

Issue No. 824

July 2020

# The News Sheet

North London Society of Model Engineers





Your editor is most grateful to those who have contributed to this edition. My sincere thanks to all. More contributions are always welcome. Usual fee will be paid.

Sadly, no contributions to the Work in progress section this month. I am certain we have all been spending more time than usual in our workshops. Please send me a few pictures of what you have been up to and a few words for the August edition.

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## **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.

### **Tytenhanger**

All public running days, events and functions are cancelled. The site is open for use by members and their families only but subject to interim rules contained in this edition of the news sheet (page 5).

### **Fetes and Fairs**

All events have been cancelled.

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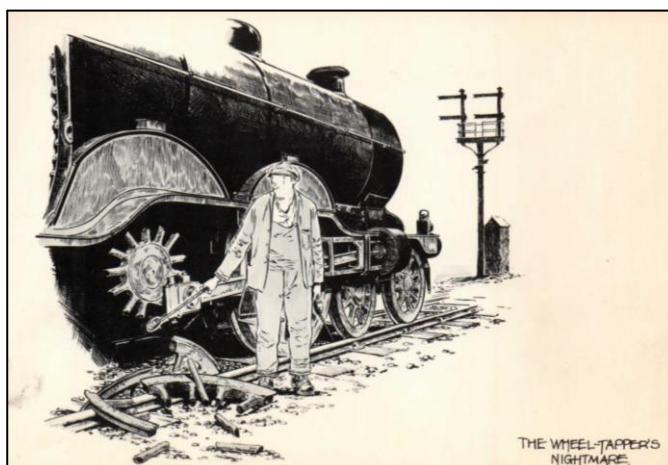
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### Front cover photo

Guy at the track with his loco Clairaine on the occasion of his 100<sup>th</sup> birthday last year.

On page 9 Derek tells us what Guy is currently working on as he celebrates his 101<sup>st</sup> year.



The wheel  
tappers worst  
nightmare

From the booklet "Off  
the Rails"  
by P. Wright

## Chairman's Comments



Some good news in the month, the risk assessment prepared for Affinity Water as condition of using Tyttenhanger was completed and issued allowing us to re-open the site for members use. Many of you will know this already as I emailed all members that have, and allow, their email addresses to be published. Others were contacted by section leaders where possible. So now, subject to the interim rules (mailed to members and included in this news sheet), Tyttenhanger is again available, though only for you and your families. It is doubtful if we will be able to allow the public entry at any time during this year. Do follow the interim rules and importantly use common sense. We do not yet have a solution for reopening HQ to meetings.

A small fire occurred at Tyttenhanger on Friday 30<sup>th</sup> May at about 8.30pm which seems to have been deliberately started. No significant damage was done except to one members private property which were in the midst of the fire. The fires were in the corner of the site just past our entrance gate. Our CCTV does not cover that area and consequently did not show the fires at all. It did pick up some youths outside the gate shortly beforehand, from which you can draw your own conclusions.

Unfortunately, that was not the only unwanted damage in the month. After some satisfactory pruning of shrubs by the GL boys they decided to have another go at same shrubs a few days later and unnecessarily hacked away some of those bordering our fence with Affinity Water. The resulting damage has caused some upset. All members are reminded that it is not acceptable for any section to decide for themselves what to do with our site. We have a grounds maintenance section that expend huge efforts every week developing and maintaining the site for the benefit of all. They must be consulted and will respond to any questions about what is permissible, beyond the normal grass cutting and strimming.



Notwithstanding the above, prior to commencing running at Tyttenhanger a considerable clear up effort was required and undertaken. It was most pleasing to note the membership turning out in good numbers to help with this. Over a period of about one week the site was very much improved, certainly sufficiently to allow running to recommence. We caught up with the backlog but now have the usual spring and summer growths to keep in check.

It is pleasing to see Tyttenhanger back in use with locomotives and boating in operation. It will be a different year without public running, visiting clubs and guest days but nonetheless we can at least enjoy Tyttenhanger for ourselves.

Keep well and healthy, see you at track or HQ, CV 19 permitting!

Les , Chairman

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## TYTTEHANGER INTERIM RULES

### EFFECTIVE 29<sup>th</sup> MAY 2020 UNTIL FURTHER NOTICE OR AS MAY BE AMENDED FROM TIME TO TIME

(Issue: Rev 1)

#### 1. General

- Members only and their families allowed on site as permitted by UK Government guidelines.
- Site is closed to the public and visitors from other clubs or societies.
- Gate to remain closed at all times
- Maintain social distancing
- Use sanitizers provided at steaming bays, bothy, RT station and old running shed
- Members to provide their own masks and gloves if required or in accordance with government guidelines
- Only one person in coach, bothy, toilet block or any other building at any one time
- Members at higher risk advised not to come to site. Those that insist on attending should remain in the general areas where social distancing can be achieved
- The carriage or other buildings not to be used for cooking. Storage of food in fridges not permitted in any buildings on site. Members should bring their own food and drinks to be consumed in open areas only.

- All seating areas shall be arranged to comply with social distancing guidelines

## **2. Running – boating area**

- Number of persons using the boating area shall only be limited by compliance with social distancing guidelines

## **3. Running - Raised Track**

- Members not involved with the preparation or disposal of locomotives should remain outside the steaming bay fences to maintain social distancing.
- Alternate steaming bays shall be used to ensure social distancing guidelines can be maintained between club members preparing or disposing of locomotives
- Members riding on passenger cars to be socially distanced from each other and driver

## **4. Running – Ground Level**

- Members not involved with the preparation or disposal of locomotives should remain outside the steaming bay fences and GL steaming shed to maintain social distancing guidelines. (note steaming shed is to be defined as a building for the purposes of this assessment).
- One loco at a time to be prepared/disposed on GR steaming bays to maintain social distance.
- Members riding on passenger cars to be socially distanced from each other and driver

## **5. G1 and Narrow Gauge**

- Use gloves to set out tables and chairs. Only two persons per bench or table. (based on 2m (6ft) rule.)
- On G1 only one train per circuit. If middle circuit is used the start time to be staggered in relation to inner & outer circuits. (this restricts raising steam to one person at a time).
- A Track Marshall for G1 railway shall maintain a running list to ensure no sharing of general equipment
- Numbers of persons inside G1 and Narrow-Gauge railways to be limited to ensure social distancing is maintained

## **6. Grounds maintenance**

- One club member or family group only to enter the equipment store at any one time Sanitize controls after use.

