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This Month...



The News Sheet

Chairman's Comments, Treasurer's Notes, Forthcoming General Meetings, The November General Meeting, GLR News, SM45 Narrow Gauge Garden Railway News, Lost Gazebo cover, The December General Meeting, Our New Year 'Steam Up', The January General Meeting, Dates for your Diary, Society Contacts.



Chairman's Comments



There was no council meeting in January so no formal matters to report upon.

The customary new year's day run at the track was a success with many locos and members attending. The ground level railway signalling update continues, this involves the installation of treadle switches to operate the signals, this is expected to be a more positive means of detecting train movements. The ground level crew have replaced rotted wooden sleepers from steaming bay to gate. The annual battle to remove fallen leaves and twigs/branches from the entire site continues. The raised track carriage transporter has been refurbished. Note however that the raised track is now out of use for maintenance, the most significant activity being replacement of five longitudinal sleepers.

Much of this work occurs on Thursdays and at our traditional Sunday morning work parties. All members are encouraged to come along and join in. There are no major projects under way this winter but plenty of maintenance tasks on the four railways and boating pond. Contact the relevant section leaders or simply turn up, tea is served at eleven.

I have today attended the London Model Engineering Exhibition. For many years the NLSME had a stand at both this and the Model Engineer exhibition. Understandably, exhibition organisation fatigue set in and we have not attended in recent years. However if any member wants to pick up the challenge of organising/managing/resourcing our attendance next year it is I am sure something the society would consider. Please let myself or council member know if this interests you.

Les B. Chairman.

Cover photo. Father Christmas trying a new form of transport at Bricket Wood. Photo Jean Chrisp. Also see article on pages 14 and 15.



Not another sleeping policeman ! by Michael Franklin

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.

Friday 1st February. Paul Godwin will give a fascinating talk with power point presentation regarding “**The development and history of Earls Court and Lillie Bridge**”. It will cover the Earls Court regeneration area from the early canal to the future redevelopment. A mix of civil engineering, railways and public entertainment. Don't miss it.

Friday 1st March. Auction ‘bring and buy’ at Headquarters as well as tons of metal and tooling for the model engineer. Please come along and buy a few bargains or just come to be entertained and leave with regrets that you did not bid for that mystery tool box.

Friday 5th April. Isambard Kingdom Brunel and the GWR. Colin Gent will give us a thought provoking illustrated talk about the broad-gauge route from London to Bristol and the extension to the West Country. The challenges Brunel had to face and the construction and deployment of locomotives on those lines. You will remember Colin for his excellent talks about the Merlin engine, 'C' class destroyers and driving by MG from Singapore to Bangkok

NLSME General Meeting November 2018

The Last Steam in Africa. Gordon Massey.

A goodly crowd gathered at Head Quarters to hear Gordon talk about steam in Africa. More properly they gathered to see his fantastic visual aids. In fact, Gordon is a master craftsman in cine photography whose DVDs are in demand the length and breadth of the Country. WELL twice in Finchley anyway.

Once the raffle money had been extracted on the nicest possible terms by Peter. The performance of the DVDs presented a great problem because the DVD refused to cooperate with the roughish Club machine and it was only after borrowing David's PC that the group were able to view the magnificent films, all be it in a manner after the silent Key Stone Cops films with members of the cast jerkily moving over the screen. The scribe did not mind as he could not see it properly due to eye operations the previous week.

The first place visited was Eritrea. Massawa a most barren and hot port on the west bank of the Red Sea. The scribe remembers loading cattle there as a deck cargo which were discharged further up the left bank in Port Sudan in exchange for a deck cargo of baled cotton for Manchester.

Eritrea was part of Benito Mussolini's desire to have an empire like the Brits, the Dutch and the French but by the time he got his act together everything nice had gone and there was only barren Eritrea left. He decided to have the capital in the mountains at Asmara which is 8,000 feet at least above sea level and seventy odd kilometres up hill from Massawa. To connect the cool Asmara with the sea Mussolini decided to build a railway connecting the two which took twenty years at least. An aerial ropeway was built in the interim and at over seventy kilometres in length became the longest rope way in the World. A great success 'till the British got hold of it after WWII when the wire and the diesel engines were put to other uses leaving only the railway.

To climb 8,000 feet carrying goods in seventy miles took great tractive effort and so Benito built 0-4-4-0 Mallets to climb the 950mm gauge line to Asmara. Benito is said to have quoted, that Fascism runs the trains on time but with a journey time of over seven hours his little colony had a problem.

