

# August 1999 / Issue 595

## Contents

[Thoughts of Chairman Dell](#)  
[More Thoughts....](#)  
[Stationary Steam](#)  
[Tyttenhanger Gazette](#)  
[Marine Mumbles - Open Day](#)  
[Paranoia](#)  
[Off The Cuff](#)  
['Jupiter'](#)  
[Important Notice](#)  
[Track Duty Rota V1.2](#)

## Thoughts of Chairman Dell

As I warned you early last year, I am going to tell you about the time when I was a member of a South East London Trolley gang when I was about 10 years old. We lived in a very poor part of SE London, in a very poor street, and the further down the street you lived, the poorer you were; we lived in the last house. We were so poor we had to borrow rubbish from next door for when the dustman called, so of course, a bike was out of the question; my cousin Roy had made himself a trolley.

For the benefit of the younger members, let me tell you that a trolley consisted of a central plank of wood, 4 feet long x 2 inches thick x 8 inches wide - this seemed a popular size. At one end was fitted a cross beam which carried the rear axles and wheels. We always used staples to fix the axle to the beam - when I say staples, I mean staples - why use 6 when 20 would be better (over engineering), not for us, screws. The front axle beam (steering) was a piece of 4 x 2. This had to pivot so as you could steer. My father's tool kit consisted of an old bread knife, a bent screw driver and an old hammer - not a lot for a budding trolley maker.

The first problem was the central hole to take a coach bolt for the steering, as we had no drills. We always had a good fire in the kitchen and my mother was puzzled why I kept making the fire up. We had a large poker and I heated this up to a bright red and started to burn a hole through the front axle and main beam. It took me a long time and was hot work. Finally I broke through. I feel that the ancient who made the first wheel must have used the same technique when fixing his wheel to the axle.

So now I had a main chassis, a rear axle beam and a front axle, which pivoted. The next problem was wheels. Near us was a large scrap yard which had everything from old cars down to prams. Pedigree prams had very large wheels, 2 feet 6 inches diameter - these were the most desirable. After several visits I found a pair of pram wheels and the man in charge wanted sixpence for them; as I had only threepence, no deal was struck. By running errands and other odd jobs, I acquired the further threepence, but when I went back, the wheels had been sold. After several more visits another pair of wheels appeared. These wheels had quite good chrome on them which was a plus point in the trolley fraternity, so I was quite pleased I didn't get the first pair. I had now acquired the sum of seven pence and was determined to bargain, so I offered the man five pence, which he promptly turned down. I put on my most forlorn face and he cracked, so now I had a good pair of wheels at a good price.

Next, the front wheels. State of the Art was a pair of ball races for the front axle. This was no real problem, just a visit to the local factory scrap bin and I had a pair of 2 inch diameter races, 2 feet 6 inch rear wheels and 2 inch front wheels. It looked fast just standing still. A length of sack cord completed the steering. I used an oxo tin for a tool box; a stout soap box with the front panel knocked out, in which you sat. Now she was complete - they say beauty is in the eye of the beholder, and to me she was. I started in the trolley gang as a pusher for my cousin Roy. A pusher was expected to push, even up the steepest hills, but the best bit was going downhill. The main beam had an overhang which you stepped up on once the trolley was rolling great stuff.

Although I enjoyed being a pusher, it was nothing compared to owning your own trolley.

*Frank Dell*

---

## [More Thoughts....](#)

The site at Colney Heath is looking its best at this time of the year. Many thanks to Kate Reddich and Ian. The hanging baskets and flower beds are a picture. Ian and Sam look after the grass cutting. Sam also puts out the signals most weeks before the stewards arrive. All clubs need juniors and Ian and Sam are doing a grand job.

Birthday parties are going well. I think we are up to ten at the moment. We can still do with more support, so if you are free on a Saturday when there is a party, do come along. John Riches and his friend, John have produced a splendid poster advertising parties, so we should have even more in future.

Please note that we have hospital rising beds at the track, kindly donated by Ian Johnston, which are ideal for getting your loco into the car at home and getting it out on your return. These are free to anyone who wants one.

We had a very good public running day on Sunday 4 July. We took over £ 100 in the coach and there was a £ 20 donation - that's certainly more like it!

On that happy note I end.

PS. Thanks to Tim Joiner for standing in for last months edition of the News Sheet whilst Angela had a well earned holiday.

*Frank Dell*

---

## [Stationary Steam](#)

It seems that the latest piece of legislation directed at model engineers is intended to encourage us to be insured under the road traffic act. Could this be a new traffic calming measure? Did seeing a convoy of seven miniatures negotiating Hyde Park corner on New Year's day provided the inspiration? Are our august leaders hoping for convoys of minute steam vehicles on all our trunk routes? Wait to see what they come up with next. Boilers painted in day glow pink perhaps, you never know.

