

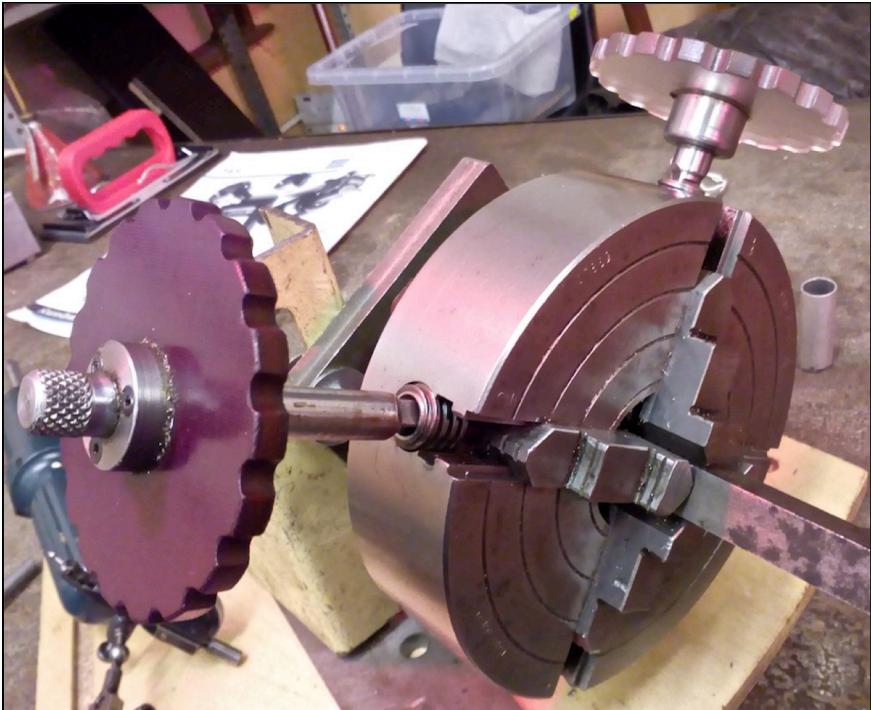
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This Month...



The News Sheet

Chairman's Comments, Boiler Inspectors, Treasurer's Notes, Forthcoming General Meetings, Latest Track Stewards' Rota, SM45 Narrow Gauge Garden Railway News, NLSME Auction Report, Marine News, Raised Track Update, The February Workshop Meeting, Dates for your Diary, Society Contacts.



Chairman's Comments



Our AGM is Friday 3rd May. This is an important meeting, I hope many of you will be present to receive reports on the year past and elect officers and council members for the year to come. It is normal practice on conclusion of AGM business to hold a General Meeting if those present wish it. This latter session is available for open discussion on any topics (only NLSME related please!) those present wish to raise. So, if you have an issue for sharing it's the ideal time to come along and share it.

This year marks the 75th anniversary of formation of the NLSME. The inaugural meeting took place on 5th November 1944, at which 70 members were enrolled. 70 members was a healthy enough start and so it has continued with our current membership around 220.

A 75th anniversary should not go unnoticed. Consequently we are holding a members' day at Colney Heath on Saturday 21st September. This will be along the lines of the successful members' day held in May last year. We are not contemplating inviting external parties or other societies, nor erecting extensive marquees for displays of models as we have done in the past. The focus will be on ourselves, friends and families who have for so long enjoyed and benefited from the facilities, at HQ and Tyttenhanger, that NLSME has to offer. I expect we can stretch our funds to providing teas and a few bags of charcoal for those wanting to BBQ hot food for themselves.

Council have now approved a donations document to be used when NLSME accept gifts of models/equipment etc. The purpose (similar to procedures implemented by museums) is to provide clarity of ownership and entitlement to use/maintain/dispose as NLSME see fit. To be signed by both parties the donor can decide if he/she wishes to proceed with the donation on basis of the terms it contains. We respect donors option to withdraw the offer if that is their preferred action.

TYTTENHANGER CLEAR OUT

The skip will be removed from Colney Heath on 3rd May. Unwanted items including those with unknown ownership will be in the skip. As requested in last month's Chairman's notes all members should assist by identifying items of personal ownership before that date. If you have not already done so please get to Colney Heath before 3rd May or let me know what belongs to you.

See you at track or HQ.

Les B, Chairman

Secretary.

