

Issue No. 835

July 2021

# The News Sheet

North London Society of Model Engineers July 2021



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 photo

The 9<sup>th</sup> of June and the site looked like it had a dusting of snow! It hadn't of course but the trees were shedding seeds laying a carpet of fluff everywhere.  
Photo Paul

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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.

## **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.

### **From the 17<sup>th</sup> May 2021** **the following restrictions apply to our activities**

#### **Head Quarters**

HQ is now open. Meetings at HQ are now permitted at any time but limited to a maximum of six persons in each room within the building.

#### **Tyttenhanger**

Tyttenhanger open to members with maximum of 30 in each gathering, access allowed inside buildings subject to rule of six. No external parties or club visits allowed.

The interim rules (Rev 3) for Tyttenhanger published in the July News Sheet apply.

#### **Fetes and Fairs**

Fetes and Fairs are now receiving enquiries and bookings for Covid safe events.

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Under government current plans the next stages in reopening will be:

From July 19<sup>th</sup>; HQ and Tyttenhanger open for normal use. This date is yet to be confirmed by the UK government.

However public access and running will be subject to membership agreement and preparedness to undertake stewarding in consideration of Covid situation at the time.

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## Chairman's Comments

Les

A shorter note from me this month, do I detect applause?

Whilst the UK Gov COVID regulations remain in place until 19<sup>th</sup> July, relaxations since 17<sup>th</sup> May allow us greater freedom to enjoy club facilities. In this issue there is an updated list of the interim rules applicable at Tyttenhanger.

Our club locos needed some remedial care, in the case of our steam locos, Butch and Dyak, the work has proved extensive, and neither are yet near reassembly. It is a sad fact that club locos do not receive the care they deserve but this does not excuse the neglect that has been the case of late, particularly for Butch. Butch was missing springing and horn block keeps on one wheel, has severely rusted cylinders, three holes in smokebox, perforated dry header and damaged drain cock levers. Some of these are age related and can be expected, superheater leaks for example, but did no one notice the springing was missing or that drain cocks were no longer connected?

The Senior Stewards met recently to discuss how to implement the requirements of HS2020 for public running, in particular the new obligations for record keeping. These require among other things proving runs of the RT and GL tracks which must be signed off by the person conducting them. We are fortunate to have Senior stewards that understand NLSME is a private model engineering club and not a commercial/miniature railway. Nonetheless the need for record keeping cannot be avoided, these rules apply nationally and our insurers will certainly expect evidential compliance in the event of any accident.

As the weather improves it is gratifying to see renewed use of Tyttenhanger, all sections are operating and running locos, albeit without public presence. We do not yet know if public running will commence this year. No decision has been taken though I do note that the only comments I receive in this respect are not to open until 2022.

A reminder that our first general meeting this year will be held at Tyttenhanger on July 2<sup>nd</sup> at 6.30pm.

See you at track or HQ.

Les Chairman

**TYTTENHANGER INTERIM RULES EFFECTIVE 17th May 2021 UNTIL  
FURTHER NOTICE OR AS MAY BE AMENDED FROM TIME TO TIME  
(Issue: Rev 3)**

**1. General**

Members only and their families allowed on site

No single group larger than 30 persons is allowed

Persons present inside buildings must not exceed six or two households

Site is closed to the public and organised visits 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

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 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**

Alternate steaming bays should be used to assist social distancing 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**

One loco at a time to be prepared/disposed on GLR 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**

Only two persons per bench or table. (Based on 2m (6ft) rule.

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. Ground's maintenance**

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

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## **NLSME Constitution and Terms of Reference for Committees**

A copy of the updated the Terms of Reference for NLSME committees was included with your June news sheet. There are four committees covering Tyttenhanger, Head Quarters, General Meetings and Exhibitions.

Unfortunately, there were two errors. The date of the Constitution on the front cover should read May 2005. The second was the General Meetings and Exhibition committees ToR's were omitted from page 12 of the booklet when it was printed.

The missing sections are set out below; -

#### **Exhibition Committee:**

To organise, arrange and carry through under the direction of the Council, all exhibitions in which the Society may desire to participate. The committee shall consist of two or more members nominated by Council or be a single member if volunteering to act in such capacity.

#### **General Meetings Committee:**

To make all programme arrangements for General Meetings. To have the power to expend a sum to be agreed annually by the Council and without further reference to the Council. The committee shall consist of two or more members nominated by Council or be a single member if volunteering to act in such capacity.

These missing sections have been printed again as a tear out back page of this news sheet so that you can insert them into the booklet page 12.

A new copy of the corrected booklet will be sent to any member on request.

## Treasurer's Report

By Mike

Nearly everybody has been so good at paying their subscriptions so promptly this year that I have only twenty-one members outstanding as at 25<sup>th</sup> June.

Of these only four of them do not have email addresses, so I have been able to contact them all within one group email message and had no bounce-backs. Some have responded within minutes of receiving my email and paid, thank you. So, I will not be needing to publish a list of Postcodes this month, just holding off until the August issue, which will then be their final News Sheet if they don't pay up...

We had no new members to accept at the June Council Meeting, compared to the large influx at the May meeting. Finance wise expenditure this last month has included the repair of the HQ OO room roof, (see report on page 8) with just the ceiling damage to deal with now.

