

Issue No. 833

May 2021

The News Sheet

North London Society of Model Engineers



May 2021

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



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Front cover photo: Featured on page 19 of this news sheet this is one of three marine engines recently completed by Ron

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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 29th March 2021
the following restrictions apply to our activities

Head Quarters

All meetings at HQ are still cancelled and the building is closed to all activities.

Tyttenhanger

Tyttenhanger is open for members only use (including immediate household and bubbles) but subject to rule of six. No gatherings are permitted inside buildings at any time.

The interim rules (Rev 2) for Tyttenhanger published in the April News Sheet apply.

Fetes and Fairs

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

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

From May 17th; HQ opens but subject to rule of six. 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.

From June 21st; HQ and Tyttenhanger open for normal use. However public access and running would be subject to membership agreement and preparedness to undertake stewarding in consideration of Covid situation at the time.





Chairman's Comments

Les

It is a pleasure, at last, to return to Tyttenhanger. Let's hope the Coronavirus retreat continues enabling us to re-establish meetings at HQ in May as planned, page 3 refers.

Our first venture into Zoom for General Meetings was a success. Whether or not this will be repeated depends on yourselves to come forward with suitable ideas. Let Ian know of your suggestions. The June slot is available after which we expect to be back to normal with meetings in person.

The site clear-up at Tyttenhanger progressed very well as Nigel reports in this issue. This progress is achieved by members prepared to help out for the common good, Thanks to you all. Just remember that we are limited to six persons per group on site and that NLSME interim rules apply.

We have restarted the washroom project, an essential pre cursor to the steaming bay upgrades, an idea first intended for year 2000 no less. So, it's time we got on with it. Next stage requires fitting out of the workshop. This workshop will, unlike the controlled access machine shop, be available to all members. To progress this we need a few volunteers, is anyone surprised by that! The space needs to be completed and then any unwanted junk currently in it disposed. The equipment to be installed comprises a drill press, the bending rolls, our welding kit, compressor, bench vice, pedestal grinder and hand tools. This need planning and implementing. Any volunteers please contact myself or Grahams Gardner. Only on completion of the washroom and workshop can we commence removal of the existing concrete shed and construction of additional steaming bays.

Finally, please be reminded our AGM will also be held via Zoom and on the traditional date of first Friday in May. Log in details will be provided as explained on page 12 of this issue.

Boiler Testing

In addition to our normal practice whereby members prearrange with one of our boiler inspectors a test date and time, we have decided for this year to set aside two dates, Sunday's 9th of May and 6th June, for "un booked" boiler tests to take place. At least one of our boiler testers will be at Tyttenhanger between 10 am and 4pm on those dates and available to conduct a test. It would nonetheless help us plan the days if you would let me know in advance if you intend to present a boiler for testing on either of these dates.

See you at track and HQ soon, I hope.

Tyttenhanger Site Rules

Les

Included with this news sheet is the updated Rule Book for Tyttenhanger that I advised last month was complete and ready for use. The updates reflect the way we choose to operate our site and incorporates relevant requirements of HSG 2020. The revision includes an important distinction between public running and other events. Primarily these are that on public running days, Sunday afternoons twice a month, Stewards are appointed by the Society to ensure all runs well. Other events, invitation days, parties etc. the member arranging the event is the Sponsor and is the person responsible for arranging whatever stewarding/assistance is required. For club only days, and we are most fortunate to be able to have these for almost 350 days each year, no one member is required to be in overall charge.

In producing this updated rule book, we have endeavoured to reflect the fact that ours is a private site and to avoid imposing inappropriate restrictions on ourselves. The intention is to ensure we have maximum enjoyment of our hobby commensurate with safe operation at all times.

Treasurer's Report

By Mike

Firstly, a very big thank you to all those members who have so diligently paid their subscriptions so quickly and an even bigger thank you to all those members who made additional donations to either the General Fund or to the Steaming Bay Project. Thank you for your generosity.

As at 25th April 129 members have paid and 73 still outstanding. Five members have informed me that they are not renewing for various reason. However, we have seven prospective new members including five junior members to be dealt with at next Council Meeting. Volunteers for a Junior Section Leader?

At the last Council Meeting by Zoom we accepted application from Michael son of Gregory, who has in fact already been doing a grand job of controlling the Gauge One group activities at Tyttenhanger with regards to booking running slots and keeping to the Rule of Six guidelines.



Included with this News Sheet you will find a copy of the Annual Accounts for the year ended 31st March 2021, duly examined and approved by our Auditor, member Geoff Burton. If anybody has any queries prior to the Zoom AGM please contact me by the usual means.

With the recent passing of the Duke of Edinburgh, maybe it is just me not reading the right papers or watching the right TV channels, but nowhere have I seen any mention of the most important thing that HRH created that affected our hobby to such an extent over so many years, namely the Duke of Edinburgh Challenge Trophy. Has anybody seen mention of it or for that matter has any part of the hobby hierarchy seen fit to draw it to the attention of the general public? Is that because apart from a notable exception all the recipients have been of older years?

Please keep the subscriptions rolling in, so that I can quickly get away from my desk and PC and start enjoying the benefits of outdoor exercise at Colney Heath, not to mention continuing the exterior refurbishment work at HQ.

Public Liability Insurance cover for individual members.

In previous years a number of our members have availed themselves of the Southern Federation Insurance scheme, whereby they could be issued with their own certificates for £5M cover for their own activities, with or without Society involvement. Travelers ins. Company, who took over the scheme from the RSA last year have realised that they are missing out on premium income. Simply that by being a paid-up member of a Club or Society subscribing to the scheme they are able to obtain the £5M cover at no more cost than their own club subscription and hence the insurance company are getting no additional premium income.

With effect from this renewal, they have advised all Societies and Clubs that the limit of indemnity provided under the society policy, where members are carrying out modelling and model engineering activities in a personal capacity, is reduced to £1m and to £2m in the aggregate and in any one period of insurance. Where members are carrying out modelling and model engineering activities that are club activities, the normal club limit of indemnity (£5M) applies as shown in the Society schedule of insurance.

Any member who requires more than £1M of cover, up to £5M will have to purchase the additional by a separate policy issued by Walker Midgley, for a premium of as little as £29.59 incl 12% IPT per annum (administration fee applies, about £12.50) and it is also possible to include cover for models, tools, home workshops and the like. Anybody wishing further information about this change in cover can contact me or call W M on 0114 2502770 to discuss a quote.

Mike

Tyttenhanger Site Clear Up

By Nigel

As I type this short note for the News Sheet, we have now been back on site at Colney Heath for some 3 weeks. Looking at the list of work to get the site back up to a level where we can use and enjoy it is pleasing to note that good progress has been made.

During the relatively short time we have had back on site a number of keen members have been filling potholes in the lane leading to the site, raking up and disposing of the leaves, cleaning inside the carriage kitchen, strimming under the raised track and generally clearing up around the lake, Ground Level Railway, Gauge 1 and Narrow-Gauge areas.

Work has carried on with the fencing alongside the Ground Level Railway which, when finished, will provide a clear safety barrier for both the public as well as our members.



In addition to this work the new Washroom near to the Machine Shop is also coming along well, aided by plenty of supervision.

The weather has also been kind. Long may this last! There will still be jobs to do which have, for one reason or another, not been able to be worked on during the last year so please feel free to come along on any Thursday, Saturday or Sunday and make yourself known. You will be made warmly welcome.

Jim Robson

Mike reminisces:

It is with the greatest regret I have to report that Jim died in hospital on Friday 2nd April 2021. Born on Friday 31st August 1928, sadly he never got to know his father who died when Jim was just four years old. Fortunately, his mother was supported by neighbours who were very fond of him. The family home in St Albans backed onto the Midland main line which prompted Jim's lifelong interest in and fondness for railways.



*Jim with Annabel on the Cuckoo Line
10th October 2002*

Leaving school in 1942, Jim started work at the tender age of fourteen at the Odeon cinema where his diminutive stature earned him the nickname *Shrimp*. Adjacent to the cinema in St Albans is the *Great Northern* pub, once known as the *Alma*. Notwithstanding his tender years, breaks from duty in the cinema enabled Jim to pop next door for a pint which engendered another of his lifelong pleasures - beer!