The Colney Heath School fete was a great success with four engines in steam and very

good weather. Rumours of sabotage perpetrated on the steam lorry are unfounded "it just broke in my hands guv" was the section leaders comment and just because he was at the wheel when the steering broke means nothing. The visit of the Cine Section to Colney Heath went very well, but proved categorically that smallish traction engines have largish problems with posts set in cement. SS has had more than its fair share of steering problems just recently, but we keep steaming.

The HO section's visit to Colney Heath saw two steam and two battery Locos hard at work and a repaired traction engine delicately circumnavigating "The Post" all afternoon. We had three engines at the Chiswell Green event and displayed the Club's information board. The Sealed Knot staged a splendid battle but the Royalists won. The Parliamentary elements of SS did offer the use of steam hauled mobile cannon but were turned down on the grounds of authenticity. We also hauled lots of kids.

I hope that the forthcoming pub run will be well supported, the previous one was a great success, but we were so busy last year that we left it too late to organise.

IT WOULD BE VERY NICE IF ON THE DAY, THE GENUINE MEMBERS OF THE SS SECTION BROUGHT UP THEIR STATIONARY STEAM ENGINES AND RAN THEM AFTER LUNCH.

You've all got them, get them out of the loft, dust them down, squirt them with WD40 and bring them up to the track. When Peter Badger ran his Trevithik engine we had crowd control problems. Everyone likes them and loves to watch them go. Finally a small correction, the SS section leader bought a blue shirt at Enfield and not a black one; he's far too left wing for such a shirt.

*John Squire*

---

## [Tyttenhanger Gazette](#)

Thoughts of Roger Bell!

As the July Loco Meeting was a barbecue at Colney Heath, this leaves me short of a topic to write about, so I shall fill the space with some of my own thoughts. Throughout my forty years in mechanical engineering and the very many colleagues I have worked alongside, I have often been struck by a lack of passion for the subject. To many, it was just a job, a way of earning a living. With the monotony of everyday routine, that is easy to understand. However, for those interested in engineering, model or otherwise, the enjoyment can extend through one's life in a greater appreciation of what is going on in the world around us. We notice, and ponder over, engineering design where others fail to see.

Whilst driving home recently, I was requested to stop whilst a four axle tipper truck manoeuvred across the road and backed up to dump its load. The rear door was unlatched and the hydraulic ram tilted the body way up in the air to 45 degrees, whilst the load slid out. I pondered on the mechanics of it all .....

One problem is that the load may become stuck temporarily. If the ground is at an angle the truck will lean over and may roll over on its side. Not possible, you may say - then allow me to relate my tale.

Whilst working in the truck industry, I had the delight to visit a vehicle proving ground, or test track, with our new design four axle tipper truck, fully laden with sand and at 30

tons gross vehicle weight. The truck was parked on a large tilting table, with the body down, in the normal driving position. One side of the truck was chained to the tilt table. The table was tilted until the tyres on one side had just started to lift - this was at 28.7 degrees.

The second test, still on the tilting platform, starting again with it level. The tipper body was raised to 45 degrees, but the rear door was kept closed to simulate the stuck load. A slack chain had been connected from the front end of the tipper body to the platform. The platform was again slowly tilted, and at a mere 4.7 degrees platform angle, the chassis and body were leaning way over to one side. The body was at an angle of 16 degrees. The body tilt cylinder was interfering with itself, the rod had contacted the shroud of the cylinder and was leaning at a crazy angle. The platform was moved back level, but the body was still leaning over at 8 degrees. The body was lowered and the truck was driven in a high speed figure of eight pattern. Much banging sounded as the chassis realigned itself.

Measurements taken later proved the rear sidemembers had both been bent down by one inch at the rear end which cost £ 800 (this was ten years ago) to have straightened. The test had bent the chassis - how it was described at the time was, "We have taken it beyond its yield point.

..... . Meanwhile, still waiting by the roadside as the body was raised, I noticed that the design now incorporated some links on a framework between the body and the chassis to keep the body parallel with the chassis sideways as the body was raised. A design improvement at some extra cost had been made. The truck drove off and I was waved on. To many, the hold up had been an inconvenience, but to me, it was interesting entertainment.

*Roger Bell*

---

## **Marine Mumbles - The Open Day**

It all went with a bang - what a wonderful day! Lovely weather, plenty of boats, plenty of people. I would like to thank the members from the St.Albans Club who came along to support us and organise a steering event round the buoys, which they kindly marked out. This was done by Colin Searle, who also had made up a derrick crane system for putting out the buoys - a brilliant idea and cheap to make, too, and it enabled you to put the buoys anywhere in the pond. We will look forward to seeing you in September.

Terry and I managed to put up the gazebo, which went together like clockwork. It is now kept in the shed next to the coachouse. The two goldfish kept their noses down in the leaves and caused no problems.

There is now a visitors book in the coachouse for Marine Section visitors to sign. Thanks to all who helped the Open Day run smoothly.