Since no nominations for the position of NLSME Secretary for 2019 had been received prior to the April News Sheet date we will, at the AGM, accept nominations from the floor. I would encourage any member to take on this important role in running our affairs. Please contact Les B or Alan M for more information on what the role entails.

Dorr Westbuy Milling machine.

This machine offered for sale by auction in the March News Sheet is still available. Council have decided to offer it again through this News Sheet on a best offer secures basis. Please contact Les B direct before 10th May. Paul Bexfield's widow is the beneficiary of the sale.

New Web Site

Peter B has agreed to collate and co-ordinate your ideas for our updated web site. This is your opportunity to input features you want to see. Please contact Peter, his details are on the rear page of this News Sheet.

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THE KITCHEN END OF THE CARRIAGE HAS BEEN CLEANED – *(And we'd like to keep it that way!!)*

Now the public running season is just about to start a concerted effort has been made to clean the kitchen in the carriage. The opportunity has been taken to dispose of a large number of items which have been brought up to the site "because they might be useful". Please do not bring any kitchen equipment, utensils, crockery etc. to the site without first checking with a member of the Tyttenhanger Site Committee who may have to table it for discussion at a forthcoming TSC meeting.

Large, new snap-lock plastic containers have been purchased to store all of the mugs, plates and cutlery etc. If you use any of these please ensure that once they have been used they should be washed, dried and placed back into the relevant containers to maintain a good standard of hygiene.

With our site being very much a rural one please do not leave food of any description out of a sealed container as this is likely to encourage unwanted visitors!

Nigel G (On behalf of the Council and TSC)

Forthcoming General Meetings



Unless otherwise indicated General Meetings begin at 8pm at our Legion Way Headquarters in North Finchley, usually ending at about 10pm. All members are welcome and we are always happy to see friends and family attending. We hope for a good attendance to support speakers. Please remember that many of the meetings depend on the club to provide the catalyst for a stupendous evening.

For more information please ring me, Ian J

Friday 3rd May. AGM. Annual General Meeting. This is a most important meeting where we summarise what great progress the Club has achieved in the past year. Where we plan for the future of the Club and where we elect members to take up various offices to run the Society for the forthcoming year. **Members only.**

Friday 7th June. First Aid at Colney Heath. First Aid at Colney Heath and the World. **Seven pm Start.** Now that the evenings are getting longer, this is an opportunity to have a much-needed talk about First Aid, including the AED machine. All members and interested parties are very welcome. Members from the HQ that don't often venture into the countryside will have an interesting and useful time listening to information and advice on First Aid relevant to our hobby. (They will also have the opportunity to inspect the site).

Friday 5th July. BBQ at Colney Heath. This year instead of tomato soup it is to be vegetable with sausages as before. Please come along and join in but try to let me know how many sausages you will need! Come for a nice sausage and soup and a chatter. Bring the missus to see what you get up to.

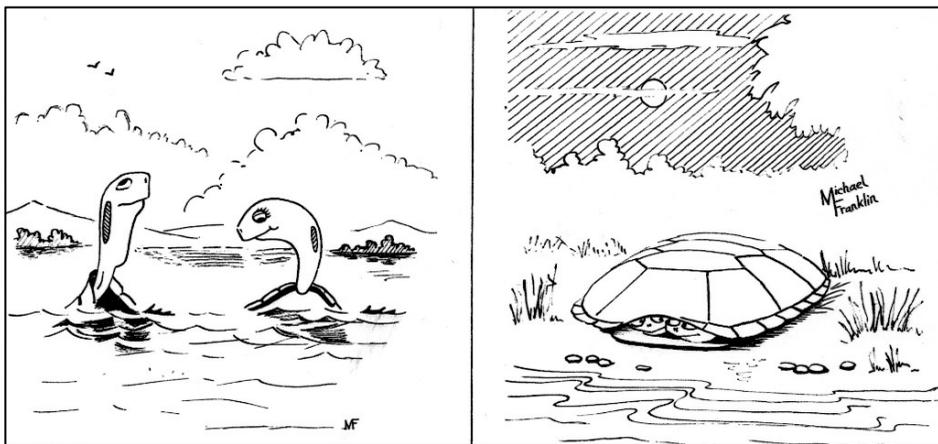
Friday 2nd August. Edward the Compressor rides again. Edward the Compressor returns to provide a breath of air to resuscitate your forgotten machine. So please ransack your bottom drawers and bring something along to hold us all spellbound when it springs into life. We hope.