In 2008 the railway was virtually redundant due to the use of a new road which cut the transit time down considerably. Steam enthusiast groups could visit Eritrea and effectively hire the Mallets with train which were kept in good condition. They could travel between Massawa and Asmara to their hearts content, and really get to know the country and of course take videos and 'run pasts' which the select group at HQ enjoyed viewing.



photo courtesy of David Marsden

A natural break occurred so the opportunity to have tea, choc biscuits and raffle presented itself while the group of cognoscente and Les got the DVD machine fettled up for the next African railway to explore.

Then it was on to Zimbabwe a country that did not feature in the scribe's school atlas. Here the intrepid explorers saw three of the last four Beyer Garratts still in everyday service. In 1954 these massive locomotives were built in the UK

and were probably the last steam locomotives built before diesels reigned supreme. The Garratts were seen double-headed charging up slopes with large goods trains in the early morning sun or late afternoon shadows to gain maximum artistic effect. The shots of Victoria Falls were dramatic with a back drop of the Garratts with their large water tenders crossing the famous bridge.

Up next was a 'Garden Railway' in South Africa built and run by the chap who



made his loaf by owning Vodaphone. The Sandstone Estate line was two-foot gauge and at least twenty miles in length with numerous 0-8-0s and Garratts roaming around usually double headed hauling large goods trains.

The last remaining revenue working steam was seen at work hauling coal trains out of the Wanke Collieries. Massive Class 20, 4-8-2+2-8-4 locomotives were seen at work moving coal and empties from the mines. Sadly, no more because this was in 2008 and in 2018 all is hauled by diesel.

And sadly, the clock showed ten-o'clock and it was time to say good bye to the DVD which at last behaved and to say good bye and 'thank you' to Gordon for the pleasure of seeing him and his undoubted cine prowess for the third time. And to Les for his help.

IJ

Photos above and on next page courtesy of Gordon Massey.



G.L.R. News. February 2019.



Happy New Year to one and all.

Well crew what can I say in just under two months from the beginning of November to just before Christmas you managed to completely replace the rotten sleepers to the mainline from Smallford Station including steaming bays, turntable re-alignment, through to the main entrance gate a feat that deserves something of a pat on the back.

Brian B along with Roy H made a formidable duo by

perfecting a method of old sleeper removal and new sleeper replacement by utilising a sit astride carriage slowly moving backwards as the job progressed, the resultant alignment and spacing of sleepers is second to none (Chairman take note) and as reported in a back issue of the seven and a quarter gauge magazine and I Quote (The N.L.S.M.E. site has an excellent 7 1/4 gauge ground level railway) this last bit of track work surely must be the icing on the cake, a fitting tribute to the hard work they have put in over the many years.





Not to be outdone by the old boys Jeff B, Paul J and Keith H took a special interest in refurbishing the sleepers to the three sets of points that service Smallford Station, again not a job for the faint hearted. During the works it was found that the station area had a three inch difference in concrete levels from the turntable to the carriage shed point, this can only be rectified by ballasting with 16 to 20 mm granite chippings, Unfortunately we could not take delivery of the chippings until after Christmas in the new year, a blessing in disguise as this will have given the crew time to recover from their ordeal and be fresh and raring to go and shovel some five tonnes of ballast in the new year to further beatify the

track they have just rebuilt.

Dear old Terry (wobbly) W made a jig for cutting the sleepers square (chairman take note) all at fourteen and a half inches long without which the job would have defiantly have taken longer, Terry has now donated the chop saw to the club, thanks Terry, looking now at how straight it all looks it was all worthwhile to take that little bit more time to do it properly.

The other people who deserve thanks are Alan M and Mike L who are installing the track circuit treadles and are making good headway, Peter (Cookie) and Gerry M thanks to you all. Because of your commitment we will have an even



better railway to play with this New Year.

This year we intend to run from Smallford Station, and we have some new blood in the G.L.R. hopefully the Tyttenhanger Light Railway will be as successful if not more than last year, there are plans to revamp the turntable by adding walkways and guard rails to make it safer to move locos across this space, Jeff B is drawing up the plans as I am writing this article, lots more fun to be had yet.

Saturday 29th December 2018.

Was the first official test run for the new section of track and the last run for the G.L. this year. We had a visitor on the day who wanted to try his Stafford on our track, the loco is fitted with Walschaerts valve gear and had a trouble free run. Bill the owner has indicated he is coming back in the New Year to finalise joining the G.L. group and will be very welcome to do so.

New Year's Day run Tuesday 1st January 2019.

