

Issue No. 830

February 2021

The News Sheet

North London Society
of Model Engineers



February 2021

Contents

COVID-19 Notice to members	Page 4
Chairman's Comments	Page 5
Forthcoming General Meetings	Page 6
Treasurers Report	Page 7
Anderson's Piano	Page 9
Gauge 1 group	Page 11
Bookworms New Year Hangover	Page 14
Dates for your diary	Page 15
Saint Benedict	Page 16
Work in progress	Page 17
Stuart Turner No1	Page 17
Repainting a locomotive	Page 18
New RT passenger carriages	Page 20
A Fairlie good repair	Page 21
G.L.R. News	Page 22
British Rail poster	Page 24
Narrow Gauge + Railway	Page 25
An Afternoon Sailing in November	Page 27
The London Hackney Carriage	Page 29
Doncaster Grammar School Railway Museum	Page 32
Weighbridge for measuring individual axles	Page 33
Letter to the Editor	Page 37
And Finally,	Page 39

Front cover photo

Those of you who know about these things will notice the signals in this view show a proceed aspect for trains in both directions on a single line!

Not a trick shot and it really exists on the national railway network many miles north of London. A full explanation by Paul can be found in this issue (page 9).

You can see this News Sheet in colour by visiting our web site
at www.nlsme.co.uk



Your editor is most grateful to those who have contributed to this edition and to all the News Sheets in 2020. My sincere thanks to all. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you. And with little or no club activity during January your editor is especially grateful to all those who have contributed to this edition.

If you have any photographs taken recently like these captured during recent site security inspections on cold

icy days or in the past showing club activities, people or models please send them to your editor. Articles long or short on any subject which would be of interest to members of NLSME will be gratefully received for inclusion in future editions.



Remember, your news sheet is only as good as the contributions from members.

**IMPORTANT NOTICE REGARDING NLSME ACTIVITIES
RELATING TO CORONAVIRUS (COVID-19) PANDEMIC**

This news sheet, being a monthly issue, can never provide members with up-to-date decisions on how the pandemic impacts on our club activities. It is therefore important that members always follow the latest government advice.

PLEASE NOTE

The following restrictions currently apply to our activities

Head Quarters

All meetings at HQ are cancelled until further notice. The building is currently closed to all activities.

This will be reviewed if and when the Government make any further announcements which amends their current advice and restrictions.

Members should assume HQ will remain closed until you are informed by NLSME Council of any change.

Tyttenhanger

The site has been closed due to the current Government restrictions.

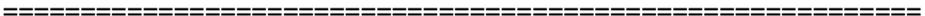
This will be reviewed if and when the Government make any further announcements which amends their current advice and restrictions.

Members should assume the site will remain closed until you are informed by NLSME Council of any change.

On reopening to members, the Tyttenhanger Site rules Rev 2 published in the November News Sheet will be revised and re-issued as necessary to comply with new regulations effective from December 2nd.

Fetes and Fairs

All future events should be assumed to be cancelled until you are informed by NLSME Council of any change.



Chairman's Comments



Les

I am sure we all speculate as to when we will be back too normal with activities at HQ, fetes and fairs and Tyttenhanger. At present, who knows? As always, we follow the UK Government requirements which at time of writing seems to be leaning toward a gradual relaxation of lockdown with a potential back to normal by Autumn – but again, who knows.

Whatever is permitted we may prefer a more cautious approach, particularly with regard to public access at Tyttenhanger. Several members have expressed their recommendation not to open for public running this year. I hope we will at least be able to resume members only gatherings by summer or maybe even springtime. We shall see. Council will keep developments under review. I am confident I can speak for all if I say that we do not intend to push the limits of what

is possible. Indeed, it may well be that we do not have public back until 2022 at Tyttenhanger.

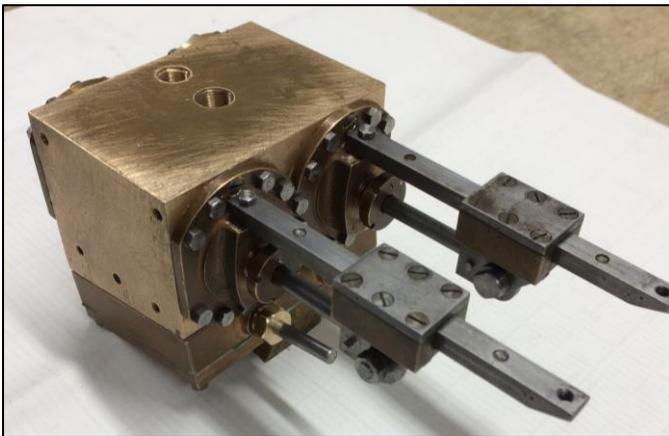
When we do get back to Tyttenhanger we have the wash room project to complete, much tidying up of the grounds, the GLR fencing plus GLR ballasting and something has to be done with the access lane, which is reported to be in worse state than ever. Any ideas for a permanent repair to this are invited.

As is our custom we did not hold a council meeting in January. The next, Covid separated, one will be in February. The lack of contact with members means that I and council members do not get



feedback (nor our ears bent) on matters you feel need action or direction. Nonetheless we have several tasks in hand which will be completed and implemented this year, these include the updated Tyttenhanger site rules, inspection logs for our passenger vehicles and likewise for the raised and ground level tracks. Inspection records are requirements of the new national guidance “HS 2020 - Managing Health and safety at passenger-carrying miniature railways”, issued by the HSE. In the past several members have admirably maintained records of our passenger vehicles, but it is now time to formalise these as club records.

On a personal note, I have since January lockdown started on Petrolea, finishing



the cylinder block that Norman commenced many years ago. Norman’s standard of work is so high I was doubly concerned not to mess it up. With every completed tapped hole, the tension increases.

I am pleased to say that I finished it without mishap – most unusual for me.

See you at track or HQ, soon, I hope.

Forthcoming General Meetings

Unfortunately, general Meetings at our Legion Way Headquarters in North Finchley remain cancelled until further notice.

Any questions please ring, Ian

General Meetings Co-ordinator

Treasurer's Report

By Mike

Here we are in January 2021 and into the third lockdown. What excuse have we got for not getting on with major or minor projects in the workshop or elsewhere? In the meantime, life must go on, whilst patiently waiting for that illusive letter from the NHS or your surgery telling you that you are being called in for a vaccine jab. Some of us might be nearer to this event than others in the Society, but I'm not holding my breath just yet.



Meanwhile Treasurer's duties for the N L S M E continue, including entering into 'discussions' again with Castle Water, the company who now deal with all the Affinity for Business clients, our HQ being one. Why when you supply meter readings over the months showing no use of water, they then decide that a 3 cubic metre charge is appropriate by estimating.

As book-keeper for the Gresley Society I have been counting the thousands of pounds flowing out on the overhaul of the Gresley N2 tank engine. Running old



steam engines is not a cheap exercise! This year is the engine's centenary and we had every hope to have her back in traffic for this special occasion, but again Covid-19 has put the brakes on that.

