

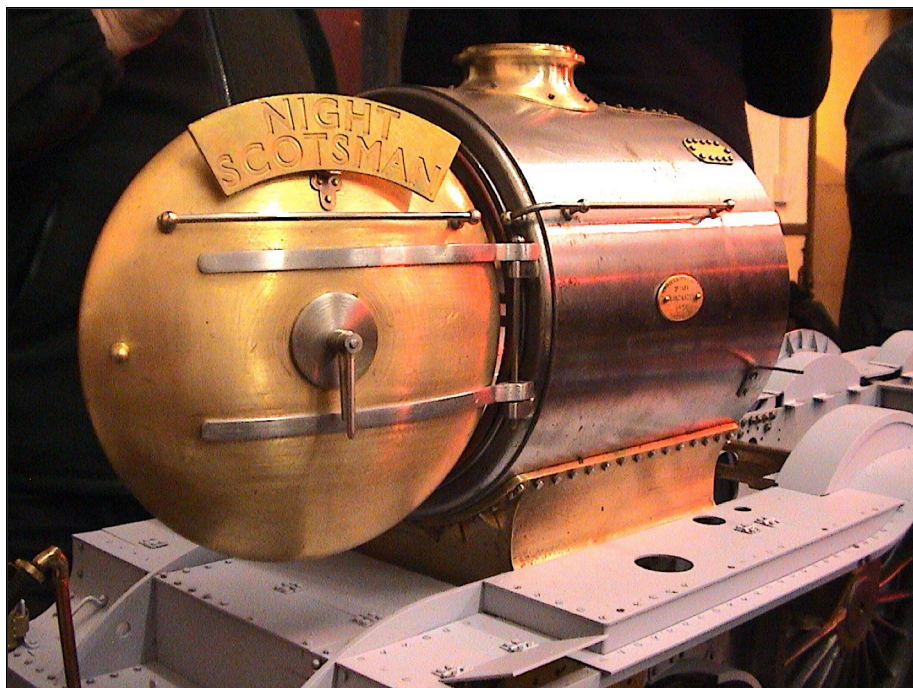
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*This Month...*



# The News Sheet

**Chairman's Chatter, Nominations for Appointments, Notice of AGM, Treasurer's Report, Forthcoming General Meetings, Final Steward List, Raised Track Report, The March General Meeting, Michael Dear, Minutes of 2016 AGM, Mr Grumpy, Diary Dates, A DJH Kit Report, Club Contacts.**



## Chairman's Chatter

Not much from me this month for a multitude of reasons, "That's a relief" I can hear some murmur, but seriously this is a very important time of year for our Society. The A.G.M. will soon be upon us with the usual re-election of officers. Please remember that the overall running of this Society, your Society, is the responsibility of a hard-working and very knowledgeable Council that hopefully makes the right decisions each month to guide the Society in the direction that you; the members; are happy with. This is not an easy task as we have so many different sections that all have differing needs and priorities. Please ensure that you are able to attend the A.G.M. to vote for new; or re-elect existing Officers and Council members. Please remember that it is the responsibility of all the membership to vote that evening.

For those who may have not heard down the 'grape-vine' recently, I will not be standing to be your Chairman this year as Irene and I are actively looking to re-locate to Dorset. I hope to stay actively involved with the Society into the future, so you have not got rid of me totally.

And still the months keep rolling by, dawn comes earlier hopefully leading to earlier starts on site at Colney Heath to hopefully have all the outstanding maintenance and refurbishment works completed in advance of this year's running season. The first weekend in May is approaching rapidly.

Please ensure that you all check the newsletters regularly to check for dates that you have been asked to attend for stewarding duties. If you are unable to attend on your allocated date please ensure that you have found a replacement for that date and advised the respective senior steward accordingly. It is appreciated that many members who do not normally have an interest in the happenings at Colney Heath may be not be keen on attending for stewarding duties but it is only one afternoon in the year and you do get a chance to meet other Society members.

Winter Working Parties, generally on Sundays, are progressing on many fronts with the endless round of maintenance tasks that need to be completed before all the tracks, and the lake, are open for use again by all members. As the weather improves we would be pleased to see many more of you at Colney Heath.

As usual many thanks to all who do persevere with keeping our facility operational.

