

Issue No. 851    December 2022

# The News Sheet

North London Society of Model Engineers



December 2022

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### **Front cover photo; -**

Sunday winter working parties have now started with many jobs to be completed during the coming months. One task which needed urgent attention was the flooding of the bridleway access to the site. As can be seen a trench is in the process of being excavated to allow the water to drain away.

Photo by Alan



**A VERY BIG THANK YOU** from the editor to all those who have contributed to the News Sheet during 2022. This News Sheet would not be possible without you. Your efforts are much appreciated by all the members of NLSME.

**No News Sheet in January but back as usual on 1<sup>st</sup> February so let's have your words and pictures.**

## Chairman's Comments

Les

December already! Where does the time go. At least this past year has seen a return to normality for Society events. The last General meeting was most entertaining as reported elsewhere in this issue. HQ sections continue their busy evenings and Tyttenhanger has had plenty of use.



By time of publishing, we should have all wheel sets for the new RT carriages returned and fitted. We unknowingly had the back to backs made compatible with our older sets not realizing those were under gauge, and with non-standard wheel profiles. The back-to-back dimension is now correct and compatible with the current wheel profiles used on these new sets. This gives us a full complement of ten carriages and no doubt they will all be in use next year.

We have resumed our traditional calendar of winter work parties at Tyttenhanger on Sunday mornings. This does not prevent work on other days, but Sunday mornings are the main focus so do come along and lend a hand. Tea is provided at 11am. Some jobs are section specific but others are not and anyone is welcome to assist.

A list of jobs across all sections using the site is presented below, though this is not exclusive and if you have one, or another, job that you prefer to undertake do let me know. One new task to undertake this year is a more formal inspection of our structures (bridges, tunnels, embankments etc.) at Tyttenhanger. All as may reasonably be expected under HS2020.

As Christmas will soon be upon us, I sincerely wish you and your families have a happy Christmas and look forward to another good year sharing our society interests and all facilities the NLSME has to offer.

### Winter maintenance tasks

This is a list of jobs that could be done by individual members or form teams of two, three or more; -

1. Entrance lane needs work to reduce ponding after each rainfall
2. Entrance Gate needs washing down and perhaps painting.
3. Leaf clearance, bushes and shrubs pruned as necessary
4. Piles of MOT and ballast need to be stored on site but out of sight.
5. Coach ends are in need of a wash, repair and painting with the appropriate colour.
6. Coach Gutters need clearing.

7. Coach, new 'Tooth' needed at BBQ end of platform.
8. Benches to be washed down and a coat of Ronseal or repaint applied as appropriate.
9. Water tank on the tower at the leading edge of the platform to be washed down and a coat of Ronseal or repaint applied as appropriate.
10. The toilet block access bridge needs painting
11. New Carriage Shed needs expert opinion as to whether it needs a coat of Keith's green protective paint. Ditto for other structures such as carriage sheds etc.
12. Orchard Junction Fence needs appraisal and repair/painting or replacement.
13. Orchard Junction Signal Box also needs appraisal and repair/painting.
14. RT tunnel is in need of patching with torch on felt
15. All benches, tables on chairs need a wash down and a coat of varnish.
16. Tom Luxford's Locomotive Carrier and frame refurbished as needed.  
(To transfer locomotives in steam from cuckoo line steaming bay to track).
17. All RT and GL club owned coach inspections and maintenance (private owners to do theirs as well)
18. Alban (club GL loco) needs the hand brake checked out,
19. GL track maintenance to include looking at the point by the signal box, dips in the track at various places and ballasting
20. Cement the loose bricks around GL the turntable
21. GL vacuum box batteries need replacing
22. GL carriage shed roof to be repaired
23. Inspect and repair the G1 base board where found necessary
24. Bridge over gauge 1 track needs replacement steps
25. Access steps over the RT to the gauge 1 track to be rebuilt
26. RT main sleepers inspection/replacement where necessary
27. RT anti tip rail checked for correct alignment with track
28. RT rail joints to be inspected and fishplates re-greased where necessary
29. Cuckoo line main sleeper replacement if necessary
30. Realignment of cuckoo line rail as necessary
31. GL signal system repairs

## Treasurer's Report

By Mike

Well, another year almost over, but at least we have been able to enjoy a lot of it without Covid intruding too much. All Sections within the Society appear to be running well and winter working jobs are getting into their stride.

Our intrepid team at HQ have been making a serious effort to pin down where the rain has been percolating the roof and dripping onto the OO layout. Mind you there have been rather a lot of rain this last month.

Sadly, we were recently advised of the passing of one of our long-standing members, Grahame Ainge, whose 5"-gauge Gresley B17 4-6-0 'Kimbolton Castle' was often seen at various events. He was in the final stages of completing his next loco, Gresley Pacific A4 'Wild Swan'. Our condolences to all his family.



At the last Council meeting we accepted an application for the grandson of a member to join the Society at Xmas. No other unexpected bills during the month, but we have paid our rent to the Water Board iro our Tyttenhanger site for the forthcoming year.

We will be having our traditional New Year's Day running session at Colney Heath for all members to attend and to enjoy. Running on the Raised Track will be around the track clockwise for the occasion using certain safety critical signals and by exact line of sight driving around the rest of the track.

I'd like to wish all members and their families a very Happy Christmas and Best Wishes for the New Year.

## Coal, Steam Oils and Lubricating Oil for Sale

**Coal:** Anthracite Beans in 25kg bags

The size most used by our locos. £14.50 a bag.

Anthracite Grains in 20kg bags

Suitable for 3 ½" gauge and small fire-hole doors. £13.00 a bag.

This coal is for private use, the Society supplies coal for locos that are used for passenger hauling on public Sundays.

**OIL:** 1000 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00.

460 grade Steam Cylinder Oil is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00

Lubricating oil for your locos is available in 1-pint bottles for £3.00 or in 2-pint bottles for £5.00.

Contact the Treasurer – Mike

## Grahame

By Keith

Sadly, we have to report that Grahame passed away on 18<sup>th</sup> October 2022. Grahame died in Bart's hospital after open heart surgery from which he did not regain consciousness. All his family were with him.

Grahame was born in 1942 and became a member of the NLSME on 13<sup>th</sup> March 1990 which just happened to be his 48<sup>th</sup> birthday! He became an active member of the club regularly attending working parties and during the summer driving his Britannia around the raised track. Grahame was the news sheet editor from October 1999 until June 2004.

As the years went by Grahame commenced the build of a 5-inch gauge Gresley B17 locomotive Kimbolton Castle. It is this engine which can be seen in the picture below with its justifiably proud builder and driver. But he didn't stop there and had almost completed the construction of his second engine.

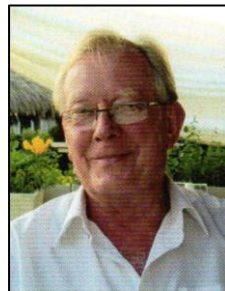
Grahame spent virtually all his professional life in medical science industry progressing to a senior role by the time he retired. His retirement party was held



at the track. Family, friends, work colleges and club members were in attendance on what was a memorable day.

Whilst his interest in all things railway and particularly Gresley designs is well known to club members he had many other interests. With his wife Annie he enjoyed many nights out at the opera and concerts. But most of all Grahame loved spending time with his family telling jokes and having fun with the grandchildren. He will be greatly missed by all those who knew him.

There was a large attendance of family and friends at his funeral including several NL society members at Woolensbrook Crematorium on Thursday 24<sup>th</sup> November. On behalf of the society, we offer our condolences to his wife Annie and the family.



## Your Society Needs You

Public running days have now finished for this year. It has been a somewhat challenging running season due to the inevitable carry over from Covid 19 coupled with a very real shortage of track stewards.

Fortunately for us we didn't have the hordes of public turning up at Colney Heath that we occasionally experienced in the past. This has made running on a public Sunday enjoyable for all, whilst also contributing towards the replacement of money which we have had to spend just to keep the Society going.

Council will be reviewing the 2022 public running season and also looking ahead and planning for 2023 so why the title at the head of this article?



The fact is if we continue to run twice a month between the beginning of May and the end of October, we will need at least one and probably more members of the society to step up to the plate and take on the role of Senior Track Steward.

As someone who has been a Senior Track Steward for quite a number of years, I have found that judging by the number of smiling faces on adults and children who visit and enjoy our facilities is a reward in itself. Since we have had a Hi-Vis Vest identifying the Senior Steward, when it was my duty Sunday I had quite a number of compliments made directly to me about how much a visitor and their family had enjoyed themselves.

Ideally, we would like volunteers to take on the Senior Steward role who have been stewards in the past. You can rest assured that you will not be thrown in the deep end! To assist in this regard shadowing one or more existing Senior Track Stewards in the early part of the season would be beneficial.

So, if you would like to volunteer for this role, please let either myself or our Chairman Les Brimson know and we would be pleased to meet up with you and discuss.