Back to Society matters, Ron joined the Society in 1978, was our Treasurer for a period, he was an accomplished model engineer producing a number of items including various clocks. He was working on a Month Going Regulator Clock, but anno dominie has sadly caught up with him and he is now resident in a care home. His wife Rita is hoping to move to Edinburgh with their daughter, but Covid-19 again is causing problems with dealing with his very well-appointed workshop. Major items to be sold include a pristine Myford Super Seven and an Emco FB5 mill and a range of accessories for all possible needs. Plus of course all the hand-tools one would expect from the workshop of a clockmaker.



We are seeking indications of their market value, but in the meantime anyone who might be interested in acquiring either, should contact myself for further information.

During the summer, Covid-19 permitting, we hope to be able to set up an auction at HQ or Tyttenhanger to deal with all the hand-tools etc. from Ron's workshop.

Mike

Anderson's Piano

By Paul

I recall that, as an early teenager, I went on a touring holiday with my parents to Scotland. Amongst other places we visited Oban which was, for me, the highlight of the trip. The weather was calm, the sunset over the bay was delightful as was the quayside bustling with fishing boats and a fascinating railway terminus with loco and rolling stock types I had never seen before.

But this article is not about Oban. Nor is it about pianos!

The main road into Oban from the east is the A85 through a stunning Highland landscape. The route between Loch Awe and Taynuilt villages goes through the Pass of Brander, a narrow shelf of land cut into the side of Ben Cruachan, a mountain which rises steeply out of Loch Awe to its summit at 3694 feet. In this stretch, the road is cut on a shelf along the northern shore of the loch with spectacular views southwards across the water.

Despite the panoramic view of the loch, my attention was drawn the other way and upwards to a railway perched on a shelf above the road and visible through the trees. I had seen it earlier as we had passed Loch Awe station (built for the transfer between trains and the Loch Steamers) earlier and I had seen that this was a single line railway. I was thus perplexed to see that every so often there were pairs of Semaphore signals, one for each direction, mounted on a single post and both in the "clear" (Off) position. Surely signals should not be clear for opposite directions at the same time? I think I had seen similar signals in a picture



of an American railway, but their signals do not necessarily have the same function as UK signals. In the absence of any information (no Google in the '60's) I puzzled about these signals for what was, probably, decades.

I can't recall when I discovered why these signals were there but years later the reason eventually became clear.

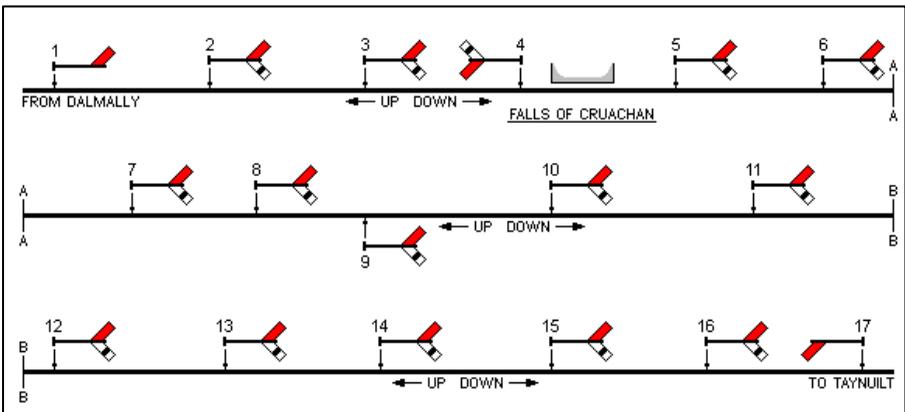
The Callander and Oban (C&O) Line was opened in stages from 1866 to 1880 to connect these two towns to

give access to the natural harbour of Oban with Glasgow which is south of Callander. It was an epic build across the Highlands and when completed became part of the C&O Railway Company's network. The brains behind the provision of this route was John Anderson, Secretary to the C&O Railway Company.

A rockfall in the Pass of Brander, in 1881 alerted the C&O to the continuing risk of rock falls. Falling rocks are a major derailment risk. It was company secretary, John Anderson, who devised an ingenious early warning system to alert train drivers to rock falls so they could halt their trains and avoid a derailment accident. Fence posts were provided on the slopes of the mountain, above the railway, and these carried wires that were connected directly to the signals. Any falling rocks would break or stretch the wires causing the signals to fall to "danger" (On) thus alerting drivers to stop. 4 pairs of signals were initially provided increasing to 17 in two further batches until nearly 4 miles of track were protected. But not even these have stopped every incident, there being derailments in 1946 and 2010.



The signals still exist and, so far as I am aware, still perform their original function. They were certainly in place in 2015 when four of us (all NLSME members) roamed the railways of Scotland for a few days.



So, what, you may ask, has this to do with Piano's? Well, the wind whistling through the signal wires sets up a sonorous resonance and this gave rise to the term "Andersons Piano."

Gauge 1 Group - February

By Geoff

Well in our last report for the December issue (prepared in November) we were talking about being in lockdown 2 and looking forward to the freedom promised for Christmas. Well, it came and we enjoyed it for about two weeks and then it went again! Luckily some of us were able to meet for the couple of weeks and enjoy the fresh air. We forwent the party atmosphere and were restrained at just 6 persons at a time. Some of the days were nice weather, and Tyttenhanger is a nice place in the sun. No cold westerly on the day this photo was taken. Trouble is the days are short and by 3pm it is getting cold.

We all know the shortest day is 21st December (occasionally 22nd) but it was only



a few years ago that I became aware the earliest sunset is around the 15th of December and that by the Christmas the end of the day has lengthened by about 5 mins. Meanwhile the morning sunrise is still getting later and this does not start

getting any earlier until about the end of December. The changes in these times give the shortest day at 21st.

A recent appearance on the track has been the new Aster Accucraft B1 locomotives and these are giving some fine runs, available in Black or Green.

This model is from Robin's collection



This time of year, can give some very atmospheric running with the exhaust hanging in the cold air. Here we see Chris's North Eastern Atlantic with a Class 5 in the foreground.

Meanwhile David's Modified Hall puts on its usual faultless run.



With Lockdown 3 in place and it also being winter, some of us have been busy in the workshop. Below is a study of an ARM1G chassis and the winter fuel required



to sustain work on it – the Christmas Biscuits!

John had intended to share these with members but this flouting of the rules was scotched by Lockdown 3 and he has put them to good use in his workshop.

I can report that the packet is no more but work is still continuing on the chassis.

Chris has been busy building two LNER teak coaches from KA Lazercraft kits. I could not miss the opportunity of including this nice shot as it nears completion. These will enhance his rake of similar teaks.



John's production has been building tenders and this has included gas tanks.

Here are three different gas tanks for a Gresley A3, a LBSCR E4 and another for ARM1G. John has also built one for a Merchant Navy.



Sounds like John is trapped in the workshop, good job he has the biscuits to keep him going!