## **7. Caution**

- Any club member not willing to comply with these or government guidelines will be asked to leave the site

## Treasurer's Report

Sadly, we have to report the passing of member Ron Peirce, on the 11th June. He and his wife Lyn had moved from Letchworth G C. to Waterlooville in Hampshire in 2017/18, becoming one of our band of Country members, who are spread across England and Wales. Three members have now passed away in recent months.



A number of members have indicated that they are not renewing their subscriptions for various reasons. Regrettably, I am expecting some more non-renewals and as of the 25th June, I still have 32 members unpaid, last year at this time it was 30. Relevant Postcodes are listed below and I will also be contacting as many of them as possible by email. If any of you have paid since the 20th, many thanks. The final reminder letters will be sent out in late July.

AL1 4AB	AL5 5AA	EN2 0DZ	N10 1AL	SE5 9AP
AL1 5ES	AL5 5AT	EN4 8NY	NE6 4RL	SG12 8NU
AL3 4SP	AL6 9JQ	EN8 0RH	NW10 6AT	SG2 9JQ
AL3 7JX	AL9 7NN	EN8 8SW	NW9 6EB	SG7 6DF
AL4 0EY	BN2 6RL	HA2 7QF	RH11 0DS	WD25 7DL
AL4 9AL	EN1 3AA	HP3 8NN	RM13 7XR	
AL4 9NN	EN11 8AG	HP4 2LJ		

On a happier note your Council have been pleased to accept one new member in June, Freddy , grandson of George .

Please also add an email address to your Name and Address list in respect of Peter Fraser. <fraser.j4@sky.com>

Keep safe and keep engineering.

**Mike**

**Hon. Treasurer**

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## Forthcoming General Meetings

General Meetings at our Legion Way Headquarters in North Finchley

### **Friday July 3<sup>rd</sup>. BBQ at Colney Heath.**

This meeting is CANCELLED

Update next month if circumstances change

Any questions please ring, Ian

– **General** Meetings Co-ordinator

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## Boiler inspectors.

The following Society members are approved for the inspection of boilers:

- Norman (Boilers – under 3 bar/litre)
- Les
- George
- Mike
- Brendan (Including boilers in excess of 500 bar/litres)
- John (Boilers – under 3 bar/litre)
- Mike
- Grahame
- Waz
- Geoff (Boilers – under 3 bar/litre)
- Ron
- John

On behalf of Council, Les (Chairman)

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## 5-inch gauge driving truck wanted

Wanted: 5-inch gauge raised track 4 axle (Bogie Type) driving truck for one person.

Please contact Richard and Cheryl  
or see us at Colney Heath on any Thursday.

## Guy - A Centurion plus one

By Derek

This centurion plus one is most probably the eldest model engineer dare I say IN THE WORLD!



Guy has been modelling from an early age, he remembers making models out of tin plate scrounged from the workmen's room in the basement of the flats where he lived as a child in the outskirts of Paris his father was a professional soldier and was posted to France after the war ending in 1918, he went to school in France until his father was posted back to Britain, he was bilingual and he was bullied at the school in Tottenham because he didn't always answer the teacher in English forgetting he was in England.

On leaving school at 14 he was sent to work in a shoe shop, which did not last long and two other uninteresting jobs until at the age of 17 he secured a apprenticeship in engineering and finally ended up working for Smith's Industries at Cricklewood for 46 years.

His bilingual talent gave him a Quality engineering life style mainly in the tool and mould making skills of production engineering, many trips abroad and in this country on appraisal for quality sourcing of components for Smith's instruments division.

He formed a model engineering evening using the machines and equipment at Smith's where he started a 2.1/4" LBSC loco and ran this engine at Harrow and Wembley tracks before he came to St. Albans and joined their club. He is still a member and held the Chairman's post for many years, his main interests being

steam traction and road engines. Unfortunately, he now has very limited vision but a brain still as sharp as a needle.

The set up in the photo is a collection of engines, pumps, a test boiler and the last engine of his collection which he fancied assembling was the very nice beam engine but the 1.5 mm screws and small parts became a problem for his vision and less sensitive fingers, I volunteered to put it together and found that it was a bit on the fiddly side, and had to re-make a couple of parts that had ended up in his vacuum cleaner!

Hope he soon gets the plant going and I'm on standby for a call to go and get the gas firing boiler safely lit out on the patio after his birthday on the 17th June.

If you know an older Model Engineer still modelling let the Editor know!

Happy birthday Guy.

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## Club Blower



We have acquired at modest cost, £5, a blower for members use. It is an old fashioned and heavy affair with a 1.375 OD inlet.

However, it should be ok for larger locos, particularly 7.25.

It came with its own box as pictured and will be kept in the running shed by signing in book.

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## A Suggestion.

At least a decade ago David \_\_\_\_\_ and his team from the Video Section (Mike \_\_\_\_\_ roamed the streets of North London and South Herts to visit member's workshops and film them. The results are still shown to the Club on special occasions.

The films were taken almost at the time of the *Beatles* and members, apart from Bert \_\_\_\_\_ can be seen in their coiffured elegance. Some member's workshops needed a good seeing to as well. Now with our Covid 19 House Arrest, the time has been used to advantage by members. To at least spruce up a bit with many workshops being brought up to date; more to the era of the *Spice Girls* perhaps, except that our hair has taken a step back and is again like the *Beatles*!

I notice that in my viewings of U-Tube that the services of David \_\_\_\_\_ et al are spurned and the contributor just films himself and edits it as he would like. While David and his team added a large bit of humour to the show, it was a bit of a strain performing and trying to match their wit. So, in this age of digital everything it would be possible for members to 'film' themselves and to let the club see what they have produced.

David is more than prepared to visit if invited and of course lured with a cup of tea; but it would be wonderful if we could produce a few 'films' ourselves and compare results at a General Meeting in the future.

What do you think?

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## Memories from last year

No public running in the foreseeable future but hopefully next year scenes like this one from 2019 can return.





## Narrow Gauge Garden Railway

By John

Mid-summer greetings everybody and I hope you are all well. It's scary to think that half of the year has now flown by; indeed, Mrs Narrow-Gauge is already planning for Christmas!

Thankfully with the easing of the lockdown we are now able to start enjoying our wonderful Colney Heath site. My thanks to those who have worked so hard to prepare the risk assessment etc which our landlord has agreed to and

is sufficient to allow us back on site, however I urge everyone to adhere to any instructions which are published by our chairman so we don't jeopardise this position. And of course, a massive thanks to everyone who worked so hard to get the site back to normal, it's looking great! Also, fingers crossed that those who enjoy the facilities at HQ are soon able to get back to some sort of normal.

