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Thoughts of Chairman Dell

Christmas is now over. I hope everyone had as good a time as myself and that you all had a good New Year. The ME Exhibition is also over for another year. This year I thought it was so much better than some previous years. It seemed to have all the old atmosphere of the MEs of old. Less sweets and jewellery stands and many more trade stands. The layout was excellent and NLSME had a very good show. Once again we won 'Best Club Stand'; a good effort from Frank Hills and helpers. Three in a row must be something of a record!

We also had model winners: A bronze for Peter Wardle for his magnificent South African Garratt: Also to Mac Gower for his Jubilee; this time a gold. Mac, although not a member now, was a member for many years until he left the district. Also I mustn't forget that Peter Wardle won a gold at the Midlands Exhibition. On the subject of successes, last but not least, Brian Remnant was second at this year's IMLEC. Brian is a country member and has been close to winning on more than one occasion. Congratulations to them all!

The only criticism I can think of at the ME was the prize presentation. When a gold medal winner is allowed to hold the cup and have his photograph taken and then the cup is taken away and he is given a paper certificate it seems a bit naff to me after years of dedicated work and research. I think that a gold, silver or bronze medal could be awarded. This would not cost a fortune and need not be solid but could be plated.

I shall not be standing for re-election as Chairman in May. As I've stated on numerous occasions I only intended to serve for 2 years and my 2 years are up in May. So get your nominations in early and avoid the rush!

Now a few observations for those born before 1940.

We were born before penicillin, polio shots, frozen food, Xerox, plastic, contact lenses, videos, frisbees and the pill. We were born before radar, credit cards, split atoms, laser beams and ball-point pens; before dishwashers, tumble dryers, drip-dry clothes and before man walked on the moon.

We got married first and then lived together; we thought fast food was what you ate in Lent; a Big Mac was an oversized raincoat and crumpet we had for tea. We existed before house husbands, computer dating, dual careers - and sheltered accommodation was where you waited for a bus.

We never heard of FM radio, tape decks, artificial hearts, word processors, yoghurt and young men wearing earrings. For us time-sharing meant togetherness, and a chip was a piece of wood. Hardware meant nuts and bolts and software wasn't a word.

Before 1940, 'made in Japan' meant junk. Stud was something which fastened a collar to a shirt and going all the way meant staying on the bus until it reached the depot. Cigarette smoking was fashionable and grass was mown. Coke was kept in the coal shed. A joint was a piece of meat you ate on a Sunday and pot was something you cooked in. Rock music was a grandmother's lullaby. Eldorado was an ice cream and a gay person was the life and soul of the party, whilst Aids just meant beauty treatment or to help someone in trouble.

We who were born before 1940 (some of us long before!) must be a hardy bunch when you think of the way the world has changed and the adjustments we have had to make. No wonder we are so confused and we have a generation gap. But by the grace of God we have survived!

This month, at the beginning of the New Millennium, I'm pleased that we can bring you some special reminiscences from Bert Mead who joined the Society very soon after its formation. We had hoped to bring you a few words also from Cyril Drayson who is an original member of the NLSME and our longest serving member. Unfortunately Cyril is not too well at the moment. Best wishes from us all Cyril and long may you continue to be our longest serving member.

One last piece of news: Sam Skuse has appeared on the front cover of the ME. I hope circulation doesn't go down! Seriously though - a fine photo and a good subject.

