

Issue No. 857

July 2023

# The News Sheet

**North London Society of Model Engineers**



**July 2023**

You can see this News Sheet in  
colour by visiting our web site at [www.nlsme.co.uk](http://www.nlsme.co.uk)

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### Front cover; -

Just another busy Thursday at the steaming bay.  
More pictures inside on page 27.



Your editor is very grateful to all those who have contributed to this edition. Your efforts are much appreciated by all the members of NLSME. This News Sheet would not be possible without you.

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. If you don't want to put pen to paper but have a suggestion for a topic which is of interest let the editor know and we will do the rest.

## Chairman's Comments

Les

The June general meeting and BBQ at Tyttenhanger was a fabulous event. The next one is Friday 7<sup>th</sup> July from 6.30pm. The BBQ will be lit but bring your own food.

A large collection of negatives, slides, prints and cine films taken by the late Geoffrey Cashmore have been donated to us. These have come from his family and are in addition to the two films we received last year.

They are for our use with the proviso that where possible they should be credited to G Cashmore. Covering the period from early 1950s to his untimely death in 1991 they capture several NLSME events plus a huge amount of full-size railway interest. One reel of film is titled "Opening of Track at Colney Heath 1964". Another is "NLSME 1950s". Those alone should be a fascinating viewing.

Sorting the entire collection will be quite a task but my objective would be to identify and digitize all NLSME related media for our archive. How we present them to you all is another issue, certainly we can make an enjoyable evening or two at HQ. I am hoping our own archivist will work his magic on the collection.

The signalling system on the GLR is in need of specialist attention. Alan has steadfastly designed and installed most of it himself, with the appreciation and thanks of us all, but no longer in the first flush of youth is to hand over to another volt/ohms/amp's enthusiast. It would be a great help to the club if this is something you can do, please let Peter know.

The new signs have now been put up to assist families with special needs members. We received the following email following a recent public running day;

*Dear Les,*

*We spent a very enjoyable afternoon at Colney Heath last week, and saw the new signs in the flesh for the first time - and very smart they look too!*

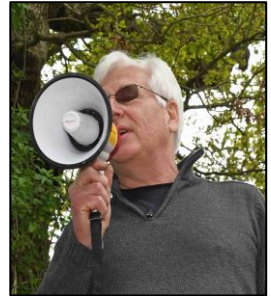
*These simple signs are a game changer for families like ours, and I cannot tell you the difference they will make to our son and so many others.*

*Thank you to both yourself and the committee for pushing forward with this idea and making it a reality so quickly.*

*Cheers*

*James (club member)*

The RT signalling system is now showing its age (some of it at least 40 years old) as manifest by recent problems associated with the cable insulation



becoming brittle. We have been most fortunate in having members who have over the years installed, upgraded, managed, and maintained the RT system to a very high degree of reliability. Thoughts are now turning to consideration of a rewire to future proof it for another 40 years.

Recently there was a near miss incident arising from a faulty operating signal and a driver not proceeding at caution. At the last council meeting we discussed best way of alerting drivers of a faulty signal and remind them what they are required to do. The conclusion was to leave signal in place but put a very visible bag over it and remind drivers that when approaching a signal which has been bagged in this way they should STOP and then proceed at caution to the next signal and comply with the indication displayed.

I must admit this seemed odd to me but we had to do same for public running in June and I concede it provides a very clear indication.

These bags are stored in signal hut at present, they are Sainsburys bags inside out.

Since the system works, we will source stronger bags.



Our Fetes and Fairs section operated by a small band of members has for some time now earned considerable funds for the club.

Thanks are due to everyone who was able to help over the first three weekends in June. With 4 events requiring work on 8 days over 3 weekends it was a heavy commitment but was successful in that they gave over 1,300 rides. The Marsworth Rally was the busiest with 380 satisfied customers in 1 day.

But they could use some help at the remaining four bookings for this year. As three of these involve 3-day weekends additional volunteers are requested.

Anyone who can help at these very enjoyable events should contact Peter with available dates.

If you can help and you need transport, we normally have car seats available for travel to the events from St Albans. The remaining events are: -

**July 8th** 1pm - 5pm (Set up 11am)

Coldfall Primary School, Coldfall Avenue, Muswell Hill. N10 1HS.