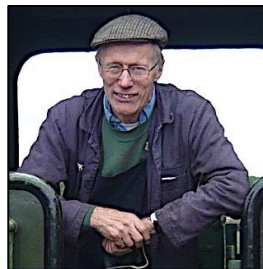
Initial expenditure on the fitting out of Container # 6 as the dirty workshop has commenced with the purchase of materials and a few small bills in respect the Washroom. An amazing job of work being done on this, all for the benefit in particular of us oldies whose waterworks need more careful treatment.

Finally, one for the coach kitchen, where after being idle for almost a year the existing second-hand dishwasher decided it had had enough. A new dishwasher has been purchased and will be installed shortly, probably before you receive this News Sheet. This will keep the ladies happy in particular.

Back at the turn of the century we had a few problems with TYT finances and the aftermath involved having an account with the Nationwide Building Society. I never knew of it and the Passbook had disappeared. It was only when the Nationwide decided to close all similar Club accounts that they contacted the last known contact, but the end result was we recently received a BACS transfer for the missing money, £226.11. Every little bit helps as they say.

Finally, at a recent visit to HQ I was pleased to find a full session of the Slot Car members back in attendance and racing away with great attention. They are now, subject to any changes in Gov't restrictions meeting every two weeks on a Thursday at 14.00 hrs from the 1st July. See article on page 10 in this issue.

Keep safe and keep engineering.





## HQ – 00 Railway room – Flat Roof Repair

By Dudley

The repair to the HQ 00 flat roof was completed on the 1<sup>st</sup> June after five days work. The rain damage on the roof turned out to be a larger area than first estimated for.

The problem area was found to have had chip board installed under the felt unlike the remaining area of the flat roof which had ply boards.



The job took longer due to rodent activity using the roof area insulating fibre as nesting areas resulting in lot of mess which had to be cleaned out and new replacement insulating fibre installed before the re-boarding with ply sheets and new layers of felt could be laid.

The weather on one of the days afternoon work period tipped it down for three hours just as the new ply boards were about to be installed.





Thankfully a large tarpaulin came to the rescue until the downpour stopped.



Inside the 00 room the ceiling in the affected area requires new boards to be fitted.

This work will be completed after a period of rain showers has occurred to confirm no more rain is coming in via the flat roof.



## 24 Hour Slot Car Racing Record

Reading through the British Slot Car Racing Association (BSCRA) web site to find out what was going on in the world of slot cars I was amazed to read that NLSME hold an endurance record.

How far can a slot car go in 24 hours? This has long been seen as the ultimate slot racing endurance challenge. No doubt the original inspiration for 24-hour races came from the Le Mans 24 hours, however slot racers developed their own rules rather than just following the full-size precedent. When it comes to 24-hour World Records, to ensure a fair competition, there was seen to be a needed some limitation in the following areas;

- 1 – What type of car is used - Generally cars have to follow current racing regulations.
- 2 – What type of track is used - The restrictions on corner radius etc. prevent the use of "speed bowl" type circuits.
- 3 – How much of the car can be replaced - This is a test of endurance for a car. Although some components can be replaced, replacing complete cars is most certainly not a permitted.
- 4 – It has to be a race - Record attempts with just a single car running are not recognised.



The rules; In the 1960s Duncan Laycock wrote the rules which have been the basis of 1/32 records ever since. In the early 1990s, a version of the "Laycock" rules adapted for HO (1/64) racing were agreed. These rules were adopted by Guinness publishing as world record guidelines.

The EEC (European Endurance Championship) is a series of 1/24 races run each year, the 1/24 record rules simply followed the EEC rules.

The rules for the outright record (most recently set in 2019) allowed one chassis, two motors and four bodies. The outright records have been set on banked King tracks.

The record distance covered by a 1/32 scale car in a race in 24 hours is 305.949 miles. This was set on 5/6 July 1986 in Southport UK at the ARRA club with a car built by Ian Fisher.

The winning North London SME team drivers were (left to right in the photo) Paul Harwood, Alan Lucas, Ian Fisher, Paul Martin. and Chris James. Thanks to Alan for the photo.



This was set to the "Laycock rules" and are more stringent than other rules about what parts of the car can be changed, the tightness of corners and the minimum bend angles.

If you want to learn more about the NLSME slot car section please contact the section leader Robert Hallums. His contact details can be found on the back page of the News Sheet. Subject to any changes in Gov't restrictions they will now be meeting every two weeks on a Thursday at 14.00 hrs from the 1st July.

The BSCRA web site is also a fascinating place full of details about this competitive hobby. It can be found at <http://www.slotcarracing.org.uk/>





## Narrow Gauge Garden Railway

By John

Mid-summer greetings to all you narrow gauge fans, though its somewhat disappointing to realise that now we have some good weather at last, the nights are drawing in.....

Before anything else may I wish George, one of our ground level stalwarts a speedy and full recovery. I am looking forward to seeing you back at Colney Heath very soon, we're all missing you mate.

Mrs Narrow Gauge and I recently had a mini break in the New Forest which is one of our favourite places. And on one of the first glorious days of the year visited Exbury Gardens. They were started over 100 years ago by one of the Rothschild's. Indeed, the main house is still in the family and no visitors allowed. But the gardens are fully open and they are spectacular. We were fortunate that the Rhododendrons, Camellias and Azaleas were at their absolute best and stunning they were too. "But what's that over there?" says Mrs Narrow Gauge "oh, I do believe it's a narrow-gauge railway" says I, failing to hide the knowledge that I knew it had one all along!... and what a wonderful little railway it is. It's a 12 ¼" gauge line but talking to one of the staff found out that the rolling stock is built to a 15" outline so they have a "presence" about them, i.e., Big! The photo below is of the loco which pulled us on the day.