On behalf of NLSME Council

## TRACK STEWARDS ROTA AND FETES AND FAIRS - LOOKING FORWARD TO 2023

For the first time since Covid 19 hit us in 2020 this year we were able to open our track at Colney Heath to the public. In addition to this the Fetes and Fairs Section have also been able to resume attendance at a number of events during 2022. Judging by the comments made by the visitors to both Colney Heath and at the Fetes & Fairs events it has been a most welcome return to some sort of normality. The income generated by opening the Colney Heath track to the public and that generated by the Fetes & Fairs Section has helped the finances of the Society which have been somewhat depleted by 2 years of reduced activity and thus income.

Now that the running season for the public is over, our winter working parties at Colney Heath have commenced – details in the News Sheet of dates and timings. With Christmas not too far away, and 2023 just around the corner it is time to look forward and make some plans.

As in previous years it is my intention to issue a draft Track Stewards Rota in either the February or March issue of the News Sheet. The basis I will use is that stewards will be able to do their duty on the same 1<sup>st</sup> or 3<sup>rd</sup> weekend of the month as they have done in previous years. I have already had a very small number of notifications made to me where a member has a commitment for a particular date in 2023 when they will not be available and I plan to take these into consideration when drawing up the draft rota. New members will be allocated a date where a vacancy has arisen.

When the draft is published and if the allocated date is likely to cause a problem would you please swap your duty date with another member and then let me know, preferably by email, – address on the back of this News Sheet. If you are not on email then please telephone me with the details of who you have swapped with – again my number is on the back of the News Sheet.

All members are reminded that being a member of the North London Society of Model Engineers requires you to commit to do at least one rota duty when you join or re-join each year. If, however, you are unable to perform the duty on the date published **it is your responsibility** to arrange a swap with another member and to advise the two Senior Stewards involved of the change. A phone call or email allows the Senior Stewards to plan for the number of stewards who will be there

When drawing up the rota we will continue to take into consideration country membership, distance from the site, advancing years and fitness. Members of the Gauge 1 Group will be continuing to do Sunday tea duties, so not every member of the society may be listed on the rota.



The Fetes & Fairs Section would also very much welcome assistance by any member of the Society who would like to become involved with the wide variety of events they attend. If you would like more details of how you can become involved, please contact the Section Leader, Jim McDonald. His contact details can also be found on the back of the News Sheet.

Our public running days at Colney Heath and the events the Fetes & Fairs Section attend provide a lot of pleasure to parents and children as well as publicising our Society. The income from the public, as well as the subscriptions we pay, go towards improving and/or maintaining our facilities not only at the track but also at Headquarters.

## Recent visitor to Colney Heath

You may remember the large wasps nest found in the ground alongside the signal on the raised track during the summer.

Well, Nigel took this picture recently. It seems our site has been identified as having the potential for a new resident who chiselled a neat hole to in preparation of moving in after a little DIY.

The telephone box near the steaming bay has been adapted by a woodpecker considering the site as an ideal structure for a new home.

Obviously the peace and tranquillity Colney Heath attracted our new feathered friend. Unfortunately, this was somewhat dispelled when the gate opened and we all began to appear. At that point modifications the box were halted and the woodpecker has flown and now found alternative accommodation.



What it does demonstrate is when we are absent the wildlife returns. Rabbits, bees, parrots, squirrels and all manner of other creatures come out to play. Some more welcome than others.

## Bookworm – Christmas special

Christmas is without doubt my owner's favourite time of the year as it gives him the perfect excuse to sit by the roaring fire with a pipe full of tobacco, a glass of his favourite tippie and a pile of old Club News Sheets. A picture of contentment then as he sits there and thinks about what Father Christmas may bring – bless him, and of happy days gone- by. Days spent with the boys at Colney Heath maybe sharing a warm by the tea urn, leaning on the counter chatting and exchanging views on things like loco design, how a run went, or what the state of the coal.

With an eye to the Christmas issue coming up I kept aside this month's morsel after finding it tucked away in a dusty old file amongst all sorts of mementos of my owners past - Though why he had saved an old bus ticket from the no.29 bus (numbers adding up to 21 though!), a Tate & Lyle sugar cube wrapper with Wimpy Bar printed on it, a clutch of cinema tickets from the Odeon Southgate and a till receipt for 9 shillings and sixpence from Beatties in Southgate dated 1960, I don't know. Of more importance though I discovered a couple more articles my owner had written for the Club News Sheet years ago, but then didn't have the confidence to submit. As they are now at least forty-five years old I think they will be nice and mature and perhaps therefore shouldn't be left to go to waste any longer.

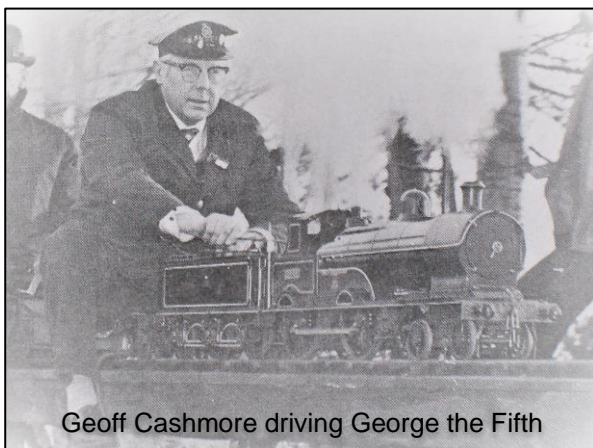
Though a bit dog-eared with type fading and bits missing when I found this one, with assistance from the lads I think we have collectively re-gathered the tale together sufficiently to give it a chance to breath at last.

I hope then you will enjoy with me this further story of yesteryear from my owner's typewriter.

***Geoff C says 500miles. Geoff W says 1000miles. Ed H says... Nuff Sed!  
By Engine Driver***

*(Despite the best efforts of the loco section 'Mafia' to suppress the following story, only the names have not been changed to protect the not-so innocent)*

*Since the track was extended in 1970/71 taking it to just under half a mile in length, the boys and I have become much more*



Geoff Cashmore driving George the Fifth

interested in how many actual miles are being run with our engines. In August 1970 Geoff Cashmore was the first to announced that his engine "George the Fifth" had just clocked up 500 miles. As most of you know since he finished it in the spring of 1960, he has been no stranger to running it at fates and is still a regular performer on the SMEE track at the annual ME exhibition (how many years is it now Geoff?) as well as Colney Heath.

If you recall Geoff has spoketh unto us at various loco meetings over the years (he started it back in 1952) telling us how the mechanics are based on LBSCs "Maid of Kent" design using 'Joy' valve gear, and that he was even lucky enough to have it 'blessed' by our late Patron LBSC whilst it was in the making.

However, the untold 'inside' story has it that he has also made one or two changes that have included fitting a third bearing point on the crankshaft and further but unspecified 'improvements' that your undercover reporter couldn't quite pick up (despite hiding a bugging microphone under the steaming bay). I did glean though, so can now spill the beans, on the workings of the large capacity cylinder lubricator he has fitted and its novel form of adjustment. All hush-hush, but it apparently uses something like an expansion link so the delivery can be changed by the throw of the drive...Psst, don't tell anyone, but he doesn't have an axle pump on the loco either. Only two injectors are visible, no doubt to throw an investigator off the scent, but I tracked it down eventually being driven (furtively I'd say) by the centre set of wheels on the tender! Hidden in this small space requires it to have four small rams with short stroke – stealth comes at a price I guess.....Mind you, thinking about it that's not such a bad place, maybe that's somewhere we could all try fitting them on our own tenders?

I have also heard from my secret assistant that as a result of that idea of Tom Luxford's to provide a water trough on the new extension at Tyttenhanger after the tunnel, means the water scoop Geoff fitted to the tender can now be used (even if it does mean getting a soggy wet leg!). My assistant also reports that Geoff's mileage records are no boast as he has (secretly?) fitted a 'Veeder' cycle mileage counter to the tender, this time driven from the rear set of wheels- he spotted the little indicator window under the rear buffer beam.