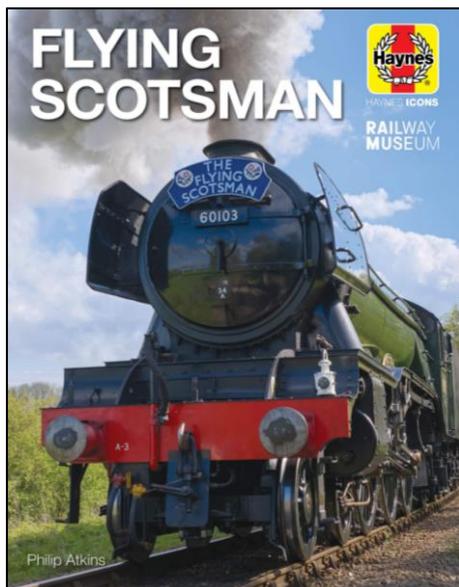
My own work has been concentrating on assembling a kit for a Southern Railway Utility van. Progress can seem slow at time as a few items are glued to the body



and have to be left to cure before the other side of the van is worked on, or the next parts are ready. This is interlaced with overhauling other items of stock and these do not make good subjects for photos.

Bookworm's New Year Hangover

Oh boy! I know I am going to be in big trouble now. It all started during my post New Year sleep. I started to dream of tasting exotic flavors, and knowing I was asleep *I just waded in and helped myself*. Trouble was when I did wake up, I found I had fallen off my usual shelf where the Model Engineer magazines are above my owners' desk, and landed on top of a new book he had just received



for Christmas...which now had rather a lot of holes in it! If I tell you that the book in question was the Haynes Manual titled, "Flying Scotsman - Owners' Workshop Manual" then you will understand just how much trouble I am going to be in.

However, for those of you that don't know what it is I am talking about I'll give you a flavour.....

Mr. Haynes or more correctly Mr. Philip Atkins the book's author has written a history of the Flying Scotsman LNER Class A1/A3 Pacific 4472, 1923 onwards. A fact filled history and an exploration of the technical challenges faced by the National Railway Museum to bring the engine steaming into the 21st century.

It appears that when the NRM bought The Flying Scotsman for the Nation in 2004, they thought that even though it would require a bit of tinkering and re-fettling (ok they did plan a major overhaul reckoning on 18 months to do it), that it would in due time be out pleasing the good folk of the United Kingdom once again and pulling lots of 'Specials'. Seems though when they started the job, they soon realised they had potentially opened a large can of the wriggly things, and what was scheduled to take 18 months showed every sign of taking much longer.

Naturally I won't spoil the pleasure of you tasting this book for yourself, but I really am bursting to share this appetiser with you in case you are not familiar:

After no less-than three reports into its mechanical condition were commissioned between 2004 and 2015 each making more depressing reading than the one before - viz the discovery of a crack in the, a 1/32nd here, 7/32 there, not to mention the 330thou somewhere else - it was therefore decided amongst other exciting things to completely chop off the front 12 feet of both main frames and to butt weld new frame plates on. However, as this section included the fixing

positions for all three cylinders, provision had to made to accommodate them on the new plates.

To complicate the picture even further the replacement frames had to be made from 40mm (1.3/4 inch) plate not 1.1/8 inch as per the original. Also, all three-cylinder castings were by this stage in their lives all now slightly under the drawing dimension on their flange thickness, so the decision was made to have the new plates machined all-over back to 1.1/8 inch EXCEPT where the cylinders were going to be bolted on. Here their finished thickness would be 1.1/8 inch plus the missing dimension missing from the cylinder flanges. – Wow! You couldn't make this story up, could you?

Oh! Did I mention the boiler? Well, when they looked inside the, so by using the second boiler that came with the engine.....

I mustn't tell you too much but I do hope this has wetted your appetite to have a taste for yourself. Go on treat yourself.

Honestly, I just couldn't stop munching once I started.

Dates for your Diary

The current government restrictions resulting from the COV-19 virus has resulted in all NLSME organised events being cancelled until further notice.

February	2021
<i>Tue 2nd Feb</i>	<i>Council meeting Location & Time TBC (see note below)</i>
<i>Thur 18th Feb</i>	<i>Deadline for copy to Editor for February News Sheet</i>

The current Government Coivid-19 restrictions have resulted in Council having to consider the viability of holding the February meeting via an on-line platform.

Saint Benedict

By David

There are times when some of us wonder what happened to the various locomotives which were once a familiar sight at Colney Heath but have disappeared from view. Possibly lurking in cupboards or disposed of to dealers and collectors etc...

Well in the Sunday Telegraph (13/12/20) there was a picture, showing several locomotives for sale by auction - and the large GWR locomotive immediately to the front of the auctioneer caught my eye. A closer look showed it to be Saint Benedict. Could it be Bert Mead's locomotive? Well, a quick internet search confirmed that to be the case.

It seems that Bert's locomotive had found its way into the collection of someone who appreciated such things, so let us hope that it was purchased by someone who will continue to care for it.



On the right track Hugo Marsh, from SAS Auctioneers in Newbury, checks a model train built from scratch by Henry Muller, an engineer and railway enthusiast whose collection of locomotives will be sold in an online auction. The sale includes Hornby models produced at its factory in Bobigny near Paris.

Work in Progress from club members workshops.

With the current restrictions in place, we thought it a good idea to find out what project's members are working on with all this enforced spare time. So, we asked and several have responded. In this issue we have contributions from Derek, Keith, Les and Mike

If you have a project or just a picture or two of your latest projects please send them to the editor.

Stuart Turner No 1

By Derek

The completed engine first appeared in the October 2020 news sheet (p12). But as I said then was missing any form of reverser. This has now been addressed and here's the finished brute.



It has a 2" bore and stroke made in cast iron.

I believe it was advertised way back in Stuarts catalogue pre-war as capable of propelling a small two-man lake launch, or driving dynamos or water pumps.

It ticks over nicely on air at 10 to 15 p.s.i. in either direction.

The backdrop to the photo is a drawing of a Sanderson Beam Pumping Engine. This is the next project to keep one sane in this upside-down world.



Repainting a locomotive

By Keith

As some of you will know I am fortunate to own a 5-inch gauge Peppercorn pacific locomotive. Built in 1992 it has seen many actual miles covered in its life and is still as reliable as ever. During the 2018 running season I noticed blemishes beginning to appear on one area of the boiler cladding. After careful examination I discovered a small amount of rust was developing. A rub down, removal of the rust, treatment to the steel cladding, a little filler and a repaint of the affected area was undertaken. That lasted the season but began to reappear in early 2019 so the exercise was repeated. But despite the loco being overwintered in a heated workshop it reappeared again in early 2020. So, with the lockdown in place (three weeks they said!!) I decided now would be as good a time as any to grasp the nettle so to speak and replace the steel firebox cladding with a new sheet of 22g brass.

Careful removal of the original cladding provided a perfect template for cutting out and fitting the new cover. The throat plate had also suffered from a little corrosion so a new one was fabricated in two sections and although it took some considerable time to get right was attached along with the new cladding around the firebox. All looked well, in fact, I was rather pleased with the result. I also took the opportunity whilst the engine was partially dismantled to rebuild the cab as the original one also needed some attention. With all the metal work done I now started a journey into that dark art of painting. And this is where all the stress and frustration came.

I had decided at the start of this project that matching the original paint would be impossible as it had faded. So, I was left with little choice other than a repaint of the whole engine and tender. After closely examining the loco I came to the conclusion that separating boiler from the frames would be a major job. So, I decided to try and repaint if possible, without removing the boiler. Removal of the cab, running boards and various bits of pipework boiler bands etc could be easily achieved and exposed most of the boiler barrel. This allowed masking up around the boiler and rubbing down. It was going to be time consuming and fiddley but I considered an easier option than removing the boiler completely. The cab and other bits that had been removed were to be repainted separately.