The line is 1 ½ miles long and takes a tortuous twisty route through one corner of the gardens and some of the vistas of the gardens can only be seen from the

train. It departs and arrives at a station which is based on Aviemore and a very nice little railway it is, so next time you're that way pay it a visit.

Incidentally, we stay at Lyndhurst and in the local churchyard is a very unassuming grave which is marked with the name "Mrs Reginald Hargreaves" this is actually the resting place of Alice Liddell the inspiration for Lewis Carroll's Alice in Wonderland, amazing to think in those days women couldn't even have their name on their own grave stones.



At last, after the miserable damp May we have had some fine weather which has allowed us to have some operating sessions on the garden railway. It's a testament to the original builders that after the winter and wet spring the layout has given no trouble at all apart from one point blade which sprang free but was soon sorted. I have installed some fencing along the front of the "country loop" end of the layout either side of Waterend station just to add to the visual appeal, it'll do nothing to keep livestock off the line however! I have also replaced some of the plants that the squirrels have destroyed, fingers crossed!

The work to reinstate Dingly Dell continues. The latest development is the fitting of some reproduction railway signs, no trespass, platform tickets etc. Also, there are some vintage tin adverts, Lipton's tea, Colman's mustard and so on. The platform now has a safety white edge, I don't think we'll paint the additional yellow high speed warning line that some wags have suggested.

John is presently restoring and protecting an original LNER sign which originally was at Oakleigh Park station and this will take pride of place on the



station fence. I will wait until this is fitted before putting a photo in the news sheet, hopefully next month. I'm sure that anyone passing on the raised track will agree that it is a splash of colour and interest as they speed through.

Hope you enjoy the recent photographs. Until next month enjoy our wonderful hobby and keep safe.



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## The Paint a panel (or two) Appeal.

By Keith

As mentioned last month, with the refurbishment of Dingly Dell station nearing completion and the work on the GLR fencing complete it has highlighted to need to give Tyttenhanger station a little TLC. So, we are asking you to volunteer to paint just one or two panels of the green fence surrounding the station platforms. It's a daunting task for one but if a few members volunteer to paint part of the fence over the next few weeks, then as the saying goes, "many hands make light work." A few have stepped up and done a panel but more volunteers are needed if we are to get it all done.

If you are able to help, paint and brushes can be found in the shed adjacent to the coach. It will be a water-based preservative so brushes can be washed out with water and left where you found them.



You will see that sections of the fence are clearly in need of repair which we will undertake over the next winter but we need to get the fence repainted this summer, if possible, to stop the rot.

Let me know if you can help. No fixed time just turn up when you can and paint a panel or two, or three. **Please, please help.**

The lamp posts also need a rub down and repaint so any volunteers for this task please take one step forward and let me know.

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## Forthcoming General Meetings

In this age of uncertainty, it is difficult to arrange future General Meetings for the Club at Head Quarters because we don't know when or if at all we can meet in numbers in the meeting room. It is difficult to organise for an external speaker to attend to give a talk if we can't say if or where we can meet. A home-grown speaker would be excellent as we now have had via Zoom for the April meeting.

In the past our members have been as good if not better than the imported variety of speaker. So, if you know of a member who would be willing to talk for an evening or even half an evening shared with another member; then that would be excellent. Please let me know. The Programme at the moment reads thus: -

**Friday July 2<sup>nd</sup>** – BBQ at Colney Heath starting 6.30pm. I do hope that some trains will be running and that the soup is agreeable. There will be sausages in or out of bread rolls. An indication of the numbers who are intending to attend would be an advantage regarding the number of sausages to purchase.

**Friday August 6<sup>th</sup>** – An evening of First Aid revision at Colney Heath. In this litigious age we need to show that we have at the least thought about the care of our members and their friends. Help needed.

**Friday September 3<sup>rd</sup>** – Nothing planned at the moment. Any Suggestions?

So, there we are. Anno-domini is catching me up quickly so if a member feels that they can take over; then I will give him or them all the help and encouragement that I can give.

Any questions regarding the meeting contact, Ian

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## Gauge 1 Group – July

By Geoff

Firstly, an apology the last submission from the Gauge 1 group in the May issue looked as though it was the work of Geoff, well I cannot claim any credit for this. I am your humble reporter and this marvellous effort is the work of Michael, a recently joined member.

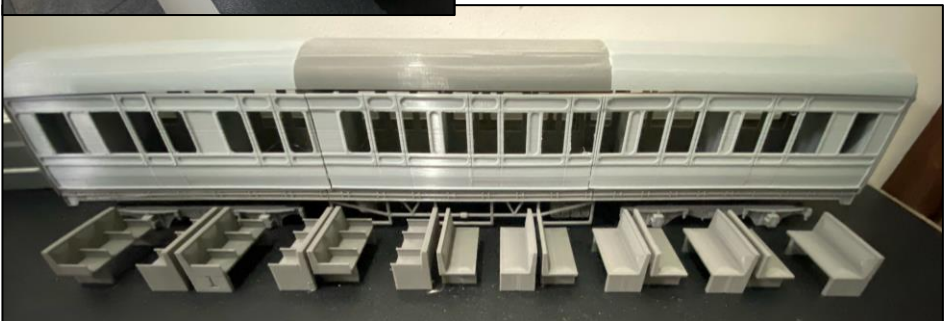
Michael's skills in the computer field have powdered his progress in the 3D printing field and his rapid progress from a simple open wagon to the coaches featured in this issue has to be seen to be believed. He comments as follows on his recent progress-



I have included some photos of the Glasgow & South Western Railway coaches and information on them regarding their 3D build.