After 500 miles of running Geoff said little noticeable wear has taken place.....though I can inform



*you dear reader that in the recorded evidence obtained he is noted to report – should that be reported to note ? – 10 thou slop in the big end brasses and the need to re-pack the pistons.*

*Geoff has since gone ‘to ground’ and is believed to be heavily engaged in building his next loco, the “Precursor” class tank (later awarded a silver medal at the ME). No doubt work on “George the Fifth” will be done when the heat dies down...*

*Next up and flashing by to clock up its 1000<sup>th</sup> mile of running, in a blur of apple green a streak of green and*

*red from the driving trolley a figure, leaving only a haze of St Bruno (or was it Three Nuns today?) tobacco smoke, goes Geoffrey Wren driving his lovely Atlantic loco, “Maisie”. Geoff once told your investigative reporter that he started building this engine after being inspired by a visit to an NLSME exhibition in the early 50s. Returning home, he converted the roof attic space in his house into a workshop; unconfirmed rumours had it that his bed was up there too? Not so long after in April 1958 he presented the results of his hibernation to a ‘work in progress’ meeting showing the chassis coming together nicely. Steam man John Sumpter and our Ron helped Geoff with building the boiler and by 1961 the loco was finished but without a tender. Eager to get into steam our Geoff borrowed one until his was ready. He is quoted as having expressed disappointment at just missing running “Maisie” on the track at Arkley before we had to give it up. Mind, he made up for this loss by visiting other clubs with some of the other boys (and gals) from the NLSME – did I hear someone say Geoff you were caught speeding on the Oxford track....at 14mph?*

*Geoffrey is a ‘note-taker’ (no giggling at the back) and logs every run he does in meticulous fashion in his diary to record the mileage. When he allowed your (special) roving investigative reporter onto the footplate recently I noted Geoffrey has developed his own lap counting system or mileage counter using his collection of matches (Swan Vestas of course!). Woe- betide you if you pinch one to light a fag, but it does prove Geoff’s own enjoyment in having a smoke on the run appears to have its uses.*

*“Maisie” he says is straight LBSC with only the odd mod to aid its construction. During those 1000 miles on the rails our Geoffrey says that only the axle pump has needed sleeving (don’t they always) and the inevitable re-packing of the pistons was required but little else. Oh yes, the grate had a hole burnt it, which*



Geoff Wren in standard racing position

*Geoff is quick to point out is nothing to do with the rush of air being drawn through the fire by the speed of the loco.*

*It occurs to your faithful undercover roving (special) investigative reporter that if messrs Geoff C. and Geoff W. (loco-men to the Gentry) had driven their collective 1,500miles continuously and in relay they could have driven from Tyttenhanger to Shetland (I've always wanted to go there) .....and back! Well done the lads!*

## Now A Tale from The Past

*Many years ago on a grey and gloomy winters afternoon in the far off lands of outer Barnet, in an area identified only as Arkley on old maps( bandit country some did say), out amongst the mist a motley collection of the NLSMEs most able bodied men foregathered .Clothed in tatty and torn boiler suits, worn jackets, some in ex-army fatigues and brandishing spades, pickaxes and shovels they formed a sinister picture; indeed any casual observer coming across such a scene could have been forgiven for thinking they had stumbled across the hide-away of the fabled bandits. **Suddenly** and unexpectedly, a*



*figure stepped out of the swirling mist saying.... "I've got a bit of three be two that will just do that". And with those immortal words that virtuoso of the saw, spade and cement bucket, Ed H took charge of the situation and was hence forth and thereafter venerated with the title, Ed the Master Builder of Arkley.*

*Unbeknown though to those that had forgathered that afternoon and witnessed this apparition was that Ed was also a master of the workshop. No slacker some did say, indeed a legend in his own workshop said others. **THEN**, just then, the mist drifted back, engulfing Ed for a second time and the now open mouthed on-lookers, hiding everything from view once more ..... In the now dark, dark far distance Eds faint voice could just be heard calling, "OK .... N u f f ..... S e d" .....and then he was gone...*

*Unease spread swiftly within the shambling group, some stared out into now thickening mist, others coughed and sought solace in lighting a cigarette drawing deeply.....what had they just witnessed they asked themselves...*

*Your intrepid reporter drawing on first-hand accounts given to him (for which he had to pay handsomely for in some cases – two packets of Park Drive!) of this strange happening will now properly set the scene for you. But before I do first,*

*we need to go back for a moment, to just before the rail nationalization of 1948 when Mr.B. ....and Ed....*

Bookworm Note: At this point my owner's typed manuscript fades out as the ink has disappeared. But is this the last we will hear of *Ed the Master Builder of Arkley*, is he destined to be forever lost in the mists of time? .....

*Happy Christmas rom Bookworm and all on the shelves*

Sources: ME 14 Jan 1971 p17 / ME 19 May 1955 p555 / Club News Sheets /

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## For sale.

I am very reluctantly selling my Polly 5 Locomotive. The engine has a new boiler certificate and is in running order.

I have the full history of the Loco and I doubt that it has had more than a few hours running time. It fires and drives very well. It has never been used for passenger hauling

It has a professional paint job. It also comes with a detachable rear Coal Bunker which eases firing and driving. It has been fitted with a steam pump which gives four methods of getting water into the boiler.



It comes with a blower, all firing tools and a brand-new set of gaskets.

I am situated to the North of London with easy access from the M1, A1, and M25. I want £4000 for the Loco and all the accessories. If you are interested, I can send further details and additional pictures etc.

Please contact Julian

## 4472 Visits Kings Cross

By Bill



Flying Scotsman visited King's Cross ahead of its 100th anniversary in 2023. The event took place over the weekend of 15th & 16th October to celebrate the 170 years since Kings Cross station was opened in 1852. The station quickly grew to cater for suburban lines and was expanded several times in the 19th century.

The October event also included pop-up stalls from Hornby and the National Railway Museum while a jazz band played at several spots around the terminus. Several photo displays were in evidence showing the history of the station.

Apparently, it took a lot of organisation to enable the engine and support coach to stable in platform 8 during the weekend and still allow the normal timetabled service operate around it.

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## Gauge1 group

By Geoff

It is now obvious that winter is heading in our direction. We have been lucky with the recent weather in that it has been so warm. Also, so many of the leaves are still on the trees.

This weather has encouraged our group to make full use of the facilities in recent times. Mainly the same group of us running our regular locomotives.

As we enter December, we will be planning our Christmas gathering for final Wednesday before Christmas, 21<sup>st</sup> December. We will be having a run (weather permitting) and then lunch in the Bothy with Fish and Chips. If you want to be part of this let me know and also if you want the F&C.

I was lucky enough to be in Derbyshire recently and a free day allowed me to visit the Barrow Hill Roundhouse. This was a first visit for me. A very interesting place. Whilst it was a British Rail traction depot, both steam and diesel, it is not adjacent to a station or running line. I found this a bit unusual until I read the display boards. The running lines originally were provided by & for the what became Staveley Iron works, and a shed was built. Not long after their construction, the North Midland Railway were contracted to provide all the railway services for the Ironworks. The NMR merged to form the Midland Railway and the rest is history.

The shed is the only remaining round house in the UK. Strangely it is square but it contains a turntable with approx. 28 storage roads off of it.

The depot offers storage to a number of steam locos, including some from the National Collection, and also an increasing number of Diesel locomotives and even electric locos. There is a large shed occupied by the Deltic Preservation Society containing two of the massive locos.

All in all, a place well worth visiting. It must have been something to have seen it when it in full use with the now demolished works for Staveley Iron Works.

The following pictures were taken during my visit will give you some idea of what is stored here both inside and out.









## Narrow Gauge Garden Railway

By John

Hi everyone and welcome to the festive Narrow-Gauge Newsletter.

Incredibly it's the last one for 2022. And as usual it's time to thank everyone who contributes to our wonderful club. Whether it's making tea for the public days, cutting the grass, mixing concrete, building new loo's, ballasting track, saluting things that move or painting things that don't.... etc etc....you have all in some way contributed to make sure the

NLSME continues to be the PREMIER model engineer society in the country!! But of course, it would be remiss of me not to say thanks to our estimable editor Keith for making our newsletter essential reading every month and thanks to all the contributors, I do read every article even if sometimes its double Dutch to me! Here's to an enjoyable 2023, and may I wish you and your family a very happy Christmas and a healthy new year.

A Mrs Trellis of North Wales has again written a letter to me saying how much she enjoyed last year's quiz, so here's another one for when you've had enough of celebrities (ha!) in jungles and in dancing shoes....

### Quiz questions

1. The main types of which form of transport are non-rigid, semi-rigid, and rigid?
2. Which blue credit-card-sized contactless smartcard is popularly used on public transport in Greater London?
3. Which form of transport, that derives its name from the French for 'carriage with wooden benches', was once common for works outings during the early 1900s?
4. Incheon International Airport is the largest airport in which country?
5. Which British Cunard Line ship, launched in September 1906, was the world's largest until the completion of RMS Olympic in 1911?
6. Which European port was the world's busiest from 1962 to 2004?
7. A hovercraft is sometimes known as an ACV, what does this acronym stand for?
8. Which company lost a March 2017 legal case against Transport for London when it attempted to stop written English exams for its drivers?
9. Albert Gunton made headlines in 1952 when he jumped his number 78 bus across where?