**July 28th/30th** 10am - 5pm (Rig on Friday 27th)

Dacorum Steam & Country Fair, Green Croft Farm, Pottton End HP1 2SG

**August 18th/19th/20th** Rig on Friday and run from Middy, Saturday run 10am - 5pm, Sunday run 11am - 5pm

Flamstead Scarecrow Festival St Leonards Churchyard (Entrance beside The Spotted Dog pub)

**September 2nd/3rd** 10am - 5pm (Rig on Friday 1st)

The Bedfordshire Vintage Air Show, Alder Drive. Biggleswade SG18 9DT (previously The Shuttleworth Steam & Agricultural Heritage Weekend)



We now have DO NOT USE tags that are to be attached to any item of club stock found unsuitable for use. We have three of these at present, one kept with RT carriages (and currently fixed to No 5), one with GL carriages and one in Container No7 for club locos.

See you at track or HQ.

Les

## Forthcoming General Meetings 2023.

By Ian

All meetings are on Friday evening starting at 8pm.  
The Programme at the moment reads thus: -

The BBQ General Meeting at Colney Heath on Friday 2<sup>nd</sup> June was a great success. BBQ and the weather behaved themselves immaculately. Food was brought by the lucky attending members and a good well-fed time was had by all.

### **Friday 7<sup>th</sup> July.**

A repeat of the June meeting. BBQ starting early at about 6 pm. Bring some food for cooking/cremation. Good company guaranteed, and hopefully good weather; the platform roof we constructed years ago will give good shelter if the weather is inclement.

### **Friday 4<sup>th</sup> August.**

The last BBQ of the Year for the General Meeting squad, all Sections most welcome. The AED has not had an airing for a year and has fortunately not needed to be used. It would be prudent for us to at the **least** know where it is kept. So, while we are chewing our sausages; viewing the AED and the associated First Aid Boxes would add to our knowledge and help digestion but no choking!

### **Friday 1<sup>st</sup> September.**

General Meeting at Headquarters in Summers Lane. Professor Tim will take time off from teaching Dental Students for a 'close up' look at Copenhagen Fields - the Model Railway Club's 2mm scale layout. This is the first meeting of the season and not to be missed.

### **Friday 6<sup>th</sup> October.**

Work in Progress. Members, please share the challenges of your Summer's Model Engineering at this popular and entertaining meeting.

**Please note**, I have had the great pleasure of organising the General Meetings for a number of years; in fact, since the demise of the Locomotive Section Meetings. I would like to think that the future General Meetings are in good hands and I wonder if a small team could be formed to have the pleasant task of organising and presenting the General Meetings in the future. I'm sure that the Team will gain plenty of suitable names from both within the Club and without it who be able to give entertaining talks. And so carry on a tradition that it seems few other clubs can sustain.

Ian.

Any questions regarding the meeting contact, Ian



## Treasurer's Report

By Mike

Allowing for any late notifications to be received since I sent out email reminders on the 21<sup>st</sup> June, I only have fifteen remaining outstanding. Here is the customary final Post Code reminder to those still to pay or not renew.




At the last Council Meeting we accepted three applications to join and two rejoining, both from the Slot Car Section, which is all good news.

Henry, OO; David, Locos; Isaac, Locos, G1, O, OO (Jnr); Brian, Slot Cars; Casimir, Slot Cars.

Welcome to you all.

Sadly, I heard this morning, that Howard Jones MBE, founder of the Wolsztyn Experience in Poland had suddenly died. The Experience had sadly been running on borrowed time for a while and they announced that it would be closing from 31st August this year.

Over the years a number of NLSME members past and present have taken part in this unique experience of driving full size locos on scheduled passenger services to Poznan, Lezno amongst other destinations, all under the supervision of the Polish crews.



Our past member Mike was closely involved in the work involved in enlarging the Wolsztyn turntable to accommodate their Pacific 'Beautiful Helena' in 2002.



Who could forget 2007, when they chartered a day return flight from Gatwick to Babimost near Wolsztyn to celebrate the 100<sup>th</sup> anniversary of Wolsztyn shed with the annual May Day parade of dozens of steam engines, including a GWT 2-6-2T 5521. A very long day but worth it.



Make the most of our facilities this Summer, you never know what is around the corner.

Three open Sunday afternoons have all produced a comfortable number of visitors and a reasonable level of income. Stewarding levels appear to have



worked out well so far, but it will be nice to see a few more engines out on tracks to give rides and to entertain the visitors. We all know that steam engines can be temperamental, electrics too. I am having my own problems on that score. Please note that our supply of lubricating oil for sale has been exhausted until I get around to order more. Have to make do with 460Grade steam oil or car engine oil for the present.

Mike; Hon Treasurer

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## Under 16 years of age drivers' day.