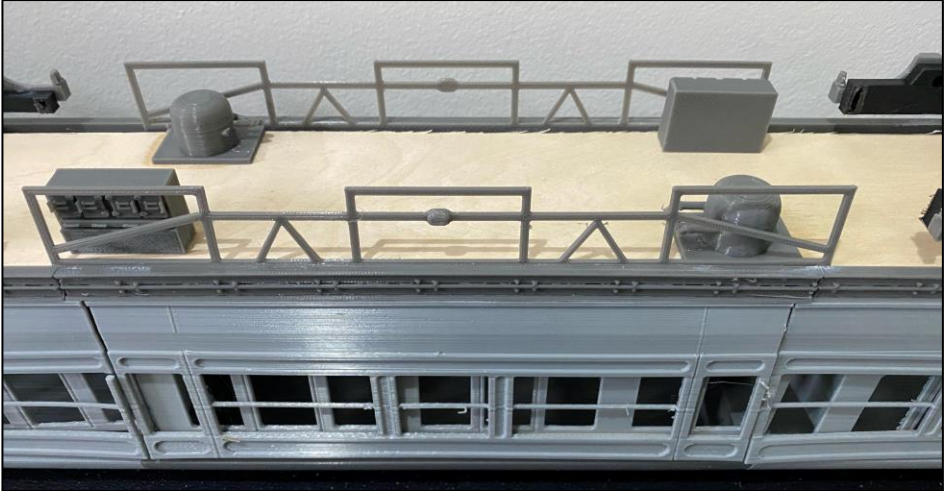
Sadly, due to returning back to work after restrictions lifted, progress with construction of the coach has almost been stationary. But I did eventually get some pieces done. Firstly, over a couple of late evenings I did manage to create the transfers which just need printing on to waterslide decal paper courtesy of Amazon.

I have also managed to design and print the seating for the 7 compartments which if I'm honest it did take 2 attempts after having to completely replace the



extruder head on the 3D printer and at a cost of £45 plus several hours of head scratching and stern words with myself, I managed to get it replaced.

I have also managed to add some details to the underside of the carriage, however sadly not a great deal has been done to the coach due to work, I did



however manage to get a good run out of 14 wagons that were all designed and 3D printed during LOCKDOWN 2.0

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## For Sale – Workshop equipment

I have some Workshop Equipment for Sale, if you can find room as and when convenient.

Bench mounted Pillar Drill, maker REXON. £40-00

Revell Air Compressor, ok for model spraying £40-00

Elu Woodworking Router, good selection of Cutters, £40-00

40 lb Anvil, £10-00

Possible sale of Axminster Table Saw, 10 inch saw blade.

10% of any sale will be donated to NLSME.

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## Visiting Locomotives remembered – Part 4

By Owen

The South African Railways are an extensively mainline system built to 3'6" gauge. Because of this, models of their locomotives built to 3 ½" gauge have the same proportions as a model of a BR Standard gauge engine built to 5" gauge.



The SARs most numerous locomotives were the 255 180-ton 15F 4-8-2s built between 1938 and 1947, some in Germany but mostly by North British and Beyer Peacock. These thoroughly modern brutes working until 1992 before finally giving in and one now resides in the Glasgow Science Museum. Several model engineers have built models of these engines and a set of drawings are in the Clarkson range. We have been fortunate to have had several visits from two exquisite engines of this class, though both were built from scratch. The first was built in South Africa by Ron Etter in 1968 whilst the class was still very much in regular service and is faithfully copied and full of detail – most fully functioning. 2934 eventually came to Reading member Andy Giffin and came to run on our track twice in October 2008 and 2009.

A second 15F has been built by Bruce Hope of the Harlington and Guildford clubs. Coming into operation in 2009, 2940 first visited that year at the same time as Bruce has been gradually updating the engine with replacement scale parts, such as the steam reverser, being fitted as he makes them and has been brought the engine back to take part in running days from time to time since – including supporting some birthday parties and Mencap day in 2011 and 2012 on one

occasion rescuing our club 37 from the bottom loop when the batteries failed with no trouble – a difficult task for people not just model locomotives.

<https://www.youtube.com/watch?v=rn8WeT1rU8U>.



2940 was fitted with a replacement boiler in 2019 and Bruce promises to be back.



## Work in Progress from club members workshops.

With certain restrictions still in force, we continue to report on project's members are working on. In this issue we have just one contribution from Martin

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

### Aeronaut Classic Sports Boat

By Martin

Have finally finished the Aeronaut Classic Sports Boat kit I started back in December.



I'm pleased with the end result; the varnished mahogany uppers look particularly smart. I've tried it on our pond and had no leaks which is always a good start where boats are concerned.

Now looking forward to a Marine day at Colney Heath.

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## G.L.R. News July 2021

By Peter

I know the Ground Level crew and many other regulars at the track would like to wish George a speedy and full recovery. We miss you George and it seems very quiet without you here!

It has also been very hot and challenging these past few weeks shovelling ballast to make for a safer Ground Level ride, The P-Way leaders, Nick and Paul have been otherwise engaged this last month but the crew soldiered on without them and rose to the occasion all pitching in to achieve some yardage of the pink stuff, Derek the new lad got his first blister whilst on ballast duty, we can now say he is a hardened crew member and his enthusiasm is very welcome here. He has also mastered the controls of Alban and will make a good public passenger driver if we ever get back to pulling passengers in the near future.