I'm sure like most of you I haven't been idle during the lockdown and have made a few wagons and refurbishing some second hand models I acquired mostly in, and whisper it, the "dark side" i.e. Gauge 1!! But we'll keep that quiet for now.....

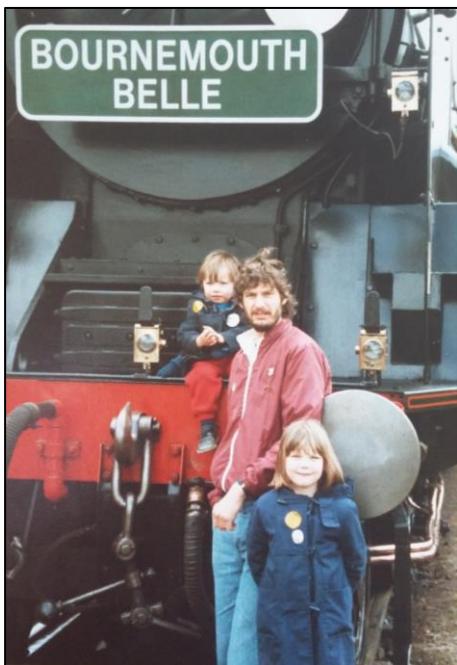


As for the narrow-gauge layout it was looking a bit unkempt and sorry for itself, but after clearing many weeks of the tree debris from the Larches which are the bane of our life, and trimming the overgrown hedge it was starting to look pretty good. But how was the actual layout itself? Remarkably it had survived the neglect pretty well, a testament to the original builders, I think. There were some loose fishplates which were dealt with, thanks Michael and a tie bar on a set of points has needed reattaching other than that a good blast from a leaf blower some weeding and gardening and we are good to go!



Obviously, we are adhering to the social distancing rules in whatever way they are going to pan out over the coming weeks and months, but I'm sure we will

have no problem enjoying running our trains if we are sensible. As we get back to normal a few thanks in order, to our Editor Keith who has kept us all entertained with the "bumper" editions of the news sheet, also to all those who have written some fascinating and interesting articles in such a wide range of topics, also I'm sure there's a book in the "coach for Tyttenhanger" story !



Hope you enjoy the recent photos of some action at last on the Narrow-Gauge railway courtesy of Michael.

Finally; while sorting out some old photos recently I stumbled across one taken at a Bounds Green depot open day in 1987 with 2 of my nippers. Even I had forgotten I had grown hair once. Enjoy the laugh....

See you chuffing soon!



## Tyttenhanger Light Railway – July

By Peter

Hi crew thanks for being so patient and rising to the challenge that was “to clear the debris from the track” and has mission crept into burning all the ignitable materials along with what extra has been cut down from alongside the P-Way, one or two good sessions more should see us along onto the new land where it looks not so big a job to clear the track, I guess the lads will not be able to contain themselves to be getting back to moving the black stuff and the pink chippings to proper finish the job of making the track a safer ride !

George also rose to the challenge last month and produced a great article with a little help from Ed on his dolly trolley made from bits and pieces, and last Thursday he brought Dolly along with a speedometer fitted that was very affordable and works through G.P.S. He track tested Dolly and the Speedo with other members present showing much interest, I must say his two grandchildren Grace and Freddie that were also present showed much patience and politeness (George take note) hopefully Freddie will soon become one of our youngest junior members once council approves his application.

I like most model engineers tend to accumulate stuff that will come in handy one day even if we do not use it! So, over the last few months I have been having a clear out and I found some large bearings, that started me thinking!

I have always wanted a rolling road and I probably saved these for that very reason. Building the rolling road for Romulus was overdue as it was time to put back the rebuilt refurbished wheels and axles in their keeps that would need to be checked after assembly. A straight forward job all I had to do was machine up some spigots from some old scrap bar, thread the ends; drill some holes in the two inch support angle, mount the four bits of support angle on the rotary table to take the bit out of the middle to clear the wheels. The distance apart to drill the holes for the spigots were set at 120 degrees at six inch diameter to capture the bottom third of the wheel within the bearings, stretchers were welded on square (quite important) this seemed to look ok and on its first test worked well, I am hoping these will fit Maid Marian as well and maybe they will get painted one day, anyone who wants to borrow them to check their loco just ask.

Of course, you have to make two sets for an 0-4-0 but an enjoyable exercise none the less.



About this time last year, the Tyttenhanger Light Railway hosted a 100<sup>th</sup> birthday party for Guy . For me this is a memory I shall never forget and was themed on Brief encounter, Beryl who was also 100 around the same time and unbeknown to them both played the other part when they met on the station under the clock, a great day was had by all and I send my sincere birthday wishes to you both on your 101 years of achievements and hope you have many more. Guy can be seen with his latest project on page 9 (the beam engine) and is waiting to come out of lock down to have a steam up.

More next month.

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

## A Coach for Tyttenhanger

Part 3 – They said it couldn't be done ...

*Mike continues the story*

With our BZ luggage brake van safely on site at Tyttenhanger, we had to find a way of moving it to its required location at the station for our raised track. Extension of this railway a few years previously had left a short, abandoned length of the original rail by the tunnel. This was absorbed into a short continuous circuit which became affectionately known as the 'Cuckoo Line', ideal for novice drivers, new locomotives and, perhaps more importantly, 2½ inch gauge models. Close inspection of the lower photograph on page 26 of the June News Sheet reveals neither a boating lake nor a ground level railway at that time.

For your amusement, I should record that the aerial photograph is mine and is part of a sequence taken from a high wing light aircraft with the doors removed to provide me with an unobstructed view! Although there was no seat for me, as such, I was strapped in with a harness. It was an interesting experience. Piloted by a colleague whose work at the time included crop spraying and aerial photography, I was assured that we were quite safe because both of us were keen to complete the mission and land safely!



*A view from the Water Company shows the workshop on the far left next to covered storage and a general working area with carriage shed alongside. The steaming bays have hardly changed in more than forty years! Sawn up telegraph poles await their use as rollers and our BZ luggage brake van is where it was delivered.*

Meanwhile our van was waiting on sleepers just inside our fence in the area we used for a car park. Back then, some forty-two years ago, the grass at that end of the site was lush and green. How things change. We have become accustomed to a Bank Holiday on the first Monday in May and doubtless have forgotten that the first in the UK was held in 1978. Although our new acquisition wasn't where we wanted it to be, we thought it would be good to use it as an informal base for our own Bank Holiday celebrations. This provided the impetus to tidy it up and make a temporary power connection. I've already noted how wet weather thwarted our efforts to get the vehicle on site, nothing much changed as the rain continued, the Bank Holiday was a washout and the wet conditions blew all our fuses.