### Saturday 1<sup>st</sup> July 2 - 5pm

The arrangements are a repeat of last years event namely:

1. Drivers must be relatives of members
2. Drivers must be accompanied on train by an adult
3. All signals in use and drivers shown how to comply with them
4. Both club electrics in use
5. Use your own locos, steam as well, if you prefer for your own families
6. A rota system will be used to assist all drivers get a fair time on track
7. Drinks and snacks will be provided
8. Members present are responsible for safe operation of their charges

At present it is planned to use the Raised Track, but this does not exclude Ground Level Railway if satisfactory arrangements can be implemented on the day.

It will greatly help planning if you let me know at least one week before if you are coming and how many children/grandchildren.

Les

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## Free to a good home

I have 4 sets of engineering drawings for;

City of Truro, 3 1/2" Gauge	Rainhill, 5" Gauge
King John, 5" Gauge	Metro 2-4-0 Tank,

I also have drawings for a Stuart Turner 2-cylinder Launch engine.  
If wanted please collect they're free!

Contact Keith

## Standard Gauge. – The horse and the Romans

By Ian

The standard railway gauge (distance between the rails) in the USA and many other parts of the world is 4ft 8½" inches. That's an exceedingly odd dimension. Why was that gauge used? Because that's the dimension used in England and English expatriates designed the US railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long-distance roads in England, because that's the spacing of the wheel ruts.

So, who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the UK standard rail gauge of 4ft 8½" inches is derived from the original specifications for an Imperial Roman war chariot. Which goes to prove bureaucracies live forever.

So, the next time you are handed a specification/procedure/process and wonder 'What horse's arse came up with this?' you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' arses.)

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRB's. These SRB's are made by Thiokol at their factory in Utah.

The engineers who designed the SRB's would have preferred to make them a bit fatter, but the SRB's had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRB's had to fit through that tunnel. The tunnel is slightly

wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's arse.

And you thought being a horse's arse wasn't important? Ancient horse's arses control almost everything...and CURRENT Horses' Arses in London are controlling everything else.

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## Grounds Maintenance

The work of the ground's maintenance team particularly Nigel, John, Richard, Cheryl and others is giving all those who visit the site a great spectacle this summer. All the hard work is paying off with some really special sights.

This picture was taken in June under the pine trees near to Smallford Station. It is a Pyramidal Orchid.

The work around the new lands over the past few years has allowed this orchid to appear before in the new land as well as Bee orchids. It is the first time it has appeared here.

Please be careful when walking round the site not to disturb these rare plants.



## Radiant Superheater for Maisie

By Martin

I started by making the wet header connection to the boiler, it was recommended to me by a club member to use a banjo bolt connection rather than the LBSCs 3 or 4 7BA screws, said member supplied me with a drawing for his 5" loco which I scaled down to 3.5".

The wet header is made from 3/4" round bronze and the banjo bolt from 5/8" stainless steel hex suitable drilled for the passage of wet steam. The banjo bolt to wet header is sealed both ends with silicone 'O' rings. I can supply a drawing of this if anyone is interested.

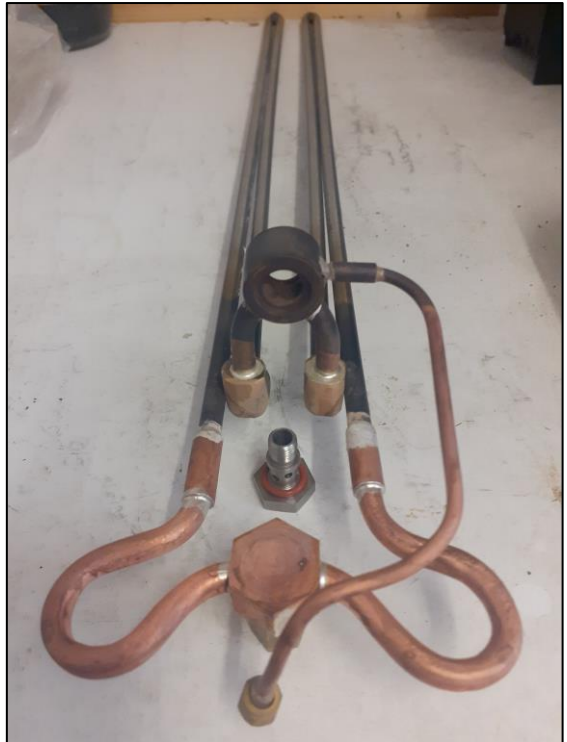
I've gone for stainless steel superheaters; I purchased two 1/4" diameter readymade spears from Polly Models and cut to length so that they projected 2/3rds of the way into firebox.

A pair of 90-degree elbows were made from gunmetal to connect the wet header to the superheater spears.