Following attendance at night school, Jim left the cinema in 1957 and started work at Marconi Instruments which is where our paths first crossed as I started my apprenticeship there beginning in September that year. I don't recall exactly what brought us together but my apprenticeship involved time spent in various departments around the works and we must have met in one of them. We found several St Albans DMES members worked at Marconi's and soon became members ourselves.

A keen 8mm cinematographer, Jim enjoyed railway trips with his camera and had many hours of film taken on numerous trips. He also made audio recordings using a microphone sandwiched between two kitchen sieves lined with foam rubber to block out wind noise. I too was interested in using 8mm film and we joined the embryonic cine section of the company's photographic society that became the MICE - Marconi Instruments Cine Enthusiasts. We even made proper films with proper story lines!

At that time, Marconi's had a postman who collected and distributed internal mail. His son had been given a miniature locomotive which he proposed to get working

and set about dismantling it using a hacksaw, a chisel, brute force and ignorance but soon gave it up as a bad job. Jim and I bought the resultant box of bits for the princely sum of £15. It turned out to be what remained of LBSC's *Iris* in 3½ in. gauge. I had some knowledge of model engineering and started to refurbish the locomotive while Jim rebuilt the tender.



Preparing Annabel for her run.

A fellow member of St Albans DMES suggested we might like to visit the North London SME track then recently moved from Arkley to its new location in Colney Heath. We were made very welcome and met a youthful Bryan Luxford who was running an *Iris* originally built by Bunny Austin. Our determination to finish rebuilding our own model was reinforced by this opportunity to drive Bryan's engine. In due course, the project was completed and we steamed the locomotive in our garden on a length of raised track alongside the garage which, ably assisted by my wife Jean, Jim and other Marconi colleagues helped me to build.

Jim and I became members of North London SME and joined with others on visits to various club and society tracks, an activity that was much more popular then than it seems to be now. *Iris* ran on all of them and, with its softly sprung suspension, 'pobbled' (Jim's word) around many tracks, turning out to be a respectable passenger hauler. We also helped with the portable track at events which the Society supported at local fetes, fairs and other occasions.

With *Iris* running, Jim began work on building *Pansy* while I continued work on my *Titfield Thunderbolt* started many years previously, both locomotives in 5in. gauge, designed by LBSC and published in *Model Engineer* magazine. We made good use of facilities then available at an evening class at a school in Hatfield. Jim assembled a workshop at home furnished with a Myford lathe. I remember accompanying him to Birmingham to buy a milling machine, suffering a puncture on the way home and having to raise the roof of his shed to get the milling machine in position!

Our families became firm friends, our children grew up together and spent a great many hours at the Colney Heath track. Jim and I were extremely fortunate to enjoy the support of our wives, particularly important when Jim agreed to be

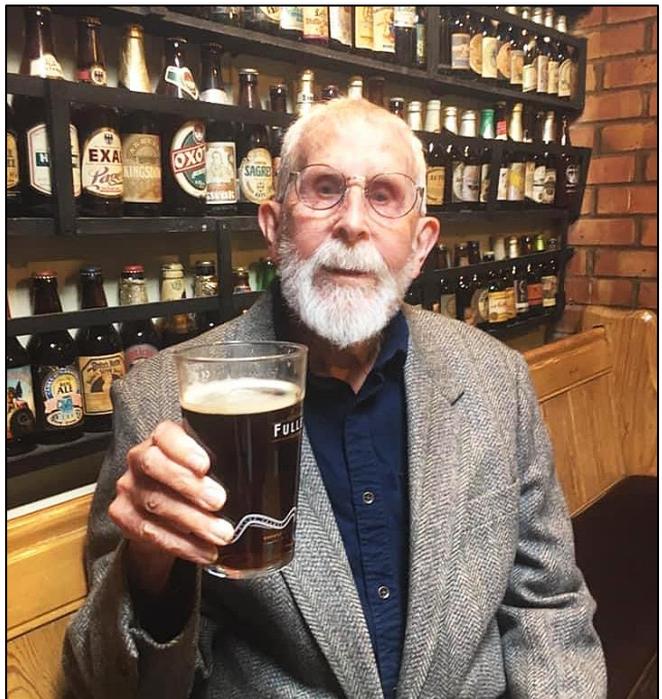
Chairman, a role in which I recall he wasn't particularly comfortable. However, he was always very happy driving and enjoyed many miles at the regulator of Bert Mead's *City of Sarum*. He also had charge of Ernie Millington's *Firefly* for some years and eventually became the proud owner of LBSC's *Annabel*.

Jean used to organise weekends away for a group, mainly of North London friends, now sadly mostly passed on. We usually stayed together in a hostelry in close proximity to a preserved railway and always had great times in those far off days before Health & Safety was invented. For several years we also visited the Kent & East Sussex Railway for their Wine & Dine evenings. North London members Dave Green and Terry and Lin Baxter were very much involved with KESR at the time. I clearly recall one year when Tenterden came to a stand while hundreds of Harley-Davidson motorcycles were driven through the town on an owners' outing. A one-time 'Vinnie' owner, Jim had been a keen motorcyclist. Imagine his new bride Julie's surprise when, following their wedding on 31st May 1958, their honeymoon in the Isle of Man just happened to coincide with TT week! Sadly, after nearly sixty years of married life, Jim lost his Julie in 2016. We still miss her very much.

Jim and Julie enjoyed their visits to America, Jim was an ardent supporter of all things Great Western, was very well read, had a great knowledge about films and was extremely fond of their cats. He was rarely more happy than when driving a miniature steam locomotive or sitting in a pub enjoying a pint or three of good ale.

Sleep well Jim, we shall miss you and offer our condolences to Sarah, Mary, Nigel and all your family.

Mike



Cheers!

Report of the April 2021 General Meeting.

By Ian

A photographic evening with Owen

With a salute to OMAH (dear old Jim Robson RIP).

This was the first Zoom General Meeting of the North London Society; twenty-one members attended. Members effortlessly visited from far and wide including folk from 'up North' to 'down South'. I expect that in the future we may see Country Members attending from the other side of the World providing that they get the time zones correct! It was pleasant to see faces that we had not seen for years and for them to be able to join in.

Keith very ably opened the meeting and gave opening ground rules such as the muting of all while the talk was progressing and the request to save questions for the end of the meeting

Ian introduced Owen who has been an active member of the Club for some years. There was no need for safety instructions such as everyone meeting under the Magnolia Tree. With the elected warden for the evening saving the register if there happened to be a conflagration in the hall.

Owen had carefully selected a large series of photographs to illustrate how the site at Tyttenhanger and its occupants had changed since the turn of the century. The first photograph seen was of our honorary member Ron driving a 3 ½" gauge Mallard just off the steaming bays and starting up the straight behind Tyttenhanger Station.

The evening progressed very successfully with a cornucopia of photographs from roll film at first and then via the computer driven camera. The members were privileged to see many carefully selected snaps of the personalities at the track displaying a gradual change in membership through the years. With glimpses of well known characters such as Jeff Wren, Jim, Maurice, Peter and Bert to name but a few.

There was a profusion of photographs of models at Tyttenhanger and Summers Lane HQ. These included the Marine, Stationary Steam, Slot Car, 0-0, H-0, 0, gauge one, raised track and ground level. It was so comprehensive that no section of the club could feel left out.

Owen had carefully chosen pictures showing the tremendous amount of work that had been carried out both at Tyttenhanger and at Summers lane. The changes to both sites are a very great commendation to all involved.

Owen also depicted scenes at the numerous exhibitions, parties, open days, visits of other Clubs to the site and HQ reminiscent of years gone by when there were

exhibitions and parties to be had and perhaps when the membership was a little younger.

All in all, a very pleasant first meeting on Zoom. But with no raffle or teas or cautions regarding safely travelling homewards!

Thank you, Owen, for taking such care in programming your excellent photographs in such an informative and constructive manner and for the outstanding presentation of them on Zoom.