A grand turn out for both the Ground Level and Raised Track boys, it was nice to see one of our former chairmen none other than Mr David H along with his

wife take a ride on Roy's train and then have the cheek to ask if he could have a drive of said train, of course we obliged as we will anytime you have been a long time promoter of



the ground level and we owe you! And thank you. It was nice to see new member Paul steaming his loco alongside Jeff B and his loco. Terry W with his freshly painted deseisle 08 mainline/shunter loco thing-a-me-bob.

As ever in the muck,

Pete. G.L. Section Leader.



The SM45 Narrow Gauge Garden Railway

The Lynton and Barnstable - a short history

The Lynton & Barnstaple Railway (L&B) opened as an independent railway in May 1898. It was a single track, 2' gauge, (actually 1 ft 11 1/2" if you want to be pedantic!) narrow gauge railway and was slightly over 19 miles long running through the rugged and picturesque area bordering Exmoor in North Devon. It connected with the LSWR at Barnstaple town and terminated at Lynton. Although opened after the 1896 Light Railways Act came into force, it was authorised and constructed prior to that act. Therefore, as with all other railways, it was authorised under its own Act of Parliament and built to higher (and more costly) standards than similar railways of the time. In the United Kingdom it was notable as being the only narrow gauge line required to use main-line standard signalling. For a short period the line earned a modest return for shareholders, but for most of its life the L&B made a loss. At the grouping in 1923 the L&B was taken over by the Southern Railway, and they eventually closed it in September 1935.

The L&B In 1896 ordered three 2-6-2Ts from Manning Wardle & Co of Leeds. The locos were named after local rivers: Yeo, Exe, and Taw. These were supplemented by a 2-4-2T, Lyn, built by the Baldwin Locomotive Works of Philadelphia, USA, as the Company soon realised that three locos would be insufficient. An American company was chosen as there was a backlog in Britain of orders due to an industrial dispute, some things never change! After construction by Baldwin, the loco was shipped across the Atlantic in parts, and re-assembled by railway staff. It first steamed in July 1898. A fifth locomotive, Lew was purchased in 1925 by the Southern railway with improvements to the original Manning Wardle design.

Sixteen passenger carriages were delivered for the opening. Built by the Bristol Wagon & Carriage Works Co. Ltd., they were large by narrow gauge standards and were solidly constructed, and offered levels of accommodation far in advance of anything else at the time - certainly compared to any other narrow gauge railway. Almost 70 years later, the design was used as the basis for a new rake of carriages built by the Ffestiniog - testament to the excellence of the original design. An extra coach the 17th was built in 1911, by local firm Shapland and Petter, and mounted on a steel underframe constructed by the railway in its own workshops. Marginally longer than the earlier coaches, it

contained both smoking and non-smoking accommodation for first and third class passengers, as well as the brake van space. Goods-only trains were a rarity, and the usual practice was to attach goods wagons to any scheduled passenger services. Whilst the shunting of wagons at intermediate stations no doubt added to the interest of the tourist and occasional traveller, it also added to the journey time, which at an hour and a half for the 19 miles was already long enough!

Closure of course was due to the usual pressures of the motor car and falling passenger numbers and despite numerous cost-saving measures and extra investment in the line, the Southern closed the line. And the last train ran on 29 September 1935. A card was left at Barnstaple station on the day after the line closed and it read "Perchance it is not dead, but sleepeth" so it's heartening to say that now many years after its closure that a small part of the line has been reopened at Woody bay station. And there are ambitious plans to extend it.....the L&B awakes from its slumbers.....

Last summer Accucraft released their model of the original Manning Wardle 2-6-2 and I'm happy to say I am a proud owner of one, they were available as either an electric or gas fired steam locomotive, of course it had to be the steam option



and I chose "Exe" with radio control fitted as an extra.

Accucraft already had L&B coaches and goods wagons available of which I already owned, so being able to put the correct loco in front of them was fantastic. The locomotive ran well from the first steaming and very realistic running speeds were possible from the start. One initial small snag, actually quite a large one! Was the leading pony truck wheels falling off on first steaming! Contacting the retailer Trackshack who I must say were very helpful, it transpired that this was a known issue, non heat proof bushes had been fitted holding the wheels on the axles and as the loco heated up the wheels fell off! Anyway, shortly after I received some heat proof bushes through the post, I fitted them and touch wood have had no problems since. I'm sure if you have seen my L&B stock running, as it was on the new year's day steam up you'll agree it makes a fine sight. Finally, lets hope spring is not too long in coming now and the tin of wood preservative and brush can be swapped for the oil can and regulator handle!



John D. SM45 Section Leader

Thanks to "https://en.wikipedia.org/wiki/Lynton_and_Barnstaple_Railway" for help in creating this article.

Reward for lost gazebo cover

Anyone finding a green gazebo cover without the frame please report to the Fetes and Fairs Section.