A piece of copper tube with an internal diameter of a 1/4" used on the outlet of the superheaters to connect to the pipes the cylinders. The other small pipe is for the snifting valve.

Now the bit I wasn't looking forward to, silver soldering stainless steel. I was told by club members to really rough up the stainless-steel ends to give the silver solder something to adhere too. I did this and used tenacity flux which produced good looking joints.

I next bolted the superheaters to the boiler with the boiler in the frame so I could bend the 1/4" copper tubes to the cylinder connect to the correct shape, trying to do this by eye proved impossible so I sketched the route I wanted on paper and bent the copper tube to that, it worked.



Now for the hydraulic test, x2 maximum operating pressure (160psi,).

No leaks, it passed, what a relief.



## Bookworm Writes

### The Titfield Thunderbolt: Special Excursion

Coronation year 1953 was a memorable year for my owner, not only for the excitement of the crowning of a new Queen... but for being taken to see two fantastic films that year. What excitement was created when my owner's father came home one day and told him that he was taking him to see the new Ealing film "The Titfield Thunderbolt" at the local Odeon, and even better that it was about railways and IN COLOUR!

What further superlatives can I add when talking about the most entertaining British railway film of the 20<sup>th</sup> century that hasn't already been said? If a certain Dr Johnson (that's Samuel, not our own treasure Ian), was alive today and had seen it I am sure he would be moved to say " *A man tired of seeing the Titfield Thunderbolt must be tired of life.*"



From the moment then of entering the Odeon's welcoming foyer my owner's excitement grew and grew, and when then the lights dimmed and the red plush curtains swished back revealing the black and white British Board of Film Censors certificate on the screen, my owner's attention was hooked. The

opening shot in full Technicolor of a West country pacific racing across a viaduct followed by the slow pan down to the little branch line train chuffing from under the same bridge, drew first cries of glee from the audience followed by a ripple of laughter as they were first introduced to the line running from Titfield to Mallingford junction.

Early shots telling the audience that all was not well with the railways future slowly developed into telling the story of the villagers' efforts to form a group to save and run the railway themselves. Being too young to properly understand that not everyone might share the enthusiasts' dream of keeping the line running, and indeed may have an ulterior motive for seeing the line closed, my owner kept a purposeful watch on the screen. Not even his father leaving his seat, returning later with an ice cream for his offspring and a walnut crackle for himself could distract junior from watching the exciting tale unfold. How the audience cheered when the likeable-rogue character of Sid James was bulldozed off the railway after driving his steam roller full tilt at the train, and how the laughter became ear splitting when another locomotive, having been 'borrowed' from an engine shed yard, was seen driving down the high street of a town causing cars to swerve off the road; not forgetting the boos and hisses levelled at the villains from the Pearce and Crump camp as they walked away into the dark after wrecking the train, vitally the night before the enthusiasts and the railway where due to be inspected for their competency to run trains, and thereby save the line.....

Fortunately for my owner (and no doubt much of the audience) as this heart stopping scene gave way to the rescue plan unfolding, the warm cosy atmosphere of the cinema combined with the lovely ice cream he had just enjoyed (maybe also fortified with the occasional 'fruit gum'), brought with it an altogether happier jolly mood; especially when the 'enthusiasts' were given permission to use an old locomotive called "Thunderbolt" from the local museum. Probably the biggest laugh though came when Dan's (the old platelayer) home which was an old railway carriage of unknown antiquity, was 'liberated' from its resting place in a nearby field and put onto a low- loader wagon to provide carriage accommodation for the railway inspector to ride in.

For what then seemed like hours to my owner, the lead up to the exciting climax of the film was punctuated with sounds that only an excited (young) audience can make; sounds of Smarty tubes being emptied, of rustling sweet papers and the slurping of the last bit of Kiara orange juice from its carton combined with lots of fidgeting. At last, with the musical soundtrack of the film doing its utmost to stir the spirit ever higher...eventually, journeys end.... Had they done enough to keep the railway open?

The thrill of seeing that film and of his visit to the Odeon that day had my owner *walking on air* for ages ...for weeks after only his Hornby train set could satisfy his young imagination.

Why don't you treat yourself to a viewing (assuming it's not playing at your own local Odeon) as "The Titfield Thunderbolt" is available on DVD and in splendid Blu-Ray (Digitally restored version).

....and the second exciting film of the Coronation year, well "Genevieve" of course; but that's another story....