Owens's collection of photographs can be viewed via the following link; -

https://stalbansschool-my.sharepoint.com/:f/g/personal/odchapman_st-albans_herts_sch_uk/Ehf0_cLR67BOvCS0VsRDmeUBnhbZonuVJUhYJH7QQPZOoQ?e=1XiJPt

The meeting closed at just after 10pm.

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 7th May 2021 – 8pm Annual General Meeting via Zoom

This is a most important meeting where we summarise the progress and activities of what has been an unprecedented year. The meeting will elect the members of council and various offices to run the society for the forthcoming year.

The meeting is for members only.

The meeting can be accessed by all members via the following link and password.

<https://us02web.zoom.us/j/3070442111?pwd=enZ50TJNYII5NHQ4a2UvMTkvTXZWUT09>
Meeting ID: 307 044 2111 Passcode: KLH55

This link will be E-mailed to all members who have an address listed on the contacts list at least 5 days prior to the date of the meeting. Click on the link, enter the meeting ID if requested and the passcode. You will then be taken to the "waiting room" The meeting co-ordinator will then let you in at the start of the meeting attendees will be advised on the method to be adopted for voting.

Friday June 4th – Nothing has been planned. Any ideas?

Friday July 2nd – 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 6th – 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 3rd – 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

Gauge 1 Group – May

By Geoff

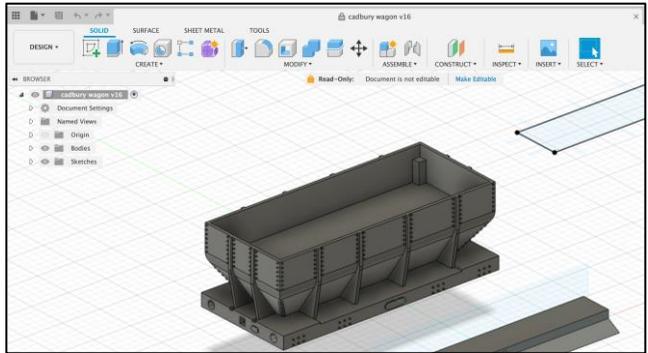
3d printing a wagon is not as straightforward as it seems nor is it a quick process, so here is some insight into printing a 20-tonne coal wagon which is privately owned by Cadbury Bournville (chocolate manufacturers).

First you have to find out the information on what you want to design from measurements and drawings to how many they

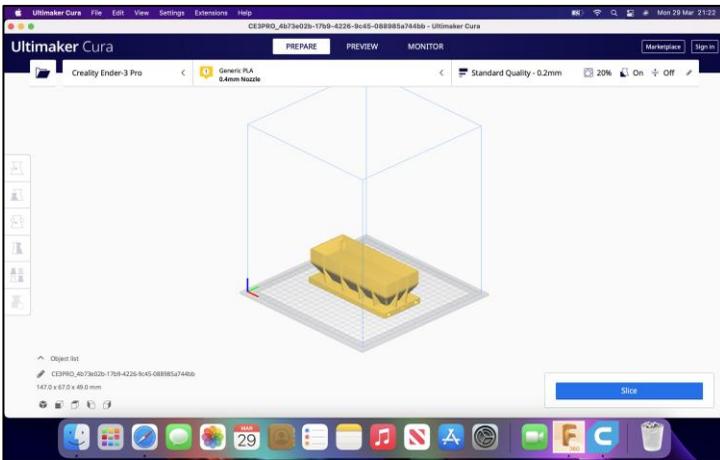
owned and what was written on the wagon, luckily, we live in a digital world where this information can be obtained very easily thanks to google.



Secondly comes the design work which with a 5-plank wagon you can do the whole design in a day (even with tea breaks) however as you can see from the pictures this is no 5-plank wagon, design work on this particular wagon was 35 hours spread over 5 days. I used a design software called Fusion 360 which for personal use is free of charge to download and use.



Thirdly is turning the 3d design into a printable object, formally known as "slicing" I use another software called Cura which turns the 3d design in to a "G-code" which you can save to a micro-SD card ready for printing, this stage takes just several minutes if the software is set up correctly such as print speed, heat-bed temperature. extruder temperature, printing supports and of course print quality which in this scenario was 0.2mm layers.



This process took just a few minutes and told me how long print time is and how much material will be used, in this case it was 12 hours and 47 minutes using 34 metres of material which is 110 grams.

Finally, is the actual print which is where problems can happen and you can find yourself wondering if this was a good idea or if you should throw the damn thing in the bin, luckily this printed first time but from experience it CAN go dramatically wrong. The photos show what I have explained and of the finished article.

I am currently working on a set of 3 Glasgow and South Western Region coach's 3D printed of course. More on this next month.

Firing in the fifties at Hitchin. – 34 D.

By Ian

A generous person has lent me a book called *Firing in the Fifties at Hitchin*. The book is absolutely fascinating and describes the life of a young chap from Shefford who was a trainspotter and who was bitten with an obsession to fire steam locomotives. So strong was the obsession that as soon as he could he left school, and joined the railways and became an engine cleaner and worked his way to the footplate as fireman at Hitchin.

The book that I have, is signed by the author, Dave Tierney but the chap who lent the book is not named! Hence this note!

The *Firing* is a very informative document; for instance. I knew that when railways were first built that policemen controlled the trains from the track side but I did not know that signalmen were still called bobbies! That spaceships were 9F's, (2-10-0s) and a Bongo appears to be a 4-6-0. Perhaps a reader can explain.

His account of taking over firing at night, a Pacific with a train of sleeping cars was a dramatic illustration of his writing. He took over at Hitchin where the fireman who he was to relieve just slunk off. Once on the footplate the driver gave him no encouragement, he found the fire only in the centre of the 50 sq. ft firebox, the boiler half full and a pressure of 150lbs. And a driver who did not



acknowledge Dave and opened the regulator. Dave had to act quickly he assessed the situation; got the corners of the firebox filled with coal and put coal on the bright spots that were going to burn through. Injector on. As they travelled north, he adjusted the injector to fill the boiler without losing pressure and even turned it off going up the Langford bank when the water was sent to the rear of

the boiler. By the time he got to St Neots he had a white-hot fire and a pressure of 250lbs with a full boiler. He had his first break from firing going down Connington Bank and was able to clean the footplate of dust.

Dave knew that the Top Link Driver Bill Hoole wanted to make up for time lost by the antics of the replaced fireman on the way to Hitchin and even try to arrive at Grantham early! Dave also knew that Stoke bank was the next trial for the Pacific and him. Going up the bank both injectors were needed just to maintain water level. Bill Hoole thrashed the A1 mercilessly to make up that lost time to Grantham. Dave remarks "What a trip. Here I was; only 17 years old and firing for Bill Hoole on the main line".

In another chapter, Dave describes what happens when a loose coupled train of coal wagons is started. A noise that I used to hear at night in New England, Peterborough. With a few inches taken up between each wagon, after about 70 times a few inches meant a significant distance that the poor guard in his van being jerked forward violently. When it comes to slowing down the same occurs with a coal train with several hundred tons suddenly pushing the train forward. On a down grade the driver has not a hope of stopping and can be pushed forward a speed especially on a down gradient. He recounts that happened and they were pushed past a signal box and just in time for the 'bobby' to divert them on to a spur and so avoid a slip point! When diesels came in Dave lost all interest and I gather emigrated to Western Oz.

He says at the end of the book that he has been asked many times why he gave up a good education for a low paid dirty job. He replies in good Australian vernacular with an oath that he cherished every minute that he spent on the footplate.

This is a long way round to say that. Can the owner of the book come forward so that I can return the book with my grateful thanks?

PS I made the big mistake of trying to find out about the book by putting in "34D" on google. And what did I get? Hundreds of adverts for . . .Size 34D bras complete with fillings! And not a spark of Hitchin 34D loco.

Missing films – Can you help?

By John

I am trying to locate a misplaced VHS tape containing various colour and black & White films. There are a number of films of locomotives running at Tyttenhanger, East Herts and Aylesbury club track over a number of years including some footage of Bill Camp driving at the site. If you have any suggestions as to where it might be please contact me.