The reward will be given to the first person to bring the cover and spend the day at the first Fetes and Fairs event in 2019.

Keep fit in 2019

Join an energetic group of 40 to 80+. All ages are welcome as apprentices are given training! (get it). Those with dodgy joints are not excluded, you will be in good company.

You too could benefit from fresh air and exercise in all weathers. Wind, rain, thunder, lightning and, if you are really lucky, snow and ice!



Some of the team at George Spicer School, Enfield. 25th Nov. 2018

Be prepared with the right clothing and footwear as you might need to walk across muddy fields to mountainous playgrounds and everything in between.

For more information and to book your slot please contact Jim M. See back cover for his contact details.

On a serious note this section donates a significant amount of money to local charities and the society.

**Your Society needs you –
Join the Fetes and Fairs Section**

Jean C

NLSME General Meeting December 2018

The 'Festive Gathering' by Ian J

At last the day had arrived.....What day?.....The day of the Festive Party for the North London Society of Model Engineers!! It was now too late to purchase any more tins of lager, Melton Mowbray Pies, platters of sandwiches, crisps or cheeses. The time had come to set it up already for consumption.

At Head Quarters tables had been set up by Mike A and members of the O-0 and H-0 layouts. Mike C arrived early to set up the traditional Christmas Tree which has almost earned a listed status together with the record player which has morphed into a state-of-the-art CD player. Table cloths were draped over the tables, a drinks corner established by the book cases and raffle prizes displayed. Soon the tables were groaning under the weight of food, a saucepan of Mulligatawny Soup was bubbling away on a hot plate and Tiger Bread rolls were appealing for consumption on discretely placed dishes.

Very soon the Party Goers started to arrive bringing with them large appetites and thirsts. Videos were shown regarding the prowess of the Fetes and Fairs group and other activities of the very active Society. Raffle tickets sold, and quiz sheets distributed for those who could not wait. A surprising amount of food and drink was soon consumed in the most convivial of surroundings, with the mince pies vanishing in short time. All to the sound of quite respectable Christmas theme music.

It was then time for the Raffle. Prizes were won by many members called Mike. With one wag suggesting that instead of '*Night Club*', it could be a '*Mike Club*'. David L took over the presentation of videos and showed videos of our workshops taken years ago when the Video Section was vibrant. Tony D's workshop was viewed as was good old Bert M's very basic workshop with the exquisite models that he had built. God bless his soul.

All too soon Ten-o-Clock approached and it was time to conclude the meeting with many willing hands helping to clear and store the tables in a jolly manner. All that remained was to wish the Mikes and the non-Mikes a Merry Christmas and a safe journey home.

PS. A thought for next year. Perhaps the Sections ensconced in Head Quarters could put on a bit of a show or demonstration to let the country boys know just what they are up to during the year and their plans for the future.





A steady climb to the station. 1st January 2019

Photos on pages 18, 19, 21 courtesy of Hazel Williams, page 20 Owen Chapman

NLSME. A New Year 'Steam Up'.

By Ian J

Those members who stayed in bed on New Years Day missed out on a thrilling event at Colney Heath. Thrilling but not spilling!

When the scribe arrived the steaming bays were already occupied with rosy faced members igniting the expectant fireboxes of their locomotives. Ian J railed his Planet and attached her to a carriage. The track had already been

walked and signals put in place for reverse running which has become a tradition over the past few years. Guests and members alike were soon



traveling in the reverse direction which took a little getting used to. As soon as the steam locomotives were ready to steam Planet was removed while the big boys got going!

Teas, coffees, Mulligatawny Soup, buns, mince pies galore and a wonderful box of chocolate biscuits all donated by guests and their families.

Trains were running on all tracks. Peter F organised both steam and diesel on the ground level and John D showed us all how good the SM45 Narrow Gauge Railway is.

A very rewarding time was had by all, participants, family friends and spectators alike showing what a vibrant club we have even when lesser mortals are lying in bed nursing a post prandial hang-over. Well done.





NLSME.
General Meeting. January 2019.
Various Visual Aids.

Ian J welcomed the members attending HQ on a cold dreuck evening. Those with something to show were identified and put in some sort of order. Past exploits of the F&F group were admired. And an appeal was heard for members to have a good afternoon of driving or learning and dealing with an excited public under the expert guidance of the Fetes and Fairs group.

First off was Mike H. His first submission was a 45 second recording of a chap announcing the taking off a spitfire whether it was a super-marine or not is irrelevant. The plane took off from just behind the commentator and almost cut him into chips. The expletives were choice. The horrendous noise was from the propeller wash and not the engine above which the expletives could be heard.