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Ten facts you may not know about the film "The Titfield Thunderbolt":

1. In 1952 the film's scriptwriter T.E.B. Clarke was persuaded by friends to visit the fledgling Talylyn railway in Wales run by enthusiasts and from this visit the inspiration for the film came about. It should be remembered however that the film was shot 10 years before the Beeching plan was implemented and at a time when the Talylyn was the first preserved railway in England. So, the idea of enthusiasts running a railway then would have looked as much a fantasy to a 1950s cinema audience as to the idea of enthusiasts taking over and running a main line railway would look to us today.
2. The fictitious name of Titfield came from T.E.B. Clarke and was a combination of the name of the place where he lived, Limpsfield and a nearby village called Titsey in Surrey.
3. The locomotive "Thunderbolt" used in the film was called "Lion" in real life and was built in 1838 for the Liverpool and Manchester railway. Having been used as a locomotive for the first 21 years of its life, it then spent the next 70 years as a stationary steam plant (apparently with one pair of wheels removed) at Princes Graving Dock before being 'found' and restored for the 1931 rail centenary celebrations. It was repainted in different colours for use in the film.
4. The traction engine used in the film no. 5590 was built by Aveling and Porter. It has survived into preservation and is today called "Maid Marion".
5. During the filming of the scene where Sid James character charges the train, it appears he lost control of the roller and it ran over one of the cameras – expensive hobby, I guess?
6. The opening shot of the train traversing over the viaduct was filmed on the now famous Somerset and Dorset line which itself did not survive the Beeching era.



7. Mock-ups for some of the footplate scenes had to be made and on screen look very presentable. A technician that worked on the film is quoted as saying that in the final shots on the footplate of Thunderbolt', that the mock-up boiler became too hot and the characteristic polished firebox/dome started to sag before the shot was taken and had to be shored-up to do the take for real.
8. The film's Director of Photography the great Douglas Slocombe shot 16mm film of some of the set-ups and locations used in the film and it offers a tantalising glimpse of how the film was made. A couple of shots of the model used in the train wrecking sequence suggest it to have been something around 7.25inch gauge or bigger and of the most impressive quality.
9. During location filming an old stone-built water mill building - Limpley Stoke Mill - was used to show the previous day's rushes to the cast and crew. It was nick-named the 'HydrOdeon Theatre' owing to its riverside location and because the mills old waterwheel was pressed into use to drive a generator to provide power.
10. LBSC started the serialisation of his design for Titfield Thunderbolt in 3.5 and 5inch gauges around the time of the film's release in early 1953. This was another coup for him and the ME following his earlier construction series for building Britannia at the time of its launch in 1951.

Sources:

My owner's diary for 1953  
 "On the Trail of The Titfield Thunderbolt" –  
 Simon Castens (2000) ISBN 0-9538771-0-8

"The Secret Life of Ealing Studios"  
 Robert Sellers ISBN 978 1 78131 397 8  
 The Railway Magazine March 1953 p163-168

Douglas Slocomb's film – not at the Odeon this time, but on one of those modern visual digital mediums

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## Letter to the editor

Dear sir / Your Grace,

Please could you convey my thanks to Paul for his kind comments about my book review last month. (Page 31)

With regard to the point, he raises in his letter regarding the PPP scheme on London's underground, it has prompted me to look a little closer at the volume reviewed specifically to identify when it was written. As my owner quite often receives books as gifts from relatives and friends (which is great for those of us on the bookshelves), by the time I get my teeth into it, it is possibly quite mature having been on the shelf for a while, and so it proved to be in this case.

The reviewed copy was published in 2005 which as Paul identifies was before the demise of the scheme. I did however also take the opportunity to refresh my memory and found that Mr Wolmar had made comment about the PPP scheme and some of the hic-ups then being experienced at the time the book was being written. More specifically however having strayed into the otherwise untasted section of this volume, viz the section headed 'Further Reading', I did find that Mr Wolmar had in fact previously written a separate volume about how the PPP process and how it had come about under the title: "Down the Tube" – published by Aurum Press in 2002. But that this again would predate the unwinding of the whole PPP process Paul refers to.

Once again thank you to Paul for bringing the story up to date.

Regards  
Bookworm

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## Coal, Steam Oils and Lubricating Oil for Sale

Coal: Anthracite Beans in 25kg bags

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

Anthracite Grains in 20kg bags

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

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

Contact the Treasurer

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## G.L.R. News. June-July 2023.

By Peter

Tyttenhanger Light Railway News.

Hi Gang hope all is good with you and yours!  
And with the immortal words of our favourite  
weather presenter “hasn’t it been scorched”.

We were blessed with good weather for the  
Guy remembered day. A day that helped to  
lessen a sad occasion but one that will be  
remembered for many years to come.