Phone 020 8444 0163 or Email; andrewwest325@gmail.com

Visiting Locomotives remembered – Part 2

By Owen

Visiting locomotives are something of a tradition, one that goes back a great many years with the full-sized railways. In recent times the preservation scene has featured many, increasingly ambitious gala events with ten or more visitors as a draw for enthusiasts. In our own way model engineering is no exception to this tradition with many clubs and societies having gala days, weekends and rallies with modelers from other clubs encouraged to visit and bring with them their engines.

The North London club has been a little more conservative but nevertheless held invitation and theme days a few times most years. Hopefully this tradition will return following the lifting of the current social and travelling restrictions. Owen continues his journey through his extensive portfolio of some of the many visitors I have photographed at Colney Heath over the last twenty or so years.

A Large engine to visit us was a model of a 15-inch gauge locomotive. The Bug is a scaled down German industrial locomotive built to aid the construction of the



Romney Hythe and Dymchurch Railway by Kraus in 1926. The original engine left Kent in 1933 and ended up in a Belfast scrap yard, brought back to the RH&DR and was restored in the mid-1970's. During the restoration two 5" models of this engine were built alongside and one of them visited us with members of the Maidstone Club in 2007. The engine has unusual outside Stephenson link motion.

Another engine that has visited on several occasions is Brian Upson's A4 Quicksilver from Colchester. Scratch built over many years and every attention to detail made, as you would expect from a former Kings Cross fireman, right down to the Kylchap exhaust and Chime whistle.



Ron Looks for the Kylchap - LNER Day May 2007



Graham supervised by Brian on a heavy train full of family 19/6/2010

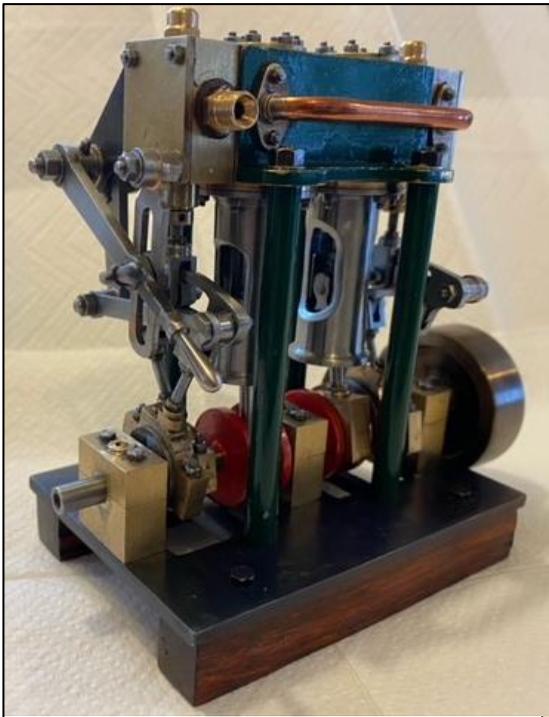
Work in Progress from club members workshops.

With certain restrictions still in force, we continue to report on project's members are working on. In this issue we have contributions from Ron, Martin and John.

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

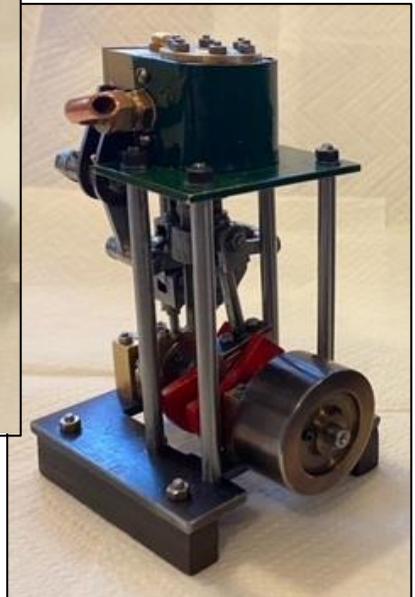
Three Miniature Engines

Ron has once again been very busy in his workshop over the last few months. He has built not one but three small marine engines. There is a single cylinder, a two-cylinder compound and triple expansion marine engine which can be seen in the pictures below. Each engine has been constructed to Ron's own drawings. Using only readily available material from under his bench and without any castings all three make a fine display.

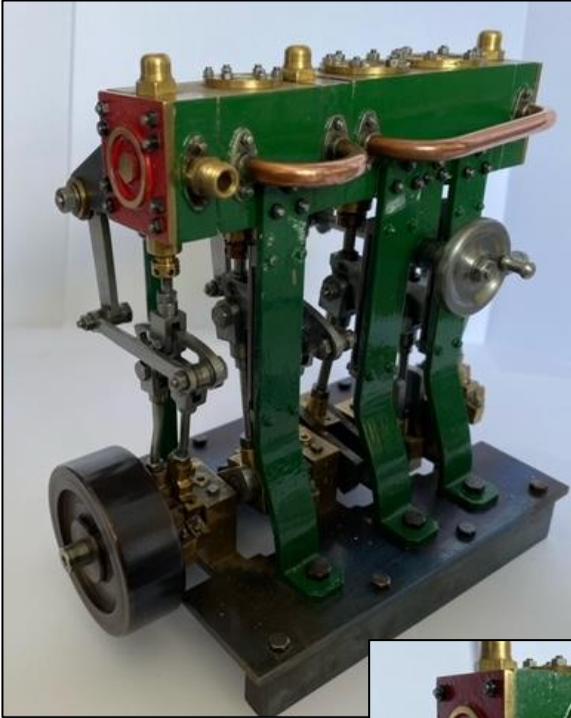


As can be seen all three engines are fitted with reversers.

Ron says that each engine runs happily on air but the twin and especially the triple need a bit of coaxing to get them started. The reason being that



compressed air (or steam) entering the small high-pressure cylinder then has to pass on into the second and third cylinder to



build up initial pressure in all cylinders before the double or triple will turn over properly.

They are deceptively powerful little engines for their size and it goes without saying they have been constructed to Ron's usual high standard of workmanship.

Ron is now onto his next project the details of which he will be sharing in a future edition.

Some basics; -

All three engines stand about 5" high and have 1/2" stroke.

The single cylinder engine has a cylinder bore 3/8".

The double has 3/8" and 7/16" cylinders

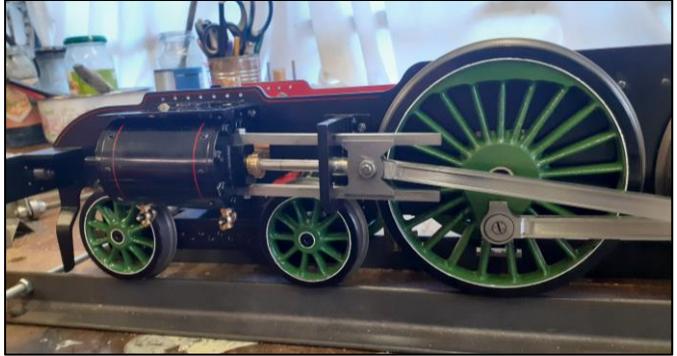
The triple 3/8" 1/2" and 5/8" cylinders.



3 1/2" gauge Loco Maisie

By Martin

An update on progress since my last report back in August on my 3.1/2" gauge loco build to LBSCs Maisie GNR Atlantic design.



I've now made and fitted the crossheads but to be honest I wasn't looking forward to making these as I knew that they had to be made accurately which tested my rather limited machining skills to the limit. Anyway, I was happy with end result, when the crosshead was connected to the piston rod all went back and forward as it should on the slide bars with no tight spots.



Next up was a trial fitting of the Stephenson's valve gear, what a fiddle to fit between the frames, you need scale fingers for this job. When I had got it all together, I thought I would try roughly doing the valve timing, but to get the slide valve so that it was in the same relative position at the end of each stroke the valve operating rod was on the last bit thread, not good I thought. I checked the dimensions of the valve rod and the intermediate valve rod but all were as per the drawing, as you have to dog leg the intermediate valve rod, I can only assume that that is where the discrepancy lay. Need to investigate further on that one.

I went for a screw reverser as I'm told the pole type in the LBSC design ends up too close to the backhead in full forward gear. The left-hand threaded rod and block for the screw reverser was kindly donated by Ron, thanks Ron.