10. Which taxi service in Bangkok gets its name from the sputtering sound of its engine?
11. The name of which British budget airline, based at Leeds Bradford Airport, is also its website address?
12. Which shortened name is given to the North American intercity bus carrier which began life in Hibbing, Minnesota in 1914?
13. Which Czech car manufacturer was founded in 1895 as Laurin and Klement?
14. Which ferry operator, the largest in Europe, offers three Irish destinations from UK ports? Two of these Ireland destinations are Dublin and Belfast, can you name the third?
15. Which term, borrowed from horse racing, is an unofficial accolade given to the regular service passenger liner which holds the fastest Atlantic Ocean crossing record?
16. Scottish business woman Ann Gloag was co-founder of which international transport company?
17. Dennis Anthony Tito was the first tourist to visit where?
18. Concorde's first two scheduled flights were from London and Paris. Which city was the destination of the London based Concorde? And what about the Paris Concorde?
19. The M11 motorway is a 52-mile motorway that links which city with northeast London?
20. The ferry MS Herald of Free Enterprise capsized moments after leaving which Belgian port in 1987?
21. Which form of personal transport was launched by inventor Dean Kamen in 2001?
22. Its first schematic was designed by Harry Beck in 1931, what is it?
23. Opened in 1994, what is the common nickname of the Channel Tunnel?
24. Which city's underground metro-line is the only one in the UK which operates completely underground?
25. Which ocean liner was retired from service in December 1967 and was sold to the city of Long Beach, California?
26. Which airport is the fourth busiest in the UK after Heathrow, Gatwick and Manchester?
27. Which Channel 4 newsreader was President of the Cyclists' Touring Club?
28. What, according to tradition, takes four years to paint from end to end?
29. Which letter do post-war tanks all begin with?
30. Outside which London building were traffic light first installed?
31. In World War II what was a McRoberts's Reply?

32. In what year was the first cycle superhighway opened in London?  
33. Which was the first true jet to enter passenger service?  
34. What is the popular name for the Boeing 747 and the European airbus?  
All the answers can be found on page 40. But no cheating please.

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## Winter Working Parties

Every Sunday over the coming months there will be working parties engaged in completing the essential maintenance tasks required to keep the site in good condition. The GLR group meet on a Saturday to work on repairs to the ground level railway. Thursday also sees members involved in all kinds of repairs. So, it cannot be said there is nothing going on at Colney Heath.

As you can see from the list of jobs on pages 3 and 4 of this news sheet there is a wide range of tasks to suit all skills. It would be great if you could give a little of your time to help. If you are relatively new to the club or don't know that many people then these groups are a great way to get to know others in the club.

If you can take on a particular task or are willing to co-ordinate a group to undertake a specific task, please let one of the Council members or a section leader know.

So please come along if you can and paint or repair or even dig trenches to alleviate the flooding which can be seen on the front page. And there is even tea and biscuits. What more could you want. So please come along and join us.

If we all help a little then the list will be achievable.

Oh, and as to the flood shown on the front page? Well, the trench worked and it was left with the water draining away. Well done, Helen, Nigel John and Alan for your endeavours. Only time will tell if more needs to be done to solve this problem.

If you have any pictures of members maintaining our wonderful site or at HQ, send them in to the editor.



*Water starts to drain away from the lane*

## Mystery Object

By Peter

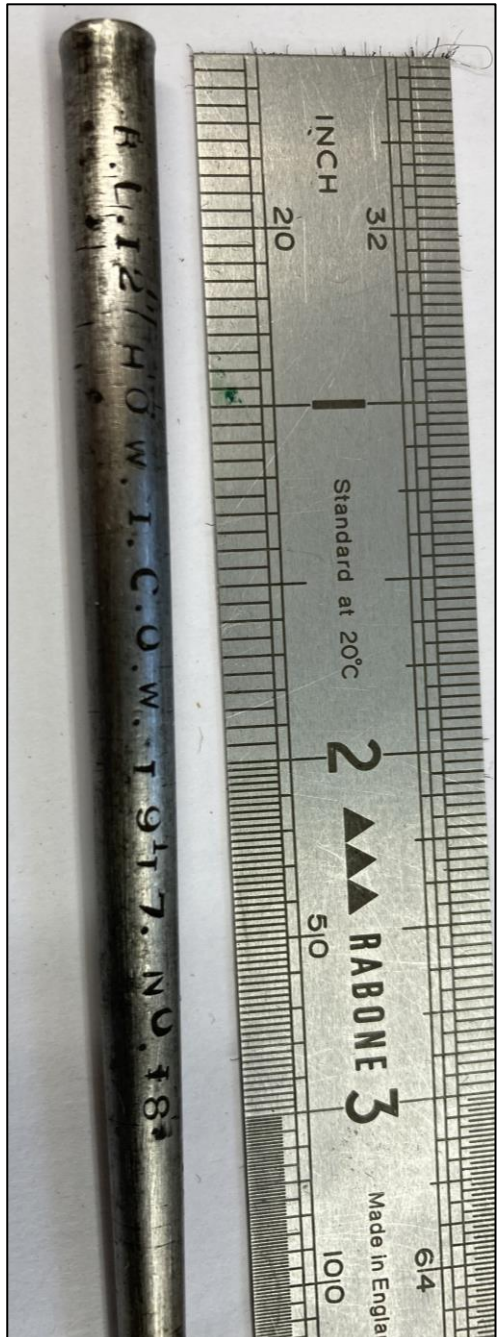
I found this object in a box of metal punches.

I have asked around at the track but nobody has been able to identify it or have any idea of what it may have been used for.

I thought it was a punch but the numbers and letters made me think again.

It's  $4\frac{1}{2}$  inches long tapering down to about  $\frac{1}{8}$ <sup>th</sup> inch diameter with a flat end

So, if you know the answer, please let Peter or the editor know and we will publish the response in the next news sheet.





## Forthcoming General Meetings

By Ian

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

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

Please let me know.

The Programme at the moment reads thus: -

### Friday 2<sup>nd</sup> December.

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

Any questions regarding the meeting contact, Ian

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## General Meeting – November 2022

St Albans to the Dorset Steam Gathering

by a miniature steam Traction engine called *Fredrick*.

OMAH MK2.

The Good Lord had chosen a dreich night for one of the most exciting presentations of the year. (Dreich is Scots for a cold wet and windy night; generally miserable and inhospitable!). The scribe thought that only a couple of neighbours would be attending but lo and behold within ten minutes to eight the lecture hall was almost full of anticipating North London Members. Apart from the front row that is; but perhaps there would be too much steam and coal dust around to make the seats comfortable.

Tim was introduced to one and all and started the talk that we had all looked forward to for some time; with first, a resumé of his model engineering career. This started when he was very young sponsored by his father who was also had a hobby of model engineering. In fact, a tradition of naming his steam models *Fredrick* seemed to go back many years. Most of Tim's locomotives bore the title

*Fredrick* as did members of his family (males only). Tim was pally with the providores of miniature traction engine kits and was able to build traction engines far faster than starting from scratch. We all agreed that it is the finish of paint work and lining out that 'makes' a traction engine and Tim's colour slides bore that out. The care and attention given to lining paid sumptuous dividends.

Soon it was time for the mid-evening break for tea and Laurie's biscuits and of course to draw the raffle prizes for tickets sold by Peter. This was the first raffle for many a moon with substantial books to be won as well as the statutory 500-piece Jig Saw Puzzle.

Tea over and Tim was re-introduced and then launched into his account of the journey to Dorset by *Fredrick*. It was not just the case of shovelling a bit coal into the fire box, throwing in a match and off we go! No, a considerable amount of planning and preparation had to be completed before even setting off. Route, coaling points, water supplies and the position of steep inclines as well as where to sleep on a journey lasting three days. Almost like a coal-burning tramp ship which went from one bunker port to another World Wide. A vast team of supporters worked well with Tim, who is a man who can charm the birds off the trees; the scribe was quite amazed that his dental students were not enlisted to direct the traffic! A large van with large van like trailer and an appropriate notice at the rear informing other road users that a slow, slow vehicle was ahead, followed and shielded *Fredrick*.

Running the traction engine followed steam railway practice and probably traction engine practice as well; with one man firing and looking after the boiler and the other man steering and obeying the rule of the road. It was amazing that they always had a clear road ahead! But the little engine did have a remarkable turn of speed and when the bit was between its teeth (i.e., boiler safety valve blowing off) could outpace almost anything on a round-about.

It was the film that did it and made the evening one to remember. There must have been a team of dedicated camera-men at all points on the journey. And of course, the fascinating commentary by Professor Watson made it come alive. All too soon the convoy arrived at the *Dorset Steam Fair* and the journey was complete. The fire box left to cool a little, then resume work as an AGA, cooking meals for the exhausted but triumphant crew.

It was then time to thank Tim for the immaculate presentation and to the wonderful anonymous team who made the whole journey possible.

All that was left was to wish the satisfied members and Tim a safe journey home.