Still pondering the problem of moving the luggage brake van to where we wanted it, Mike [redacted] had a 'light bulb' moment and wrote to Whitehall offering the challenge as a Territorial Army training project. We thought a group of fit young soldiers equipped with suitable kit would make short work of shifting the vehicle. The reply was interesting and prompted us to hope we weren't anticipating any more serious crisis any time soon. They told us it couldn't be done, leaving us with one remaining option – we had to shift it ourselves.

**HEADQUARTERS LONDON DISTRICT**  
Horse Guards Whitehall London SW1A 2AX

Telephone 01-930 4466 ext 2321

C E Ginger Esq  
N.I.S.M.E

Your reference

Our reference 6800 G Trg

Date 20 Apr 78

THE NORTH LONDON SOCIETY OF MODEL ENGINEERS

Reference:

- A. Your letter to this Headquarters dated 7 Apr 78.
1. Thank you for your letter at Reference A asking for TAVR assistance.
2. I have spoken to all our TAVR RE experts who have said that to move an 8 ton ER Guards Van without wheels or running gear 300 metres up an incline on a grassed field is beyond the capabilities of any of their plant equipment.
3. It is very much regretted that we cannot help with this worthwhile project.



N ALLRED  
R03  
for Chief of Staff

The North London Society has always embraced a wide range of model engineering related interests including marine. Undaunted by the prospect of



*Bryan Luxford and Mike Radford cut up three scrap telegraph poles for use as rollers.*

moving an 8-ton vehicle without wheels 300 yards up a grassy incline, Leon Rochat, an active marine section member at that time and an experienced mover of heavy machinery, agreed to help us move the van up the field. Following discussion, it was decided to build a plateway with railway sleepers, move the carriage on rollers and haul it up the field. Arrangements were made with the Post Office to purchase three scrap telegraph poles for use as rollers. They cost us £6.48

and in June 1978, Bryan Mike and I went to the Enfield depot to select three reasonably round poles and cut them into manageable lengths.



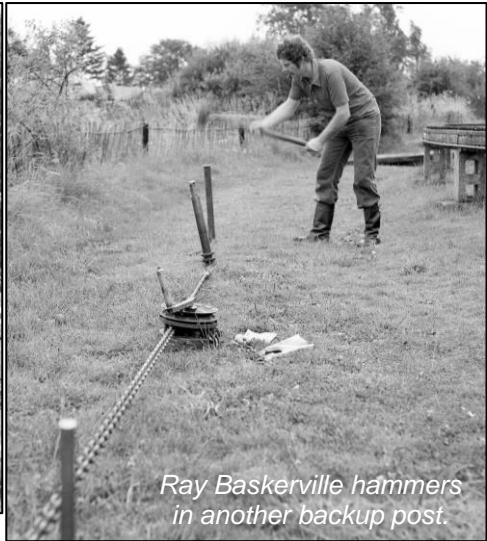
*Left to right: Peter, Geoff, Nigel, Mike, and Brian ponder the prospect of moving a wheel-less 8-ton van 300 yards up a grassy incline.*

We now had an 8-ton vehicle without wheels, sleepers, lengths of telegraph poles and Leon to show us how to do it. As well as the necessary expertise and experience, he was also able to provide heavy jacks and chain winches. Forty-two years ago, we were all much younger and fitter and there was no shortage of

volunteers to help move the vehicle. Preparations were put in place, arrangements agreed and a weekend chosen.



*Leon masterminded the move.*



*Ray Baskerville hammers in another backup post.*

Early one Saturday morning we gathered at the track to make a start on the project that we'd been told wasn't possible. Sleepers were laid on the grass underneath the vehicle with more ready to put in front as we progressed. Leon decided the telegraph poles were too large and may not be able to take the load



*Success! The van is on its way inch by inch towards its destination. The sleepers forming the 'plateway' and rollers are clearly visible behind Dick on the right.*

so we used steel scaffold poles instead. Leon used jacks under the buffer beam to lift the vehicle sufficiently to put the sleepers, rollers and bearers in place.

Anchored to a length of scaffold pole driven into the ground, a chain winch was used to haul the vehicle up the field on its scaffold pole rollers along the railway sleeper plateway. All we managed to achieve with our first effort was to pull the anchor sideways in ground made soft by all the rain that had fallen during the preceding weeks and months. This first anchor was backed up by a second which itself was reinforced by a third. By this means we were able to get a purchase and start our luggage brake van on its journey up the site.



*Dick and Brian stand by to give Mike and Ray a break from operating the chain winch.*

Operating the winch was hard work and it was as well plenty of help was

at hand. Inch by inch, the vehicle was dragged up the field. As it progressed, the rollers and sleepers released from behind were moved in front and the winch and anchors repositioned.



*Approaching the narrows, Mike decided to help by pushing with his Land Rover. Wheel slip resulted in his journey up the site being recorded as about 100 miles!*

Many reading these notes will be familiar with the Tyttenhanger site and aware of the restriction between the raised track and the boundary fence that was not much wider than the vehicle.



*Not a lot of room this side ...*

*... or this!*

Leon's techniques included steering the van by pushing it sideways using a jack set at an angle of 45° against its underframe. Getting it through the gap was an interesting challenge and we were greatly relieved when we made it successfully.



*Definitely not easy work, Dave's winch the van behind the cedarwood hut while avoiding the apple trees laden with fruit.*

In those days, the late Geoff Wren, a very active member and one-time Chairman, used to organise social events including splendid evening meals at the Waterend Barn in St. Albans, the Apollo Suite in Cockfosters and other venues. Always enjoyable, they were well supported. It just so happens that one such gathering had been arranged for the Saturday evening of the weekend we'd chosen to move the BZ van at Tyttenhanger prompting us to stop once we'd got it through the narrows.

Suitably refreshed and maybe not quite so early on Sunday morning, we returned to our labours at Tyttenhanger. Mike decided to help the chaps operating the chain winch by pushing the luggage brake van using his Land Rover. This contribution was accompanied by a lot of wheel slip and Mike reckoned he drove his Land Rover about 100 miles while pushing the carriage.

Careful steering was once more necessary between the cedarwood shed and the apple trees as the van approached its destination. You're probably ahead of me now. It's Sunday and afternoon approached as we made the final effort to get the carriage into position. Sunday afternoons were once the time when members and friends gathered regularly at the track to run locomotives or enjoy socialising. Hardly surprising really, it was interesting just how many watched our final efforts before telling us how we should have done the job!