Mechanical lubricator is on and fitted to the front buffer beam. I went for a commercially available job to speed up the build process, just hope its reliable.

Cylinder drain cocks are fitted and I now need to dream up an operating mechanism from the footplate as LBSC shows none in his design. All part of the fun of model engineering.

A new Tool post for my Myford

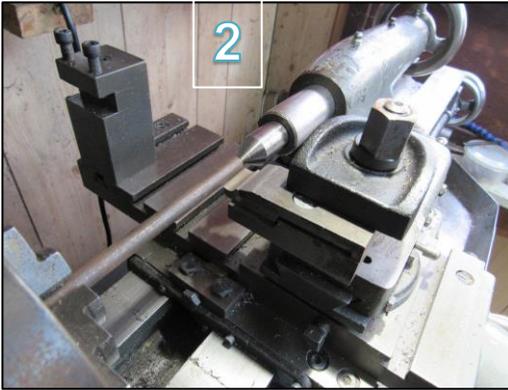
By John

One item that seems to invoke a lot of discussion in the Model Engineering press is the optimum lathe tool post. When my Dad bought my lathe for me about 35 years ago, he fortunately took advice from colleagues at work and so bought a second-hand Myford Super Seven, which I have had ever since. It came with a 4-way tool post and as the previous owner had been a toolmaker it also came with a number of large tins of related bits and pieces (*Photo 1*). One of which turned out to be a large selection of lathe tools.

However, I quickly found out that virtually none of them were compatible with the 4-way tool post, all being rather too large and so I purchased some HSS 5/16" square tools, which are the biggest size that will fit. Subsequently I have added a few more for various different purposes and generally found them satisfactory, however, I have never been very happy with the fit of the knurling tool that I made (*Ref. 1*) and also when I made the Die head Chaser holder, for screw cutting (*Ref. 2*), I found there was no way this was going in the 4-way tool post and the only option was to remove this tool post and purchase and fit a Myford single tool post.



As I am sure you will realise though, removing and replacing tool posts is rather a time-consuming exercise, particularly as the 4-way tool post has a ratchet arrangement bolted to the topslide in a particular position to enable the tool post to align at 90 degrees to the topslide and this had to be removed to enable the Chaser holder to be fitted. (Photo 2). The other annoying feature I found with a 4-way tool post was its ability to stab me with one of the tools that was not in use. (Photo 3).



After a particularly nasty stab in the hand about 3 years ago I decided something had to be done. I had considered Quick Change tool posts a number of times, but been put off by the cost, particularly of extra toolholders, as you soon find you need quite a large number, so I was very interested to discover a Hemmingway Kits Design (Ref.3), this enables me to make as many tool holders as I need. Though the actual machining all the assorted components takes some time, of which more later. The design is actually for the ML10 lathe, but it is suggested that it could be adapted to suit larger lathes and this is what I have done, by fitting a raising plate underneath the toolholder itself.



Upon receiving the drawing and material I realised that there is a modification to be made to the lathe topslide itself. So, it took time and another stab from the 4-tool turret before I started work on the tool post. It is actually only a couple of holes in the topslide for the indexing pin. Not really much of a modification at all.

But I used to think that a Myford lathe should not be messed with, as it might reduce its value if I wanted to resell it. But as it is now more than 50 years old, I don't think it matters to much anymore. I also now think that some modifications to a lathe are actually desirable to have, you can see in photo 4 the topslide lock (Ref. 4) that I made a few years ago and another very satisfactory modification that I made a few years ago was to the leadscrew thrust bearing, (Ref.5) which significantly improved the location of the rear end of leadscrew and certainly



enhanced my use of it for screw cutting as the original bearing turned out to be very worn. (Photo 5).

The tool post design utilises a dovetailed holder and toolholders and I soon found that my Mill drill struggled to do the cutting of the dovetails. The only way that I could do it was to cut the dovetail in a number of passes and of course, it is necessary to do a

lot of calculation to get the height and width setting of the mill correct for each pass. This all made it a rather longer job that I had hoped. Nevertheless, eventually I have machined the tool post and the dovetails of all the holders. Otherwise, there was no notable difficulty in making the tool post.



The toolholder design is for standard holders (for up to a 1/2" square tool), a boring tool and a parting tool. The beauty of this design though, is that if you want additional holders for special purposes, you just have to have a suitably sized bit of bar and do the machining. There is enough material included for 8 holders, which I initially thought should be plenty, though I think you can always find a use for few more. I decided at the start that I wanted a few special holders, so made a total of 11 holders. Photo 6 shows the tool post itself and holders 1 to 5. from the left these are the tool post itself, three standard holders, the Chaser holder for screw cutting and then



another standard holder. The lathe tools that I mainly use at the moment do not require this size of holder, but I plan to use larger tools in the future.

Picture 7 shows from the left 2 standard holders, the parting tool holder, the deep holder for the Knurling tool and the last two are both intended to be boring tool holders, up to 1/2" and up to 3/4" diameter respectively, though these are still unfinished.



Though I have not finished all the tool holders, I have completed enough to start using it.

Photo 8 shows the tangential turning tool (which I use quite a lot now as it always gives a good finish and is easy to sharpen) in position.

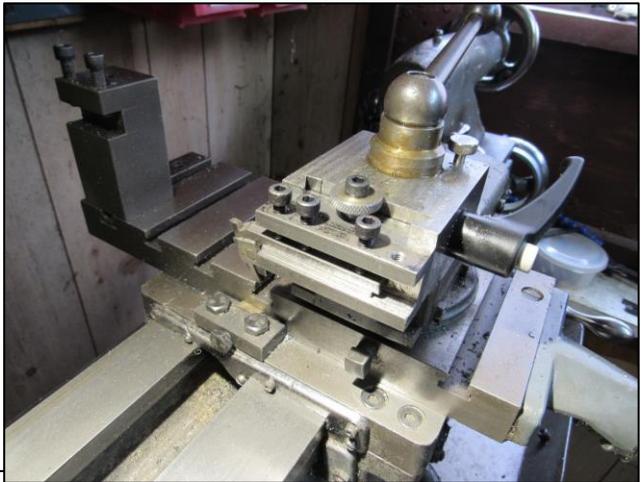
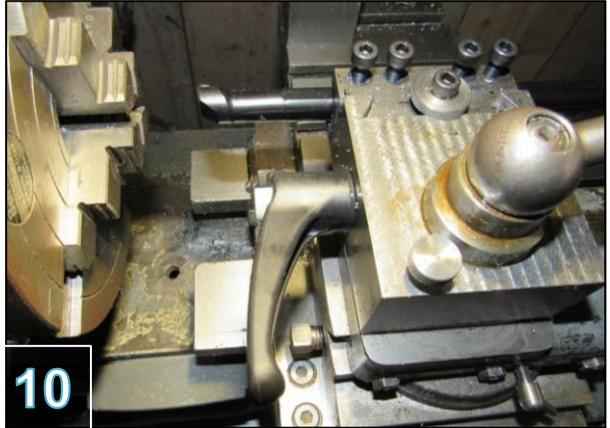


Photo 9 shows the Knurling tool in place.

Generally, I am very pleased with the performance of this tool holder, it is very quick to change tools once they are set up in their holders. Certainly, much quicker than setting up shims under each tool to set up the 4-tool tool post.

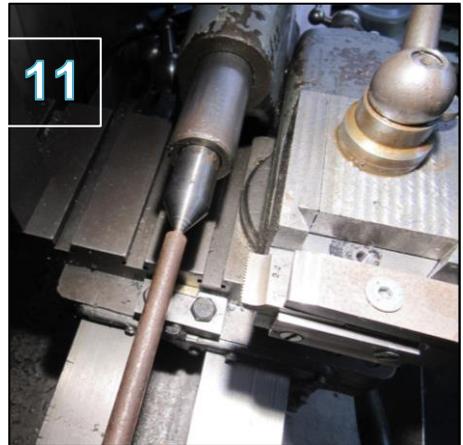
As the two normal orientations of the tool post are indexed and I carefully set them up as advised with the use of the faceplate and square, parting seems to work well too. Though there are a couple of disadvantages that I have so far discovered.