My thanks to all that helped to supply the tea  
and biscuits for all, and the Tyttenhanger  
railway crew for organising the motive power, and to Guy’s family for making  
the best of the day. I must apologise to Guy’s family for not steaming Maid  
Marian this was because I thought the ground was too dry and consequently  
presented too much of a fire risk in my book.

John “narrow gauge man” said a few words to the assembled family and  
members present about how Guy presented the 45mm gauge layout with the  
church, signal box, and Dingley Dell buildings also some rolling stock that  
comes out on high days and holidays and any other special occasions. Guy was  
an all-rounder his interests were many and varied including the above, model  
boats, five-inch gauge, ground level, building of stationary steam plants,  
producing scale drawings and the patterns for building a large American traction  
engine, in his spare time he was also  
chairman of St Albans’ model  
engineers for many years, top that  
anyone a great loss to the modelling  
community.

I personally will always remember  
Guy’s one hundredth party at the track  
where the theme was loosely based  
on the film Brief Encounter, Guy being  
the doctor and Beryl (also 100 on the  
day) playing the hapless lady in love!

I hasten to say neither Guy or Beryl  
resembled in any way either of the  
film’s themes or actors and to me was  
moving to see both 100 years olds  
sitting on the station only having met



for the first time on that day, long may they be held in the greatest esteem and be remembered for what they did and who they were.

Tyttenhanger light railway urgent matters.

At the end of May the crew had erected some signal heads to the newly erected gantry this was just before I slipped away for some long overdue Cornish air. Unfortunately, we managed to leave one of the lamps out of one of the heads and low and behold a pair of Blue Tits took up residency (read last month's newsletter). It now appears that the little darlings have fledged hopefully adding to the bird population. But the woes of the gantry are not over yet as since I have come back. I have been told that a transformer has burnt out and we now have NO SIGNALS protecting Orchard Junction or to that fact the rest of the ground level?

So BE ADVISED when running on public days and any other day extreme caution needs to be taken by the Loco drivers and guards at all places where we are likely to collide with either other locos near and around Orchard Junction and or the Main Gate site entrance where it is possible to collide with vehicles and pedestrians.

As there are no safeguards most of the time on the main site entrance gate crossing Council agreed proposals can be put forward for consideration for changes to the level crossing protection at the main gate. Hopefully repairs to the rest of the signalling will also be in hand. Please see the chairman's appeal for a willing volunteer to assist the team in repairing the signalling system on the ground level railway. All we need is someone to advise on what needs to be done. The crew will help do the work.

Until the crossing problem and signalling is resolved drivers are reminded to observe the stop and proceed signs on the approach to the crossing. Equally important is to remind ALL MEMBERS when entering or leaving the site by car to stop and check that no train is approaching before crossing the line. There will be a steward on duty at the crossing on public running days but this reminder applies at all times.

As ever in the muck

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## Narrow Gauge Garden Railway

By John

Hello narrow gauge devotees and welcome to the latest shenanigans from the world of everything that's narrow. This month its a change from the usual as I am passing the baton over to fellow narrow gauge member Michael. At this year's 16mm association national show at Peterborough Michael picked up a second hand loco, a Saxony IV K (full story in his article) and when he told me it was a loco that was very special to him and had been since he was a child, I asked him if he would like to write an article for the newsletter about it. I'm delighted to say he agreed and so over to Michael.



### The IV K Locomotive.

By Michael

My 'new' second hand loco is (finally) an IV K from Saxony. This loco type formed my interest in Narrow Gauge Railways as this was the 'special' engine when there were museum trains out and about where we were having a camping holiday every summer close to one of the 750mm lines near Dresden. To me it's one of the most elegant machines with its two articulated bogies in a 0-4-4-0 configuration and the long pannier tanks.

The state of Saxony ventured very early into state owned railway and after plans and lines for the mainline were completed a lot of smaller towns and villages cried out for a railway as well. Saxony settled on 750 mm gauge because of the number of areas where gradients and very tight curves were necessary. (The one exception was a meter gauge line, where there were fabulous Fairlie engines ordered, the class I M – one being preserved.)

The 'K' in IV K stands for Kleinbahn (Minor Railway). And the IV is the 4th loco type the state ordered. A total of 96 of these Meyer type compound engines were built in various tranches between 1892 and 1921. Most of the IV K received extensive overhauls during the GDR era as there were no plans to build new locos. They instead underwent major overhauls. Anything from new frames, boilers, side tanks and cabs. In all but name a new built loco. A whopping 22 engines are now in preservation with 2 of them rebuilt to resemble pre-reconstruction appearance and most of the engines are in ticket.