*Nearly there. Encouraged by Brian and Pete Lees, Leon Rochat eases the van sideways.*



*Sunday afternoon;  
at the end of a strenuous weekend sees the carriage more or less in place.*

So, our BZ luggage brake van was finally in place, more or less where we wanted it. All that was left was to mount it on proper concrete pads, build a station platform make a canopy, convert the vehicle to suit our requirements and make it look smart. But that's another story.

## Gauge 1 Group report – July 2020

By David

Well here we are at last slowly getting out of ‘Lock-down’ and we have been busy at the G1 track. All works have been carried out strictly following the Societies and the governments guidelines, these have been well understood and undertaken by those on site, many of our older more fragile members deciding now was not the time to return, rightly so.

Geoff had produced a list of jobs to be undertaken to get the track and surrounding area’s ready for use. First day back was the Monday, my first job to be done was the repair to one of the windbreak fencing posts, this had been started by Nigel and Alan who had taken down the offending broken post and loose panels, so brother Gregory & I replaced the post and refitted the panels, Malcolm was repairing damage to the green net covering, Geoff and Dave West cleaned all the track tops of grease and other detritus.

Then on the following Wednesday we were going to cut the grass but Nigel had already done that, so whilst others were doing further work on track/site maintenance. I amused myself by starting to paint the bothy and store shed, this work being completed the following Wednesday with help. There was also time to start running our loco’s.

We found that so far only a handful have attended on each day, some members preferring to attend on other days than Wednesday, a good idea. We are all getting back into the swing of things, but I do not think it will be the same again for a long time.

First picture enclosed goes back to 2016 and shows Dave working on the nearly to being completed track, early spring, I think.



I would also say how sad we all were to hear of the passing of Peter, although through ill health not a regular attender in the last couple of years he had been very active in the group, being one of the central figures in the erection of our new track, it was also always a good day out to visit his all-weather track at Stag End where we were all made very welcome, we will miss him.

I would also like to send our best wishes a speedy recovery on to Eric, who has had a fall and has spent some time in hospital, also to Norman who is struggling to get better, we all look forward to seeing them down the track in the near future.



I have been amusing myself making Pullman coaches, I have also built myself a RAF Range Safety Launch, at scale 1" to 1ft. Using plans by Vic Smeed, this photo shows all parts cut-out and ready to start.

The last picture is off the finished model, all ready to go, although completely finished, so far unable to run thanks to 'Lock-down' but we are now almost there.



Until next time, happy modelling. David

## Bookworm writes

I had no idea that colour television had been demonstrated so many years ago. In 1953 the English electronics company, PYE Ltd Cambridge (though I think actually they were an off-shoot of the Dutch company Philips), in the early part of that year successfully transmitted *over the air* a short distance, programme material in colour to the children of Great Ormond Street Hospital. However, my fellow termites in the Alexandra Palace archives tell me that the BBC had a whole experimental studio (Studio A) equipped with Colour cameras around the same time 1953/54. Just goes to show some things are worth waiting for.

Source: ME 1953 Dec 3 page 649 / BBC ENG Web Archive

I started the other day to chew my way through a volume for 1955 when I came across this amazing story. It appears that a model of a free-lance Showman's traction engine complete with a set of miniature tools was exhibited at that year's ME exhibition, and had won for the builder the Students Cup. It transpired that the model was built by a 14-year-old schoolboy from Westcliff-on-sea and completed in 1 year. The incredulity that greeted his achievement prompted a roving reporter to be dispatched to the Youngman's workshop with a view to investigating his claim.

A pictorial report and favorable feedback followed this visit so undaunted the young man declared he would build a detailed 3.5" gauge Britannia in time for the 1956 ME Exhibition. By the time of the 1956 exhibition he still had the paint job to do but essentially the job was done and he duly entered the engine in the Loan section of that year's exhibition.

Source: ME 1955 Sept 1 p243 / 1955 Sept 15 p348 / 1956 Aug 30 p297

I was in a spin when I read this one: Most major car manufacturers of the world in 1954/55 were experimenting with using gas turbine engines (the Turbo Car) as the means of propulsion to replace the more usual petrol engine for domestic cars. The motivation was the potential for a lot of power with reduced weight; they were sufficiently confident at the time to predict their introduction would happen in a short space of time.....

Source ME 1955 29 Sept page 434 also page 491

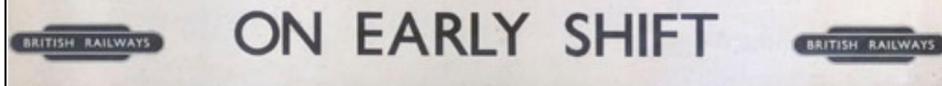
This was no 'shot in the dark'; Mr. H.J. Turpin a member of the Chingford Model Engineering Club who was an occasional contributor to ME in the 1950s, was also the inventor of the 'Sten Gun' which was used so successfully in the Second World War. The name was derived from the initials of those involved with its development: (S)Lt-Col R.V. Shepherd chief at the Ministry of Supply, (T) Turpin and EN for England.

Source ME 1957 21 March page 413

Potters Bar - I was in the dark about this item until I saw the light at the end of the tunnel; for many years there was a bottleneck on BR Eastern Region / LNER line between Greenwood (outside Hadley wood) and Potters Bar caused by all the rail traffic having to pass through the existing two tunnels.



GREENWOOD SIGNAL BOX, NEW BARNET



*Poster produced for British Railways - Artwork by Terence Cuneo. As can be seen from the track layout this was prior to the construction of the new tunnel.*

In 1956/57 space was created in the feeder cuttings along with the provision of two new bores driven through the hillside. It was suggested that the linings used in these new tunnels would be formed of interlocking concrete segments or "voussoirs" pressing directly against the earth of the bore and would be the first time this type of lining had been used in Britain. (Additional nugget; these concrete segments were cast more or less 'on site' as a temporary concrete mixing plant was built on land (I think) adjoining the tunnels and there is a bit of video of this work and the plant in operation in BTF film "Groundwork for Progress" made in 1959 (on DVD)

Source: ME 1957 9May page 663

If you wait long enough some ideas are bound to come around again....in 1957 ME reported that in Brittany in Northern France work was underway to build a hydro-electric power plant at the mouth of the River Rance where the tide at this

point rose 45ft (is that possible?), the plan was for the flow of water to pass through 38 groups of turbines of a new type that could be powered both as the tide rose and fell. So as to provide a constant source of power to the grid it was to be partnered with an existing hydro-electric plant run from a reservoir.....now where did I put those dusty old plans for the Seven Barrage? Source ME 1957 June 6 page804

One to chew over: Does model engineering have a future? How often is this sentiment expressed in this day and age I wonder, usually accompanied by a lament for the loss of skills required for the hobby to survive and a concern for those wishing to find 'short cuts' and quick results. Well the same question was raised in ME in .....January 1949! So I think the hobby still has a few more years left!