Frank Dell

Recollections of Earlier Days and a Millennium Message

To the best of my recollection, in 1944 a group of men who were model engineers around the Whetstone, Barnet, New Barnet area who knew each other in some way decided to form a club and after several meetings they decided to advertise in quite a lot of newspapers in quite a wide area announcing a meeting to which interested people were invited. A friend of mine in Crouch End, Gerald Gardham, who like myself was interested in '0' gauge (and later became a secretary of the Society) saw the advert and

told me about it. Unfortunately being in the police force I was on duty the night of the meeting and could not attend. However, soon afterwards I did attend meetings which were held in Barnet District Gas and Water Company offices in Station Road, Barnet and I became a member. But, being in the 'Met', shift work meant I could not attend every meeting and event the Society held. Eventually we had to get out of the Offices and we went to a Parish Hall in Whetstone in Frien Barnet Lane. It was there that I met Ed Hobday who became a good friend of mine in the Society. We eventually had to get out of there too and we went to a disused pumping station in Prospect Road. There we had a workshop, the only full workshop I remember the Society having. It was a perishing cold place but it was there that Ed Hobday and I brazed up the boiler of my Maid of Kent.

It was through the good offices of Ernie Simes, a founder member, who was employed at the Barnet District Gas and Water Company that we gained so much support from that Company. He must have had quite an influence in the Company and Mr Stace the Company Chairman was a member too although not so active as Ernie. I remember that Ernie had a radio-controlled model motor coach.

Other personalities I remember well who are no longer with us were Ted Moon, Bert White, John Sumpter, Lawrence Sparey and Rollo Wuidart. Bert White, an engineering teacher, with a very relaxed and confident manner whilst working, was a particularly clever man and in fact Lawrence Sparey learnt quite a lot from him. John Sumpter was the electrician at the Gas Works in Tottenham. When it was nationalised and things were split up he had part of the big house, originally part of the Works, with a big garden in which he built a track. My Maid of Kent ran on that track.

In the 1940s before our permanent site at Arkley we had a portable track which besides having 2 ½ " and 3 ½" gauge had, if I remember correctly, 4 ¾" gauge which is the accurate gauge for 1 " scale. This was to accommodate Jim Crebbin's Cosmo Bonsor and his other 1 " scale engines. He was a stickler for accuracy.

In the early days I built a 3 ½" LSWR 4-6-0 Drummond Paddle Box locomotive which first ran in Bert White's back garden with my son Brian driving. There were no published drawings or instructions. It was my first attempt to build from works' drawings (the Editor has persuaded me to tell more about this in a future Spotlight Article) and although I was very pleased with it I found it did not steam too well. GA Flanagan, the first Chairman of the Society after the initial caretaker committee, was an exceptionally nice man and a 'big shot' in the City. Flan, as we called him, said to me, "Let's take the Paddle Box to Curley's." He called in his car one evening and picked it up. Next day I went to his office in the City and we went down to Purley. Now Curly looked like 'your granny.' Flan had warned me about this before we went so that I wouldn't be surprised. Curly had a squeaky voice and I found him just a trifle condescending towards me. But of course he was a very capable, clever man who commanded huge respect in the hobby and was the Society's patron.

When we arrived I had my pipe in my mouth. Curly hated smoking and said, "Don't put that on in here!" I of course would never have done that anyway in any ones house.

Curly's house was very much like my own today but the whole place was filled with machines, engines, drawings etc. etc. After I demonstrated that my Paddle Box was a poor steamer, Curly opened the smokebox and had a good look. His dictum was to divide the smokebox into three. The bottom third was up to the top of the blastpipe. The top third was the chimney liner and the space in between was the other third. I had built it as per works' drawing but Curly suggested I alter it to his overall plan. The other thing

was that I had too big a ram in the axle pump and I was drowning the boiler. I made the alterations and when we took it back he belted the engine round and round the track driving it really hard. Afterwards he patted it and said, "Lovely engine!" So that was Curly.

Has the Society changed in its 56-year history? Well it may come as a surprise to some members but I don't think it has changed a lot over the years. The biggest change I see is that people today have more money to spend on the hobby than ever they did in the early days. Members seem now to be much better off for machinery. However, although there were several quite well-off people in the Society in those days very few people bought completed locomotives. There was as today a great cross section of society in the Society. And just like today most members did not have enough time to pursue their hobby. A lot of us had to make do with very basic facilities. The boiler for my 2 ½" Southern Maid I brazed up in a hole in my garden lined with coke using a 5-pint blowlamp. To quench it I had a big drain-pipe blocked at one end with concrete and filled with acid pickle.