I had a good month last month as Maid Marian passed muster when she was tested for her first official steam and hydraulic pressure certificates, Ron had seen the boiler built from the foundation ring up to the dome and put his final seal of approval on it by issuing me with the club's certificate of worthiness.

Ron who is into his octogenarian years is as fit as a fiddle, I once recently caught him doing pull ups on a scaffold I had erected in the containers with which I used to lift my boiler onto the frames, quite a feat for me to do one pull up let alone Ron



one. And with this in mind I have booked him for Maid Marian's next full test a few years from now when he will be ninetyish. Thanks' again Ron it has been a great build and the right outcome!

I have steamed Maid Marian a number of times now and have found some bits that need to be

altered and or re-made that include, new steam operated cylinder cocks, extend the snifter valve, adjust the cab, and grind out the rear wheel arches to give even more clearance to the rear bogie. This should keep me quiet for a while. HWMBO told me I have to finish some of my previous projects (yes dear) but something in the back of my mind is saying Emmet's railway? Festival of Brittan? And I recall that when I was a lad the Model Engineer ran something called Smoke rings that had a cartoon picture of a peculiar Loco this seems to be ringing my bell for the next build, can't wait to see what transpires in the coming season

Ground level Signalling.

Is there anyone out there who is willing and able and has the knowledge to get involved with maintenance and repair of our signal system? We are looking for someone to lead the signal section; you need to be fit, able to kneel down, and read the comprehensive set of drawings we have to hand. The pay is non-existent but the work site and conditions are great (summertime). You will have a team of willing workers for your every whim you desire to keep the signalling in good working order. Your clubs ground level railway NEEDS YOU. So please come along on any Thursday or Saturday to meet the crew for an informal chat and to see if you can get me out of the muck.

P.S; - I am working on a mobile weed sprayer for Nigel our resident grounds man. We need some rigid plastic tube 6mm diameter x 1meter long, if you have anything like this and want to give it a good home please get in touch.

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## Bookworm Writes

Here we are in July and everyone is thinking of holidays. I was reminded of this the other morning when my owner appeared at the bookshelf in his favourite old holiday shirt and 1950's cycling shorts (looking like something from the Famous Five series) muttering about getting away soon. I plan to stay local myself as I am not one to go away – furthest I have ever been was the time my owner unknowingly took me to the Bristol IMLEC of 74 (the year Terry and Lynne entered it for NLSME) inside a volume of ME he was taking to discuss an article he had just read – so no, I'll probably won't go beyond the next bookcase this year, maybe a brief trip to the top shelf when the sun comes round.

Many years ago, my owner used to go to Butlins Holiday Camps for his annual 'Hols'. Being a big steam train fan, he always brought back a postcard of one of the engines on display at the entrance to the camps he visited. For the benefit of my younger readers, I will explain that had it not been for Butlins then several of our important preserved locos running today would not have escaped the scrap yard. Butlins purchased eight engines in the 1960s large and small including:



Princess Margaret Rose, Duchess of Hamilton, Duchess of Sutherland and Royal Scott amongst them. Eventually they were all offered and purchased by the preservation movement for the enjoyment of future generations seeing them run.

**Sources: ME Mar 1 1964 p152 and ME July 1 1964 p462 / Postcards**

However, many model engineers like to take a break away for a holiday and the ME as constant companion has always done its bit to help.

Percival Marshall and Co Ltd, the ME founding publisher offered from the early 1950's a series of guide books in the "Fortnight Holiday Series" describing all sorts of interesting places to visit and holiday, not only in this country but abroad as well - A sort of 1950's Freddy Laker perhaps?

**Source: (Example) ME March 25 1954 Ads at back**

If nearer to home was more your thing and if Torquay took your fancy, then one comfortable Hotel even offered the use of its own 3.5" gauge railway laid out in its grounds and featured bridges, sidings etc. *"Did you remember to pack the steam oil darling"?*

**Source: ME May 5 – 18 1972 Ads p464**

*Pontins Holidays* in 1977 introduced the dream destination package holiday for model engineers at Brean Sands Somerset run in association with MAP and ran from October 15<sup>th</sup> to 22<sup>nd</sup>. Known as National Model Makers' Festival and Holiday week it sounded like a week's continuous holiday at a Model Engineer exhibition, with full board – *Did you remember to pack the Thermos and the engine darling"?*

**Source: ME June 17 1977 p666**

Primroses in the valley - By the 1980s the model engineers' package holiday had been refined and found a new home. MAP in conjunction with LEISURE HOLIDAYS offered the ultimate experience: 4 and 5 Star luxury caravans and chalets with free colour television and fully equipped kitchenette and luxury fitted bathrooms in the lovely location of Filey in Yorkshire. The packages offered workshop facilities and help for aero-modellers, scale boating, war gamers and steam modellers – *"did you remember to pack the cutting oil darling"?*

It certainly would have offered the opportunity to bring your next-door neighbour back something different than the traditional stick of rock, such as a boiler for a 7.25" gauge loco?

**Source: (Example) ME Jan 18 1985 p65**

Now if only Butlins were to offer a holiday package for model engineers my owner would be in seventh heaven. Perhaps transport there and back could be by Duchess of Hamilton or Princess Margaret Rose bringing back memories for him.....he may even come back with something wonderful; like winner of the best knobbly knees contest!

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## A few pictures of raised track activity in June



John, Paul and George all enjoying a day running on the raised track.

We just needed Ringo to turn up and we could have called it a happy little band of likeminded folk.