I even had the luck to experience the IV K still in action on the Doellnitzbahn in the late 1980s with double headers, dirty engines, and trains also used the Heberlein brake, this is where a line from the loco passes through pulleys over all the wagons and when a winder is turned in the loco it applies the brakes to all of them, if the line breaks braking is applied automatically through

counterbalance weights on the wagons not a totally unknown system but by then extremely unusual.

With the number of preserved 750mm lines that operate public transport plus rebuilt lines and stations this illustrates that there is a large preservation movement and of course is great for the area's tourism. A dream of this movement came to fruition when an engine of the first type the I K was built from scratch. Wherever the I K and its special train of period carriages goes it creates a great buzz. Unfortunately, at the moment it's being fully rebuilt after a mishap with a rather large tractor late last year! The recreation of the I K and the catalyst it became for the railway movement can be in some way compared to building the first new Fairlie at the Ffestiniog Railway in the 1970s. Which gave all involved great satisfaction and wide exposure in the industry and with tourists alike.



I was vaguely on lookout for a IV K model for some time. There is of course the full live steam compound version by Accucraft but that's out of the question unless the Lottery rings. That left the LGB version. It's reasonably pricey as it is a wonderful and complicated model. Prices are steady in Germany and models are not often coming up for sale in the UK. I did not want to buy a pristine or digital model only to rip it apart to change to battery power as most LGB locos are track powered. In spring David, Lizzie and myself attended the wonderful National Garden Railway Show on our way to see Sir Nigel Gresley at the Nene Valley Railway. And there, at the show in the corner tucked away a couple of very (very!) worn IV K. Price ok-ish but could not make a decision there and then. We went off to see and drive behind Sir Nigel Gresley and I even had a (VERY early) footplate ride booked. Fabulous machine, great day. And Lady Luck let us meet the seller in the evening in McDonald's of all places. A chat and an arrangement to come to the shop the following week concluded the meal. The visit in the shop then revealed there was a 3rd engine in slightly better

nick. A run on the test track revealed one bogie was working and we agreed on a reasonable price. I did a quick test with a setup using a 9 Volt battery directly wired and got encouraging results. I am now in the middle of sourcing a better battery and ordering some parts and the conversion to full battery set up should be completed shortly. A great addition to my stock as I already had the correct coaches to go behind it!



*Here is a picture of the model itself taken recently on the garden railway.*

*Many thanks Michael for giving us your childhood memories and finally making a dream come true.*

*The photo with the bike was taken by Michael circa 1987, and yes that is his Bike!*



## My model boat collection – Part 9

By Roy

An early addition was the Harvey Marine (HFM) 575 yacht. Called 575 because that is the length in millimetres, there was also a later one called the 590. Initially it was just a plastic model kit, very simple to build with almost guaranteed success. Harvey used to include different colour sails to differentiate them.



They were so easy to fit RC into them that the kit was later modified to include what was needed for the RC and they sold for years.

Back in the day the RC servos were all about the same with a 3Kgrm / cm pull. The yacht needed just a standard RC 2 channel radio control set up to complete it. The sail arm had a doubling up arrangement to give the length of pull needed for the sails, and it works in all but heavy winds. The rudder servo was standard. I think the RYA even has a designated class for them. I have since upgraded



my one, well it sort of went rotten inside so I fitted a more powerful winch servo still within the standard size and new batteries and fed the charging socket out of a small hole in the superstructure. Otherwise, the only access is loosening the halyards and releasing the mast and the complete top of the boat comes off like the lid on a box. They are starting to get sought after as too much sunlight degrades the ABS plastic. My one is still a pristine white.

Later Harvey hit another winner with his trimaran, I have inherited this from my son. He built it and sailed it. This boat not much longer than the 575 has a weighted keel to learn with and when confident a non-weighted keel for the speedy stuff.

Now you cannot take your eye off this boat as she is so fast, especially with the non-weighted keel. The slightest wind has her on her way. However, she does break easily and I have recently resurrected her from her 3<sup>rd</sup> break.

Usually, one of the booms holding the three hulls together fails, easy to repair but you have to get it all dead square etc.

The internals are much the same as the 575 but the sails are more effective as they are not carrying any excess weight around.

She has suffered a little more from the UV light but she is still around after nearly 40 years.



Thursday's have proven to be quite popular recently as can be seen from these pictures. What a great way to spend a day.