Venues for our meetings changed quite a lot in earlier years and after we had to vacate the Parish Hall in Frien Barnet Lane we went to a disused pumping station in Prospect Road, Barnet. From Prospect Road we went to a Parish Hall in East Barnet Road and then Church Farm in Church Hill, East Barnet, before finally getting our present headquarters in Summers Lane.

I have heard it hinted that the Society was run by a benevolent dictatorship in the early years. There is perhaps a little truth in that. Some Society members were employers and quite influential people and I remember on one occasion at a meeting one member said to another, "May I remind you that this is a meeting with fellow Club members, not your employees!" Taking liberties with other members, rudeness and bad feeling of course did occasionally occur just as they sometimes do today but an atmosphere of co-operation and friendship was the norm as it is today which is essential if a club is to survive and flourish.

I made many friends and we all helped each other in many ways. I remember Bert White helped me braze the backhead and foundation ring of the Paddle Box and at a later date Geoff Cashmore brazed up the boiler of the Saint for me. At one time we needed to carpet our present headquarters and Geoff Wren and I visited supplier after supplier in North London. Eventually we found suitable carpeting for £600. The Society didn't have this money to spare so 6 members loaned £100 each to pay for it.

It's been a marvellous club to belong to over all the years. My great regret now is that, not having a car any more, I can't visit the Society as much as I'd like. The Society has been a real success story and in the new Millennium I wish it continuing success in changing times. If members continue with the good will and friendship I have experienced in the Society over the years then I'm sure it will continue to thrive for the whole of the third Millennium.

Bert Mead

[Off the Cuff December 1999 and January 2000 Council Meetings](#)

Hope everyone had an enjoyable Christmas, free from coughs colds hangovers etc., and that you all stayed up to witness the dawn of the much vaunted Y2K!

Back in December the Council agreed that a committee was needed to oversee any matters pertaining to Headquarters including the all important on-going check on everything itemised in their risk assessment document and this is now actively being organised. We also considered the viability of the Society applying for a grant under the Millennium/Lottery "Awards for All" scheme but as this did not seem appropriate to the Society as a whole the Sections are being asked to see if they can come up with ideas which might fit the Scheme's requirements. A resume of the scheme has been sent to the Section leaders to help you decide if anything worthwhile can be formulated.

We all agreed the Model Engineering Exhibition at Alexandra Palace was an improvement in all respects to run-down Olympia, and for the third year running we won the Best Stand Award. We don't seem to get a trophy these days and are waiting for a Certificate which can be suitably framed. It was an excellent show and unless you happened to live south of the Thames was very conveniently located!!

Marine Section reported the footings for the access bridge were progressing well: some pieces of drainage pipe have been laid at the bottom of the pond so the resident fish have somewhere to shelter from ice and predatory herons. 00 Section expressed an intention to work on their exhibition layout over Christmas and into the New Year. Slot Car members continue to enjoy race meetings, and are holding their own on membership levels. Stationary Steam & Traction Engine members have been greasing up everything that could be greased and keeping their boilers warmed up. The Video Section enjoyed their annual Xmas nosh-up, endured a talk by the Vice Chairman, and are writing scripts for their Triangle Competition video films.

The Year 2000 dawned, we stayed up late, and spent most of January 1st dozing - with the television on to ensure we kept dozing!

Despite all the New Year illness about we had a good turn-out for the January Council Meeting though with the rather long holiday break there were not too many subjects up for discussion, so Minutes - Matters Arising - Chairman's, Secretary's and Treasurers Reports were all quickly dealt with. We rattled through matters pertaining to Headquarters, and came to Section Reports.