Ian J

General Meetings Co-ordinator

Terry Pin

On a recent visit to Colney Heath I looked into the boating lake and I was most surprised to see two terrapins swimming around. As I realised they would not be welcomed by the club, I took them home and placed them in my garden pond. Having watched them in action their antics inspired me to illustrate their characteristics by way of a few cartoons. Hopefully the editor will include a cartoon in each News Sheet as space allows. Mike Franklin.



Terry Pin in love !

Steam Oil and Lubricating Oil for Sale

A new supply of Steam Oil 460 Grade and lubricating oil, is now available for members to purchase for £4.00 each in two pint plastic bottles. Contact the Treasurer at Colney Heath on Thursdays or Sunday mornings, or by arrangement.



The Narrow Gauge Garden Railway

A cold and wet day was not a great start for a visit from the Samuel Ryder school on Thursday 4th April, however once the ice was chipped away from the loco's (and the drivers!) It looked like everyone children, teachers, helpers and our own club members had a great time. It was a grand turn out from our members with a good service on the ground level and raised track ensuring that

the two separate class trips to Colney Heath all had rides around our site. With John W and also Richard and Cheryl T running their American outline narrow gauge plus my own stock the narrow gauge garden railway also proved of interest to the children. Let's hope at least one of them thinks maybe making something could be more interesting than looking at a screen! It was also a good opportunity to test some recent alterations to the track layout that has been made to increase the flexibility of the layout and I'm happy to report that all worked fine.

The on going scenic work has continued and is receiving some positive comments, hopefully all will be completed in time for the first public open day (though a model railway is never finished, what would we do if it was!) Come and have a look!

April 6th was the 16mm Narrow Gauge Modellers Association annual show at the Peterborough arena. It really is a must if you have an interest in narrow gauge railways and apart from the many traders with so many tempting things to buy, there are some truly inspiring layouts. Of course narrow gauge, indeed any form of railway modelling, is a broad church and there are some models that to me are almost toy like, but it is easy to forget that this could be how a youngster is inspired to have a go so I appreciate that there must be these sort of layouts too. The photographs accompanying this month's report were all taken at the show and I hope you enjoy them.

Finally may I congratulate all those who have been working hard to clean and tidy up our wonderful Colney Heath asset, I don't think it has ever looked better!

John D
SM45 Narrow Gauge Section Leader





Raised track passenger cars, a brief history.

The society owns six raised track passenger cars. Cars No 1 2&3 were purchased from a member of the Bedford society who had them specially made. I believe that he disposed of them as he was moving up to 7 1/4" gauge.

They proved to be a great improvement on the previous passenger cars operated by the society. The only real problem was that the brakes were of conventional type with a shoe clamping on to the wheels. These brakes were very effective but high maintenance. All eight wheels were braked through a complex series of rods, pivots and linkages and getting all brake shoes in contact with the wheels at the same time was a nightmare. We pondered on what to do about this problem and came up with the usual answer of nothing!

As these cars were very successful (other than the brakes) it was decided to get three more made but with disc brakes. A society member made these (cars 4,5&6) with self compensating disc brakes and these proved very successful. Following on from this success we converted the original three also to disc brakes operated by heavy duty Bowden cable. The only real difference between the two sets of cars now is the wheel bearings. Cars 1,2,3 have double row self aligning bearings where as cars 4,5,6 have sealed ball races.

Winter Maintenance

Each year after the New Year's run we start our winter Maintenance programme. We have a schedule that includes checking all the items involved with the running of the cars such as wheel bearings, springs, security of wheels on axles (held on with loctite), brake cables etc. As well as this we oil and grease as necessary.

The cars with the double row self aligning bearings need greasing as these are not sealed. The bogie pivots and pressure plates need inspecting and greasing. As well as these things we occasionally have "extras" such as last winter when we replaced all the wheels. The wheels were CNC turned by a member but needed finishing to suit the axles. At the present time we are replacing the brake pads on car No1 with cast iron instead of the car disc pad material which has started to break up. We carry a range of spares such as springs and wheel bearings and anything else we make.

At the present time there are two of us doing this work, myself (Brian A) and Ron P. We used to have Phil W but he moved to the sticks and the late Derek Eldridge.