Well done, *Fredrick*

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## Etchers and Etching

### Closure of Photoetch Consultants

By Geoff

Some of you may know that I have been the long-term owner of Kings Cross Plates, who are one of the oldest miniature nameplate manufacturers. I bought Kings Cross Plates (KXP) in 1993 from HMC Group in Firsby. KXP had previously been owned by Eames who also ran the York Road Model shop. My purchase consisted of about 40k finished plates, some rudimentary etching machinery and a few thousand glass negatives. Later on, I was lucky enough to be given the original artwork from which the plates were created

Metal etching is a similar process to black & white photographic developing. Brass or nickel plate is covered in resist and ultra violet light is shone onto the plate through a film negative. The UV light removes the resist, where the negative is clear, and then the Ferric Chloride etching fluid removes the exposed metal, ie forming depth. The depth is a function of how long the metal plate is left in the etching fluid. When the plate is removed from the etching fluid, it is cleaned and you are left with etched images.

When Eames owned KXP, nearly all of the plates were made by Endersby Etchers of Huntingdon. HMC used them for some plates but also made some themselves. I did not fancy playing around with the basic equipment to make plates. I asked Grange and Hodder to make some plates for me, they were a well-known Birmingham firm who made many of the etched kits sold by kit designers. Their nameplates were not of the quality I desired, so I looked for another supplier.

I was told to try Photoetch Consultants (PEC) of Walsall, this I did and was delighted with the transformation. Brilliant quality plates and a good customer service. I was invited to their works and saw their amazing camera which was capable of reducing my 14mm to 1ft artwork to 2,3,4 or 7mm sizes. PEC negatives are 18x24 inches, so a large number of nameplates were needed to fill one of their negatives. Over time I made up 6 of these large negatives and got several brass sheets of each made. **Photo 1** illustrates part of one of the negatives.

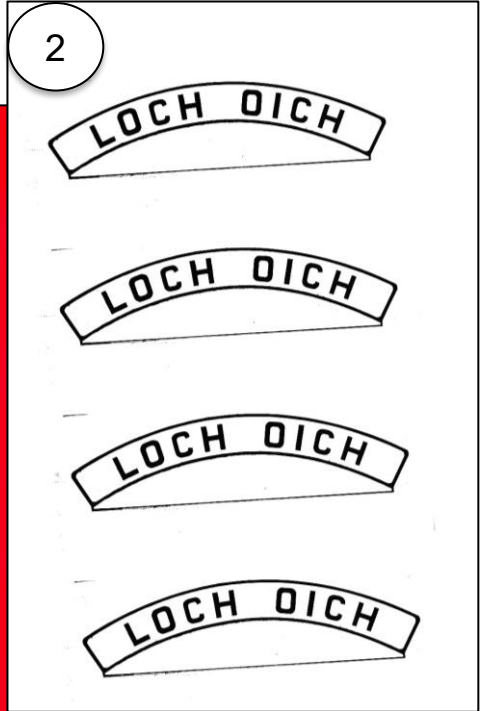
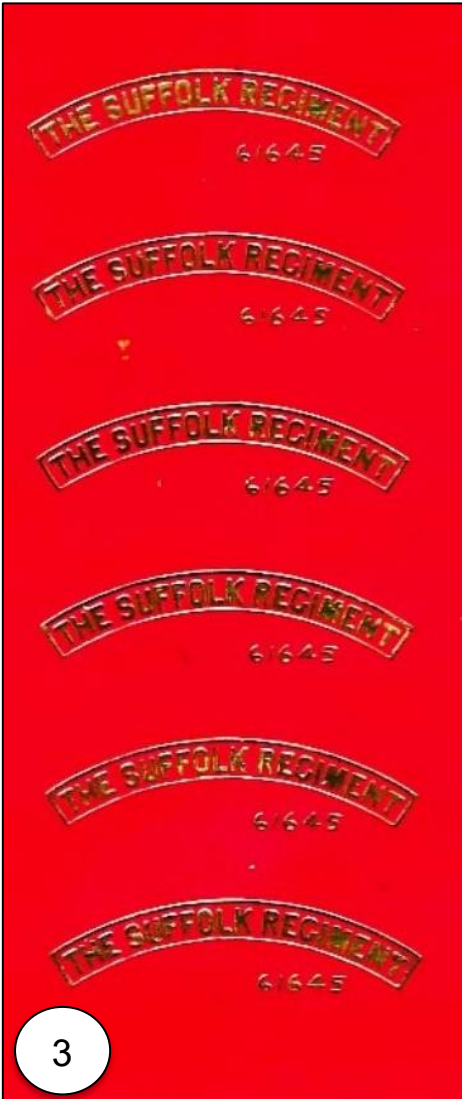
There are many other etching companies. In the past you looked them up under "Etchers and Engravers" in Yellow Pages; today you search the internet. The other company whose quality rivals PEC is ChemPix Precision Micro, who amusingly started off using PEC as their etcher. 4DModels near Aldgate make high quality etched plates quickly but expensively. Mercury Engraving on Bounds Green Industrial estate are good for larger items.

Sadly, in September PhotoEtch went into liquidation (apparently a combination of bad debts and cash flow). So, on 1<sup>st</sup> November I caught the train to Walsall to reclaim my negatives from the liquidator at the PEC works. There were many of





**Photograph 2** is an example of the 14mm artwork and **picture 3** a sample of finished 4mm plates



Should you want to see the entire KXP range of plates, please visit;  
[www.qcrsociety.co.uk/kingscrossplates.html](http://www.qcrsociety.co.uk/kingscrossplates.html)

## G.L.R. News December 2022

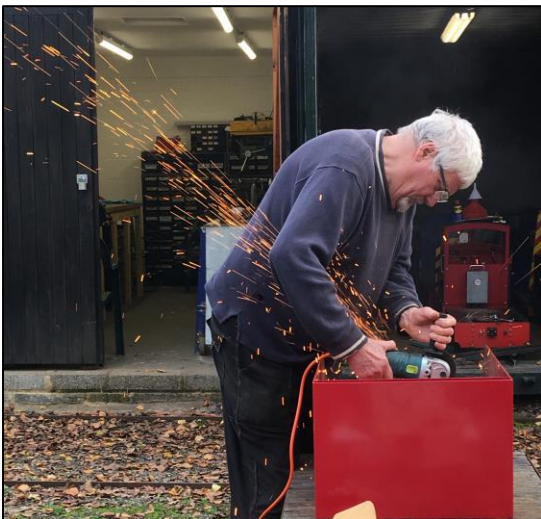
By Peter



The Tyttenhanger light railway would like to wish all members of our wonderful club a very Merry Christmas and a happy new year for 2023, thanks to all who helped to make the Ground Level railway a nicer and safer place to be for playing trains in 2022!

As reported last month we finished the public running days with a flourish, the crew working well together on these days pumped up the clubs coffers with some very welcome beer vouchers, it is hoped some of this income could be used to improve the train movements and public running safety issues in Orchard Junction by erecting a new signal gantry, proposals were put forward to council under health and safety, full size drawings and a scale model were produced by Terry, the projects costs, and safety implications were outlined and put forward at the November Council meeting by Michael both of who we thank, we await a favourable outcome for the start of the build.

On November 6<sup>th</sup> Cookie brought six of his friends along for a day out (never new cookie had that many friends) two of his friends came with a view to join our club tried out the raised track and were very pleased, Brian and Michael gave rides all day, all in all a lovely day was had by one a and all.



The next big event on the Tyttenhanger Railway will be Michael's Gluevine and Stolen day also incorporating the 45mm group with Jerry and his Dansette coming up the rear, (no comments Chez) as the date has not yet been set, I guess by the time you read this the day will have passed into the annals of Tyttenhanger history.

*Brian keeps asking me to cut bits off his loco, I don't know if he is going for the speed record or just reducing the weight making for more fuel efficiency,*

Saturday the 12th saw the start of working parties and to start the boys off gently we decided to do some leaf blowing and putting the world to right at tea time in readiness for our Gluevine and Stolen day, Mrs Badger sat out and watched our antics in the glorious afternoon sunshine, what a lovely day was had by all.

On Thursday the 18<sup>th</sup> a delegation of three council members inspected our plans for the gantry to be built and incorporated on Orchard junction. An onsite visit was the order of the day by the delegation where we all peered down the holes that had been previously dug at the proposed site of the foundations for their approval! All was in order and it was agreed that a revised project proposal form would be submitted to the December Council meeting for formal approval.

Saturday the 20<sup>th</sup> saw a break in the weather and I started to weed kill the G.L. track that had been inundated with an invasive weed impervious to winter frosts that I know as straw bury weed! That sends out runners with deep rooted tap roots that are difficult to remove, I managed to spray round to Orchard Junction and was pleasantly uplifted when Marcin relived me of the heavy back pack sprayer expressing his desire to spray what was left, he promptly filled the spray pack to the half way mark with the correct measure of killer hoisting it upon his back off he strode, oh to be young again. Thank you, Marcin, as a special treat I will let you do it all next time.

As ever in the muck Pete.

G.L.R. Section Leader.