Brian was also in attendance for a steam test on the black five

## Construction 4472

By Peter

### Steam Sandtraps construction.



For this entry I thought that I would show how I made the sandtraps for 4472, working sanders came up in a discussion at the track recently so I thought that I would share how I made mine.

Don Young gives details for both gravity and steam fully working sanders, I can confirm that both designs work well, perhaps because in many ways they follow full size design. In this article I'll cover the steam version

which is made in 3 parts, two body parts which need silver soldering together and the shield which bolts on. I tackled the main body first, the picture shows what it looks like before parting, details are 7/16 OD, with the spigot reduced to 3/16 dia at 3/8 length, this is then drilled/tapped 8 BA for the central shield retaining bolt. This was then parted off to an overall length of 1/2".



The next job was to reverse the trap in the chuck, machine a 1/16 spigot down to 3/16 dia and then drill to a depth of 7/16 with a No.41 drill.

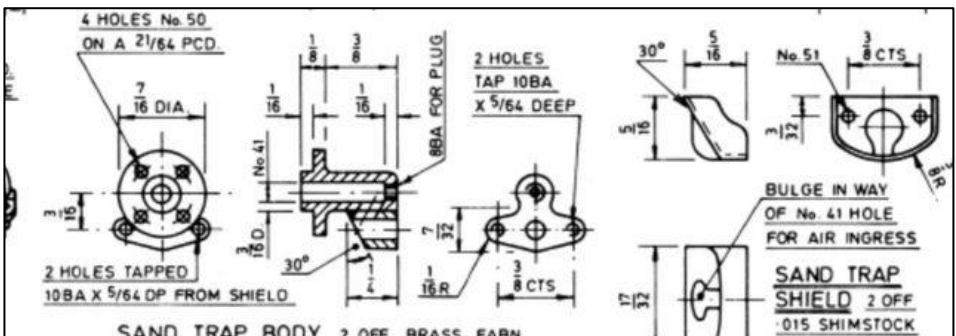




Here we have the two main bodies for the two sandtraps, still to do on this part is the 4 holes around the flange to bolt to the bottom of the steam sandbox.

On to the next body part, this is a little confusing to both read the drawing and Don's words as they are not that clear so I will include said drawing. Before continuing with this part, I did a little reading on Holt's steam sanding design of IIRC 1885.

Having done this, things became much clearer, my reading confirmed how I thought it worked but Don's words are a little misleading, in fact in some ways they are foreign to his drawing? Looking at the drawing you can see the 3 views for the sandtrap body itself, the other drawings to the right are for the shield. Now Don's words for the body suggest that after making the main body (hopefully you can recognise it in the middle view) the next part starts life as a piece of brass bar 1/2" x 1/4", drill the No.41 hole and chamfer at 30 degrees and shape. However, I wondered if the right-hand view of the body could also be a shield that fits under it with the other shield on top, thus sandwiching the body? This would be sound if not for the 5/64 depth shown for the two tapped 10 BA holes that the top part of the shield bolts too. It's confusing as to when describing these holes, he warns not to go too deep as it could meet up with two other holes below, or words to that effect. It made no sense to me and if you're still following this, you're doing better than I was, I can't follow it even though I'm writing it...lol. Anyway, looking at the middle view and reading Don's words, they conflict with the shield design so I'll do my own thing. Here's the drawing;





I had no brass of this size so have used some copper flat bar, as with most things I have set up to do both of what Don calls the 'flange' together to cut down on set-ups and ensure the two parts are duplicate. I, therefore, cut a section of copper long enough to do this, I'll part them later, this is 1/4 thick but only 3/8 wide as I wanted to make life easier for machining the part to mate with the other part of the body already made. The picture shows the first stages for one of the traps, I first plotted the No.41 hole which is where the sand pipe will attach too below, next I advanced on 'Y' a distance of 3/16 which is the centre for the other body part, drilled and then opened up with a 3/16 cutter which if you recall is the diameter of the other body part. The drawing shows the shape that I need to make, the other 2 No.41 holes represent the concave curve from the body out to the holes either side which I did by eye using the DRO to ensure they mirrored each other. The two small dimples are where the tapped 10 BA holes belong, I should have drilled these at this setup but due to the confusing words relating to these.

Two holes I wasn't entirely sure on what plane they orientate to. If I'd looked a little closer at the shield, I would have seen that they could have been drilled now. As I think you have probably surmised, things were a little confused in my poor old head at this point, that 5/64 depth and holes colliding really threw me, I must stop reading Don's words...



With both got to this stage I tried one of the other parts for fit, looking good so far. I best explain that I will be machining the back edge that the other part fits into until there's barely a hole left, I did it this way so that I could get a nice fit between the two parts and easily keep them aligned during heating.



Next up was to machine a 30-degree angle across the top face until it's just touching the edge of the 3/16 hole. Once happy with that I needed to work out the angle for the hole that connects both parts of the trap body together. As can be seen, I've used a drill to get an idea of which angle was required, it's not given on the drawing, in fact you can barely see the hole. Before getting to this stage, I had assumed that it may just be a case of drilling down after machining the angled face but I could see that this wouldn't work as there needs to be an allowance for the 1/16 thick bottom of the other part with its tapped 8 BA hole. I, therefore, played around with the angle by eye until I had what looked right. I first used a small end mill to flatten off the top of where the drill needed to start, centre drilled and followed up with the No.41 to match the two holes in both parts, hope you understood that lot...

Here's a view inside the 3/16 hole to show how things came out, there's enough room on the bottom for the 1/16 8 BA section mentioned before, once the two are silver soldered together these holes will be flush with the bottom of the body, I still need to deburr but think the picture shows what I'm trying to explain.





