only one between them. The journey is going well when ticket collector is seen coming down the train checking tickets. The engineers all rush down the carriage and jump into the small lavatory together.

The ticket collector knocks on the door of the lavatory and says "Ticket, please."

At which point the engineers slide the one ticket through a ventilation slot and the conductor says "thankyou" and moves on.

The mathematicians think this looks like a good trick and decide they can follow the same strategy for the return journey and save a bit of cash as well.

As the mathematicians board the train home, they have one ticket between them. But for some reason the engineers decided to travel with no ticket.

After a while, one of the engineers says, "Here comes the ticket inspector!" Immediately all three mathematicians jump up and run into the lavatory with their one ticket.

Then one of the engineers goes to the lavatory door and says "Ticket, please."

Dates for your 2022 Diary

April	
Tue 5 th Apr	Council meeting 14.30 at HQ (See note below)
Sat 23 rd Apr	F&F at Broxbourne Grunday Park
Fri 29 th Apr	F&F at Baldock Beer Festival
Sat 30 th Apr	F&F at Baldock Beer Festival
Every Sunday	Working Party 9.00 – 12.30 Colney Heath
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
May	
Mon 2 nd May	Family Day at Tyttenhanger (See page 3 for details)
Tue 3 rd May	Council meeting 14.30 at HQ (See note below)
Fri 6 th May	NLSME Annual General Meeting (See page 10)
Sun 15 th May	Public running day (see Chairman's note page 5)
Sat 21 st May	Gravesend Society visit – Sponsor N. Griffiths
Sun 22 nd May	Toy Boat Regatta
Sat 28 th May	Birthday Party – Sponsor Peter. Funk
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

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Steam Oil and Lubricating Oil for Sale

A new supply of Steam Oil 460 Grade and lubricating oil, is now available for members to purchase for £4.00 each in two-pint plastic bottles. Contact the Treasurer.