**Robin T. Chairman.**



A rare sight of a Class 56 on the Hertford Loop as 56312 passes south near Grange Park. It is on route-learning duties in connection with a spoil flow between Wembley Euro Terminal and Foxtan. **Bill B.**

## Raised Track Report

The Raised Track is now useable, although the super elevation/cant adjustments are still proceeding. One length of track immediately before signal four has developed a sharper gradient than the rest of the ruling gradient to the tunnel, just where you would halt if stopped by a red signal. So action is being taken to remedy the problem. All the steps at the Steaming Bay have now been raised to the maximum allowed, to assist drivers boarding their driving trucks and to make life easier for the Garden Railway Section to cross to their track. As an aside would members please refrain from using the portable urinal at the Steaming Bay when they see it is already full!

**Mike F**

**Cover photo** “The locomotive is to Don Young's 'Doncaster' design plus works drawings/photo's for extra detail. I'm building her as an A1, 4472 Flying Scotsman as she was in 1939. I am building her to as high a detailed model as physically possible.”

**Peter S-H**



Enjoying a tea break at Colney Heath, Sunday 19th March 2017.  
Photo Ian J.

## Forthcoming General Meetings

Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening.

For more information please ring me,

**Friday 7th April. Edward the Compressor** returns to provide a breath of air to resuscitate your forgotten and not so forgotten machines. So please ransack your bottom drawers and bring something along to hold us all spell bound when it springs into life. (We hope.)

**Friday 5<sup>th</sup> May. AGM. The Annual General Meeting.** This is a most important meeting where we summarize what great progress the Club has achieved in the past year. Where we plan for the future of the Club and where we elect members to take up various offices to run the Society for the forthcoming year. **Members only please.**

**Friday 2<sup>nd</sup> June. A visit to St. Albans signal box.** A treat for those who have been before and even more for those who are to be initiated. The signal box at St. Albans is one of the very few left in the hands of enthusiasts that has been successfully restored. Route and timing from our own Jim M.

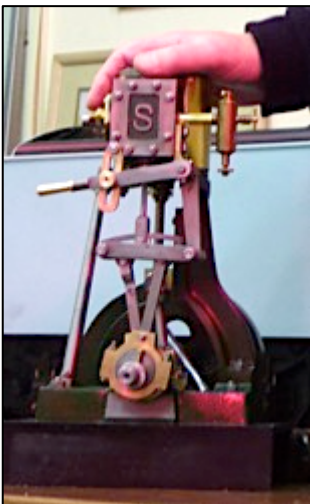
**Friday 7<sup>th</sup> July. First Aid Evening at Colney Heath.** Now the evenings have drawn out again we hope to entertain Verity at Colney Heath with our knowledge of First Aid and of course to be corrected by her expert opinions. Please make an effort to visit the track and see what goes on there. You never know when you will need that knowledge in an emergency; you could save a life!!

Ian J

## **NLSME MARCH GENERAL MEETING 2017.** **Work in Progress with a cast of 'thousands'.**

It was a cold dreck evening but it did not deter loyal members of the North London Society from attending the March General Meeting. Ian J welcomed the eager group. Safety instructions were given, a fire warden was appointed and the raffle tickets sold.

First off was Mike H who is restoring a Morgan car with four wheels. He said that it had been stored for years in Aden and consequently many 'pockets' were crammed full of desert sand. Mike had come to car restoration via glider repairs where a similar build process was followed. Such as nail removal and securing metal panels to wooden fabric. He described an incident where a glider flying at 3,000 feet was struck by lightning. Apparently, the glider immediately disintegrated into 3,000 bits leaving the pilot instructor and pupil sitting in mid-air with no glider! Luckily, they had parachutes and rather like a Disney cartoon floated gently to mother earth. With the 3,000 bits overtaking them in the descent.



Gerry A then showed the audience his model of a Stuart Turner Number One engine complete with reversing gear. Gerry indicated that the engine was designed in 1890 and has been in production ever since with castings available widely at a price. An advert was put in the Model Engineer Magazine and the esteemed News Sheet for parts and plans of the engine. The adverts bore fruit; thanks to editor Diane Carney and so Gerry could build and complete a Number One engine at a modest cost. The completed model looked splendid and robust just as it was intended for hard work and theoretically could drive a full-sized boat of about fourteen feet length at three knots. The flywheel had to be revised since when in steam the flywheel had not enough kinetic energy to 'carry

over' for the next stroke. With the addition of a weighty sleeve the engine ran perfectly.