And here's where I finished for that day.

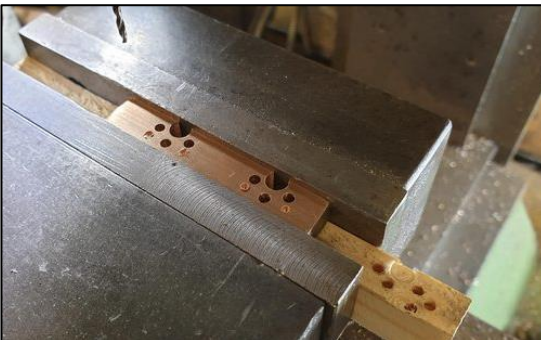
Next up was to machine off the back edge, drill/tap the 10 BA holes and now that I think I understand the final shape I'll machine down the areas for said 10 BA holes to go leaving 5/64 depth for the thread followed by parting them into separate entities. I will then move on to the shields which will probably require a small pattern to shape

over. I had a plan here to make this easier which would involve a small modification to the body, however, things became clearer thanks to some help.

OK, so, I'm pretty confident to say that no way could anyone build this by Don's 'words and music' alone unless they were familiar with the parts concerned. The eureka moment occurred when I found this image for the sand trap off 'Patriot' then everything clicked into place.



Having now realised that there are 4 mounting tabs, two for the sand pipe and two for the shield (Don's words make a little more sense now).



I took a closer look at what I had already done and was happy to see that I could still use it for the real shape. I decided as a first step to plot and mark the 4-hole centres, the picture shows the pipe flange holes being marked first which is the lower tabs.





I then did the top holes which hold the shield, for this the part was put back in the tilting vice and reset at 30 degrees. For all four holes, I drilled to a depth of 1.4 mm not wanting to drill too deep and damage the tabs below.

The next job was to machine the back off to leave just a small amount of the recess that the other part will fit into. I nearly cocked up here, you can see where I have begun to separate them by the cut, much better to machine the back off first to keep them the same.

I now have the two parts still very much rough and ready to set up for some tricky machining to split the tabs to match full size as seen in the earlier picture...



I've only taken the one (poor) picture to show the tabs split, this was done with a 1 mm cutter. Machining the base first, removing the rear part and then the angled top tabs. With that done I then removed some of the excess

material around the tabs and also the metal that was left in between. I have left the front of the lower tab as that's angled into the front face in Don's drawing, however, I may remove this and match the photo from Patriot. After taking this picture I removed the part ready for doing the other one and then the 'carpet



'monster' struck, would you believe that it took me 3 hours to find the damn thing and I had pulled everything out looking, well it is only 14 x 6 mm but you'd have thought big enough to find quickly...lol

This picture shows the rear of the tabs are near to the size, the shield tabs are pretty small but as they hold no weight, I'm sure that they will be up to the job in hand. The sand pipe tabs are about twice the size so will have more meat around them, all are tapped 10 BA. Note that the main flange has had its holes transferred to the sandboxes ready for fitting when finished.



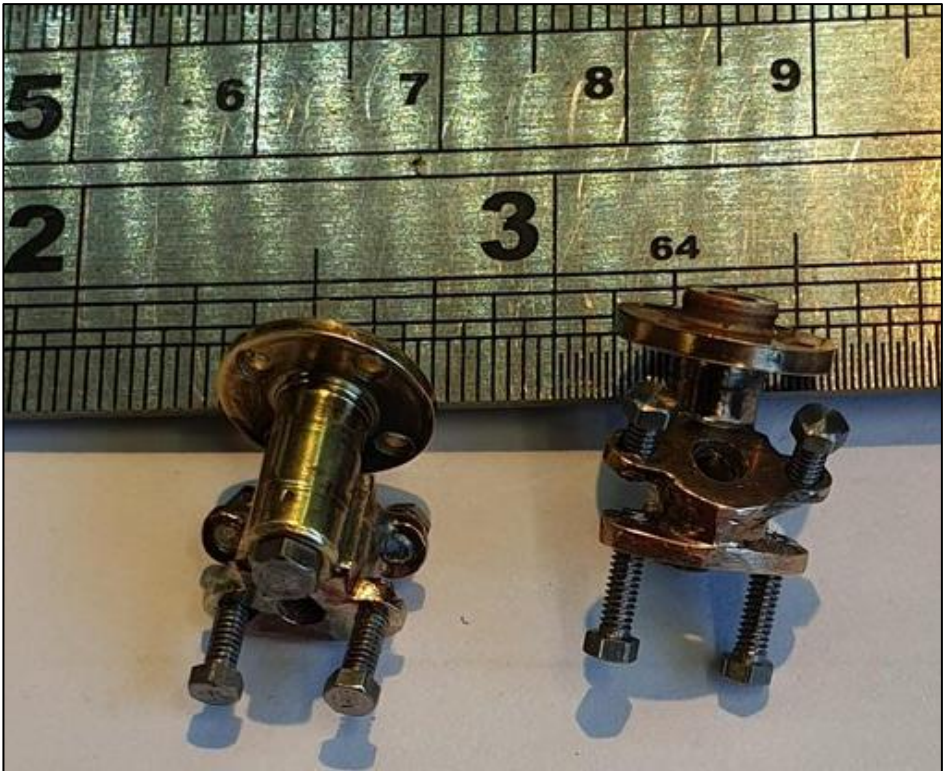
I then battled away with final shaping of the steam sandtraps, not easy being so small but even more of a problem when it became obvious that Don's CTS dimension between the tab holes wasn't too scale (not that far off I hasten to add), but still too large which is why in the previous picture the 'tabs' looked more like 'wings' due to being forced too far out by the non-scale CTS and thus could never be made to look like the photo that I posted of the real thing. They probably still are a little large and the bolts will be larger but it looks much closer after a bit of a re-work. I didn't want to start again from scratch so just filled in the holes with silver solder and re-plotted their positions.