Source: ME 1949 Jan20 page 61

## A Bookworm Special

1951 - Kennion Bros. (Hertford) Ltd provided Model Engineer with a sample set of plans for their locomotive Butch which was well received. It could be thought of as the 'Simplex' design of its day being a 0-6-0 tank engine, but its general outline did follow a prototype, that of P. Drummond's 1918 design of a shunting engine for the Glasgow & South Western Railway.

Co-incidentally, I took a wrong turn on the bookshelf the other day and found myself chewing through a prized volume of the NLSMEs News sheets for 1975 (I fear my days will be numbered now!) and found in a report for the 1975 Spring Open Day the following section;

*"At 11.20 Bob Frost steamed his original 'Butch'. Bob is from the Hitchin Society and his engine is interesting being THE No.1 Butch. George Woodcock prepared the drawings originally and Charles Kennion had them traced, made some castings but before marketing them decided to ask Bob to make the engine to ensure that all was in order before offering them to the 'fraternity'. I gather some mods were necessary but many have been built since, including the next engine on the track" – which happened to be our own Brian!*

Note1 – Whilst on this shelf, I also found a small article (and diagram) by Arthur Marsh describing his adjustable twin ram oil pump that I believe he fitted to the running board of his own Butch (now the Club loco), looks good.

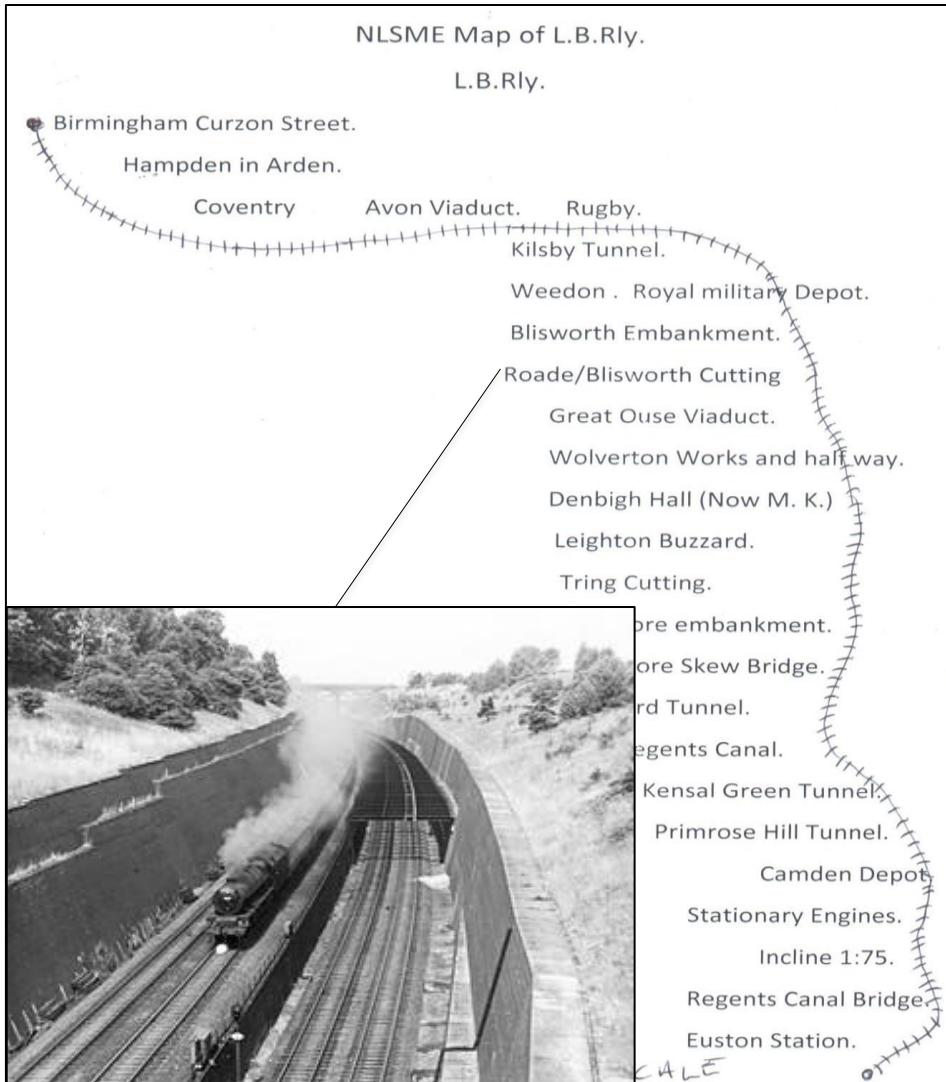
Reference, not sure but I think it is May 1976 News sheet or later that year.

Note 2 - WHAT a small world, the lads holidaying in volume 160 asked me over the other day and what do you think? I found a photo of one of the original G&SW tank engines (aka Butch). ME 17 June 1988 page 742.

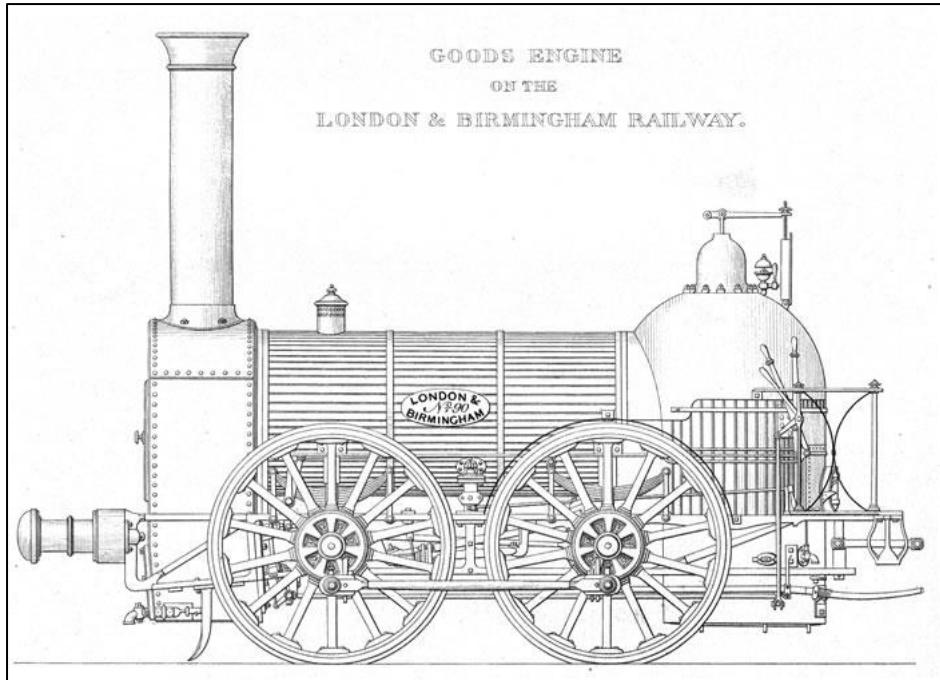
Other Sources: ME Feb 8 1951 page 199 & NLSME Club News sheet No.323 July 1975 page 1

## The London and Birmingham Railway.

Ian continues his journey north along the route of the London to Birmingham railway providing an insight to the history behind the construction of this railway.