When the tool post is turned sideways (*Photo 10*) to utilise the boring tools, the ratchet handle sticks forward and means that a greater length of tool overhang is necessary to avoid the handle clashing with rotating parts. This effect could be reduced, by making a slimmer non-ratchet handle, as I have made all my toolholders



about the same width, so there isn't a need for multiple different settings, which the ratchet feature enables, but this would reduce the versatility. So, I haven't done anything about this yet.

I should have considered the Chaser holder design a bit more carefully before I cut the metal. Though it is splendid for large diameter material, if you want to screw cut smaller diameter bars then the top slide clashes with the tailstock, (*Photo 11*) therefore, even before I have finished making the original 11 tool holders, I need to start making an additional holder to extend the reach of the Chaser tool holder.



Therefore, this remains a “Work in Progress”.

References

1. *Lathework a complete course chapter 11, by H. Hall*
2. *Lathework a complete course chapter 10, by H. Hall*
3. *Hemingway kits Quick change tool post (HK1100F), to the design of V.J.G. Archibald*
4. *Model Engineers Workshop Manual chapter 16, by Geo. H. Thomas*
Hemingway kits Leadscrew Thrust bearings (HK1470), to the design of E. Riley



G.L.R. News May 2021

By Peter

Good to be back nuff said. Isn't it strange how things happen in pairs! on the first day back we found two broken point mechanisms and I have a special thank you to our youngest and most agile G.L. crew member namely Master Freddy, he pushed the mobile welder up to the over bridge from the fitter's shop to effect repairs. Good training for a future rugby player who is in training under his coach dad for the Saracens youth team. Freddy is twelve years old and stands at five foot eleven inches all I can say is I am glad he is on my side! And I do not have to feed him.

Staying with the two themes we have had two new volunteers offering their help with the list of things to do at the track today many thanks Chris with his strimmer and Derek who helped to fill pot holes in the lane.

I have learned today of the lovely Cheryl having hurt her knee and having to stay at home, so whilst on the two-theme scenario I too have hurt my knee and it needs rubbing so I will rub yours if you rub mine!!! Hope we both recover soon.

By the time you read this newsletter the wire and post fence will be completed



The G.L. crew can now sit on the fence

with most of the ground level railway crew have at one time worked on this project and a worthwhile one it has been at that. Led by Michael from the marine section backed up with Brian, Roy and Peter, reassuringly the project has been enjoyable from start to finish; George has made some plugs from off cuts of plastic sleeper material to close the tops of the sockets not in use when the fence is in the closed position. If you need to drive up to the toilet area by Orchard Junction and need to open the fence, please replace the plugs after use this is to stop debris falling into the sockets from the passing traffic. Well done to all who helped on this

project over the last months it looks fantastic not unlike a ship decking eh Mike, essentially more to the point loco drivers, passengers, and the great unwashed because of the separation should make for a safer and better experience for all.

More good news; - Around the beginning of the second Covid lockdown last year Roy took delivery of his latest Petrol hydrostatic loco, it was delivered on site from



C.M.D. Engineering by the director of C.M.D. Mr Chris Dixon. A few of the crew had come along to help unloading if needed; it was raining stair rods that morning as we unloaded Roy's birthday present all went smoothly and we parked it under Smallford stations canopy.

Not wanting to get it too wet Roy had started it up and shunted back and forth undercover soon to be put away and played with at a later date, that date never came as the third lockdown was put in place so we had to wait until we were allowed back up the track. It was

then discovered that the paint was peeling in various places on the loco? After some phone calls and the cessation of the third Covid wave the problem was identified. Chris Dixon took the loco back to be completely stripped of the defective paint and repainted!! I personally think that is an excellent service by Chris at his expense well done Chris. There is two other C.M.D. locos running at our track owned by different members and to my knowledge both have given sterling performances to date at affordable prices bringing in much needed income for the club when used on public running days and birthday parties in the past.

More good news; - George will be pleased to know that his hard work and enthusiasm will be rewarded this summer as it looks like the Pear tree, I ask him to help me plant at the track last autumn appears to have made it through the winter, conferences all round this summer. I have also planted a clematis Virginia that has small white flower around late summer /autumn and though the winter bears what looks like a goatee beard for decoration, hopefully the rabbits will not nibble the fresh growth and it will furnish the wire fence through the narrow entrance to the site

Help Needed; - Volunteers from all sections of the NLSME will always be welcome on site to help with the myriad of chores that keep the grounds looking as nice as they do; the G.L. crew are currently keeping fit ballasting the track to

the new land just after our viaduct. Recently Chris a first-time volunteer interests are loco and general engineering strimmed along this section so as we can work more easily. Thanks Chris much appreciated we would love to see you again hopefully you have set a precedent that other members will follow.

Loading and structure limits for the ground level have now been approved by council and have been placed on the pin board in the concrete workshop please read. As some of the station walkways at Smallford Station fouled the loading limits they have been cut back to the correct width so as not to fowl some locos and passenger carriages, thanks to all who helped with this messy/dusty job.

Please be aware I will be introducing a height checking gauge for the correct rail to bottom of loco and rolling stock. The reason being is to try and stop damage occurring to signalling equipment and walk ways, this will be erected on the traverser as a trial in the first instance. A loading gauge will come later when time permits. If you have any questions, please talk to me, Keith or any other council member about any concerns.

As ever in the muck

FOR SALE

Riding Truck Bogie Frame Castings

These castings were made by Roger May. They are done in aluminium and are



quite substantial pieces. I would ask for £20 pounds for them. The buyer could look at the ones on my new riding truck should they need any ideas/clues/inspiration with regard to machining them. The money gained is to go to the RAF Benevolent fund. Please contact Richard



Bookworm Writes

I received a message from our worthy Editor recently telling me how well received my tale of *The Flying Scotsman Owner's Manual* had been. And in the absence of anyone else contributing book reviews (apparently only one so far!!), did I have any book titles that I could tell members about that might have tickled my own palette? Between you and me I think he was hoping I would reveal a bit more of what I saw inside the covers of *Fifty Grey sheds*...

It just so happens I was ruminating only the other day about a lovely *verb potage* I once enjoyed many years ago inside the pages of a smashing adventure. If our Editor likes the title, I will go ahead and share my recollection of this lovely meal with you all.

Railway Adventure

This true adventure took place in 1950 in the ancient Welsh Kingdom of Gwynedd and was about the saving of a railway from closure. Once inside its covers I met lots of interesting characters including: Sir Henry Haydn Jones, Edward Thomas, Thomas (Tom) Rolt, David Curwen, John Snell, Bill Trinder, Bill Oliver and others - With a cast list like that I knew it was going to be a good tale!

The railway in question is the Talyllyn narrow gauge Railway in Wales.

It all began in 1865 when a strapping lad by the name of James Spooner surveyed the route for a railway to run between Towyn and Abergynolwyn. Filling the big boots of his father who in 1833 had surveyed the route of the Blaenau Ffestiniog railway in North Wales, he strode forth and by December 1866 the first train was running. Now unlike its cousin *up int' north (Wales)*, it was intended from the start to take passengers as well as minerals which as it turned out was a happy combination, for it put it in a position to swell its coffers in the summer months with occasional tourists (yes, they existed even then), and for this reason it had a long life. However as would sometimes come back to hinder and frustrate the generations to follow, its *light tread and narrow gauge* would prove to be both a boon and a curse. Still, things trundled along happily enough following the seasons and the fortunes of the valley(s) – with the occasional nod to safety – until we arrive in the late 1940s.

So quiet had the comings and goings been up to this time, officialdom in the form of 'Rail nationalisation' in 1948 had completely missed the line off its maps and so it remained a private company owned by Sir Henry Hayden Jones. Now not being the only thing in his busy life Sir H.H. Jones had let it jog along in fairly undisturbed bliss (much appreciated by the mice and spiders) with only the occasional spirited dash to run trains; so, in reality it more ambled than jogged. Things became complicated though when Sir H.H. Jones died as surely this had to be the end of this blissful little line?

Where can I build my 1st model railway layout!