I haven't taken step by step photo's as most of the work involved grinding, filing and polishing. The exception to those was silver soldering the two parts together



and drilling the angled connecting hole between them. I could tickle them a little more to remove the last few marks but hell, they will be tucked up out of the way and thus I can't really warrant the time involved, perhaps when everything is finished, I will return to a few bits, or is that a few hundred bits later?

I have put the sandtraps up against a rule to give an idea of just how small these things are. I wrongly thought that the bolt under the main body had something to do with the shield which actually makes no sense but did to me at the time when being confused with Don's drawing. It's either to help clear a blocked trap or to regulate the amount of sand being fed, in its position it could do both, I think it's to clear the trap.



## Dates for your Diary

### 3.5" Gauge Running Day on Saturday 11<sup>th</sup> September;

Following council approval, the 3.5" gauge running day will return this year. On that day the raised track will be for the exclusive use of 3.5" gauge locomotives from 9:00 till 17:00, be it steam or electric. We had 10 locomotives out on track the last time we ran this event in 2019 so I want to try and better that number this year as I hear we have some new members with suitably gauged locomotive. So, for now pencil the 11th of September in your diary and start preparing that loco. If you require any further information contact Martin.

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

<b>July</b>	<b>2021</b>
Fri 2 <sup>nd</sup> July	BBQ at Colney Heath starting 6.30pm. An indication of the numbers who are planning to come would help the caterers ordering.
Tue 6 <sup>th</sup> July	Council meeting to be held at 14.30 – Colney Heath (See note below)
Sat 24 <sup>th</sup> July	Birthday party – Peter – Colney Heath
<b>August</b>	
Tue 3 <sup>rd</sup> Aug	Council meeting to be held at 14.30 (See note below)
Sat 7 <sup>th</sup> Aug	Brean visit to Colney Heath. Sponsor George
Sat 14 <sup>th</sup> Aug	Birthday party – Les – Colney Heath
<b>September</b>	
Tue 7 <sup>th</sup> Sept	Council meeting to be held at 14.30 (See note below)
Sat 11 <sup>th</sup> Sept	3.5" Gauge Running Day
Sat 18 <sup>th</sup> Sept	Southern Federation Rally at Reading SME

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

## Reading Society of Model Engineers

### Southern Federation of Model Engineering Societies Rally

**Saturday 18<sup>th</sup> September 2021**



The Reading Society of Model Engineers is pleased to invite you and your members to attend the SFMES rally to be hosted by the RSME on Saturday 18<sup>th</sup> September 2021, subject to any restrictions that may apply.

Our railway consists of 1100ft of 5", 3½" and 2 ½" raised track and 1350ft of 5" and 7 1/4" ground level track in the grounds of Prospect Park Reading. **(A current boiler and insurance certificate will be required).**

All types of locos are welcome.

A limited number of driving trolleys are available.

Refreshments on the day to include lunch.

Camping and car parking available on site.

The Australian Association award will be made at the rally

A presentation will be made to the visitor who travelled the furthest and ran their Locomotive or Traction Engine at the Rally

Our address is

**The Reading Society of Model Engineers**

**82 Bath Road  
Reading  
Berkshire  
RG30 2BE**



**If using the what3words app entrance to our site can be found using**

**actor.monks.stove**

Finally, if you could let us know approximate number of members that would like to visit us so that catering can be organised it would be appreciated.

If you require more information contact Peter Harrison on 07920 833546

or email [pjharrison31@btinternet.com](mailto:pjharrison31@btinternet.com)

## And Finally

### The reason for the delay

Charlie Bird was a well-respected southern railway driver who offered these words of wisdom to his young firemen.

One day you will become a driver and you are bound, now and then to have to account for a delay or problem and you will need some standard answers to complete enquiry forms;

For lost time he would fill in the form with the following;

The wind was high, the steam was low  
 The train was heavy and hard to tow  
 The coal was bad and mixed with slate  
 And that is why this train was late.

His other standard excuse was; -

The tractive effort overcame the adhesive effort

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### Railway Matrimony

By R. S. Surtees (1805 – 1864)

An English editor, novelist and sporting writer describing his thoughts on this new mode of transport wrote;

Among other great advantages afforded by railways has been that of opening out the great matrimonial market. People can now pick and choose wives all over the world, instead of having to pursue the old system of always marrying a neighbour's child.

So, we can now have an amalgamation of countries and counties and a consequent improvement in society, improvement in wit, improvement in wine, improvement in victuals, improvement in everything!

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Tear here

### Exhibition Committee:

To organise, arrange and carry through under the direction of the Council, all exhibitions in which the Society may desire to participate. The committee shall consist of two or more members nominated by Council or be a single member if volunteering to act in such capacity.

### General Meetings Committee:

To make all programme arrangements for General Meetings. To have the power to expend a sum to be agreed annually by the Council and without further reference to the Council. The committee shall consist of two or more members nominated by Council or be a single member if volunteering to act in such capacity.

The Council, May 2021

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Tear here