*Frank Inman*

---

## **Paranoia**

**Paranoia  
On a health and safety theme**

**I floated like a little cloud  
Just puffed from out a funnel,  
And then I hit my head quite hard  
For I was in a Tunnel.**

**Gadzooks I cried it is too low,  
We'll have to make it taller.  
Don't be such a fool they said,  
Just make the drivers smaller.**

**Then spoke a very civil man with  
engineering skill.  
Let's jack it up my lads said he,  
We said, OK we will.**

**So now it stands there tall and slim,  
But is it in proportion?  
Perhaps it should be wider now,  
But whisper this with caution.**

**Any correspondence on the technicalities of jacking up tunnels should be  
sent elsewhere.**

*John Squire*

---

## **Off The Cuff**

We had a thoroughly enjoyable holiday apart from Michael pulling a muscle in his shoulder and me getting a whitlow! And I am beginning to think holidays are really for the young as it took us a full week to "recover", but here we are back on the treadmill and still enjoying it!

The "fetes presentation" has been postponed until August so we didn't have to rush through the Agenda in an hour flat and we finished at a reasonable time. The Society's views on the recent draft document from the Health & Safety Executive (see last month's Off The Cuff) were passed to the Southern Federation and resulting from the numerous positive and constructive responses they received, the liaison group have been rewriting the draft - one of their main aims being to make it more "user friendly" by removing most of the "Civil Service" terminology. We now await the next stage in this ongoing saga.

The rather general use of the Society's boiler test equipment was discussed at some length and recommendations were made which will be considered by the boiler inspection team. It is likely that members with boilers due to be tested will be reminded via the News Sheet - a scheme used most successfully by many Clubs. No doubt when the HS&E document is finalised other changes in long established and often bad habits will be introduced. It is also likely that the Loco Track Committee will be meeting at

more frequent intervals to keep abreast of the various changes which seem to be coming. The Club loco JUPITER, now dedicated to and renamed BILL CAMP, has had a new injector fitted and is performing well.

There have been a couple of donations recently at Colney Heath with one member placing a new seat alongside the pond, and another member giving an excellent sack barrow to replace the one that has "gone walk-about". Mind you, if the original sack barrow can overcome its embarrassment at disappearing it will be welcomed back with open arms! Also at Colney Heath we are continuing to have a successful run of bookings for birthday parties and more help from members would be appreciated - give Rod a ring and turn up and lend a hand.

The regular inspection of the fabric and condition of Headquarters has taken place and the Council now have a detailed list of remedial work to consider though a hurried scan of the report did not seem to indicate any particularly urgent items but we are reading it more thoroughly prior to discussion in August.

Slot Car members now have "home & away" meetings with the Coulsdon Society on successive weeks and currently are in the lead by 2:1, with attendances at their Thursday evening meetings remaining good.

Marine members can now polish their steering skills by guiding their radio-controlled boats through and round various buoys now in situ on the pond.

Cine members have been getting out and about recently - visiting Welham Green where one member entertained them to tea and sandwiches, Redbourn where refreshments were partaken at a local hostelry, culminating in a barbecue evening at the track.

North American members and families also spent an enjoyable afternoon at Colney Heath and were blessed with fine weather. The sunshine has also proved beneficial to attendances at the track on Thursday and Sunday afternoons, and members from 3 or 4 visiting Clubs are expected on 14th August with some, hopefully, staying overnight in their caravans.

Stationary Steam & Traction Engine members had extremely successful afternoons at the Colney Heath Primary School Fete (we have since learnt the School raised £ 3,400! and have received a very nice "thank you" letter from them) and the Millenium Pageant in Greenwood Park where one of the highlights was a re-enactment of the Battle of St Albans by regiments from the Sealed Knot - very colourful and very noisy (they use real gunpowder in the real cannons)!

Here endeth the July lesson!

*Beryl Collingwood*

---

## 'Jupiter'

You will have been reading of the continuing fortunes of Bill Camp's engine JUPITER which has been performing with some success at recent birthday parties.

We have had a problem with the original injector fitted by Bill Camp and in desperation

sent it to Derek Brown at Stamford for examination. Unfortunately Derek was unable to give it the "full works" as the connections did not marry up with his system. However a visual examination and a minor modification has resulted in some improvement. We are also grateful to Derek for supplying us with a 100% tested injector which he has made and given to the Society for use on the engine. It follows Derek's well-known recommendation to "keep 'em small, little and often, and don't fit one that's too big"!

*Mike Collingwood*

---

## **Important Notice**

In the April & May News Sheets I announced my intention to stand down as Hon.Editor of the NLSME News Sheet due to pressure of other commitments. Unfortunately, nobody has come forward to take my place, and I am sorry to have to tell you that this is your penultimate News Sheet. YES ! THE SEPTEMBER NEWS SHEET WILL BE YOUR LAST ONE ..... unless somebody is willing to take it on. I would like to take this opportunity of saying how much I have enjoyed producing the News Sheet over the past four years.

*Angela Foreman, Hon.Editor*

---

*The opinions and views expressed in this News Sheet are not necessarily those of the Society or editor.*

*Top*

---

Copyright © The Bluematter Design House 1997 - 2000. All rights reserved. <http://www.bluematter.co.uk>