## Scenes from our corner of North America – Part 1

By Owen

The NLSME membership often shows interest in the world beyond our fair island and in particular much attention has been paid to North America. The Clubs Lucky 7 locomotive and the activities of the Narrow Gauge and Gauge 1 sections have been highlighted recently in these pages but since the amalgamation with the North Middlesex Model Railway club in the early 1980's the NLSME has a North American section in its own right and several well-known club figures have been involved with it. We concentrate on collecting and operating smaller model railways centred around our HO scale (3.5mm/foot) layout called Woodside Union Terminal III (WUT III) which has been built into to a purpose-built extension to the HQ building.

WUT III as it has become known is not based on any real location but is roughly set in the post WWII Steam/Diesel transition period with scenes appropriate for 1930's – mid 1980's and encircles the room on three levels with a main line and branches. Freight trains predominate which use a card system to direct each car's movement from industries to destinations both on and off set. The most impressive being the long coal trains that start from the mine loader on the top

level, make their way into mainline block trains and travel down the layout to the power station where they are off loaded and make their way back empty.

The layout was built for traditional control but has had Digital Command Control incorporated which makes for interesting operations especially since the introduction of sound systems in many locomotives, though you can still run the old way if you wish.

We meet most Wednesday evenings continually improving and operating the layout. Our numbers have sadly reduced somewhat since COVID and getting older but we are still meeting and enjoying our trains and would be very pleased to welcome more members to discover the delights of our corner of HQ.

With this article appears a selection photographs from recent operating sessions making for some very realistic scenes. More can be found on my Flickr website, including an album that takes you on a complete tour of the layout at <https://www.flickr.com/photos/owenchapman/albums/72157647822779305>



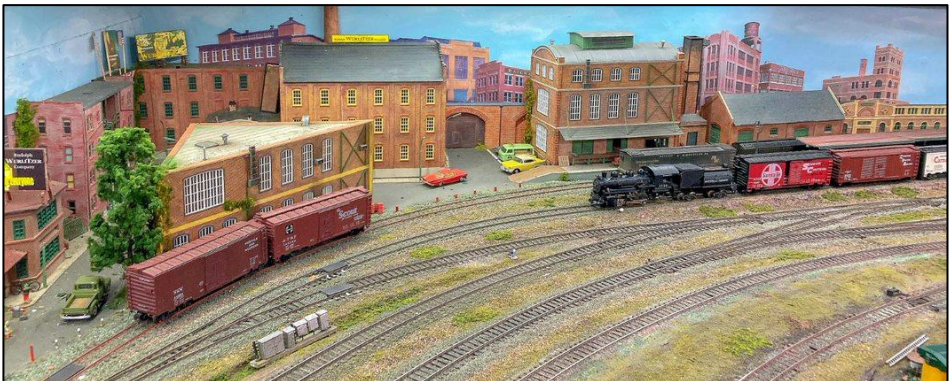
*Southern Pacific 0-6-0 1234 passes through the Woodside station platforms watched by a father and his children. This brass model is of a typical shunting engine used before smaller diesels were introduced in the 1940's, tank engines being very rare and mostly only used in workshop complexes.*

*By US standards a small 4-6-0 No 2355 with a typical mixed freight exiting the canyon area just outside Woodside yard and reminiscent of the Niles Canyon area of California. 2355 is a white metal and brass model.*





*Western Pacific 2-8-2 308 and a train of refrigerated boxcars has just received a clear signal to proceed down the mainline from the town Baldwin with the exchange yard for the coal mine in the foreground and the passenger station and branch reception lines behind. Below part of Lima yard can be seen. 308 is a modified Overland brass model.*



*SP 1234 works the express (Parcels) past the platform and warehouses above Woodside yard.*

*Grand Trunk Western GP9 diesel 4558 grabs a caboose of the tail of a train that has just arrived in Woodside freight yard.*

*The buildings and passenger platforms dominate the scene behind.*



*Union Pacific USRA 2-8-2 2488 pulls up in the Woodside main yard with a pick-up freight. 2488 is a recently acquired ready to run plastic and metal model fitted with a fully working sound system. A small city scene fills the bridge over the passenger station and above that the middle level of the spiralling layout.*



*A small city scene fills the bridge over the passenger station and above that the middle level of the spiralling layout.*



*Iconic and unique to the Southern Pacific Railroad were the monster “Cab-Forward” 4-8-8-2 articulated locomotives. Their oil firing fuel bunkers were lightly pressurised to deliver fuel firebox turned to be at the front of the engines in the many mountain tunnels on the route over the Rockies and very much mixed traffic machines as seen here with 4101 descending the main line to Lima. This is another recent model with a digital sound system.*

## Simplex - a Comedy of Errors?

### A story to provoke discussion

By Colin

*Disclaimer: Those of a technically nervous disposition are advised not to read this*

Just after I moved to a village outside of Scarborough over ten years ago, I picked-up a chassis for a 5" gauge Simplex from a well-known on-line auction site, the thought being that I might be able to progress it further, maybe even finish it and sell it on.

Life got a bit more complicated for a while so I put it under the bench for a later date; this then progressed to moving house for a second time and eventually storing the chassis. When I eventually dug it out and started to look it over, it was now with a view to just sell it in the condition in which I bought it, as by now I realised that I am a slow builder and have found that really when it comes to building an engine, 3.5" gauge is as big I wish to handle – I am also easily frightened by big lumps of metal!

Thinking the Club News sheet could a good place to advertise said item prompted me to 'look it over in some detail. I would then be in an informed position to advise any potential purchaser of its good points and maybe some of its weaknesses, as no member wants to knowingly sell something 'dodgy' to another member. The photos with this article show it in pretty much the state I bought it in though now without its rather garish paint job on the frames.

When you buy something already started, it is only to be expected unless you are very lucky you will not like everything you find and to perhaps have to remake a part or two. If however you discover an inaccuracy you also have to ask yourself 'is it an important error, can it be lived with?' As I progressed on my quest to establish the truth in this particular case, I didn't realise the answers to these questions would be so challenging.

The following is a list of what I have found.

#### Frames

I think one plate is slightly longer than the other causing the buffer beams to be out of square to either plate.

The spacing of the slots in the two buffer beams – these are angles riveted either side of the frame plates - are different and neither are correct to the drawing (both being under dimension) and introduce a tapering of 30 thou end to end. This however is complicated further as all the stretchers are a touch over size causing the plates to bulge out slightly.



Only the middle horn slots appear to agree with its mate on the opposite frame in spacing and size. The front set has a slight difference from one side to the other and the rear set a slightly larger difference one to the other.

Putting a straight edge along the inside length of plates produced further interesting findings: as far as I could make out the front half of the frames were roughly straight (bearing in mind the buffer beam issue) but the rear section became progressively more offset peaking at around 1/8" offset as it arrives at the rear buffer beam – this appears to start around the middle stretcher point.

### Axleboxes

Most of the axle boxes (fixed i.e., non-split) are bespoke fitted to each horn slot with a variation of over 1/16" from the largest to the smallest. Not quite sure why, but all are a loose(ish) fit on the axles as if worn – which they can't be as they are all new build – however this might suggest the holes drilled for the axles, where drilled to size straight away (ie not undersize and reamed), and the play is from the drill cutting oversize.

### Cylinders

The cylinders surprisingly are not too bad, that is they are square all round and to length .....however: the tapped stud holes for attaching the steam chests on both cylinders in the area located over the recessed end of the ports (cylinder ends), have broken through into the port. Similar story with the guide bar fixing points on the rear cylinder covers, that is the tapped drilling has broken into the top of the threaded gland hole.

The location of each cylinder on the frames caused a bit of consternation as I found one cylinder was nearly a 1/16" closer to the driving axle than the other. The fixing holes in the frames are ok but upon checking the fixing holes in the cylinders revealed one set (Left cylinder) to be offset by about this amount to the other.

### Motion Brackets

Once I had taken the paint off them, they seemed quite presentable.... both are castings. However, looking straight-on to one (top to bottom) it looked bent. Straight edge again, and yes it was bent but I can't decide if was always like this and has been machined in this state. Same story with the casting's rear fixing, slightly bent along its length. The other motion bracket has another oddity for the inner pivot support for the expansion link when screwed home is offset to the front one; meaning the pivot points are out by about 1/32" one to the other.

### Weigh shaft Bearings

These phosphor bronze bearings are a surprisingly good fit to the shaft suggesting they have been reamed to size and possibly done inline. I say surprising because there is no sign of binding on the shaft indicating they are happily in line with one-another and could suggest the frames left/right are (as

currently affixed) in alignment, possibly proving all the frame errors up to drilling these holes have been ignored.

### Coupling Rods

Now this is where the story becomes interesting. I thought with all that I had found that I would be able to prove the two sets of rods wouldn't match. But no! With accurately sized rod (to represent the crankpins) put into all the three bushes simultaneously, both sets came together nicely. I was unable to disprove this when I checked the wheel Centre's as they too appeared ok.

### Summary

So where does this lead us? Whilst there is no doubt this chassis is not the most accurate piece of work it still prompts the question in my mind, could it still work? When is something really unusable?