By Paul

The extensive Lockdowns have given a boost to many home-based hobbies, not least Railway Modelling. If you fancy taking a step to building your first layout, but are unsure where to put it, then here are some hints and tips to inspire you!

The traditional way. 1960's Triang Railways train set box cover picture. Created to entice budding young railway modellers. It worked for me!



The bog-standard circle of track.

One pull on the flush handle sends the train round on this still from Youtube.

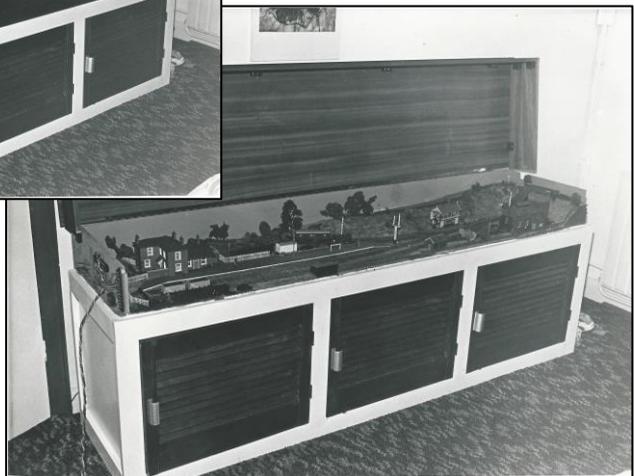


Are you for coffee? A neat place to build a layout that will entertain your guests over a cuppa. (Internet picture)



Build the 'Missus a new sideboard.

I kid you not. This was my creation in the first two years of marriage whilst living in a flat.



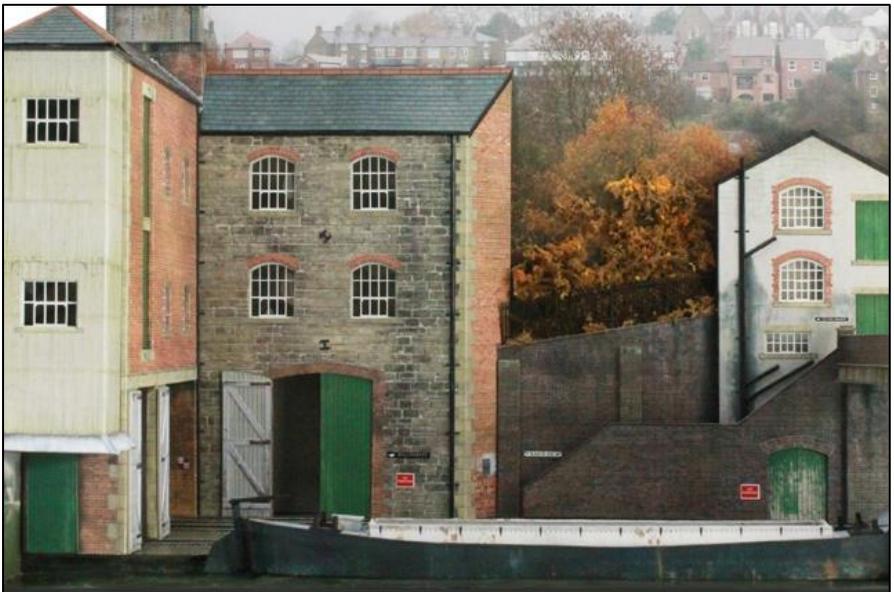
Replace that fish tank or telly! There has been recent blossoming of “Cameo” layouts like this one. The framing of the layout like this enables a transportable ready to move layout with built in LED lighting. The front frame controls the viewing of the model for a full immersive experience. The pictured model belongs

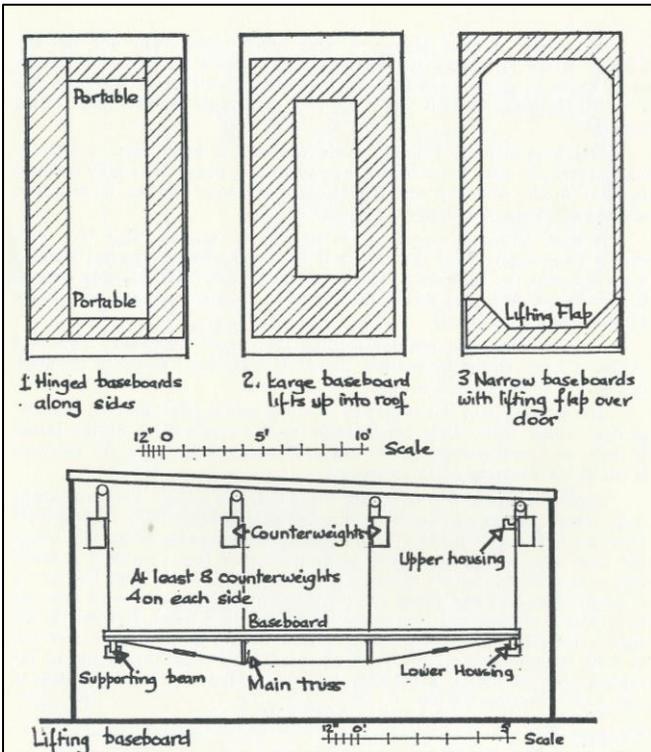


to some very good friends and has been on the exhibition circuit for some time. (photo by Chris Nevard for Dave and Alison Barker).

My ambition for the Gauge O layout at HQ is to frame it in similar fashion.

Box file Wille This layout can be built quickly and cheaply using a commercial “download, print and construct” kit from Scalesscenes.com . It costs just £9.99 plus the box file. Give it a try!

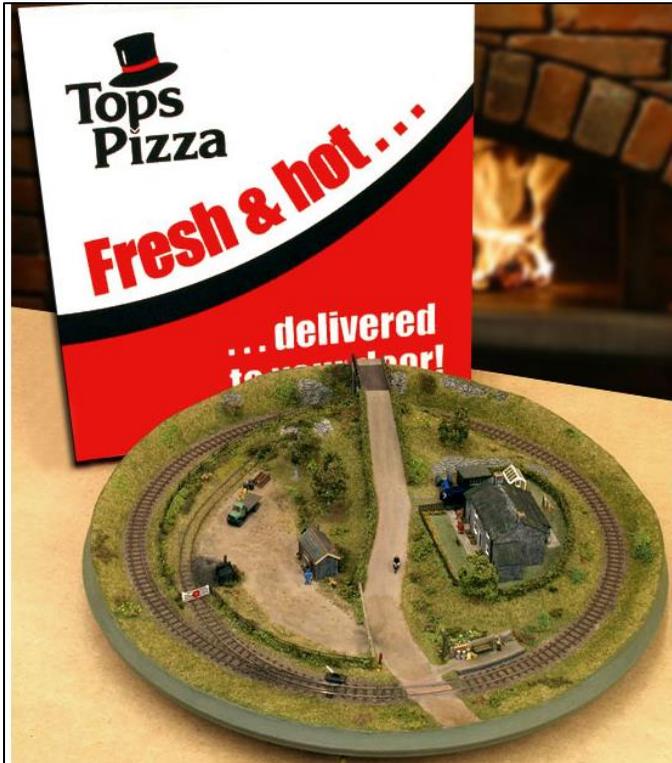




Repurpose your wasted airspace!

A drawing from the late Cyril Freezer, once editor of the *Railway Modeller*. This shows his vision of a ceiling hung layout which can be winched up to the ceiling and away. Shape your model railway baseboards to fit round your car, or more likely, around your Lathe, Milling machine and 5" gauge loco store.

Get it delivered ready made



Layout in a Pizza box. This one is Scale Nn3 which I will leave you to work out!

Start wine-ing!

Hic! Shshelf Eshplanatorie.



The ultimate “no space” approach



A model of Ipswich Docks from a Virtual Reality construct. With the right software, you can be the driver or look as a lineside spectator.



Happy modelling!