The Fetes Section was reported "on schedule" with its new track: Now has its own web site: is fully insured: And already has 4 bookings. By the time you read this, you will have heard their presentation at the January Loco Meeting. A considerable amount of paperwork was tabled on behalf of the Loco Section - Operating Rules & Regulations: Track Stewards Duties: Operating Rules for Drivers: Accident Book: etc. - much of which will in due course be sent to members. Some documents will be displayed in the Workshop. It should all be finalised in time for the running season. For Marine members it is a quiet time of the year but if you are at Colney Heath and the pond is iced over, please find a piece of wood and crack the ice - it will help the fish to keep breathing! North American Section reported "just general maintenance"; and too many 00 members were poorly over the Christmas-New Year break for any work to be done. Some brave souls from Stationary Steam & Traction Engines had a thoroughly enjoyable run as part of a London Parade on New Years Day.

Beryl Collingwood

Editorial

Looking Back and Looking Forward

A Happy New Year to you all. At the time of starting to write it's back to the 'nosey grindstone' (at least for those who are working) after what I hope was a good break for everyone.

This first issue of the News Sheet in the Third Millennium is the 600th edition. It is fitting for both these reasons that we should look back to the founding of the Society in 1944 and it's fascinating to read Bert Mead's first hand memories of the early days. However, due to an unprecedented number of contributions this month some planned articles on the founding of the Society have had to be held over until next month.

Although a regular meeting of the Society is titled 'Work in Progress', I'd be pleased to receive any modelling hints and tips from members for publication in the News Sheet. It may be that you don't like speaking in front of an audience. On the other hand ideas presented at a 'Work in Progress' meeting may benefit from being written down as well, both from the point of view of reaching a wider audience and because they are worthy of being permanently recorded. So please put pen to paper. By passing on useful information we encourage each other in future projects. Paul Gammon, of stainless steel superheater fame, gives a tip this month.

Thinking of the future, if any member has ideas for future articles and features etc. please discuss them with Council members, myself or within Sections so they can be considered. One thing our News Sheet could do with more of is funny stories, cartoons and humorous items - we all need 'a laugh' as often as possible!

If members can manage to send their contributions in 'Word' either on a disk or in an E-Mail it would be much appreciated although I realise that E-Mails have not always reached me.

One final thought on this: In the past if you got the name and/or address roughly right on a letter somehow the postman would get it to the right address. Isn't it annoying how if you get just one letter wrong in an e-mail address your message cannot be delivered or is directed to the wrong person?

Grahame Ainge

The Wrong E-Mail Address

Typing in the wrong e-mail address can cause serious harm. Consider the case of the Illinois man who left the snow filled streets of Chicago for a holiday in sunny Florida. His wife was on a business trip and was planning to meet him there the next day. When he reached his hotel, he decided to send his wife a quick e-mail. Unable to find the scrap of paper on which he had written her e-mail address, he did his best to type it from memory. Unfortunately, he missed one letter, and his note was directed instead to an elderly vicar's wife, whose husband had passed away only the day before. When the grieving widow checked her e-mail she took one look at the monitor, let out a piercing scream, and fell to the floor in a dead faint. At the sound, her family rushed into the

room and saw this note on the screen:

*Dearest wife,
Just checked in. Everything prepared for your arrival tomorrow.
Signed,
Your eternally loving husband.
P.S: Sure is hot down here.*

Forthcoming General Meetings

The remaining two speaker slots for General Meetings have now been filled and hopefully you will make a note of the following additional dates in your diaries.

March 3rd "Use and Care of Measuring Instruments" by Les Brooks.
Les Brooks, one time Chairman and current member of the Society, spent 40 years working in the Metrology Department of the De Havilland and Rolls Royce Aero Engine Companies.

April 7th "Time and Place" by Ken Peak.
50 years of changing techniques in surveying and mapping applied to modern navigation systems. Ken Peak spent 20 formative years at Hunting Surveys Limited where he trained as a Photogrammetrist and moved on to the City University where as an Experimental Officer he was involved in the development of novel civil engineering measuring techniques.

Mike Collingwood

Marine Mumbles

Our Marine meeting in November started with Mike Collingwood giving us a brief précis of what was discussed at the last Council meeting. Thanks Mike.