Mike F presented his manufacture of the firebox cover plates for his embryo V2 locomotive. The washout plugs had been placed immaculately and he demonstrated just how much hard work and planning goes into apparently fairly straight forward parts for model locomotives where size, curvature and shaping were concerned; especially when a copy of a specific full sized V2 locomotive was the subject.

At this point a short break was made to have a biscuit and a cup of tea, to distribute the prizes for the raffle and to discuss briefly the skilled workmanship displayed in the models on the table.

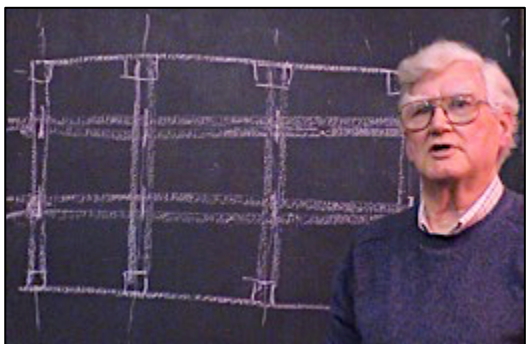
As a post prandial treat the club was reintroduced to Mike and Jonathan's Crampton. The followers see it as an almost member of the family, growing up steadily under their benign eyes. The completed boiler, which had been tested, was admired and the tear-drop cut outs on the splashers faithfully reproduced from pictures of the past.

Peter offered his five-inch gauge model of Flying Scotsman for admiration. Not that he brought the model specifically for admiration but admire it the group did! Peter bought the plans for the model in 1998 and started building in earnest in 2007 after considerable research both from the Don Young archive and at the York Railway Museum. That research was not wasted because the models (Locomotive and tender) were superb. The tender was complete with vacuum brakes and a tender body that could be changed easily in case a corridor tender was required. To describe the locomotive with the detail it deserves would take up a substantial part of the News Sheet. Perhaps a member of the Club could take up that challenge one day in the future. The locomotive displayed the undoubted skills in model making and the ability to research and acquire artefacts that are beyond the scope of even the skilled model engineer. Needless to say, the appreciation of a fine model was not wasted on the engineers present with the thoughts that it is not the last we have seen of this superb model. (Also see front cover photo -Ed).





For quite some time the 'winter workers' at Colney Heath have observed a large rectangle of 2 ½" steel angle and 2" mild steel tube literally growing at the side of the garage. Keith B put the cognoscenti's mind at rest that it was not a Trojan Horse to hold members of a rival Model Engineering Society who could emerge and take the Club over. It was a metal frame to hold two sets of track that would be able to move on rails and carry a locomotive in steam with riding trolley and transfer it to the raised main line with little disturbance ready to steam off into the horizon for the afternoon. Keith and Jack have been occupied for months on this task, which will become a unique asset to the club.





At this juncture the time had raced on to ten-o'clock so unfortunately Les B and Jonathan A were deprived of their moments of glory. But next time please.

Ian J thanked all who had turned out for the meeting, thanked David L for the teas, Peter D for the sale of raffle tickets; but thanks mostly to the brave individuals who raised themselves above the parapet to give the Club such a very pleasant and informative evening. And wished them all a safe journey home.

Ian J

## **Michael Dear**

Sadly I have to pass on the news that Mike Dear passed away early on Thursday, 16th March, 2017. He had been in hospital for 2 weeks with a recurrence of his breathing problems.

Mike hadn't been active in the Club for some time but was always interested in news from the Club and its various activities.

Margo and I met 'The Dears' on the morning after we moved into our new home back in 1993. Kate had come to welcome us and was talking to Margo about our hobbies (moving in with a horsebox as our removal lorry gave Kate some degree of worry as she feared Margo was into hunting). Of course, trains were mentioned with Kate revealing that Mike had a layout in the loft. At that point I had joined the discussion and said 'you had better see what is in the garage' - namely my B1 'Bushbuck'. One glance and she ran to fetch Mike. He was amazed and we became instant friends. It was some years later, however, when Mike joined the NLSME although he had helped me doing some local 'Fairs & Fetes'.