I have never spray painted before so this was a skill all new to me and definitely outside my comfort zone. I bought the book, read it cover to cover and concluded it was going to be a complex task. So, my next step was to do what I should have done first. I spoke to a few club members who gave me some sound and uncomplicated advice. George kindly lent me a spray gun and advised on how to use it and where to obtain the best quality paint. After rubbing down I used an

etch primer. This went very well. Then the new BR green was applied with the borrowed spray gun. Again, a surprisingly easy and reasonably good finish was achieved. I primed and top coated the cab sides and then left it all to dry back properly for a few days and congratulated myself on a good job done.

It was at this point the story goes a bit awry. Looking at the engine resplendent in its new coat of paint I came to the conclusion it was just too high a gloss finish and, in my eyes, just looked wrong. I had plenty of gloss paint left but another coat would not change anything so I made what was to be my first of two basic mistakes. I decided to use an aerosol can of satin clear acrylic lacquer to overspray the gloss to get my desired finish. A rub down of the gloss with 1500 then 2000 grit wet and dry paper preceded the respray. So, after masking off everything again I applied the lacquer which seemed go on OK. So once again I gave myself a pat on the back and left the well heated garage to allow everything to dry. The following day I opened up the workshop and to my horror the lacquer had gone slightly cloudy leaving an awful finish. So, after kicking the cat and slamming the door neither of which helped. I left things alone for a day or so. This is a lesson I learnt many years ago, when things go wrong in the workshop as they will it is best to put things to one side until you think through what happened to avoid repeating the error again.

Having done this I now embarked on a strategy to fix things which turned out to be error number two. Although the lacquer had produced a cloudy finish it seemed to be ok otherwise. So, I ordered another batch of paint from the same supplier but asked for satin rather than a gloss. Craftmaster paints catalogue only listed gloss but a phone call to a very helpful man resulted in a 1 litre of satin BR green arriving at my door in just under 24 hours. What's the problem I hear you ask. Well, my mistake was to then spray the loco again over the lacquer coat. Big mistake! A day later the paint looked great and the finish, just what I wanted. But the problem was the paint had reacted with the lacquer and flaked off at the slightest touch. So once again I went looking for the cat but it's a quick learner and was nowhere to be seen.

I resigned myself to the unenviable task which should have been done earlier to avoid this catalogue of errors. I needed to strip back and remove all the coats of paint, lacquer and undercoat applied. I read in one of the chapters on how to paint, and I quote "a good finish starts from the base up." Why had I thought I could take a shortcut and hide my errors? Three full days of rubbing down back to sound metal later I arrived at the point where I had started this process over a month before. My wife seeing me sitting in the chair one evening asked if I enjoyed my hobby? Most days the answer is a resounding yes but there are some days when stamp collecting seems a better and less stressful option.

The second attempt has gone well. The etch primer coat was followed by several coats of the final colour and all now looks good with a much more acceptable low

sheen finish. How often have we said (well I have) I wish had known what I know now before I started this job?

What I can now say though is if, unlike me, you follow the advice given in books and by those members of our club who know about these things there is little to fear with regard to painting your models. What was it that my school report often said? Keith works hard but on occasions doesn't always listen to the instructions given before starting the task in hand. That was 55 years ago. They should have added and he is a slow learner!



With the engine now finished and transfers applied It's time to apply the lessons I've learnt the hard way to the repainting of the tender to achieve a good colour match. Then when it's a bit warmer and we can safely meet again the fire might be lit in Alcazar once more.



New passenger carriages

By Les

Construction of the new carriages for the raised track has slowed due to the current restrictions.

However, the first one had a test run just prior to the current lockdown. All was well and this has allowed the supplier to now progress with the construction of the other carriages.

A "Fairlie" good repair

By Mike

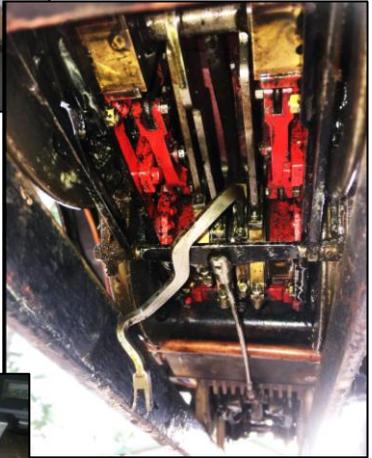
Apart from some further work on the Std 4MT tank and a start on making new check valves for the lubricator on the V2, my time in the workshop has included



a little exercise in repairing damage to the inside valve-gear of Owen's NG 0-6-4T Single Fairlie articulated locomotive, which suffered the

indignity of losing a valve-gear pin whilst on the move. This allowed the eccentric link to drop into contact with a sleeper or two with disastrous results.

These pictures show the before and after situation and the jig thrown together to ensure all was re-aligned correctly.



A case for split pins, lock-nuts or Loctite to avoid a repetition, not to mention vigorous inspections in future before each run.





G.L.R. News February 2021

By Peter

Well December's aspirations for 2021 have not started particularly well! But we live in hope that things can only get better and I will be looking forward to those warm spring days that are just around the corner.

Let's go back to last year to be exact the 24th of December a cold day and with the holiday looming we were let out for a few days to shop for Christmas. So, with the help of two good comrades (Brian B and Pete B) who decided to give shopping a miss and gleefully help me to turn the rear axle around on Maid Marion. Checking all was secure after

tightening the last bolts we proceeded to steam the old girl up. Mike and Paul had arrived by now and helped push the engine off shed and onto the turn table to face the right way round to hopefully shunt up and down. After the best part of one hour or so enough steam was showing on the pressure gauge. With the oiling up completed and with a moderate fire the time had come to see if our efforts had been successful. I clambered onboard pushed the Johnson leaver to the forward position (bit stiff) pulled the throttle open and once the condensate had cleared the cylinders from every orifice other than the steam cocks, I heard the sniffling valve shut with that lovely first sound. Then we were off in the right direction this time with no effort at all even spinning the wheels. As we were on test, I only took her as far as Smallford and back. Jubilation, still lots to do on the old girl before she is ready for her steam and pressure test but all that was eclipsed by my realisation that I had got my Christmas present early this year thanks to the friendship and help of the people around me.

The list of people who have helped and advised me is substantial and I will thank each and every one in due course and one person I would sincerely like to thank and will not like me saying this but special thanks go to Peter who over many years has given me much sound engineering advice. He re-worked the numbers on the motion work saying to me at the time and I quote (if you make it to these sizes it will run). One of the sizes on the combination leaver was six inches and sixteen thousandths of an inch between centres. I remonstrated saying can't I make it six inches dead? The reply was, "nope make it to that and it will run"! How true his words were then and are now. Thanks Pete you have a ticket to ride anytime.

Not much has been able to occur at the track other than daily inspection visits by the team. If it keeps raining, I think the team had better start to think about designing and building a ferry, barge or canoe so as to navigate the newly formed Smallford Lake in the lane!!