The modelling part of the meeting kicked off with me showing how I produced some of the bits and pieces for my 1:5 scale scratch-built 20mm Oerlikon A.A.gun. The cartwheel sight was made from various diameter, tinned, copper wire attached to double-sided sellotape which itself was adhered to the gloss surface of a ceramic wall tile. The cross-wires were also fabricated from tinned copper wire of thinner gauge. The cross-wires were held in place across the three various diameter tinned circles. A 15 watt soldering iron was then used to melt the solder and form the sight. The excess cross-wire tails were removed and both faces of the sight were 'papered' down using flour grade wet and dry held down to a board.

The gun itself was finished in matt black and matt varnish. To give the metallic look, graphite powder was rubbed down the gun using finger and thumb. Dry brushing then highlighted the remaining features.

John West was up next giving an exceptionally interesting talk on three of his ships; how he built them and problems he had with them. The first of the two fast electrics was

the Fairy Swordsman, raced in the late 60s from Cowes to Torquay. John was using a gear-box rather than direct coupling, due to vibration problems. The hull was strengthened using the nylon stocking technique (not one of John's I hasten to add!) He had the correct decals computer produced for him.

The second boat was a tunnel-hulled racing boat made of A.B.S. The power comes from a 7.2- volt pack. The electric motor is enclosed in a large outboard unit. This unit is the same one used for the I.C. motor as water cooling channels can be seen inside the castings.

John showed us how to affix the large self-adhesive decals into place without having them stick in the wrong place - FOR GOOD. Use soapy water onto the decal area. Add decal which will move about on the slippery surface. When in place, push down removing the soap water from underneath. Allow to dry. Then seal with clear varnish.

The third boat was a sailing yacht. The most interesting component on this was the extruded aluminium mast with a T-slot all the way up it to take the sail.

To give all you pop-pop boat builders advance warning, Derek Perham will be holding his annual 'fast' pop-pop races during the April Marine meeting.

See you all next month.

Peter Stern

[Tyttenhanger Gazette](#)

At the January Loco Meeting, Tim Joiner, Section Leader of the newly formed Fetes and Fairs Section gave a presentation of the proposals for the Section. The design and construction of the ground level track was discussed with regard to passenger safety, weight, ease of assembly, particularly on uneven ground, and storage. The design has anti-tip rails.

The passenger car design also promoted a lively discussion. It was proposed to support the ends of two cars on one bogie (the same as Channel Tunnel trains) to prevent tipping. Details such as braking and connecting the two cars to the bogie were spoken of in detail.

The implications of the Department of Trade and Industry's Pressure Equipment Directive which commences in May 2003 was spoken of in some detail and I noted only a few points. The regulation applies to boilers which operate at above 7 P.S.I. and have a total water capacity of 2 litres or more. If one should buy a boiler before that date without a certificate of conformity one may have difficulty in selling it after May 2003.

Much to the embarrassment of the D.T.I. they forgot the humble 2-litre lemonade bottle, so Coke with its 80 P.S.I. potential has been granted an exemption!

Further information will become available in the Model Engineer magazine as the D.T.I. are under an obligation to tell us what the regulations are and how they affect us.

Roger Bell

Letters Page

More Hands Required on Deck!

At the December meeting of the Marine Section, which only seven members attended, it was suggested that this Section should try to improve its standing in the NLSME ranking and I am writing this letter with some hopes that a New Year will see the Section grow into a worthy and more recognised group.

The Society now has a really nice boating lake without any outside problems that other clubs have to endure, such as "Joe Public" and all the troubles HE brings in public parks with boating lakes, which many clubs have to use for their sailing activities. Also we have on the books some excellent speakers who would be only too pleased to come along and give talks and demonstrations in the winter months at HQ.