**Denbigh hall (Milton Keynes) to Weedon** This section of the line went through Wolverton which was the half way point and where in the 'old' days all trains stopped for ten minutes for refreshments. Wolverton became the powerhouse of the L.B.Rly. It was here that *Bury* locomotives were constructed for the line and



where until recently where carriages were built; but the town did not develop like Swindon or Crewe.

Further on the Wolverton Embankment caused some problems in being constructed. The embankment is one and half miles long and is 48 feet high. There is a viaduct of six arches parallel to the Grand Junction Canal with its cast iron aqueduct at Cosgrove.

On the south side of the embankment a slip occurred which persisted for months. To add to the misery, the stabilised embankment caught fire! Iron sulphate decomposing in the embankment burst into flames by spontaneous combustion!

The line then runs parallel to the present M6 through the Watford Gap where I understand that at one time locomotive drivers were encouraged to put on a turn of speed just to show what the line and trains were capable of.

**The Roade or Blisworth Cutting.** The G J Canal chose to clear the Blisworth Ridge by means of a 3,800-yard tunnel. Those members who have cruised through this tunnel will remember with admiration that the ends meet in the middle within only four inches of misalignment. I dare say Stephenson had heard of the trouble the miners had with water intrusion in digging the shafts and canal and the changing structure of the bedrock. So the choice of a deep cutting for the railway was made. The cutting is fifty feet deep on average and 1½ miles long



needing over one million cubic yards of spoil to be removed. The contract was held by Mr Hughes who had held contracts for the Caledonian Canal and the Gotha Canal. Work proceeded very slowly and poor old Mr Hughes was relieved of his obligations in the contract. The poor chap must have been ill because he had a stroke and died shortly afterwards. The task of excavating the cutting was the largest on the line and there were several strata of rock and shale and gravel deposits to complicate matters. The area is now a Site of special scientific interest.

No sooner had the track left the cutting it met with an embankment of some large proportion causing some difficulty with slippage. At one time the embankment slipped eight feet in a day and the filling had to be brought from Bugbrook and Hillmorton places familiar to the canal cruising fraternity. The line then travels alongside the Weeden military depot where at that time a large arsenal, military barracks and stores were kept. The depot was connected to the Grand Junction Canal so if Britain were invaded the Weeden depot could play its part safely in the centre of England by narrow boat!

The construction of the line from Weedon to Rugby which includes Kilsby Tunnel will be described by Ian next month.



## The Building of an A1

### By

### Part 3

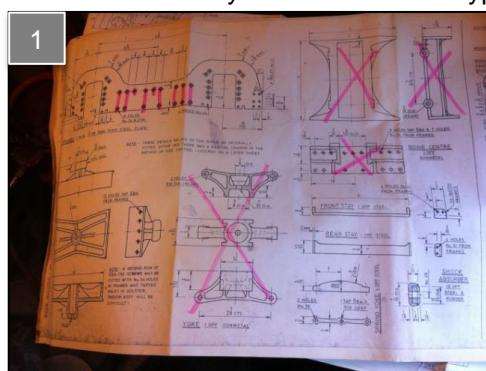
### The Engine: Front Bogie

So where to start? Well I thought I'd start with an easy item, the bogie truck, did I say easy???

I had read Don's "words and music" completely a number of times by now and in fact, many times since, most of which is a mystery to me at this time but like anything in life it's just a matter of taking it one step at a time and my first step on the engine build itself, was the bogie.

NB: I was trying to work out the best way of me giving details in these articles and at the same time not giving myself too much work. I decided the best way was to use the details as given in my blog and then edit the pages to try and reduce their size, especially the images to fit the space available to me. Now there's 11 years of work so I won't post every blog entry but will try to cover the start/finish of each part, here we have the start of the front bogie.

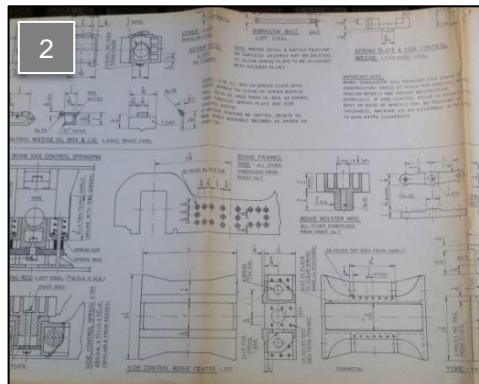
During my research into Flying Scotsman (FS) I recorded all of the upgrades during her life so knew that the bogie was one of the mods undertaken during her early career. As built, she had the swing link bogie but these proved a problem with reports of the rear bogie wheels making contact with the cylinders causing damage. So Gresley changed all Pacific's for a slide control type between 1931-37 which means my loco will have this type of bogie. The pink highlighting on the drawing shows the parts of the swing link bogie that will not be needed, the highlighting on the bogie frames is to remind me not to drill those holes as they are for the swing link bogie only, still with me guys?...



Other parts seen here are the same for both types although the bolster requires modifications...Now this sheet covers the slide control options (if you haven't guessed yet Don gives drawings for both), the bogie bolster in the photo 1 is used for both although it does require modifying.

Now the bogie centre shown here is listed by Reeves as the A3 centre, this is not correct and in fact the main reason for me writing these notes. Yes, it's the later type bogie but many A1's including mine had this upgrade done years before actually becoming an A3. So, for anyone considering building an A1 check to see which bogie they actually had during the era that you are building. Another item of course that's different is the yoke, so make sure which ever bogie you decided to build you get the correct castings for it.

Bogie frames – I bought the laser cut frames from Steve Harris of Laserframes.co.uk. I have no connection with this company but credit where credit due, the frames were accurate and smoothly cut. The trailing axle frames which were also by Steve.