Recently I have been engrossed in the design and making of the tender for Maid Marion. The design has developed purely out of my head using what I have got in my store or mores the truth what I have stored up for many years. I say to myself and the boss that will come in handy one day. How many of you have waited until after dark and have gone out to the car boot lifting your recent purchase, find, or re homed Item and smuggled It past HWMB0? Then when questioned “what have you got there” answer, nothing dear quickly disappearing down the shed. Well, I have got to the point where I now am starting to trip over things have ended up on the workshop floor due to the lack of room. So as a distraction I am having a third clear out in as many years. Boy I didn't know I had so much stuff! There are things that I have no recollection of obtaining or why I kept it, these pictures show an item from my Dads collection that I am starting to go through and I wonder if anyone knows what it could possibly be?

Polite answers only please!



And just to add to the confusion of clearing out the work space in my efforts to make more space I decided to move the super seven up a bit to utilise the corner

under the lathe to house my welding m/c. In doing so I pulled out some of the wiring to the lathe motor this led to me discovering YouTube in order to find out how to re wire a Metro Vickers half horse motor (thanks Gorge without the E). This then prompted me to after watching on YouTube “how to rebuild a Myford super seven lathe” to do all the little jobs needed to my Myford. Chaos rules at the moment in the workshop as the lathe is now going through a revamp!!!

In all this confusion and uncertainty of today my shed has been my savoir, my place to go, my place of refuge. I love my shed. It calls to me every day and once the stove is lit you try getting me out. The love of my life has taken to calling to me every now and again to see if I am OK. My shed is nearly all I need these days. It's a place to make swarf in, listen to my favourite radio station, to drill holes, to ream in, to weld and to dream in. Now my cat has taken to coming down to see me. He sits in the open window meowing telling me it's his feeding time. So, I finish what I'm painting and go up to the house for a cuppa and give him a

tuna treat. On returning to the shed the stove needs building up to keep me warm for a few more hours.

What a great way to pass time, in actual fact I have started to call my shed the time machine.

I go in after lunch and hey presto five hours have disappeared and it's time for dinner. For those of us who have sheds aren't we lucky.

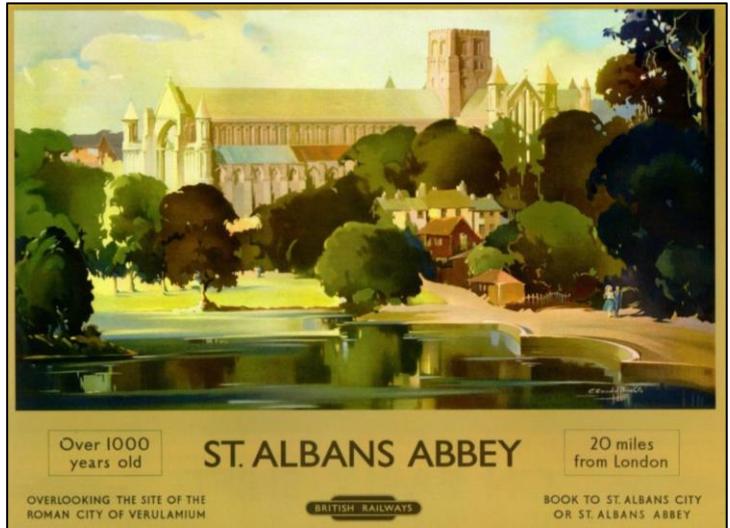
So, don't waste a moment more. With all this time to spare go into your time machine and make something today.



As ever in the muck Pete G.L. Section Leader

British Rail
1950's
advertising
poster.

A day out for
Londoners to the
Abbey in
St Albans





Narrow Gauge Garden Railway January 2021

By John

Greetings narrow gauge fans welcome to the first newsletter of 2021, the year when we will hopefully get back to playing trains, sailing boats or whatever you enjoy doing with our fellow club friends. I've missed it!!

Normally this newsletter would have some photos of the action from new-year's day, however the only person present on site that day was me checking all was secure.

Our whole site is going to look great when the nice weather finally arrives...it just seems to be permanently dank and miserable at the moment. But I was surprised to say the least at seeing daffodils in flower adjacent to the ground level by the narrow's crossover. So, hope you enjoy the photo of them, a symbol I'd like to think of hope and a new beginning.



Although there was no New Year's Day activity, prior to the total lockdown when limited numbers were allowed on site some running was seen on the narrow-gauge layout.

So here are some photos of Richard letting some of his American loco's and rolling stock stretch their legs on a lovely sunny November day last year.



Hope you also enjoy, again on a sunny late autumn day pictures of Michael's circus train. Thought you might like to see them as no one's going to a circus any time soon.



Michael has said he might pen a few words of his childhood experience of his trips to see an East German circus. Watch this space.

How did you get on with the Christmas quiz? A couple of people have said they had a go...best so far is 16 correct...did you do any better...let me know.

Stay well, stay safe...and enjoy your hobby.

An afternoon sailing in November over at Tyttenhanger.

By Roy

Sunday 1st. November looked good weatherwise, for me that is a good wind etc. So, I thought time for a different boat and got out my 1900's sailing fishing boat called Norderney. Charged everything up and off to the lake.



Norderney tacking into wind but lots of sideways movement due to small keel

I could see that the launching pit was a bit waterlogged but the wooden duck board looked OK. So, with one small step for man, I stepped boldly on. I suppose with fore thought I might have considered that wood floats but there you go. Suffice it to say that I sank ankle deep into rather cold water! Fortunately, just the one shoe. I now know almost how Neil Armstrong felt, I had the tingle, but not the thrill.

Anyway, I got the sailing boat into the water and being a fishing boat model, she is a little tub with a blunt bow. That did not slow her down as she went at least as fast as my more dedicated yachts. But sailing her is quite different, I had kept to a scale outline as much as possible and she does not have an extended keel. This particular keel although on my model it is permanently in

place, at full size is a drop down one hinged at the fore end, also not a lot of it. This enables the full-size boat to haul up her keel and be dragged up on to the beach for unloading.

Most model sailing boats have a weight at the end of the often-extended keel to balance her against the wind. But having a broad beam I elected to have the lead inside the hull which would also bring her down to the equivalent of a full catch



and she sails fine. I think the internal weight has the added effect of making the hull more stable in the water, as there is no 'pendulum' effect with a keel weight lower down.

The staysail on this model has a separate boom to hold up the sail, the lower corners being hooked onto the mainsail gaff boom. This sail was raised from the deck to get that little extra speed when heading home to be early at the market and get the best fish prices. My one is easily detachable as per the prototype.

Having such a small keel does mean that you have to make more allowances for changing course and tacking. Not infrequently having to go the long way round which you will know as 'wearing ship'. Tacking is turning through the eye of the wind maybe 80 degrees but wearing ship is turning away from the wind and going through 280 degrees. Why? Well, you are zig zagging along your intended course when the wind would otherwise be dead ahead.

Although the rudder is quite large it has less effect as the fulcrum of the turning point of the boat (the keel) is less effective. Turning the rudder also pushes the stern sideways and increases the turning circle. All that taken into consideration we do have a secret weapon! I have a propeller driven by a small electric motor to ease the turning as per the prototype I hasten to add. I found there is little point in having reverse on the motor as the wind easily overcomes it.