As I have always maintained there is and should be a wide range of ability and accuracy amongst Model Engineers, I think this chassis proves it, for although what I have found puts this at the poorer end of the scale, what is there is fairly competently made. My investigations have identified quite a few errors in its construction but the indications are that the builder has (at times) tried to overcome some of these shortcomings. The problems appear to stem from the inaccuracy of the frames and subsequently putting bits together and trying to work round this known deficiency.

The obvious place to start rebuilding would be to use a new straight, properly dimensioned and square set of frames. This though would upset the axle boxes as they appear to have been machined to fit what already exists. Therefore, re-machining the axle boxes (assuming enough meat is available) would probably upset the wheel spacing necessitating new coupling rods. If the slight looseness of the axle boxes is to be corrected, then one wheel would have to come off each axle and new axle boxes made.

The alternative (possibly no doubt controversial) solution would be to ask yourself:

- 1 – Are all the wheels the same diameter, yes?
- 2 – Is the wheel spacing correct, yes?
- 3 – Do the wheels rotate freely with rods connected, yes?
- 4 – G Are the cylinders correctly located? Well nearly but could be corrected to be so.

Therefore, as long as the boiler locates front to back correctly, the stretchers are reduced slightly and with the dubious guide bar brackets remade, the rest could be made to work or ignored.....or could it, what do think?

## My model boat collection – Part 3.

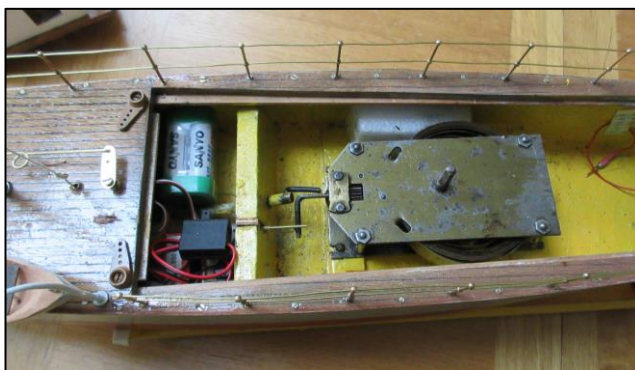
### A clockwork boat, with radio assistance.

By Roy

It was November 2016; I received an email with a couple of photos of a wooden boat about 30 inches long. Not very promising and the sender must have thought the same as she said it was me or the tip as they were moving house. I made an appointment to see the boat.

I was hoping to find a nice old Bassett-Lowke electric motor in the boat. So, I was genuinely taken aback when I saw this lovely big

clockwork motor inside. I was asked if I was going to restore it, I said “I thought it was more of a resurrection!”



The stanchions and railing were soldered wire and were stripped away, I thought there was too much super structure, the funnel was copper tube with lead half way up so very heavy and the vents were not right. The lifeboat was crude but in character so was kept. I

discarded the large deck house and made a new front, the stanchions were useless, just wire. I decided to reposition the funnel and fill in the large holes left by the cowl vents to allow smaller more suitable size ones fitted. I moved the lifeboat to the stern.

The clockwork motor was featured in a John Parker article in Model Boats magazine October 2017 as the dearest option, I decided that the motor had to be more accessible and I carefully sawed the deck to make a wider opening, so I could now take out the clockwork mechanism. When it came out it was nice and black with oil, cleaning revealed a motor with little wear but no indication of

manufacturer. I used WD 40 to give it a clean and then generally oiled it, I made sure that I got oil into all of the coil spring.

The prop tube gave in to only a small amount of twisting and pulling to reveal a hidden bend, when this was straightened the shaft turned easily. The rather bent brass prop and shaft was got back into shape and a friend later did a better job on the prop.

The random orbital sander revealed a well-constructed hull that just needed stripping to bare wood and re-painting. I had to use my orbital sander to get through the several paint layers.

I then applied undercoat then more coats rubbed down wet and dry and then the final painting which was done with a brush. I used a very pale grey for the hull and Humbrol red for the underwater hull. I sourced the gold stripes on-line.

The deck was gently scraped down with a bare knife blade, taking care to keep the original lined deck planking, then using a 50/50 mix of varnish, a rub down and then 2 more coats of varnish using a cloth pad wrapped around a finger. I do not use a brush for the deck as the method chosen does not leave surface markings.

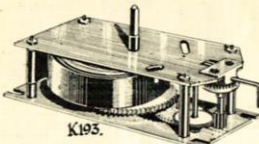
The masts are original but held in place rather differently. I found some tubing to slide the masts into. These were sealed at the bottom and just protrude through to the deck. There is a small spring in the

bottom so the mast sits on this. The supporting shrouds go in to a 'hook' system. This is a wire bent to a loop with the only the vestige of a hook at the end. This will slide down the tube to its end but jam when at a small angle. The cord length is critical to keep the mast down on its spring to tension the shrouds

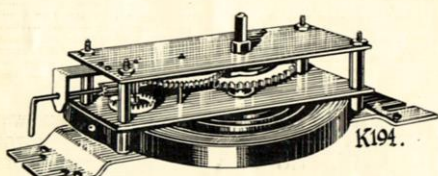
The stanchions were recycled from a scrapped boat and shined up, the wire railing is gold plated jewellery wire. This comes in a coil and I cut the length I require, trap one end in a bench vice and pull. It stretches about a quarter of an

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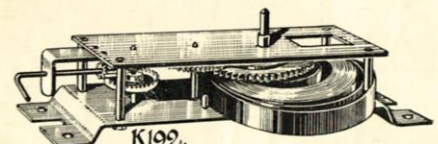
**CLOCKWORK LAUNCH ENGINES.**



No. K 193.—CLOCKWORK MOTOR. — Very powerful. Suitable for a hull about 4ft. long. It has 7/8in. spring and heavy gears and pinions. The frame measures 5in. x 2-3/8 x 1 1/2in. deep. When unwound the spring needs a space at least 3 1/2in. wide. PRICE, 33/6.




No. K 194.—CLOCKWORK MOTOR.—A long running motor, suitable for a boat about 36in. long. The frame is 6 1/2in. high. The spring is 3/8in. wide and needs a space of about 3 1/2in. when unwound. PRICE 24/6.



No. K 192.—CLOCKWORK LAUNCH MOTOR.—Suitable for a boat about 30in. long. The frame is 1 1/2in. high and the base 5 1/2 x 1-1/4in. The spring is 3/8in. wide and needs a space of 2 1/2in. to unwind. PRICE, 16/6.

**CLOCKWORK MOTOR FOR LAUNCHES.**



No. M 208.—This is suitable for a hull 18 to 24 inches long. It measures 4in. x 2 1/2in. and is 1 1/2in. high, needing about 3in. space to unwind. PRICE 10/6 each.

No. K 201.—KEYS FOR CLOCKWORK MOTORS. Each \_\_\_\_\_ 1/— (State size of spindle on motor.)

KEEP ALL CLOCKWORK WELL OILED AND NEVER LET MOTORS RACE WITH PROPELLER OUT OF WATER.

inch but straightens and hardens. I thread the stanchions onto the wire and then bend to fit around the hull. I made a new much lighter funnel using a battered old aluminium container tube, the bit I wanted was the end with the rolled top effect. It was cut to size and then with a ½ inch dia dowel and several layers of blanket gently rolled and persuaded into its new shape. Two litleply formers were fitted and an aluminium tube leading directly to the motor wind shaft.

I made a new winding key from interlocking brass tubes hammered at the ends to fit over the square wind shaft. On my original launching I found the on/off lever difficult to select and without it the motor was nearly run down before hitting the briny and so I fitted a radio-controlled micro servo with an interrupting arm to the motor. There is now a rudder servo as well. This servo is directly below the deck with the servo arm on extension into the deck. There is a shiny brass wire to the rudder tiller. All the other items came from the scrap box.

The spring is very powerful and when in place and un-winding and as with most clockwork mechanisms about half way the spring re-positions itself. This has enough mass to create a list! So I fitted a piece of closed cell foam to keep it as central as possible. I know when this has happened as the boat shudders and sends out sideways ripples.