Nigel enjoying his recently completed class 20 locomotive. We are hoping for an article on the build in a future edition. *(No pressure ed)*

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## Lathe for sale

I'm looking to sell it for around £400 including extra equipment & the metal table it sits on. This is negotiable. It is a Prazimat DLZ 180 x 450. For more information or to arrange an inspection contact Huw



## TRACK STEWARDS ROTA 2023

**2 July 2023**

**Ian – Senior Steward**

1. Robert
2. Aaron
3. David
4. Pat  
Rai
6. Ian
7. Geoff
8. Derek
9. Robert
- 10.

Ground Level Despatcher  
Steve

**16 July 2023**

**Richard – Senior Steward**

1. Jonathan
2. Mike
3. Paul
4. Joe
5. Mark
6. Terry
7. Jeremy
8. Peter
9. Robert
- 10.

Ground Level Despatcher  
Steve

**6 August 2023**

**Owen – Senior Steward**

1. Paul
2. Roy
3. Craig
4. Roy
5. David
6. Robin
7. Alan
8. Mark
9. James
- 10.

Ground Level Despatcher  
Steve

**20 August 2023**

**Michael – Senior Steward**

1. Roy
2. Alan
3. Waz
4. Graham
5. Peter
6. Peter
7. Jack
8. Dave
9. Nigel
- 10.

Ground Level Despatcher  
Steve

The full rota for all public running days until October was  
published in the April edition page 36

# STANDARD GAUGE RALLY



Photo courtesy: J Evans

Running facilities for  
2 ½", 3 ½", 5" and 7 ¼"  
gauge, models.

If you wish to submit your engine to run, or if  
you have any questions, please email:  
[StdGRally@outlook.com](mailto:StdGRally@outlook.com)

Exhibitor camping available upon request.

Ploughman's lunches available for a small fee



Rugby Model Engineering Society  
Onley Lane, Rugby, CV22 5QD  
[www.rugbymes.co.uk](http://www.rugbymes.co.uk)

August  
12<sup>th</sup> & 13<sup>th</sup>  
2023

10:00- 17:00

You are welcomed  
to our special  
event for models of  
Standard Gauge  
locomotives.

# Narrow Gauge Rally



Running facilities for  
2½", 3 ½", 5" and 7 ¼"  
gauge models

If you wish to bring your engine to run, or if you have any questions, please email:  
[ngevent@outlook.com](mailto:ngevent@outlook.com)

Exhibitor camping available upon request.  
Please let us know if you would like to book a Ploughman's Lunch, this is at a small fee to cover costs.

Rugby Model Engineering Society  
Onley Lane, Rugby, CV22 5QD  
[www.rugbymes.co.uk](http://www.rugbymes.co.uk)



8<sup>th</sup> & 9<sup>th</sup> July  
2023

10:00- 17:00

You are welcomed  
to our special  
Narrow Gauge  
Engines event.  
Free admission.

## Club Dates for your 2023 Diary

Every Thursday; A mix of RT & GLR Loco running when track is available, working groups, and general conversation	
Every Saturday Ground Level Rly at Colney Heath	
Every Sunday; A mix of RT Loco running when track is available, working groups, and general conversation	
<b>July</b>	
Sat 1 <sup>st</sup> July	Under 16 drivers' day
Sun 2 <sup>nd</sup> July	Public Running 2pm – 5pm
Tue 4 <sup>th</sup> July	Council meeting 13.00 at HQ (see note below)
Thur 6 <sup>th</sup> July	16 <sup>th</sup> St Albans Beavers 6.00 to 7.00pm Sponsor - Les
Sat 8 <sup>th</sup> July	Keech Hospice visit 11am to 3pm Sponsor - Keith
Mon 10 <sup>th</sup> July	2 <sup>nd</sup> St Albans Beavers 6.30 to 7.30pm Sponsor - Les
Thur 13 <sup>th</sup> July	Cubs visit – Sponsor Tim
Sun 16 <sup>th</sup> July	Public Running 2pm – 5pm
<b>August</b>	
Sat 5 <sup>th</sup> Aug	Brean group visit – Sponsor George
Sun 6 <sup>th</sup> Aug	Public Running 2pm – 5pm
Sat 12 <sup>th</sup> Aug	Gravesend club visit – Sponsor Nigel
Sun 20 <sup>th</sup> Aug	Public Running 2pm – 5pm
<b>Advance notice of other events in 2023</b>	
If you know of an event not listed below, contact the Secretary to ensure it is added to the club calendar and also tell the news sheet editor	
6 <sup>th</sup> September	Swiss Gauge 1 visit (Wednesday)
9 <sup>th</sup> September	3 ½ inch gauge running day
10 <sup>th</sup> September	Toy boat regatta – Sponsor George
10 <sup>th</sup> September	St Marks Church visit – Sponsor Les

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

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