The model itself I bought in a partially constructed condition with many fittings missing, she has a plastic hull not my choice but she was appealing. No, I am not talking about eBay this was pre-eBay at a club auction in Luton. On getting her home and unrolling the plans I was most gratified to find a complete set of machine sewn and finished sails there. I did some research about these fishing boats who plied the seas around north Germany. I found some general information but with 2 wars in between there are very few preserved boats.

Internally I decided that I would use a standard sail arm winch but in practice this whipped around like a scythe. I found some electronic circuitry that could slow the servo down and built up a unit to do this. I put a date on the box when it was constructed and that was back in 1999.

The plans suggested a brass rod just poked out of the rear cabin to operate the rudder, but this detracts from the boat's appearance and not to my taste. I devised a less obvious method with a lower placed tiller operated from side to side by a rope and pulley system with a tension adjustment at the rudder servo top, which has stood the test of time. I fancied a figure at the helm as well and decided to have the more obvious tiller loosely screwed in place so that it did not rotate as the rudder moved. I could now fix a character in place.

A 1900's dressed version of Captain Kirk was my original man at the wheel. However, the model went through a very serious bit of bad weather and I

was pleased just to get the boat back. However, Captain Kirk was never seen again and must rest in peace in the lake at Slough.

The present incumbent is Captain Indiana Jones he has rather more blue tac at his feet than his predecessor and we agreed together not to take any more risks. The model stays rigged as I do not have a sail box for this model.



I have driven a 5-inch gauge loco and just as much concentration is required for sailing as for driving, of course with a sailing boat you won't get burnt, but you might just get wet!

The intrepid Mr Jones and the rudder pully system

Roy Verden

The London Hackney Carriage

By George

In this dark time of self-isolation and awaiting the vaccine Peter Funk asked me if I could write an item for the newssheet, as I have not delved into the model engineering realm since the lock down, I gave the editor 3 subjects to write an item on and he choose this one so here goes.

Taxis or to give them their correct name in law Hackney Carriages have been around for over nearly 400 years. Before them only very rich people had their own coaches and as London was then the reach of what is the city of London today every other person walked.

From the times of Elizabeth 1 London started to spread out into the settlements around and the highways were unpaved and had animal waste everywhere. The fine ladies and gentlemen did not want to perambulate in all this mud and waste spoiling their gowns and shoes. A form of personal transport evolved called the "sedan chair" which was imported from France. This had two men one at the front

and one at the rear carrying a cabin supported on two stretcher like poles only carrying one person. This was paid for by set routes from A to B. Now this could not carry luggage or extra persons so Coaches then came to the scene pulled by one or two horses to fill this gap also there was the Thames Watermen but they could only go east west or vice versa very little scope for expansion hence their demise.

As London continued to grow the number of these coaches grew and there was much lawlessness amongst the drivers who could see a drunk passenger as easy pickings to an early night in the pub by driving to a dark alley and robbing the poor old passenger hence the phrase "Taken up a dark alley" When this passenger reported this crime when asked to describe the robber all they could say it was a coachman and as they all looked the same and this was happening more and more the city then came up with the idea of identifying the driver and the coach each with a number, this happened in 1650 and the role of commissioner of Hackney Carriages with an office in the Strand by the law courts came into being. The first action the commissioner of Carriages was to install the first ever Cab rank in the world adjacent to that office. The Licenses for coaches were granted within the Paving Act and by then each Cab had its own number for one year then the Commissioner's office would inspect the horses and the Carriage and if fit another number was issued for one year. Now the cabmen only paid an annual fee and their ticket was renewed. The ticket in law is the metal badge every Cab driver has, the plate is the number on the white plate at the rear of the vehicle with a number this also was the case on Buses, Trolleybuses and trams but more on this later.

In 1665 the great plague struck and Charles 11 passed a law to record all deaths in the church parish's in the extended area that London had become and this act was called "The Bills of Mortality" and this area then became the radius of Cabs could ply for hire and basically stayed the same until quite recently when extended to 12 miles from Charing Cross. The word "Hackney" relates to a French term meaning a trotting horse and the word Cab comes from French word for Cabriole and taxi is the meter to calculate the journey.

Now London grew at an alarming rate until around 1830 when parliament saw that London was grinding to a halt, so they passed "The Metropolitan Carriage ACT" to control Hackney Carriages and their drivers.

Around this time a Mr. George Shillabeer applied for a Cabman's license but was declined this on the grounds of the recent wars with Napoleon as he was a Frenchman and we all know he then went on to introduce the first horse drawn bus from Paddington to the Bank.

Now with all these new buses and a growing fleet of cabs a series of Parliamentary Acts were passed and this then included buses into the annual inspection regime by the Commissioner's office and the "Public Carriage Office"

came about. Their remit to issue licenses to drivers, conductors and the annual inspection of all vehicles. All Buses trams and Trolleybuses all had a white number placed on the entry platform by law to operate in the metropolitan area.

In 1850 the Great Exhibition to place in Hyde Park. Now this at this time this was not part of London but the village of Kensington. Travellers from the new rail Termini who entered cabs at these stations were asking for the Exhibition were bemused to the fact that these cab drivers did not know that area and questions were asked in Parliament as to why no one knew where it was. The Public Carriage Office then introduced the Knowledge and so it carries onto today

Also, when this metropolitan area was formed in London, the city police force was disbanded and merged with the Metropolitan police, this included the Commissioner of Hackney Carriages so the then Chief Superintendent of police also became the Commissioner of Hackney Carriages hence this is how we came to have a commissioner in charge overall of police in London. The City of London later withheld funds to the state and very soon after the City Police was reinstated and still here to this day.

Now everyone calls the one-horse cab a Hanson but it's not, but first I must tell you about the cab made by a Mr Bilker that was made with the passenger door at the rear and the driver sat astride the shafts at the front. This was a favourite ride for gentleman who did not want to pay the fare as when they got near their destination when the cab became stationary due to traffic, they would stealthy alight and make off without paying the lawful fare so this in now called bilking today. Getting back to the Hanson Cab its design was that the passenger alighted at the side and sat facing front but the driver's position again as the bilker cab was on the front shafts. This place weight on the horse and a Mr Chapman came up with the idea of placing the driver on top of cab at the rear, this position could help the horse by the driver leaning forward or backward to take weight of the cab off the horse by pivoting on the axle.

Now these cabs could not carry luggage so there was a 4 wheeled cab called a growler that did but you had to pay more for these and the last horse drawn cab was in 1927.

The first motorized Cabs were Battery Electric but because of their weight did not have a long duration.

The turning circle to match a horse vehicle was achieved by using the Ackerman steering system

Renault was the first petrol cabs and were around for some years until UK garages got into the trade by buying a chassis and having a Carriage built on that and that how it was until the 1950's when a Company Called Mann & Overton manufactured the FX3 which is the for runner of today's electric cab



Doncaster Grammar School Railway Museum

By Geoff

A relatively unknown museum lives in a school in the centre of Doncaster and is well worth a visit if you are passing by.