Mike's next submission was rather longer and more emotional including a rendition of the *Telstar* tune (not by Mike thank goodness). He featured the last day of the Glasgow Tram Car in 1962. The film had been re-made by the BFI, still in black and white. It was a joy to view. Many of the drivers were women carrying on a tradition from the last War when women drove due to the scarcity of men. Glasgow had one of the largest



route miles of tramways in Europe and it was a great shame when the green cream and orange trams were taken away. It was a wonderful vignette of a life gone by. The attractive driver that the cameraman must have taken a fancy to, was seen driving with a cigarette between her fingers down Sauchiehall Street; then dancing at the final dance in the Glasgow tram department and enjoying a drink in the bar before leaving the tram shed to join her husband!

Geoff B was the following turn. He had a selection from his store of over 1,000 B&W snaps of locomotive in all states of condition. As usual they were of great interest featuring Great Central, North Eastern and Southern divisions of our great railway system. We look forward to seeing more in the future.

There was a slight interregnum before the group partook of an excellent cup of tea brewed by David L, followed by the distribution of the raffle prizes.

George C carried away a thousand-piece jigsaw from the raffle and it was he who showed modestly the DVD of electric traction at Woodhead Number Three Tunnel and other locations. The Woodhead tunnels were at one time the longest in the World; but not for very long, because the Swiss of the cuckoo clock fame rapidly over-took the White and Red Rose mob by tunnelling under the Alps to connect to Italy and not just join Lancashire up to Yorkshire. Tunnel Number Three was closed in 1970 so perhaps George will be able to explain to the Club at a future date the reasons why there are three railway tunnels under the Pennines and why they are not used for rail.

In a rather refreshing way David B brought a collection of 35mm colour slides. Remember them? They were taken when David was stationed at York. The projector was dug out of the tin locker and set up to work perfectly. The group enjoyed a selection of David's slides featuring the locomotives of North East with no problems regarding incompatible sockets or "No Signal" messages on the screen. (It would be good if we could show 35mm slides in the future).

To finish the evening off Ian J showed the group photographs of a trip he made on the three masted barque *Lord Nelson* from Liverpool to Las Palmas many years ago. The barque was adapted to carry folk of all abilities and ambitions. On a long passage the watches; of which there were four entertained the rest of the crew in the evenings, had Crib contests. Volunteers gave short talks in the mornings after coffee on such subjects from



regulations for prevention of collision at sea, to wine tasting and investing. The presentation was not in model engineering speak but did represent the Marine Section.

The clock had climbed to ten-o'clock, so it was time to thank all the willing participants, David for the teas, Peter for selling raffle tickets and the members who came out to HQ for a pleasant and interesting evening.



Enfield Chase Station on the 4th December 2018. The freight train is on a Departmental movement from Hoo Junction to White Moor. Dudley Willan.

Workshop Evenings at Finchley 8pm with Mike H.

22nd Feb 2019. 'Four Jaws, no tears'

22nd March 2019 'Lathe only Milling clamp'

Dates for your Diary

FEBRUARY	2019
Fri 1st Feb	General Meeting at HQ, 8pm.
Sun 3rd Feb	Working party at CH 9:00 to 12:30
Tues 5th Feb	Council Meeting at HQ, 8pm
Sun 10th Feb	Working party at CH 9:00 to 12:30
<i>Fri 15th Feb</i>	<i>Deadline for copy to Editor for March News Sheet</i>
Sun 17th Feb	Working party at CH 9:00 to 12:30
Tues 19th Feb	TSC Meeting at St. Mark's Church Centre, 8pm
Fri 22nd Feb	Workshop evening with Mike H. 8pm HQ
Sun 24th Feb	Working party at CH 9:00 to 12:30
MARCH	2019
Fri 1st March	General Meeting at HQ, 8pm.
Sun 3rd March	Working party at CH 9:00 to 12:30
Tues 5th March	Council Meeting at HQ, 8pm
Sun 10th March	Working party at CH 9:00 to 12:30
<i>Fri 15th Mar</i>	<i>Deadline for copy to Editor for April News Sheet</i>
Sun 17th March	Working party at CH 9:00 to 12:30
Tue 19th March	TSC Meeting at St. Mark's Church Centre, 8pm
Fri 22nd March	Workshop evening with Mike H. 8pm HQ
Sun 24th March	Working party at CH 9:00 to 12:30
APRIL	2019
Tue 2nd April	Council Meeting at HQ, 8pm
Fri 5th April	General Meeting at HQ, 8pm.
Sun 7th April	Working party at CH 9:00 to 12:30

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.