This could all be achieved if the Section during this Summer season can interest more of the other members of the Society who sail their boats on our lake. As we all would like to see an influx of younger members into the Club, perhaps a letter to a few schools around the area would be a start. I know that some of our members are in the teaching profession and some members' partners or wives also are teachers. I can think of at least ten members who have boats and have brought them up to the lake since completion of the amenity. Hopefully from end of Summer Time 2000 with a bit of luck we will have floodlighting installed so sailing will be possible into the twilight, and if anyone is keen enough, into the dark. On most Friday evenings in the summer we have a barbecue, It would add another aspect to these evenings to be able to sail with port-starboard-mast head-bow-stern and all the other lights that are in the marine vocabulary.

So how about getting ourselves just a little bit more organised in the coming season up at the lakeside and try to turn the marine side of things into a larger Section which will continue through the long winter nights with a meeting every third Friday of the month to go to and be well attended. So that's about it from me. Now its up to you.

Derek Perham

Colney Heath Working Parties

Members who attended the last Loco Section meeting will be aware that the Chairman of our Tyttenhanger Track Committee and Loco Section Leader Rod Pomeroy is unable to continue running things at Colney Heath for the present, due to personal reasons. As this is a temporary situation I have volunteered to step in until Rod is able to continue or other arrangements are in place before the running season starts.

. My reign as Chairman didn't get off to a good start. In my haste to arrange a track committee meeting on Sunday I forgot to invite two prominent members. Apologies to them;- will do better next time.

Because my ideas on running things at Colney Heath differ from that presently employed I proposed a new committee structure, dividing responsibility between the

committee members. Their comments and approval was sought, and after some discussion approved.

A full list of positions and responsibilities are given below. Two estate managers have been appointed, namely Mike Chrisp and Mike Foreman. They will co-ordinate the general maintenance work on all buildings, including the coach, carriage shed, toilet block, tunnel shed, garage, old station building and metal box.

The appearance of the site , security, services,(gas, water, electricity and telephone), the boating lake and all minor building projects such as the new bridge over the Cuckoo line, will also be under their jurisdiction.

The appointment of Ron Price as Track Superintendent was made. Ron will co-ordinate all raised track matters . Track maintenance, signalling systems, steaming bays, rolling stock and the tunnel will be his responsibility.

The major projects in place at the present will be run by Jack Edwards and Keith Bartlam. This is principally the ground level railway.

Tom Luxford and David Jones will take over the administration of working parties, with the responsibility of ensuring that equipment and materials required are on site. Part of their job will be to allocate jobs to those looking for work. A register will be taken each Sunday.

Accounts and finance manager is to be Jack Edwards.

Les Brimson will take responsibility for the Cuckoo line and take over from me if I should be unfortunate enough to get buried in the concrete.

The accompanying spreadsheet gives some idea of the jobs and people involved. If you wish to work in any of the teams listed below please see the team leader when you arrive at Colney Heath. The catering dept has NO VACANCIES.(You are welcome to join the waiting list).

I must point out to all members that I am not taking over as Loco Section Leader. This position is still retained by Rod.

Jim MacDonald

Stationary Steam and Traction Engine Section.

Happy New Year to all. Stationary steam is for the most part stationary at this time of year with the exception of the London New Year's Day Parade.

Only one NLSME engine this year, but with Ron Todd's Burrell coming on line this season and Terry Baxter's McClaren repainted we should do better next year. There were 5 engines present and we did negotiate Hyde Park corner and the Victoria one way system in heavy traffic at dusk!

Stationary Steam will be working on the tunnel this winter. Share and share alike - so next summer watch out for on coming traction engines before you thunder through on

your trains.

Some dates for TE diaries.

Whipsnade Zoo Probable dates 22/23/24 April
 Enfield T/E rally North London End May
 Harrow and Wembley MES [traction engines welcome] 10/11 June
 Whitwell Steam and County Fair. 10/11 June
 Colney Heath School. Mid June
 Trent Park T/E North London. Early Aug
 Bedford MES Model traction Engine Rally, Quainton 19/20 Aug
 Harrow and Wembley MES [traction engines welcome] 26/28 Aug
 Essex County Show Barleylands 9/10 Sept
 Mencap at Colney Heath. 16 Sept

We do a free fete at Colney Heath School every year, usually in the middle of June. Some of us steam up at the track and run there and some steam up on the site. Being June, sub aqua gear is a requirement. Any members keen to drive my miniature at this event are welcome to do so subject to some prior practice.