As well as the above we also maintain the hydraulic lifter without which getting cars from the carriage shed to the track would be very difficult. As you can see quite a lot of work, but it keeps us off the streets !!

Brian A

NLSME. General Meeting 1st March 2019 Auction

It was an evening everyone looked forward to; but tinged with sadness because the subject was an auction concerning the engineering effects of Paul Bexfield; God bless his soul. Rather like the old sailing ship days, where if a sailor dies at sea his effects are auctioned amongst the crew.

At eight promptly the auction commenced. Keen members were amazed at the quantity of equipment to be sold. A tribute must be given to the earnest group of members who transported the materials to HQ from Luton; no mean task. The items for sale had been categorised on tables along the side of the hall. Tables erected and reinforced by Mike and Jonathan A.



Mike C our Auctioneer



Geoff B recording details of bids

The Auctioneer was Mike C complete with bowler hat (although he was not wearing it in the photo above) and gavel. He had a diligent and energetic team to support him. Namely Geoff B at the computer to register all the folk and to give them numbered cards to wave about if they were interested in bidding for items. And of course, to collect the bided cash at the conclusion of the Auction.

Mike and Jonathan A made sure that the sale proceeded smoothly and quickly, by displaying each item for sale and then transporting it to the lucky purchaser. Large milling vices being particularly heavy. An exhausting job.



Listening intently to the auctioneer

David L provided tea to the enthusiastic crowd of would be buyers. Who could collect a cuppa and still bid or watch on awe?



Peter selling the final items before we departed

Miraculously Mike managed to complete the sale at ten promptly. This left our budding auctioneer Peter B to sell off a large quantity of his electrical equipment for the benefit of the Club. The equipment was not needed due to his retirement. One or two items remained unsold to be advertised later in the News Sheet.

At the conclusion of the sale there was a flurry of activity with purchasers getting their goods out to the transport and of course paying Geoff B who had been keeping a close tally on the sales.

Our chairman Les B shouted out above the din "Good on Yer Mike", which met with rapturous applause from the attendant members signifying appreciation of; not only Mike, but of a salutation to the hard-working crew that facilitated the sale from the Luton Workshop to the HQ. Rostrum.

Ian J



Marine News from George C

I keep hearing there is no us and them, we are all one club. If that is the case then explain why the Ground level and Landscape sections sabotaged our lake while I went on a short holiday. I was sitting peacefully in Paris when by text with photo I was shown a hole in the pond and water level low. One of the trees on the ground level embankment had dropped a branch into the lake and punctured the liner making a hole about 1" round.

Of course the Ground level sub contract tree maintenance to the landscape section aka Nigel, and both deny sabotage but we know who you are.

I arrived back a week later thinking that famous "someone" will have fixed it. But I realised how big a problem it could be as fellow "all one club" members greeted me with "**you've** got a problem up there on **your** lake" and as I got closer I could see the level of water was very low with no one to be seen, not a group who stand and watch, or a group who tell you six ways you should have done it.



The hole in the liner

Ah proper problem....

I think being model engineers they spent all week trying to figure out how to silver solder it and gave up.

In the end "someone" did do it. "me"

Thankfully Alan M could not escape as he was working on the ground level signals

adjacent to the station and told me of resin putty mix a bit like JB weld he had used at his home with success underwater before.

"Light bulb Moment." Having spent my years of service in submarines, I like underwater, so investigated further and visited Hertfordshire Fisheries up the road. They had the resin but were not sure if a bit brittle for loose fitted liner so I (or should I say The club) bought a butyl patch and underwater glue – seems to be silicone based.

Patch now installed and after three days of filling, the lake is back in service and just in time for the school visit of 60 5/6yr old children arranged by Tracey. Couldn't have the risk and danger of them falling in a dry lake.

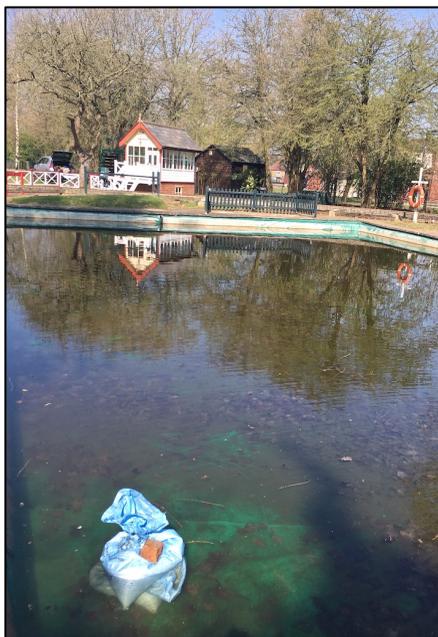
I know it must be ok because the watcher and advisors are back. Trying to figure how I soldered it.