Forgive me if I'm teaching some here how to suck eggs (there's some very talented/knowledgeable folk out there, far more so than myself) but thought it best to give as much detail as possible in how I do things in the hope that it may help others. The first job was to mark the frames out (I didn't have a full DRO on my mill at this stage hence doing it the old fashioned way), on looking at the drawings (**photo 2**) it became obvious that a good datum to use was a line 1"

up from the bottom of the frame, on this line were all of the top holes for the bogie centre stay but more importantly one of the horn holes was on this line too, all holes were measured from this line. Don states to transfer the holes from the horns to the frames so by having one of these holes on the datum and with the horn held square once machined by the slot, this seemed my best option of obtaining an accurate bogie assembly.

To get the frames bolted together, I decided to use the four horn stay holes to do this but needed to keep the frames in line first, this I did by cutting some pieces of steel of the correct thickness to fit in the stay slots and then lining these up against a steel right angle that had already been set square with a DTI. **Photo 3** shows this setup, I used a machined piece of English Oak to clamp the frames to for drilling.





4

After bolting the frames together, they were turned around reset with DTI and clamped down. (**photo 4**) All holes were first drilled using a centre drill and followed with the correct size drill. The frames were then turned over for the other side to be countersunk.

The bogie horns supplied in sticks of two. I think Don would turn in his grave if he knew just how bad these castings were, one of them was actually nearly double the thickness of the others and another had a crack in it but luckily not in a critical place, so what Don described as an item that requires little machining took me three days to sort out.

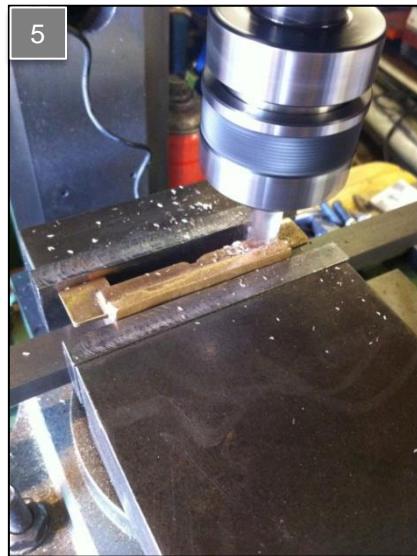
There were many changes to the setup involved to list them all here but this **photo 5** shows the face that sits on the frame being machined.

I had to take a small cut just to get a flat face and then went from there, once this and the opposite face had been machined, I then progressed from there.

All horns now machined, (**photo 6**) before parting them I marked out the holes. These needed a lot of filing to get to this stage especially the one that was twice the size around the curved section, all this extra work took a fair bit of time.



6



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Finishing bogie horns and fitting to frames;

Before getting to the stage shown in photo 7, all holes were measured/drilled and the horn sticks were split into two and machined to size. I then squarely clamped each frame in turn to the mill bed ready for drilling the horn holes. I lined up the hole that sits on the datum and checked all was ok. I then cut a piece of timber to



7

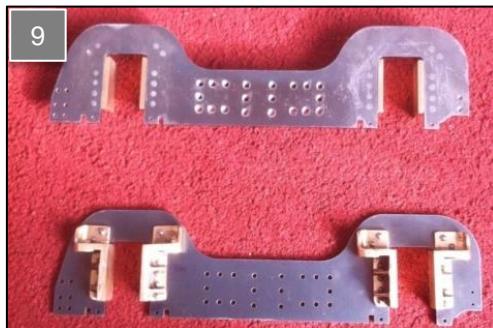
a tight fit between the horns and wedged it in place, I also used a suitable piece of steel to keep all horns at the same height by pushing it hard against another piece( this time the discarded trailing frame that was incorrectly cut ( and replaced by one of my own drawing later) sitting in the bed T slot. All this was just me being overly careful to ensure all stayed square while drilling the horn holes into the frames. I found it easier and more accurate (than using a transfer punch) to use the horns as guides to ensure each hole was where it's supposed to be, well it worked for me..

With the horn holes drilled next job was to turn the frames over and countersink them ready for the 5/64 rivets. (**photo 8**)

Here's the end result, (**photo 9**) the riveting was done the normal way of holding a suitable snap head in the vice. I did one rivet for each horn first; I then replaced the piece of timber to ensure each horn gripper was tight against the frame slot and then completed the rivets.



8



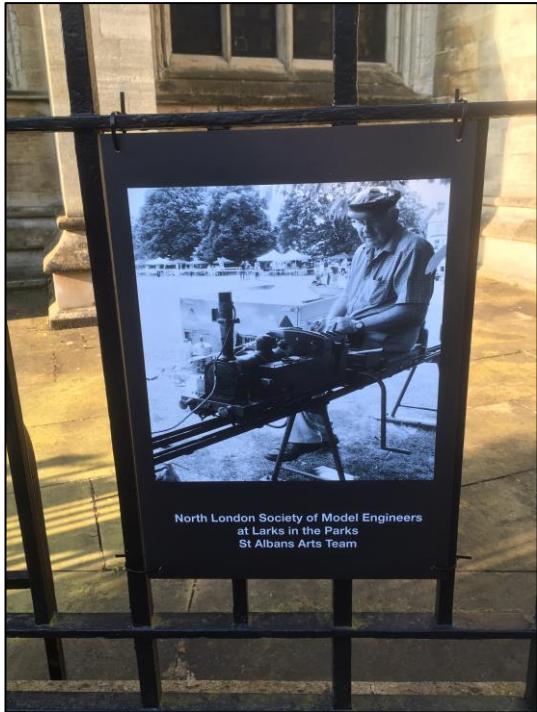
9

Final job was to file flat any rivet material left sitting proud of the frame.

For the next article I'll cover the completion of the bogie, all other details as stated can be found on the blog

Cheers Peter

## Wanted poster



This picture was taken by our local reporter outside St Albans Cathedral and sent to the editor.

We think the word wanted has been removed from the top of the poster but as there is no reward he hasn't been found.

Do you know this man?

It has been widely mis-reported that he was observed Larking around in a local Park last year.

Seriously though; a number of posters are being exhibited by the St Albans arts team on the fence around the Cathedral depicting a wide variety of local organisations including NLSME.

The picture was taken when the Fêtes and Fairs team attended the Larks in the Park event in 2019

## Dates for your Diary

The current government restrictions resulting from the COV-19 virus has

resulted in all NLSME organised events being cancelled

Please refer to page 3 of this News Sheet

<b>MAY</b>		<b>2020</b>
<b>Mon 20<sup>th</sup> July</b>		<b><i>Deadline for copy to Editor for August News Sheet</i></b>

NB. 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 and/or the Tyttenhanger Site Committee.