The Boiler: Construction 4472

By Peter

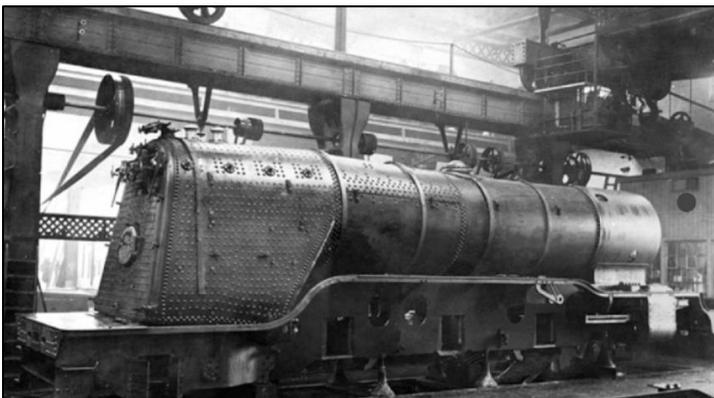
I've been trying to think of what I can share on the build that's probably of most interest and for this time I thought the boiler may be a good part to cover.

This boiler was built by Paul Tompkins of Southern Boiler Works, IMHO, his work is second to none.



Ok, so the details:

The boiler is as you'd expect mainly to Don's design but is stronger and has a higher working pressure of 100 PSI vs Don's recommended 90 PSI. The shell is a work of art, with the parallel barrel blending in nicely with the taper and having no step thanks to 'Tig', it really does look like full size in shape and I can share a picture here of 1470 (first of the class) when built in 1922 to show what I mean.



Backhead:

Now Don's is pretty good, very close to scale although fittings are slightly larger and spacing between the water gauge bushes is larger. I have kept the water gauge bushes as drawn

as scale versions would give too small a window to view the water level. I will make the gauges as close to scale as possible, just with longer glass sections.

The steam valves will be to scale and I'll be using Adam's (Cro Fittings) castings to achieve this, the bore sizes for water and steam will follow the normal practice of 5/32 pipe for steam and 3/16 water to match the injectors planned for the model, I can't recall which sizes I have chosen just now but it's written down somewhere. Bore sizes for the mounting pads are 3.2 mm for steam and 3.8 mm for water. I'm undecided on whether to try for working clacks within the steam valves themselves or to fit them independently below the cab floor, I'll see if it's feasible to get the clacks working first. The regulator bush is as drawn by Don. Manifold bush is to scale, this is able to keep the bore size as drawn by Don. Manifold itself is a casting supplied by Adam. Shown below...



And sitting on boiler, Paul has fitted 4 blind bushes into the backhead for me to secure the cladding when done, this will be very much to scale.

The everlasting blowdown valve is as drawn by Don. There are two extra water feed bushes along the bottom of the backhead, one of which will be used to fill the boiler using a HP electric pump, this will be able to feed water against boiler pressure if ever required, something I doubt will ever be needed but it's nice to have a backup when there's no hand pump in the tender which according to Don would be undignified to have on this loco, I agree.

There are also 4 washout plugs, 2 on the backhead lower corners and 2 on the front throatplate just above the foundation ring in each corner.

Paul has fitted larger tubes for a better tube/grate ratio, as drawn they are 1/2", they are now 9/16 18swg.

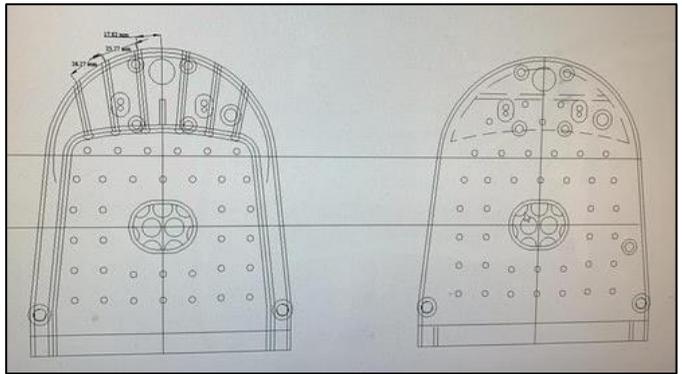
The steam header as drawn is threaded into a 3/4 x 26 tpi bush, Paul has modified this to have an 'O' ring with 8 mounting bolts to secure it. Also, the dome bush

has an added shelf with 2 holes for mounting the regulator body which otherwise would just be held by the steam pipe.

The Blower stay is what I would call a live stay, it's not a permanent fixture as drawn, Paul has followed full-size practice with a removable 1/4" tube that will be furled and beaded in to seal, I'll cover this better when I get around to making the two connections for blower valve and ring later.

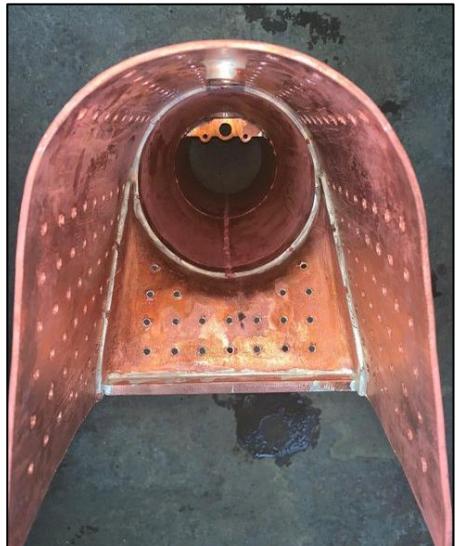
The upper steam area follows OZ code with doubler plates, butt straps, whichever you prefer, this means rather than being 3 mm thick on the tube plates as drawn, it's, in fact, 6 mm thickness of material and no longitudinal stays, which do little in a boiler of this length.

There are four lengthened stays on the inside of the firebox to support a fire arch, this will be made in Inconel. There is also fusible plug fitted into the firebox crown. As drawn the boiler has four rows of crown stays, this has been increased to six rows.



I have included some of the construction photos as kindly supplied to me by Paul.

Dome bush (modified)



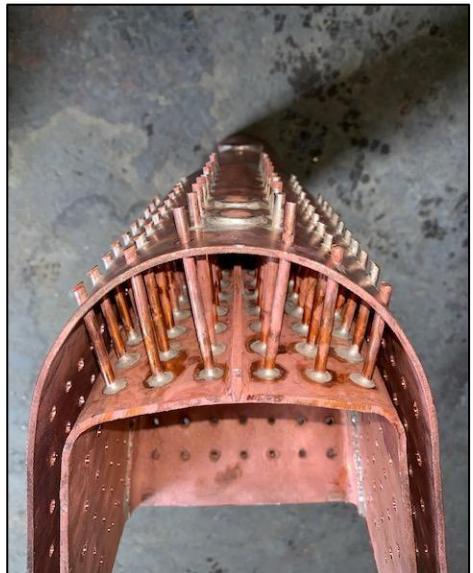
View inside to show the main steam pipe support and that of the two injector steam valve pipes too

Tubes

And we have two more pictures to look at, this time the front tube plate and improved crown stays....



Now here is one picture that I had been eagerly awaiting, doesn't it look superb, first class in every sense of the word...note the longer stays for supporting the fire arch.





Ready for the hydraulic test



Paul's tests are over 2 hours at twice the working pressure.





The completed boiler



A view from inside the cab.

Lastly, the boiler now sits on the chassis



Dates for your Diary

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

May	2021
4th May	Council meeting to be held on-line at 14.30 (see note below)
7th May	NLSME – AGM To be held on-line via Zoom. The meeting can be accessed by members using the link printed in the General meetings section of this news sheet
9th May	Boiler testing available at Colney Heath 10am to 4pm (see chairman's comments page for details)
22nd May	Deadline for copy to Editor for the June News Sheet
JUNE	
1st June	Council meeting to be held on-line at 14.30 (see note below)
6th June	Boiler testing available at Colney Heath 10am to 4pm (see chairman's comments page for details)
26th June	Birthday party – Peter – Colney Heath

The current Government Covid-19 restrictions have resulted in Council having to hold the May meeting via an on-line platform (ZOOM).

A Non-council member, representing a section or committee, can, on request to the Secretary, attend the council Zoom meetings as an observer or to submit proposals as set out in the club's constitution. If attendance is agreed then the relevant links and passwords will be issued to the member(s) concerned.

Please note meetings held on line via Zoom is a temporary arrangement. Face-to-face meetings will resume once government restrictions allow.