As a young man Mike wanted to work on The Railway and even had a job to go to but his Dad said no and he was apprenticed to a boat builder at Broxbourne where he learnt the woodworking skills that would stand him in good stead for his career. He set up as a self-employed craftsman tackling anything and everything and always to an extremely high standard. The Club also benefited from Mike's skill with wood, his crowning glory being the beautiful signal box at Colney Heath.

When I started to build my Britannia, Mike said he would like to build a steam loco but he didn't want to do all the machining that I was involved with on the Brit. After some discussions we thought that a 'Sweet Pea' would be ideal as he could buy finished components ready to assemble. Nevertheless, there was a considerable amount of work to do involving a steep learning curve, as he had not done any metal work before. The result was a series of Tuesday evenings in my workshop where I showed him basic metalworking - he took to it very quickly once he had mastered the use of a scribe and square instead of a carpenter's pencil! Anyway, the result was his 'Sweet Pea' and tender. 'Elsie B' proudly ran at the track for many years.



As time went by Mike became less active and suffered from breathing problems which required him to be on oxygen at all times thus reducing what he could actively do. Even this, though, didn't stop him gardening (his other great passion) and he kept us, and all in the road, provided with fruit and vegetables for many years.

Kate has told us that she has lost her best friend, Margo and I feel the same.

**Tony D**

## **Mr. Grumpy.**

Just a short Parish Notice to say a big 'THANK YOU' to all those who are working away, tirelessly, down at Colney Heath

Some of the current tasks, in no particular order, include -

- Painting of the Girder Bridge
- Landscaping over and around the GLR tunnel
- Reworking the unloading trolley for the raised track riding cars, and fitting new wheels to the riding cars
- Replacing the Station Roof
- Leaf removal and disposal
- General grounds maintenance
- Supplying and fitting doors to the spaces between the containers.
- Fitting out the spaces between the containers
- Concrete bases for the traverser and workshop
- Building the new Raised Track traverser
- Replacement of the garage roof
- Supply and replacement of fence panels around Orchard Junction Station
- Maintenance of the sailing pond
- Never ending painting tasks
- Rebuilding of the access steps over the Raised Track, by the steaming bays
- And a multitude of other day to day jobs that keep our facility safe and useable.

No moans this month, I must be mellowing!

**Mr. Grumpy.**  
**Tyttenhanger Site Manager.**  
**[A.K.A. Robin T]**

## Dates for your Diary

<b>APRIL</b>	<b>2017</b>
1st/2nd April	Fetes & Fairs at Signal Box Heritage weekend, St. Albans
Sun 2nd April	Working party at CH, 9am – 12:30
Tues 4th April	Council Meeting. 8pm at HQ.
Fri 7th April	General Meeting at HQ 8pm. Edward the Compressor
Sun 9th April	Working party at CH, 9am – 12:30
Wed 12th April	G1 visit to East Anglia Group
Sun 16th April	Working party at CH, 9am – 12:30
Tues 18th April	TSC Meeting at St Mark's Church Centre. 8pm
Wed 19th April	G1 Stonehenge Group visiting
<b><i>Fri 21st April</i></b>	<b><i>Deadline for copy to Editor for May News Sheet</i></b>
Sat 22nd April	Fetes & Fairs at Broxbourne, Herts.
Sun 23rd April	Working party at CH, 9am – 12:30
Fri 28th April	Workshop meeting. 8pm HQ. Tooling, Mike H.
<b>MAY</b>	<b>2017</b>
Tues 2nd May	Council Meeting. 8pm at HQ.
Fri 5th May	General Meeting at HQ. 8pm. AGM
Sun 7th May	Public Running at Colney Heath
Sat 13th May	Fetes & Fairs at Gibraltar Castle charity event
Sun 14th May	Toy Boat Regatta at Colney Heath boating pond
Tues 16th May	TSC Meeting at St Mark's Church Centre. 8pm
<b><i>Fri 19th May</i></b>	<b><i>Deadline for copy to Editor for June News Sheet</i></b>
Sat 20th May	Fetes & Fairs at Welwyn Food Festival
Sun 21st May	Public Running at Colney Heath
Mon 29th May	Fetes & Fairs at Watton Parish Church, Watton at Stone

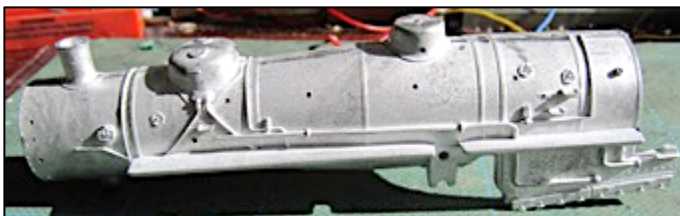
NB. Please notify Alan M (Secretary) of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.