All joking apart, thanks to all who offered to help, also especially Paul and Waz G who spent a cold day with me clearing most of last winter's debris from the bottom. Leaving enough to generate the oxygen required to reduce algae and restore balance to the large amount of new water.

And now with fanfare ready we are open for business with our first **Toy Boat Regatta** **scheduled for 12th May**. I have made a new footy sail boat over winter and tried it out on the school visit. I think it is what you call work in progress or I



The very low water level can be seen here



just blame the very unusual windy day we had as the sail powered boat keeps trying to be a submarine and dives below water instead of travelling on the top like the "skimmer" targets we used to aim at.

Before I forget... Marine boiler testing all sorted and simply, so no more panic and if none of the powers that be have given details in this issue then I will cover in the next News Sheet.

Hope to see you all out of hibernation soon.

George C
Marine Section Leader (Summer job)



Raised Track Update

I can inform all users of the raised track that it is now open for another glorious season of running after its annual dose of TLC administered over the winter months by a hardy and dedicated bunch of society members. What follows is a brief update of the work carried out to date.

Replacement of rotten support beams that had been identified during the survey carried out at the end of the running season in November. Five had been identified for replacement but this number went up to six when rot was discovered in an adjacent beam to one that had been earmarked for replacement.

Some rather large expansion gaps in the rails were spotted around the track, one directly after Tyttenhanger Station and another at the lift-out section. We tried loosening off the rails and shuffling the track along a bit but this didn't close the gaps up sufficiently, so longer sections of rail were cut and installed. Will keep an eye on these over the summer to see what happens gap wise when the weather warms up.

Alignment of some of the curved track panels was not at its best so we had a go at trying to remedy matters by the simple expedient of knocking out the original fixing pin at the ends of the panels and pushing the track over by about 1/4" and then repining, this believe it or not made quite a difference, well at least it looked better, time will tell I suppose.

The track gauge was checked on the curved section between the bridge and the lift-out section as a member notified me that their 3.5" loco had derailed there last summer. When the gauge was checked it was found to be tight in a number of areas on 5" and 3.5", not good on a curve I thought, so the track gauge was opened very slightly. I'd be interested to know if anyone else has had a similar problem on that part of the track.

A number a split sleepers were replaced on the New Land section of track. Now the fixing screws were found to be badly corroded which I think could be the cause of the problem, something to investigate further.

For the steaming bay traverser a longer loading ramp has been fabricated which should enable the larger locos to get on and off the track without bottoming their guard irons.

That's all for now but I would just like to thank all those members who gave their time and energy over the winter in getting the raised track and its ancillaries ready for another season.

**Happy Running
Martin C**

A Former Club Layout

It is about 10 years since the Barnet Model Railway Club (BMRC) was absorbed into the NLSME. The BMRC has been dissolved and its bank account closed. Some parts of the former BMRC remain, the '00' Bowes Park layout surfaces occasionally and the present '0' gauge layout St. Johns Rise is being added to with pieces from the late Roger Elkin's garden railway.



One layout which will not be known to NLSME generally is 'Hitchin'. This layout lives in the loft of a house near Grange Park. It was owned by the late Bert Collins who was president of the BMRC. Bert died in 2004 but his widow Joyce and son Ian allow former BMRC members to operate the layout 7 or 8 times each year.

Hitchin was built in the 1970's and is an oval shaped layout. Hitchin station, shown below with master switchboard, features prominently on one side and Arlsey station is on the other side.



Three Counties station is not shown. The period modelled is the mid 1930's. The Midland Railway branch to Bedford (photo next page centre) runs away along one wall and the Letchworth crossing is shown at the top of page 17, although it is mainly used for train storage. Hitchin station is easily recognisable as it is today, two long platforms and two through roads for freight and non stops. Arlsey was shut in the 1960's and rebuilt some distance away in the

1990's. The model shows Arlsley as it was 80 years ago (photo below) with just two platforms.



Hitchin shed is situated behind the up platform and there are carriage sidings where today there is a car park.