If any members are involved in charity events I would be pleased to give rides with my engine if dates permit, but please let me know as early as possible. Members and their engines both full size and miniature regularly attend the full size T/E rallies mentioned above. If you want bring an engine and don't have an entry form contact me and I will obtain any info you may need. My number is 0171 794 5915 [I know the code is changing but I haven't a clue] (see Section Leaders list - Ed.). Other members are very welcome to visit our camps at these events and have a sit down and a cup of tea.

John Squire

Workshop Nights

On Friday 21st April an extra meet will be held at Colney Heath starting at 6.30pm sharp for the 2000 Millimetre Championship Trophy Cup run on similar lines to last year. The Cup this year is being donated by Jim Taylor. David Jones has suggested that he is prepared to put 5 or 6 of his high speed racing vessels up for raffle prizes at the next two meetings before the Race Meeting Night. All proceeds from the raffles will be used, as always on Workshop Nights, for the Marine Section to improve their lakeside facilities for us all to enjoy.

Talking of lakeside topics, Raymond Goss will bring along his full size boat on a trailer for us to see the steam engine that is to his own design, which is now installed and I believe running satisfactorily. He will run the engine up for us, BUT NOT ON THE LAKE! (For obvious reasons). I look forward to seeing this engine running and will be pleased to see the efforts of a lot of hard work coming to life.

Don't forget Friday 25th February, Peter Haycock from the St Albans Model Society is giving a talk on taps and dies. Should be a good talk. See you all on the 25th

Derek Perham

HINTS AND TIPS

Curing leaky check valves

Leaking check valves are nothing new and one of the commonest remedies is to use a D-bit to face the surface. The ball is placed in position and then a short rod, placed on top of the ball, is hit sharply with a hammer to 'seat' the ball. Many who have tried this have ended up with just as leaky a ball as they started out with.

The problem lies often in the method of 'seating' and I prefer to use the following method: After D-bitting, the valve is held in the drill or mill vice and the ball is placed in position. The rod is held in the drill or mill chuck and brought down into contact with the ball. Increasing pressure is applied to 'seat' the ball: The mill or drill is being used as a press.

Paul Gammon

Loco Section News

At the loco meeting on Friday the 14th January it was announced that Jim MacDonald would take over the task of running the Colney Heath site as a temporary organiser of the site jobs and responsibilities until the AGM when the Section would have to elect a new leader.

The question of organising the HQ meeting and any HQ matters was raised at this meeting and no one offered their services! So who would do this job? I have volunteered to take the job on until the AGM with the same conditions on the tasks that Jim has taken on for Colney Heath Site.

The next meeting will be as published in dates for your diary (Work in Progress) to be held on Friday 11th of February so can we have a good turn out of your latest work. This is always an interesting meeting with something new always turning up.

The following month we really need to look where the Loco Section is going and I believe we as the largest section need to perhaps air our views at this March meeting. Don't forget the running season is only some 5 weeks away from this meeting. I feel that decisions by Loco Section members should be taken from a meeting of this kind at least once a year and then see where we are going or what we want to achieve in the coming running seasons. Several suggestions have been banded around and ideas on how to improve the way we organise ourselves. So lets have them at this meeting to find out what the Section's feeling are.

At the April Loco Meeting which will be my final loco meeting to organise, we have a talk and slides on the steam marine engine built by Raymond Goss to power his own boat. The date will be April the 14th and on the following Friday, the 21st Raymond will be at the pop pop race night with his boat, at Colney Heath, for us to see the engine running. So do come along to both meets. I am sure you will be entertained.

Derek Perham

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