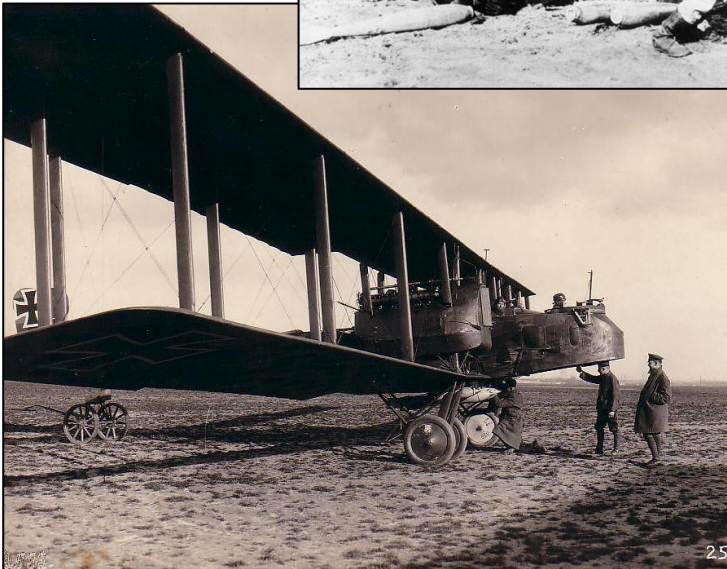
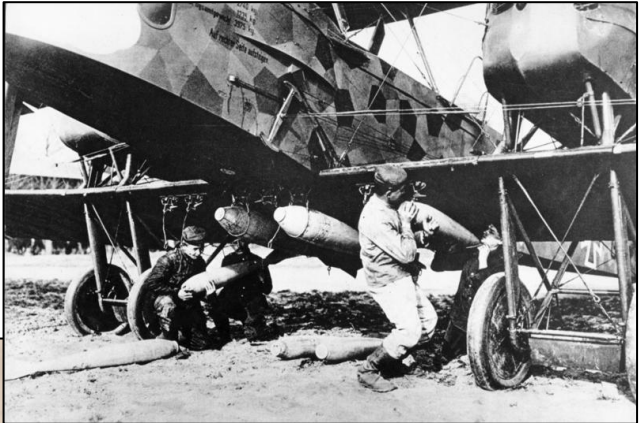
The intention was to recreate a nice shiny toy boat as was originally intended. She was probably originally constructed in the mid-1930s. I had to make a new key as the shaft was 5mm across and non-standard. Thirty winds of the motor gives about 7 minutes of running at steady walking pace. As you can guess no one believes me when I say it is clockwork driven.

## Letter to the Editor

I read the “and finally” article in last month’s news sheet describing the Gotha bomber. There was an error in the bomb carrying capacity of this aircraft. The article stated incorrectly that each aircraft was carrying 7 tons of bombs.

Each aircraft could carry just 14 x 25Kgrm bombs.

There were 18 aircraft so the total bomb carrying capacity of all the aircraft was a bit less than 7 tons.



To put it into context a Lancaster bomber even when specially modified for the biggest bomb or 'Tallboy' was 12,000 lbs, 5400Kgrm. So had the 18 Gotha bombers been carrying 7 tons of bombs each that would have devastated the area.

News Sheet is always a good read though.

Kind regards  
Roy

## A trip down memory lane

Your editor received these two pictures recently and with assistance from Mike we have identified the driver and others. The images show Ernie Millington driving his 5in. gauge 'Firefly' to Martin Evans' design. Mike says that Ernie was a very competent model engineer and his locomotive ran sweetly. Jim Robson was fond of driving this engine and was particularly happy when Ernie let him look after it for a while. The passenger sporting the moustache is the father of our newish member Tim P. Tim is the little chap sitting directly in front of him. Who would



have thought all these years later that little boy would be driving his own locomotive around the same track.

Close examination of the second picture reveals activity in the background in the very early days of the Cuckoo Line, after the first extension was completed and before the boating

lake was excavated (largely by Margo, Tony's wife) way before the ground level railway was even a glint in anyone's eye!

## Quiz Answers

1. Airships
2. Oyster Card
3. Charabanc
4. South Korea
5. RMS Mauretania
6. The Port of Rotterdam
7. Air-cushion vehicle
8. Uber
9. The opening of Tower Bridge
10. Tuk Tuk
11. Jet2.com
12. Greyhound
13. Skoda
14. Stena Line. Rosslare.
15. The Blue Riband
16. Stagecoach Group
17. Space (widely known as the first space tourist)
18. The first routes were (London) to Bahrain, and (Paris) to Rio de Janeiro (via Dakar)
19. Cambridge
20. Zeebrugge
21. Segway PT
22. The Tube Map, or London Underground Map
23. Chunnel
24. Glasgow's  
It's also the 3<sup>rd</sup> oldest underground metro system in the world after London and the Budapest Metro
25. RMS Queen Mary
26. Stanstead
27. Jon Snow
28. Forth Railway Bridge
29. C
30. Houses of Parliament
31. Short Stirling Bomber
32. 2010
33. Comet
34. Jumbo jet
35. Panama Canal



## And Finally – The Gremlins

This is the tale of the gremlins, as told by the PRU,  
At Benson, and Wick, and St Eval,  
And believe me, you Slobs, it's all true,

When you are seven miles up in the heavens,  
That's a hell of a lonely spot,  
And its fifty degrees below zero,  
Which is, not exactly hot.

When you are frozen blue like your Spitfire,  
When you are scared Mosquito Pink,  
When you are thousands of miles from nowhere,  
And there is nothing below you but the drink

It's. Then that you'll see the Gremlins  
Green and, gamboge, and gold  
Male and, Female and, neuter  
Gremlins both young and old,

It's no good trying to dodge them,  
The lessons you learned in the Link  
won't help you evade a gremlin,  
Though you boost, and you dive, and you jink

White ones will waggle your wing tips,  
Male ones will muddle your maps  
Green ones will guzzle your glycol,  
Females will flutter your flaps

Pink ones will perch on your Perspex  
And dance pirouettes on your prop.  
There's a spherical middle –aged Gremlin  
Who'll spin on your stick like a top.

They'll freeze up your camera shutters  
They'll bite through your aileron wires,  
They'll bend and they'll break and they'll batter  
They'll insert toasting forks in your tyres.

And that's the tale of the Gremlins,  
As told by the P.R.U.  
(P)retty (R)udy (U)nlikly to many  
But a fact, none the less to The Few

1. 7 miles up is 37 thousand feet. The best I have achieved is 8 thousand. In an open cockpit it is a lonely spot, but height is energy to go places. The global standard unit for aviation height is the foot.
2. I spent 10 very interesting years working at Hatfield at what had been called De Havilland Propellers. It became BAe Dynamics, though the letters DH ran through it like rock in Brighton. Our job in Environmental Test, was to nail Gremlins on the ground, where you could get at them. We froze and cooked them, -50c to +150c as often as you like. They got shaken, and shocked in all directions I learned about accelerometers, thermocouples, and liquid nitrogen, also the strange art of report writing. It pleases me still to remember, that in one of the work places someone took the trouble to post up a copy of the Gremlins poem. Hope you also enjoy it. I have tried to find out who wrote the poem, and failed. There are traces of two cat poems by T.S. Eliot, which dates it to post 1939, the poet must have been a P.R.U. pilot who flew from Wick, in north east Scotland, to Norway; a 1400-mile round trip.
3. Early propellers are beautiful wooden carvings, so the word "stick" became aviation speak for any prop. On the front of a PRU Spitfire was a DH Hydromatic a much more sophisticated device. Built at Manor Road Hatfield, these were a critical component in the Battle of Britain.
4. I have been nibbled once by a gremlin. The experience was not good, by fair fortune things turned out OK and I am still able to drink tea with you.

Mike

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A short film  
History of Live Steam and Model Engineering

Paul sent the editor the link below to a short film which describes the early days of model engineering through to more recent times. It was filmed in the early 1980's and lasts for about 45 minutes. Something for you to watch once all the presents have been opened.

<https://youtu.be/5pDj78vfiSc>

## Club Dates for your 2022 Diary

<b>December</b>	
Sun 4 <sup>th</sup> Dec	Working party at Colney Heath 9.00 to 12.30
Tue 6 <sup>th</sup> Dec	Council meeting 13.30 at HQ (see note below)
Sun 11 <sup>th</sup> Dec	Working party at Colney Heath 9.00 to 12.30
Sun 18 <sup>th</sup> Dec	Working party at Colney Heath 9.00 to 12.30
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
<b>January</b>	
Sun 1 <sup>st</sup> Jan	New years day steam up & reverse running on RT from 10am
Sun 8 <sup>th</sup> Jan	Working party at Colney Heath 9.00 to 12.30
Sun 15 <sup>th</sup> Jan	Working party at Colney Heath 9.00 to 12.30
Sun 22 <sup>nd</sup> Jan	Working party at Colney Heath 9.00 to 12.30
<b>Sun 22<sup>nd</sup> Jan</b>	<b>Deadline for articles to Editor for February News Sheet</b>
Sun 29 <sup>th</sup> Jan	Working party at Colney Heath 9.00 to 12.30
No Council meeting in January	
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	
<b>February</b>	
Sun 5 <sup>th</sup> Feb	Working party at Colney Heath 9.00 to 12.30
Tue 7 <sup>th</sup> Feb	Council meeting 13.30 at HQ (see note below)
Sun 12 <sup>th</sup> Feb	Working party at Colney Heath 9.00 to 12.30
Sun 19 <sup>th</sup> Feb	Working party at Colney Heath 9.00 to 12.30
Sun 26 <sup>th</sup> Feb	Working party at Colney Heath 9.00 to 12.30
Ground Level Rly Working party at Colney Heath every Thursday & Saturday	

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

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