The whole layout is operated from one side, three operators is ideal. There are both electric points and wire powered ones. The main control board has a bewildering array of switches allowing each of the four tracks to be driven independently. Hammant and Morgan controllers were used but a couple of these units have failed and are replaced by Gaugemaster controllers.

Needless to say all motive power is steam. A3, A4, C1, V2 and N2 run most of the passenger trains. J6, and O2 pull the freight. A Jinty operates the Bedford branch. The carriages vary from a magnificent Pullman rake, some teak express coaches to a double quad art. One freight train is worth mentioning in detail. Bert built many wagons which were fully weathered (he was also a very accomplished artist and had many railway paintings published) and made up a heavy train. The only locomotive on the layout that could move this train was a doctored O2. The locomotive was full of lead and had a large Pittman (American) motor inside it. In more recent times a heavily rebuilt Hornby Crosti 9F with white metal tender fittings has just about moved this train.

The photographs show the layout as it now is. The signals need repairing and are stacked on the downside Hitchin station roof. The layout did get shown on



The Letchworth Crossing

television (ITV I believe) many years past. Apparently the camera man could not believe what he was seeing.

Geoff B



Geoff B driving his class 77 locomotive on 21st April 2019.

NLSME.

The February 2019 Workshop Meeting.



On the fourth Friday of February a select group of members gathered at Headquarters to discuss informally items concerning engineering and model engineering in particular.

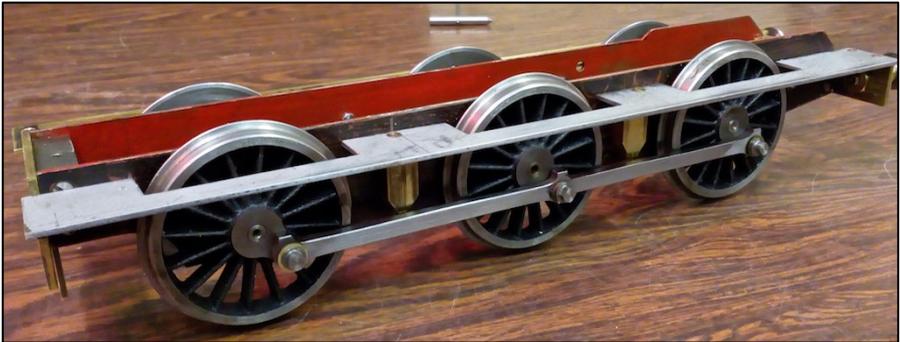
Mike H welcomed the group to HQ and then introduced the first item. It was to be the geography of the four-jaw chuck. He had made a special pedestal to hold the chuck and to simulate a lathe headstock. Soon the group were involved with the intricacies of the useful and obedient four-jaw chuck. It turns out that with a bit of care and caution the four-jaw chuck is more accurate than the three-jaw self-centring chuck. Mike assured the group that the three-jaw chuck, although easier to use often had built in errors which were very hard to remove. Adjusting the four-jaw chuck with specially manufactured keys (see photo on front cover) was in

Mike's opinion a doddle and of course satisfactorily accurate.



Gerald A. brought onto the podium an exquisite example of a rolling chassis for a Gauge One *Project* locomotive. Readers will be familiar with the attractive 0-6-0 tender engine for Gauge One which can be knocked off in a month but invariable takes several years to complete due to many competing circumstances. The problem Gerry brought was the manufacture of the splashers ('mudguards' to the initiated). The instruction from the good book was to bore a piece of brass rod to one sixteenth shell thickness, part off and then divide the result into three parts to create the three splashers for one side. This was described as the easiest way of doing it and Mike G; who is a very experienced model engineer concurred. However numerous other formulae were suggested from spinning, press folding to manufacture from a bean tin and instant

glue.



Gerald's rolling chassis

David L. had brewed an excellent cup of tea and with Mike's choc biscuits an interesting tea-break was experienced.

Ian J. next showed the group the remains of a *Heilen Lassie* chassis. He had been given the chassis by a lady who performs house clearances. Unfortunately, the lady and Ian fell out severely and so the provenance of the chassis could not be established. But the locomotive looked as though it had been prepared for rebuilding but the owner had either lost interest or departed this world.