The museum houses the finest collection of nameplates in the country (and this includes the NRM). Its website is; -

<http://www.visitdoncaster.com/whats-on/doncaster-grammar-school-railway-collection>



The website gives details of occasional opening times to the public.

It is housed in the loft of the school and access is via a narrow circular ladder.

Amongst many plates are two of the locomotives

wrecked in the Harrow collision, Princess Anne and Windward Isles.

A4s Silver King and Seagull are also there.

The Garratt works plate from 2395 (or 69999) is hidden away, this was the UK's most powerful locomotive ever built.



Naval aficionados will see Earl Beatty. Many of the 1500-volt DC Sheffield Manchester loco nameplates are also on view

Weighbridge to measure individual axle/wheel weights

By Peter



I have been giving some thought as to the time that it would take to cover my build in this newsletter, it would take years. So, I think it best to just cover various parts which people may find of interest in how I made them. If anyone wants to know a particular part, please contact me and I'll cover it when I can. I will say that some parts took many hours to build and couldn't be covered in full detail.

Ok, so I thought that this article on how I made my digital weighbridge might be of more use to fellow members.

My digital weighbridge is easily adapted to fit any loco stand and very simple to build too as it uses components readily available. Be assured you don't need to be an electronics tech to build your own. Ok, so mine has been built to fit my new alloy stand, kindly built for me by Nick . It took my weight easily but I have added a little more to it to suit my needs. For example, I have added cross bracing to allow me to wheel the model around the workshop (very uneven floor) safely and also to hoist the model on and off without being worried about any mishaps during the lifting.

So, the picture below shows the stand itself and I'll be making two modules to attach to it, one for the weighbridge and the other for a rolling road which will be for another day. Note the flat section of alloy near mid-point, this is for the base of the weighbridge to sit on.





Now for the easy bit, buying a cheap pair of digital bathroom scales, these I bought off eBay and this particular set was chosen for its bluetooth ability which makes reading the weights very easy. If I remember correctly these scales cost £15; I have seen them for less.

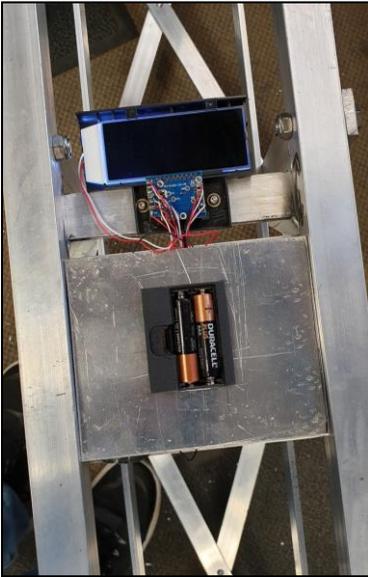
I chose these as I could see in the images that the underneath was easy to detach from the glass, basically it was as simple as using a scalpel to tease the 4 sticky pads that held the base away from the glass top.

Here is what remains of the scales now fitted to the stand, the four sensors on this particular model were just clipped in and thus very easy to remove. The digital readout and electronics board I have left in their plastic casing and cut around them to remove the unneeded parts of the plastic base. I then drilled and tapped the stand cross brace to secure this section to the stand. The sensors will be siliconed to both the weighbridge base and top plate, thus sandwiched in-between.

I have cut a rectangle out of the top plate for the battery box to fit in, I still need to file a small section away so that I can use the original battery box clip in lid. The battery box will also be siliconed in place once the stand has been painted. My eldest son has kindly said that he can paint the entire



stand in an epoxy paint for me, once that is done, I'll do the final assembly of the weighbridge to the stand.



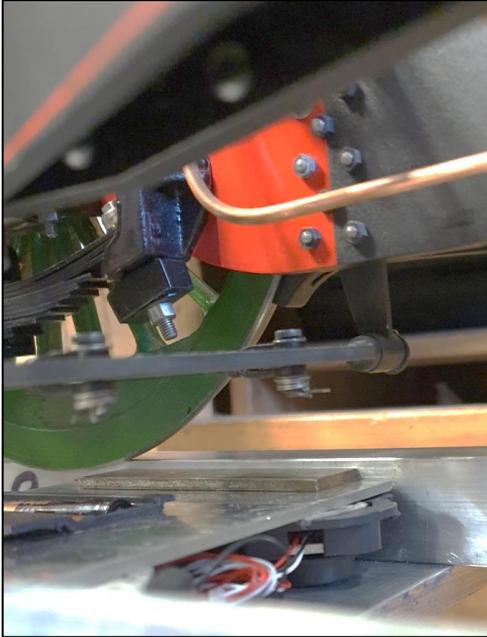
This picture shows the top plate resting in position, later I'll also make a small box to cover over the electronic board and display for protection. As things are seen here, the loco can be pushed along the track without touching the weighbridge.

With the basics done as far as they could be until painted it was time to test the weighbridge's operation. First job was to put the loco on the stand, this was very easy using the hoist and swinging jib, here the model sits on the stand for the first time. Something to note here is that the model only takes up half the length of the stand which is 7 feet. Having a stand of this length and with the weighbridge close to centre, allows me to weigh all axles without the need to turn the model around which would upset the axles loading.



Just to demonstrate that the stand was as strong and mobile as I hoped I detached the model from the hoist and pushed the stand with locomotive to the back of the workshop.

Now, to weigh the model I slip two steel plates onto the weighbridge plate, this

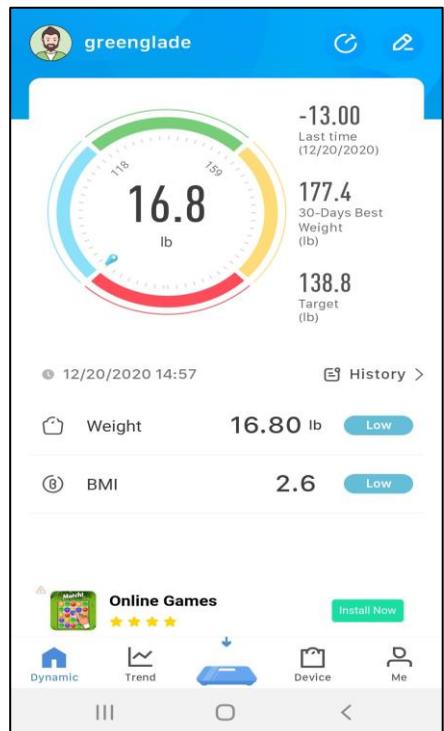


picture hopefully shows that when the wheel is pushed over the weighbridge with the plates in place it will rise up onto its flange and thus will be weighing the axle involved. To weigh the axle, I used two plates of the same thickness, if wanting to just weigh one wheel I'll only use one plate, thus leaving the other wheel still sitting on the rail. I have pulled one of the sensors out a little to give an idea of what's going on here. Later I'll make up proper plates that sit over the top plate so that they cannot slip. I'll also chamfer the ends to aid the wheel rising onto the plates although the wheels went over the plates very easily without chamfering.

Ok, so on to the test itself, as mentioned I have chosen a set of scales with bluetooth capabilities, you don't really need this but since they are so cheap anyway and since the scale display isn't easy to see with the loco sitting on top, having the ability to read the weight on one's phone makes a lot of sense.