## DJH USA Kits by Geoff B.

Many members will be aware of the extensive range of DJH British outline kits. Generally speaking, they



are composed of white metal (near Pewter) bodies with brass fittings. The usual method of construction is soft solder and super glue.

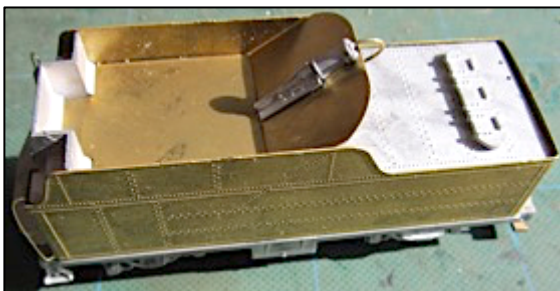


I recently started building one of the DJH USA kits, a USRA 2-8-2 tender locomotive. I bought the kit from W&H in their closing down sale in 1991 or

1992. The kits were made in Consett, like the UK kits, but generally were marketed in the USA.

The most noticeable difference between the UK and USA kits is the total absence of soldering on the USA kits. I don't know if soft soldering is deemed to be a health problem in the USA. Some states such as California believe all sorts of things damage health.

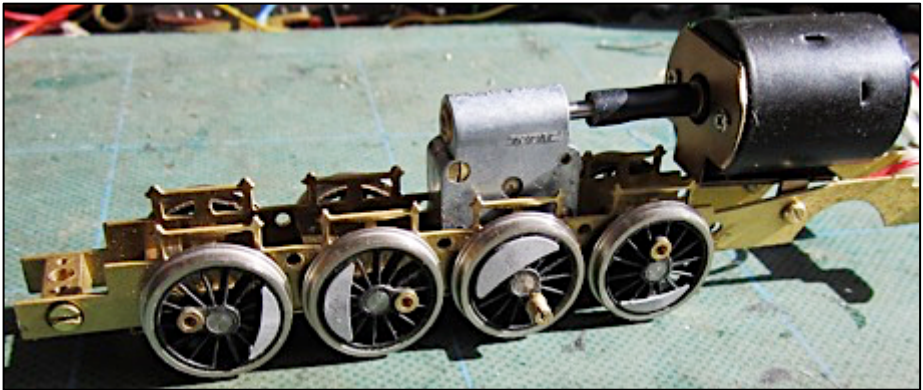
Instead of soldering the USA kit contains a vast number of screw/bolt connections. Many of these bolts terminate into white metal, which has been tapped. The written instructions also state that some bolts may not be of the required length, so there



should be a bag of extra bolts (missing in my kit). I emailed DJH in Consett and got back a prompt reply to say they still had many spare bolts, which were sent to me for a modest cost.

Having made of the kit, I smile at the fact that DJH have had to so radically change methods of construction for the US market. Many of the bolts are not BA, but those curious sizes that Americans use. The gearbox is Japanese and

the flexible drive shaft from the (Sagami ?) motor is pure American.



The electrical pick up system is also American, positive from the loco and negative from the tender with an insulated connection between the two. The kit is H0 scale (rightly for USA), which is slightly smaller than British 00. However the loco dimensions allow the vast motor to be fitted.

I can only think than an original condition Merchant Navy UK kit could house such a large motor.

I have enjoyed building this kit so far. Members might like to try one; I believe Mantua still market some Canadian kits, which will be of a similar standard.



The photos -

1. The kit box showing finished loco.
2. The one piece boiler/smokebox.
3. The finished tender.
4. The partially erected chassis, featuring a KTM gearbox and flexible drive.
5. The cab.
6. The brakes and fiddly plastic sleeves (which don't fit the holes in the chassis).