David B. our lad from Yorkshire then discussed the intricacies of the swan-necked parting off tool. The fact that the tool 'bows down' and rarely 'digs in'

when parting off was an advantage worth a few avoided broken blades. David also brought a steel sleeve with a releasing tang aperture and asked what it was used for. The answer was not forthcoming not even a rude riposte was given. That



brought the time neatly to ten pm; being the time to return to homes for a cup of Ovaltine or something more stimulating in a local hostelry. Thank you Mike.

Ian J

Invitation Received

HARROW AND WEMBLEY SOCIETY OF MODEL ENGINEERS
Located at Roxbourne Park Field End Road Ruislip. HA4 9PB

Dear Secretary,

The Board of HWSME has asked me to contact all the Model Engineering Clubs within a reasonable travelling distance of our site. They would like to invite your members to join us on either or both of our Open Days, when friends and family meet together over the Bank Holidays.

The dates are :- 4th, 5th and 6th May 2019 (Bank Holiday), 24th, 25th and 26th August 2019 (Bank Holiday).

We will have a temporary Boating Pond erected over the August Bank Holiday. We have a large Club House with all facilities and will be offering light refreshments during the day. We have a good selection of local "takeaways" and you can collect meals from them in the evenings.

On our open days' we normally have caravans staying on site and you are welcome to join us. The parking area is fenced off and not open to the general public. For your information there is easy access to our site also we have a large and secure private car park. There is easy access onto the field to load and unload Locomotives, Traction Engines and Boats. Vehicles transporting locomotives can be driven directly up to the track and unloaded straight onto the rails.

We have a ground level track that has 3.5" , 5.0" and 7.25" gauges. We have a dedicated run for Traction Engines (up to 4 inch scale).

As we are obliged to do public passenger running during the summer our private operating is rather restricted on Sundays. However the Club would also be delighted to offer an open invitation to other clubs to join us on a Saturday. A suitable date can be arranged that will fit in with your own timetables. Should your membership decide they would like to join us on the Bank Holidays or a Saturday, please get in touch with me.

Regards and best wishes Julian Greenberg.
Club Quartermaster and Health and Safety Officer.



Tea break at Colney Heath on 3rd March 2019. Photo Ian Johnston



Planted in the 1960's the somersault signal post has succumbed to irreparable rot. A detailed technical examination (wobbling it!) showed it to be very unsafe. Rather than contrive ungainly temporary props a decision was taken to remove it without delay. Removal as can be seen in the picture above required little more than a shove and down it came. Timber for a replacement, supplied with the correct 8" to 7" taper has been located. Les B

Dates for your Diary

MAY	2019
Fri 3rd May	General Meeting at HQ, 8pm. AGM
3rd to 5th May	Fetes & Fairs at Baldock Beer Festival
Sun 5th May	First Public running at Colney Heath 2pm – 5pm
Mon 6th May	Fetes & Fairs at Southgate
Tues 7th May	Council Meeting at HQ, 8pm
Sun 12th May	Toy Boat Regatta at CH
<i>Fri 17th May</i>	<i>Deadline for copy to Editor for June News Sheet</i>
Sat 18th May	Fetes & Fairs at Wheatfield's school
Sun 19th May	Public running at Colney Heath 2pm – 5pm
Sat 25th May	Pete F. Party
Sat 25th May	Fetes & Fairs at Wheathampstead station
31st May, 1st & 2nd June	Fetes & Fairs at Herts Steam Rally
JUNE	2019
Sun 2nd June	Public running at Colney Heath 2pm – 5pm
Tues 4th June	Council Meeting at HQ, 8pm
Fri 7th June	General Meeting to be held at Colney Heath 7pm First Aid
Sat 8th June	Dave L. Birthday Party
Sun 9th June	Fetes & Fairs at Oaklands
Sat 15th June	Fetes & Fairs at Hertingfordbury
Sun 16th June	Public running at Colney Heath 2pm – 5pm
Sun 16th June	Fetes & Fairs at Marsworth
<i>Fri 21st June</i>	<i>Deadline for copy to Editor for July News Sheet</i>
Sat 22nd June	Centennial Birthday Party – Derek P.
Sat 22nd June	Fetes & Fairs at Kings Langley
Sun 23rd June	Beaver Scouts visit – Les B
Sun 23rd June	Fetes & Fairs at George Spicer school, Enfield
Sat 29th June	Derek P. Birthday Party

NB. Please notify Alan M (Secretary) of all meetings and other Society events for inclusion in the Society Calendar. Approval for special events still rests with Council and/or the Tyttenhanger Site Committee.