This picture shows one of the driver axles reading on the phone. Most of what's in this app is not required, I may try to see if I can get my IT son to look into writing an App for this purpose but for now the standard app does the job. So, ignore BMI etc... :)

One part that may be useful is the 'last time' figure difference as it shows the difference between the axle measured and the last axle which was measured.



Ok, so what did the test reveal? here's the results...

Bogie Front axle	= 21 lb
Bogie rear axle	= 19.8 lb
Main driver leading	= 44.4 lb
Main driver crank	= 16.8 lb
Main driver trailing	= 16.8 lb
Trailing axle	= 29.8 lb
Total	= 148.6 lb

I took these measurements 3 times and got the same readings each time. The results don't surprise me as currently the model is very nose heavy now that it has the 3 cylinders fitted. It will continue to grow in weight at the front until the boiler is fitted where things will balance out more as this is very tail heavy due to its large/wide firebox.

When the model is complete, I'll revisit this test and see how well I can set the springs to give me the required chassis balance. My aim will be as a starting point to mimic the prototype's original weight distribution percentage wise with the model

The prototype weights come in at: (as published in the 'Flying Scotsman pocket book' by R.H.N. Hardy

Bogie (both axles)	17 ton (18.5%)
Leading Driver	24 ton (26.0%)
Crank Driver	20 ton (21.7%)
Rear Driver	20 ton (21.7%)
Trailing axle	15 ton (16.3%)

Letter to the Editor

Dear Sir,

During lockdown your on-line availability of informative and chatty newsletters are to be highly commended. Thank you.

As a 14-year-old NLSME junior member in the 70's making the teas at Church Farm when a Ted Moon drove an old Standard 8 to meetings and Ed Hobday passed having to leave an incomplete A3 telling me privately "I will never be able to finish this loco" will be memories that I shall not forget. Also, at that time, a chap who worked at Hawker Siddeley Hatfield (*I think this might be Ron - Ed*) was just starting a A4.

I won't forget either the lifts from Les on Sunday mornings when we travelled to Colney Heath in his Ford Anglia! I have a complete set of Model Engineer magazines from 1943 with articles ranging from Petrolea 2-4-0 loco to how to make a STEN gun!! I would be happy to lend any of these 40 or more magazines to any of your members should they wish to contact me. In the meantime, good luck to the NLSME as it prepares to exit successfully from this flip in our evolution.

I wish you and all your members good health and successful modelling in the coming months and I sincerely look forward to catching up with the team in the future.

My kind regards,

Alan

(If you would like to take up Alan's offer of the loan of the 1943 ME mags, he can be contacted via Les - Ed)

In a subsequent email to our chairman Alan goes on to say; -

Following an Aero Engineering degree at the then Hatfield Poly I joined the Engineering Branch of the RAF in 1979 my last tour being at RAF Wittering, where I was SEngO on a fleet of 27 GR5/GR3 and T4 Harriers, sold to the USA along with all the remaining UK VSTOL fleet in about 2000, I think. The US military described their purchase as Xmas come early, the sale price for all of them being 3/4 of the price of a single F35 as to be deployed eventually on our 2 new carriers.

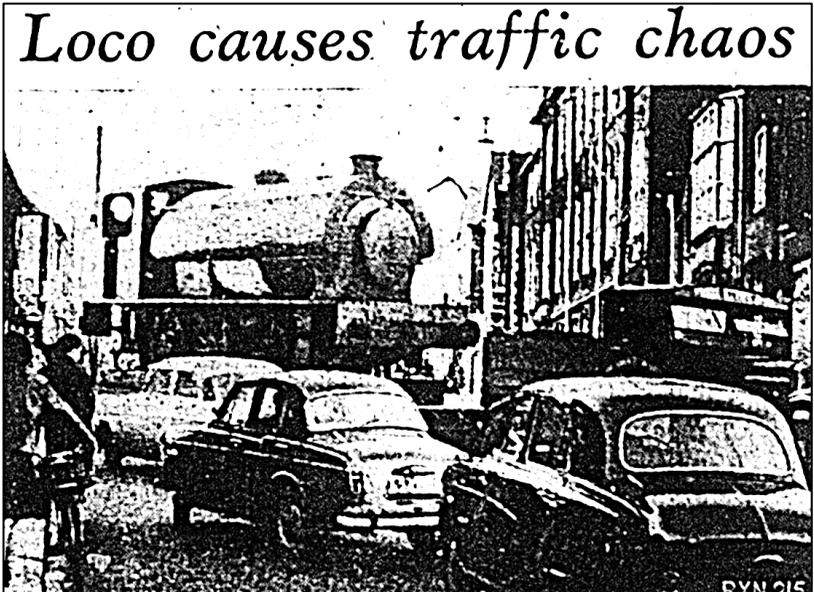
With the Berlin Wall just having come down on my departure from the military in 1994 there were few aerospace jobs going so I joined the Eurostar project as Production Manager over at North Pole depot north of Wormwood Scrubs. We couldn't spell the words Trans Manche Train in those days, let alone maintain them so some interesting stories on night shifts as you can imagine. Other rail posts as Head of Engineering at GB Rail freight gave exposure to CL73, 66, 70 and the Royal Mail CI325s; my last role before retirement on the 7th December saw me with one of the major city banks looking after their fleet of 120 Stansted CI379 EMU vehicles and a converted Russian locomotive type in Silesia, Poland called the CI 311d - absolutely fascinating if you care to Google it.

I did retain my interest in model engineering albeit as a passive enthusiast over the intervening 41 years!! Good news is that I bought a fairly clapped out ML7 a couple of years back from a member of the Chingford MES and Yes, I do hope to get back into things over the next few months now that I am no longer working, the starting point being some good foundations in my garden for the workshop and lathe!

And Finally

Our thanks go to Bill [redacted] who on a visit to Barnet museum came across this newspaper clipping dated 25th November 1960. Unfortunately, the text accompanying the picture was not clear enough to reprint so it's been retyped for clarity.

*Courtesy
of
Barnet
Museum*



The G.P.O. probably did not believe it. It is after all, not a common occurrence. But it has been solemnly reported to them that a pair of their telephone wires were snapped off in Manor Road, Barnet, on Wednesday afternoon – by a railway locomotive proceeding in a northerly direction, to coin a phrase.

The locomotive was shunting around Barnet's highways and byways for an hour or so on the back of an articulated lorry, to the amusement of shoppers, the embarrassment of police and consternation of motorists.

This retired War Department loco might possibly have passed almost unnoticed – all 40 tones of it on a 23-ton lorry – on its journey from Bicester to Silvertown to be scrapped.

But trouble started when the driver found, just before he started to descend Barnet Hill, that the engine would never get under Underhill railway bridge. So – as your picture shows – in trying to back into Normandy Avenue, opposite Queen Elizabeth's Girl's Grammar School, he completely blocked the Great North Road.

Eventually the solution was found. The engine was taken precariously down Bedford Avenue, along Mays Lane and up Manor Road. It went up the hill in a cloud of smoke – the lorry burning a gallon of diesel a minute. Then it was taken along Wood Street and through Arkley to the Barnet By-pass. Meanwhile traffic moved again on Barnet Hill